



MORF MEMBERSHIP / RENEWAL APPLICATION

- Regular Member \$190
- Associate Member \$25 (Partner or Crew)
- New Member \$75
- Request \$15 MORF Burgee

Name: _____
 Address: _____
 City: _____ State: **IL** Zip Code: _____
 Home Phone: _____ Work: _____ Cell: _____
 E-Mail: _____ Approval to print Email in facebook
 Check here if you do NOT want your address or phone numbers in the facebook

Volunteer

We always need help! Please volunteer your services and indicate your preferences:

Committee Boat

Preferred Date: _____

Contact me with available dates

Protest I would be interested in serving as a member of a protest committee

If you are registering a boat, please complete or update the following to the best of your ability:

Boat Name: _____	Make/Model: _____	I: _____
Sail Number: _____	Model Year: _____	J: _____
Harbor: _____	Length Overall: _____	P: _____
	Waterline Length (LWL): _____	E: _____
Primary Fleet Choice: <input type="checkbox"/> Jib & Main Fleet	Beam: _____	ISP: _____
<input type="checkbox"/> Spinnaker Fleet	Draft: _____	SPL: _____
<input type="checkbox"/> Multihull Fleet	Displacement: _____	TPS: _____
		LPG: _____

MORF requires that sails be measured. Please attach a copy of sail measurement certificates if available. Also attach a copy of your LMPHRF and/or ORR certificate, even if not current.

Check here and complete the back side of this application if you desire to take advantage of the MORF handicapping credits for roller furling headsails, in-mast roller furling, solid propeller and for changing from a spinnaker pole to a deck tacked asymmetrical spinnaker. YOU MUST REAPPLY FOR THESE CREDITS ANNUALLY.

Keel: Full Length Fin Shoal Draft Centerboard Winged Keel/Centerboard
 Auxiliary Power: Inboard Outboard Sail Drive
 Spinnaker Attachment: Pole Sprit or Prod Fordeck None

Describe in detail all modifications to your boat which may have reduced or redistributed its weight, increased its sail area, or reduced its wetted surface. Any additions or alterations to a yacht that may affect its performance must be reported to the MORF Rear Commodore prior to starting the next race. Use additional paper if needed.

Waiver

I have read the Racing Rules of Sailing as adopted by the US SAILING Association and agree that in submitting this application I am bound thereby. In consideration of the opportunity to participate in the Midwest Open Racing Fleet (MORF) Races and being fully aware of the dangers that may befall mariners, each of the undersigned, for himself and his heirs, legal representatives, successors and assigns, hereby waives any and all claims which he, and any of them, may have against the Midwest Open Racing Fleet and its Board of Directors, members and agents involved in the organization, supervision and conduct of races. This waiver is not intended to preclude claims by an individual contestant against another contestant arising out of any alleged negligent conduct of said contestant. I agree to the conditions of the Races set forth in the current MORF Race Book and state that the yacht identified above will be outfitted, equipped and handled in accordance with these conditions and that the yacht will comply with the class rules while racing. I specifically agree that it is my responsibility to see that this yacht is seaworthy in hull, rig, and gear, and that she is competently operated. I knowingly assume the risks of yacht racing and agree that the decision to start and continue a race is solely my responsibility.

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per event or the equivalent.

YOU MUST SIGN THE WAIVER TO PARTICIPATE IN MORF RACES.

X

Signature

Date

Make check payable to: MORF

Mail to: MORF P.O. Box 3429, Lisle, Illinois 60532

MORF handicapping credits for roller furling headsails, in-mast roller furling, solid propeller, and for changing from a spinnaker pole to a deck tacked asymmetrical spinnaker:

1. Do you plan on using a roller furling headsail that will be the only headsail deployed for the entire season while racing in MORF events? Yes: _____ No: _____
If Yes, where is the drum mounted? Above deck: _____ Below deck: _____
If Yes, was the headsail designed and built to be stored on the head foil when not racing and has a UV cover integral to the sail along the full length of the leech?
Yes: _____ No: _____
2. Do you have mainsail luff roller furling? Yes: _____ No: _____
If Yes, do you have battens in the mainsail? Yes: _____ No: _____
3. Does your base boat (i.e., sister ship) normally race with a spinnaker pole?
Yes: _____ No: _____

If No, go on to Question #5. If Yes, do you plan on changing from a spinnaker pole to a deck tacked, asymmetrical spinnaker for the entire season while racing in MORF events? Yes: _____ No: _____

If Yes, please provide the following information for the largest asymmetrical spinnaker that will be used for racing in MORF events (also attached a sail maker's certificate, if available):

ALU: _____ feet

ALE: _____ feet

AMG: _____ feet

AF: _____ feet

TPS: _____ feet (This value should equal your "J" dimension unless you utilize a sprit or a prod for tacking the asymmetrical spinnaker).

ISP: _____ feet

4. Do you have a fixed (solid) propeller not in an aperture? Yes: _____ No: _____
5. Do you have an unusual propeller installation which you believe qualifies for an additional credit adjustment? Yes: _____ No: _____

If Yes, please describe (attached photos, if possible): _____

Rig Measurement Definitions

I refers to the vertical height of fore triangle measured from the point of attachment of the forestay to the mast structure or, if a headsail is set forward of the forestay, the highest attachment point on the mast to which a headsail may be hoisted, to the sheer line at the point abeam the mast.

J refers to the horizontal distance from front surface of mast to the forestay extended to intersect the level of the sheer line or to most forward point on the deck or bowsprit to which a headsail may be tacked, whichever is greater.

P refers to the maximum hoist of main sail measured from lower edge of the upper mast band to the upper edge of lower mast band or upper surface of fixed boom.

E refers to the maximum foot length of main sail measured from after edge of mast to the inner edge of band on boom.

ISP refers to the vertical height of uppermost spinnaker halyard measured from the underside of the spinnaker halyard to the level of the sheer line at the point abeam the mast.

SPL refers to the length of spinnaker pole from centerline of mast to outer end of pole when the pole is set in a horizontal athwart ships position.

TPS refers to the horizontal distance from the face of the mast to the extreme forward end of a bowsprit in its maximum extension or to the point of attachment at deck level in the case of a deck tacked asymmetrical spinnaker.

LPG is the shortest distance from forward edge of luff tape to aftermost portion of sail at the clew for the largest jib.

