

Appendix A – MEASUREMENT STANDARDS  
TO THE LEHMAN 12 CLASS BY-LAWS  
October 10, 2015

I. The Lehman 12 (hereinafter “L-12”) hull and daggerboard trunk are to be molded of fiberglass from the original molds produced by W.D. Schock Company (hereinafter “Builder”) or such other molds as may be approved by the Members at the Class Annual Meeting. The shape of the hull as supplied by Builder shall not be subsequently altered.

II. Each Lehman-12 shall comply with all measurements set forth herein and as measured per the attached Lehman 12 Hull Measurement Procedure dated October 24, 1974 and the attached document entitled “Measurement Record”:

A. - MINIMUM WEIGHTS

Bare Hull:	140 lbs
Fully Rigged Boat	181 lbs
Fully Rigged Mast	18 lbs
Racing Weight – Boat, Skipper & Crew	500 lbs

B. - DIMENSIONS

Beam at mid-length station:	min: 4’6”	max: 4’7”
Beam at forward quarter station:	min: 3’0”	max: 3’1”
Overall length:	min: 11’11”	max: 12’0”
Center line mast-step ball from transom:	min: 9’2”	max: 9’3”
Dagger board:	Conforming to the template held by Builder.	

C. - MAST

Aluminum extrusion 20’4” X 1.75” X 2.75”. Shroud intersects mast at the point on mast supplied by Builder. Jib Stay intersects mast 6’6” below top of the mast extrusion.

D. - BOOM

Aluminum tube 10’6.75” X 1.75” measured from forward side of mast slot to after side of clue outhaul sleeve.

E. - SAIL

1. Sails must be stamped and dated on the tack by the class measurer or by a sail loft in compliance with the following. Measurements shall be made from all extremities of the sail. Sails shall be pulled out evenly from all corners and only so taut as to eliminate wrinkles. Girths shall be measured by folding the leach from the head point (intersection of luff and head) to the clew point (intersection of leach and foot) to find the midpoint of the leach, by folding the head point and clew point to the midpoint of the leach to find the upper 3/4 point and lower 1/4 point respectively and by folding the head point to the

upper 3/4 point to find the upper 7/8 point. Once the 1/4, 1/2, 3/4 and 7/8 points on the leach are marked the respective girths shall be measured to the closest extremity of the luff including the boltrope (perpendicular to the luff).

Luff - Maximum:	16' 6"
Leech - Maximum:	18' 0"
Foot - Maximum:	10' 0"
Foot Crown - Maximum:	0' 7"
Head width	7 & 3/4 (7.75) inches
Upper 7/8th Girth	21 & 3/4 (21.75) inches
Upper 3/4 Girth	39 & 1/2 (39.5) inches
Mid-Girth (1/2 Girth)	69 inches
Lower 1/4 Girth	97 & 3/4 (97.75) inches

2. The leech of the sail shall be straight or may have a maximum of 1/2" of concave shape between the headboard and the upper batten, between battens and between the lower batten and clew. The foot of the sail shall consist of a fair and even curve as in the arc of a circle.

3. There shall be three battens in the leech of the sail of not more than the following lengths: top batten 18 inches, middle batten 24 inches, lower batten 21 inches; the foot batten (if carried) 12 inches. They shall be approximately evenly spaced; with a tolerance of 1/2 inch. All batten pockets shall not have more than two (2) extra thicknesses of cloth.

4. The insignia shall consist of a red "L" 3-3/4 inches high above the red "12" 3-1/2 inches high, separated by a red bar 3/4 inches by 5 inches. A diamond 15 inches high by 10-3/4 inches wide shall be laid out to enclose the "L", "12" and the bar. A blue stripe 1-1/8 inches wide shall surround the diamond. A white stripe 1-1/8 inches wide shall surround the blue stripe. A red stripe 1-1/8 inches wide shall surround the white stripe. The insignia shall be placed on both sides of the sail between the upper and middle battens. Assigned racing numbers, 10 inches high, shall be placed on both sides of the sail near the leech. Sails must carry property class insignia and racing number while racing.

5. The color of the "National Champion" sail marking "L-12, bar and outer diamond" shall be gold.

6. The color of the "Class Champion" sail marking "L-12 and bar" shall be gold.

7. Honor awards are not made to the boat but to the skipper, and shall be retained by the skipper for use on any Lehman-12 that he/she may sail while still a member of the Class.

### III. RUDDER, TILLER & DAGGERBOARD

A. - The dagger board and rudder shall be made of exactly 3/16-inch aluminum plate to conform to the official L-12 drawing. The edges may be faired in one inch. The specifications of the rudder by amendment effective February 10, 1968 are hereby modified to a shape having an overall length of approximately 46 ½ inches and otherwise conforming to template in possession of builder and to official L-12 drawing in possession of the Class Captain.

B. - Replacement parts shall be duplicates of the standard parts.

C. - The rudder must be shipped in normal position on after side of transom at all times while racing.

D. - The daggerboard may be shipped or unshipped at will.

#### IV. RIGGING

The vang, downhaul, outhaul and cunningham may be led back to the helmsman for ease of adjustment.

#### V. OTHER REQUIREMENTS & RESTRICTIONS

A. Buoyancy tanks sufficient to safely float the swamped boat with full racing gear aboard, except for crew, must be installed. Such tanks shall be retained as originally installed by builder, except that in older boats they may be relocated to the bow and stern positions shown on the attached drawings.

B. Oarlocks, fender type guard rails, drain plug, bottom cushion, towing eye bold, lifting slings and eyes, jointed mast, spreaders, hull paint, hiking straps, tiller extension, sheeting device for main sheet (must lead to center of boat), sheet securing device (May be located anywhere on the boat), and an adjustable gooseneck fitting may be optional equipment. It is the intent of this rule that (excepting personal gear) any items not authorized herein or elsewhere in these By-Laws shall not be allowed.

C. Equipment may include: An adjustable outhaul wire or rope to lead from clew of sail to, and around, end of boom and secured solely on the boom; boom vang; outhaul winch. In the alternative, clew of sail may be secured to an adjustable car on track secured to boom. The shroud lead position through the rail (shelf) must conform to the official L-12 design. Only for the purpose of steadying the mast off the wind, a mast vang tackle may be fitted from the bow plate to the point on the mast no higher than 15 inches above the black band. No other gear is allowed, except as authorized elsewhere in these By-Laws. Examples of gear not allowed include (a) "Cunningham Rings" or their equivalent, or (b) headstay tension adjustors other than thumbscrew or turnbuckle.

D. The procedure for establishing the location of the mast band shall be determined by hoisting both the sail and the steel tape as high as possible on the halyard shackle at the same time and measuring therefrom to a point 16 ft. 6 in. to the top of a ¾ inch black band. The mast step shall be of the type supplied by the builder, and the location

of same within the hull shall be within the range described in section II. B. above, and its position must be fixed and not adjustable.

#### VI. APPROVED MODIFICATIONS

A. All wood may be replaced on the hull provided that it is done in a manner consistent with the Builder's intent and the Class By-Laws.

B. Stringers may be added to the sole in a similar manner and with similar materials as used by the Builder. They may not be added to change the structural integrity of the hull.

C. Shroud levers may be modified as necessary but must be of a lever type with a maximum toss not in excess of what could be achieved as originally rigged.

D. Modifications not included herein will result in the yacht being non-conforming with the Measurement Standards and ineligible to compete in Class races.

E. Requests for modifications not herein listed should be submitted to the Class Captain in writing. They will be reviewed and either approved or disapproved by an ad-hoc committee appointed by the Class Captain.

**LEHMAN 12 CLASS BY-LAWS**  
**October 10, 2015**

**ARTICLE I – CLASS BUSINESS AND MEETINGS**

The Annual Meeting of the Lehman 12 Class (hereinafter “Class”) shall be no later than November of each year. Motions to be voted upon may be made by any Member (as defined below) of the Class and may be adopted by a simple majority of those Members present. Class Officers, consisting of a Class Captain, one (1) or more Class Measurers, and such other positions as may be determined by the Members from time-to-time, shall be proposed by and voted upon by the Members. Results of the election of Class Officers and any changes in the By-Laws shall be filed with the Race Director of NHYC not later than two weeks after the Class Meeting, and shall be posted to the Lehman 12 web page on the NHYC web site.

**ARTICLE II – FLEET 1 DUES**

The dues of the NHYC Fleet 1 shall be:

1. For any active Member as determined by the Fleet Captain, \$50.00 per year, and this member has one vote.
  
2. Commencing in 2008, Fleet 1 dues are payable on January 1st of each year. Skippers will be ineligible to participate in any sanctioned Class sailing events or to vote (if otherwise qualified) unless dues have been paid for the current year.
  
3. NHYC Members shall be billed automatically. For non-NHYC Members, dues are payable to the Newport Harbor Lehman 12 Class and should be directed to the NHYC Race Director.

**ARTICLE III – ELIGIBLE LEHMAN 12’S**

1. A Lehman 12 boat (hereinafter “L-12”) is eligible and considered in the Class only if it conforms to the Measurement Standards attached hereto as Exhibit A, and has not been modified from its original construction or rigging to provide an unfair advantage. Examples of acceptable modifications include relocating sail-trim adjustments to more convenient locations, adding a compass, etc. Examples of unacceptable changes include the use of shroud levers that allow greater fore and aft movement of the mast than originally designed, enhancing the structural integrity of the hull with the use of carbon-fiber materials, or changing the depth of the rudder or dagger-board below the water line.
  
2. A Class Protest Committee, as established on an ad-hoc basis by the Class Captain at his/her discretion, may declare ineligible any L-12 which does not conform to the spirit as well as the letter of these rules including the official drawings held by the W.D. Shock Company.

## **ARTICLE IV – MEASUREMENT**

1. Only Class Measurers as elected by the Members may be qualified to measure. No Class Measurer shall measure his own L-12 except under supervision of a disinterested person appointed by the Class Captain. The Class Captain shall maintain a schedule of all boats that have been measured.

2. Each L-12 shall be measured by a Class Measurer when it first (1<sup>st</sup>) enters the Class, at any time that it undergoes modifications, and prior to the annual class championship (The Barney Lehman Regatta). Such measurement shall generally be limited to weight but at the discretion of a Class Measurer or the Class Captain, may encompass all of the elements of the Measurement Standards attached as Exhibit A. A yacht that is determined to be out of conformance with the Measurement Standards is considered ineligible and shall not be scored in any Class races.

3. A yacht that has been measured shall not be subject to re-measurement or protest on measurements for the subsequent 12 month period unless reasonable evidence of substantial alterations is provided to the Class Captain. An L-12 is always subject to re-measurement by order of the Class Captain.

4. Protest of measurements must include \$50.00 deposit, returnable only if sustained, and shall be heard by a Class Protest Committee established ad-hoc by the Class Captain.

(a) If a protest is sustained, the Class would request the sponsoring yacht club to disqualify the yacht from the regatta. The protest committee for the regatta would not rule on the measurements, only on the Class's authority to declare an L-12 ineligible.

(b) A yacht which the Class Protest Committee determines is ineligible shall make appropriate correction to bring the yacht in conformance with the Measurement Standards, and shall pay \$50.00 fee for re-measurement.

5. Protest of L-12 measurement issues must be handled quickly to avoid (if possible) clouding regatta results, but may be carried unresolved beyond award of trophies. Once awarded, trophies will be retained by the recipient regardless of the outcome of the protest.

## **ARTICLE V – LIMITATION GOVERNING PURCHASE OF SAILS**

The purchase of new sails by Members shall be limited to one in any year, except that one additional sail may be purchased for any yacht during its first sailing season, unless the owner already has in his possession one or more sails at the time of acquiring the yacht.

## **ARTICLE VI – NUMBERS**

1. The numbers shall be molded into the hull visibly between the aft end of the dagger board trunk and transom on the center line of the hull or in such other location as

determined by the Builder. This number corresponds with the racing number on the main sails.

2. The official racing numbers shall be issued only by Builder.

#### **ARTICLE VII – CREW REQUIREMENTS**

1. There is no maximum or minimum number of persons allowed or required in one boat.

2. The total minimum weight shall be per Exhibit A..

3. Any ballast carried to make up the weight shall not consist of “accessories” and may not be shifted during the race. Crews will be weighed before racing.

4. Protests regarding only crew weight and not hull measurements shall be heard by the protest committee for the subject regatta and may be resolved with the use of any scale deemed appropriate by that protest committee.

#### **ARTICLE VIII – CLASS CHAMPIONSHIP**

The Class Championship is an open event until such time as the Members deem it necessary to make this a restricted event. The method of determining the qualifications for the right to enter the National Championship Series shall be set by an ad-hoc committee appointed by the Class Captain. A PERPETUAL TROPHY will be awarded to the winner of the Class Championship– The name shall be “L-12 National Champion – M.L. “Barney” Lehman Perpetual”.

#### **ARTICLE IX – CLASS SCHEDULE**

The schedule of Class races shall be established from time-to-time by the Class Captain with the concurrence of the NYHC Yacht Racing Council. NOR's and Entry Forms shall be available at the NHYC Race Directors office and on the NHYC web site.

#### **ARTICLE X – OBLIGATIONS**

The Class shall not be liable for any debts contracted by its officers other than expenditure authorized by the budget or upon written order of the Class Captain.

#### **ARTICLE XI – DOCUMENT CONTROLLING**

Upon adoption of the document as evidenced below, this document and the exhibits attached hereto shall supersede all prior documents relating to the issues addressed herein. This includes prior Class and Lehman 12 Association By-Laws, and the Lehman 12 Association Constitution.