

## 2017 PHRF-NB Membership/Rating Certificate

This certificate expires on April 30, 2018, or upon change of ownership, whichever comes first.

**Certificate status: Renewed**

Ratings	
189	204
Spinnaker	Non-Spinnaker

### Administrative Data

<b>Name:</b>	Mike Zani
<b>Address:</b>	Privacy Protected
<b>Email:</b>	
<b>Primary Phone:</b>	
<b>Secondary Phone:</b>	
<b>Yacht Club:</b>	Spar Island Racing Association

### Yacht

<b>Yacht Name:</b> Vela	<b>Sail Number:</b> 14
<b>Designer:</b> S. Graves	
<b>Manufacturer:</b> Graves Yacht Yard	<b>Model:</b> Graves Constellation
<b>Hull Serial Number:</b> 744-14	<b>Date Manufactured:</b> 1965
<b>Other Ratings:</b>	<b>Date Last Rated:</b>
<b>Previous Name:</b>	<b>Previous Location:</b>

### Boat Measurements

<b>I:</b> 30.5	<b>J:</b> 10.8	<b>LOA:</b> 29.42
<b>P:</b> 33.3	<b>E:</b> 14.5	<b>LWL:</b> 21.25
<b>ISP:</b> 30.89	<b>SPL:</b> 10.75	<b>Draft:</b> Max 4.67
<b>Py:</b>	<b>Ey:</b>	
<b>Beam:</b> 8	<b>Displacement:</b> 7300	
<b>Rig Type:</b> Sloop	<b>Rig:</b> Fractional	
<b>Keel Weight:</b> 2750	<b>Keel Material:</b> Lead	
<b>Composite Rigging:</b> no	<b>Other Ballast:</b> no	
<b>Mast Material:</b>	<b>Spinnaker Type(s):</b> Symmetrical	
<b>Asymmetrical Spinnaker Tacked To:</b>		

### Sails

Headsails to be used (LP%)		Mainsail Measurements	
<b>Headsail 1</b>	155	<b>MHB</b>	
<b>Headsail 2</b>	140	<b>MUW</b>	
<b>Headsail 3</b>	0	<b>MTW</b>	
<b>Headsail 4</b>	0	<b>MHW</b>	
		<b>MQW</b>	

**Non-Overlapping Headsail Standard:**

### Spinnakers to be used

Spin #	JC	SMG	Foot	Luff	Leech
<b>Spin 1</b>	0	19	18.1	31.09	0
<b>Spin 2</b>					
<b>Spin 3</b>					
<b>Code 0</b>					

**Headsail Credit:** Roller Furling

### Variables

<b>Engine:</b> Outboard	<b>Prop. Type:</b>
<b>Prop. Install:</b>	<b>Rudder:</b> Keel
<b># of Blades:</b> 0	<b>Keel:</b> Full Keel

### Comments/Modifications

2016: Engine well; all measurements taken from previous owner--not verified-but no modifications have been made to vessel.

2017: Vela Refit Explanation - 4.14.17, 2017-3 due to lack of boat weight.

New Deck and Cabin house - Replaced with similar or slightly heavier scantling deck and house. The cabin house will be shortened 24 inches and lowered 4 inches (for aesthetic reasons).

Lengthened cockpit - The cockpit was extended forward 24

### Committee Use Only

PHRF #: 12305			
<b>Base Rating</b>	192	<b>Non-Spin Adj.</b>	15
<b>Genoa Spin Adj.</b>	0	<b>Genoa Non-Spin Adj.</b>	0
<b>Mainsail Adj.</b>	0	<b>Furling Adj.</b>	0
<b>Spin. Area Adj.</b>		<b>Whisker Pole Adj.</b>	
<b>Prop. Adjustment</b>	0		
<b>Mast Adj.</b>	0	<b>Misc. Adj.</b>	-3
<b>Asym Adj.</b>	0	<b>Spin Pole Adj.</b>	0
<b>Committee Signature</b>		<b>Date</b>	
Katherine Rotsky		06/27/2017	

inches (distance was taken from the cabin house). This enables 4 people to sit comfortably in the cockpit while racing as opposed to 3 people.

New chainplate location - the chainplates were moved inboard approximately 8 to 9 inches from the old location. See the attached drawing for details. This enables us to trim the sails 3.7 degrees closer to centerline.

New Mast - a new (used) mast is being used on the boat. The spar is 4x6 inches (width and length) as opposed to 3.5x6 inches. The wider mast was needed to support the added compressive rig loads associated with moving the chainplates inboard. The mast is rigged as closely to the old rig and available designed numbers as possible. The new rig weighs 20 lbs more than the old rig and the new rigging is 5-10 lbs more than the old rigging. The same rigging configuration will be used - single spreader, single cap shrouds with split lower shrouds. The spreaders were shortened 4 inches.

Weight - Weight changes still need to be confirmed, but the old deck and cabin house weighed in at 650 lbs when removed (it was very wet). We do not believe the new design will significantly increase or decrease the overall weight of the boat. There are elements which increased the weight (added structure to support the new chainplates, added a second bulkhead to support the new cockpit floor, added back a head, heavier mast), but we also did things to reduce the weight (removed wet wood, removed a wet icebox installed new lighter rigging (e.g. 2 aluminum winches as opposed to 4 bronze)). Please rate the boat at an assumed similar weight and I will report back weight changes when she is launched.

Roller Furling Unit - A roller furling unit will be installed and this roller unit qualifies for the roller furling credit.