

LEHMAN 12 ASSOCIATION BY-LAWS

ARTICLE I – FLEET BUSINESS AND MEETINGS

The Annual Meeting of each Fleet shall be no later than November of each year, and results of the election of Fleet Officers shall be filed with the Association not later than two weeks after said election.

ARTICLE II – DUES

The dues of the L-12 Class Association shall be:

1. For ACTIVE MEMBERS - \$5.00 per year and this member has one vote.
2. Dues are payable on January 1 of each year. Skippers will be ineligible to participate in any sanctioned L-12 sailing events or to vote (if otherwise qualified) unless dues have been paid for the current year.
3. Fleet dues are optional. If any, they shall be collected and retained by the Fleet.

ARTICLE III – RENEWAL OF CHARTER

1. Each Fleet is required to file an annual report with the Association during October of each year to renew its rights and privileges under its charter.

ARTICLE IV – REPORTS AND RETURNS

1. If the annual report of Fleet dues and Registrations of Members has not been received by the Association on or before December 1st, the Fleet becomes mandatorily suspended. In case of a new Fleet, suspension is mandatory if the new Fleet fails to comply with a demand for a report. Suspension applies to members of suspended Fleets.
2. Suspended Fleets, members and ineligible boats may be posted by publication, and must be barred from all L-12 races. They cannot be reinstated until requirements of the Association have been fulfilled.

ARTICLE V – ELIGIBLE LEHMAN 12'S

1. A L-12 boat is eligible and considered in the L-12 Class only if it conforms to the measurement rules as certified by a class measurement certificate and is owned by a qualified active member recorded at the time and in good standing with the Association.

ARTICLE VI – MEASUREMENTS AND CERTIFICATES

1. Qualified Certified Measurers will be appointed by the Measurement Committee. Their authority shall be restricted to the actual measuring and filing a report of same. No Certified Measurer shall

measure his own L-12 except under supervision of a disinterested person appointed by the Measurement Committee.

2. The Association's Certificate shall be binding under all organizations conducting races for the L-12 Class. A yacht holding such certificate shall not be subject to measurement or protest on measurements unless reasonable grounds can be shown to give evidence of subsequent alterations. A L-12 boat is always subject to remeasurement by order of the Governing Board, National Race Committee, or Measurement Committee.
3. All L-12's must have valid measurement certificate to participate in any sanctioned regatta.
4. Protest of measurements of a certified L-12 boat must include \$15.00 deposit plus measurement fee returnable only if sustained.
5. Issue new certificate to each boat.
 - (a) All boats would be measured and certified; only unweighed boats or those whose present recorded weights do not conform with the below requirements would be re-weighed.
6. New Measurement Certificate required to sail in all L-12 events January, 1992.
7. Protest against valid L-12 Certificates would be heard by L-12 Protest Committee (Governing Board or other committee designated to handle).
 - (a) If protest is sustained, L-12 Association would request the sponsoring yacht club to disqualify boat from regatta – Yacht Club Protest Committee would not rule on certificate – only on the Association's authority to declare an L-12 illegal.
 - (b) Protestor pays \$15.00 fee to L-12 Association at time of protest of Measurement Certificate (Association retains fee).
 - (c) "Decertified" boat pays \$5.00 fee for reinstatement and remeasurement - \$15.00 fee would be rebated by L-12 Association to original protestor.
8. Protest of L-12 Measurement Certificates 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 VII – HULL DESIGN AND CONSTRUCTION

1. The L-12 hull and daggerboard trunk are to be molded of fiberglass. These boats shall be molded from the official mold or molds that are officially approved. The shape of the hull as supplied by builder shall not subsequently be altered. Minimum weight of the hull, spars, rigging, daggerboard, rudder and tiller shall be 175 pounds. If same shall weigh over 175 pounds, the excess may be deducted from required crew weight. The fully rigged mast will be a minimum 20 pounds and the "racing weight" (skipper, crew and fully rigged boat) 500 pounds (minimum weight).
2. In order to be certified as a Lehman-12, each boat must be weighed (and found to conform within the above weight requirements) and measured. Measurements shall be taken in the manner set forth in a measurement procedure approved by the Measurement Committee and adopted by the Governing Board.

3. Each Lehman-12 shall comply with all measurements set forth in the Class Constitution and By-Laws. Notwithstanding this general requirement, however, to be certified, a Lehman-12 must be measured and found in compliance with the following measurements:

<u>MEASUREMENT</u>	<u>MIN.</u>	<u>MAX.</u>
a. Beam at mid-length station	4' 6-0"	4' 7-0"
b. Beam at forward quarter station	3' 0-1/4"	3' 0-3/4"
c. Overall length	11' 11-0"	12' 0-0"
d. Center line mast-step ball from transform	9' 2-0"	9' 3-0"

(See attached discussion of measurement procedure)

4. 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 official Lehman-12 drawing.
5. The top of the rail will be the sheer; Beam will be measured to the outside of the hull. A cushion fender rail may be attached not to extend out from the hull more than 2 inches.
6. 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.
7. It will be illegal to produce a mold of the Lehman-12 without specific permission and approval of the design holder and builder W.D. Shock Company.

ARTICLE VIII – SPARS

1. The mast and boom shall be made of aluminum.
2. The mast shall be of an untapered 1-3/4 inch by 2-3/4 inch aluminum extrusion, and shall have a minimum weight of 18 lbs. fully rigged. The length of the extrusion overall, excluding end fittings, shall be 20 feet 4 inches. The jib stay intersects the mast 78 inches below the top of the extrusion.
3. The boom shall be 126-3/4 inches long from the forward side of the mast sail slot to the after side of the clew outhaul sheeve. The section shall be round and of 1-3/4 or 2 inch diameter aluminum tubing.
4. 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 Lehman-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.
 - (b) Headstay tension adjusters other than thumbscrew or turnbuckle.
5. 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 is optional within the range discussed above, but its position must be fixed and not adjustable.

ARTICLE IX – RUDDER, TILLER AND DAGGERBOARD

- 1. The daggerboard and rudder shall be made of exactly 3/16-inch aluminum plate to conform to the official Lehman-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 Lehman-12 drawing in possession of Fleet’s Secretary.
- 2. Replacement parts shall be duplicates of the standard parts.
- 3. The rudder must be shipped in normal position on after side of transom at all times while racing.
- 4. The daggerboard may be shipped or unshipped at will.

ARTICLE X – SAILS

- 1. Measurement 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.

<u>MEASUREMENT</u>	<u>MAXIMUM</u>
Luff	198 inches (16 ft. 6 in.)
Leech	216 inches (18 feet)
Foot	120 inches (10 feet)
Foot Crown	7"
Cross Measurement	70" (5 ft. 10 in.)

The leech of the sail shall consist of a fair curve. Fair curve is interpreted to mean that the curve shall not be concave at any point. The foot of the sail shall consist of a fair and even curve as in the arc of a circle.

- 2. 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. All batten pockets shall not have more than two (2) extra thicknesses of cloth. The headboard of the sail on measurement perpendicular to the luff rope shall not exceed four inches.
- 3. 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 ¾ 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 batten and headboard. 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.

4. The color of the "National Champion" sail marking "L-12, bar and outer diamond" shall be gold.
5. The color of the "Fleet Champion" sail marking "L-12 and bar" shall be gold.
6. All sails shall be stamped on tack of sail by the Fleet Measurer.
7. Outrigging for the sheeting of the sail is prohibited.
8. 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 may sail while still a member of the Association.

ARTICLE XI – LIMITATION GOVERNING PURCHASE OF SAILS

1. The purchase of new suits of sails by Lehman-12 one-design class yacht owners shall be limited to one suit in any year, except that one additional suit may be purchased for any yacht during its first sailing season, unless the owner already has in his possession one or more suits of sails at the time of acquiring the yacht.

ARTICLE XII – NUMBERS

1. The numbers shall be molded into the hull visibly between the aft end of the daggerboard trunk and transom on the center line of the hull. This number corresponds with the racing number on the main sails.
2. The official racing numbers shall be issued only by W.D. Shock Co.

ARTICLE XIII – CREW REQUIREMENTS

1. The number of persons allowed in one boat in race shall be a minimum of two (2).
2. Every regatta or series must be completed with the same number of crew members aboard.
3. The total minimum weight shall be 325 lbs as defined in Article VII 1.
4. 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.

ARTICLE XIV – SANCTIONED EVENTS

1. All series for major L-12 One-Design Championships territorially greater than one fleet, or events for perpetual, semi-perpetual or open trophies shall be sanctioned by fleet whose waters the event is held.

2. The National Championship Series is an open event until such time as the Governing Board deems 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 the Governing Board.
 - (a) The “Annual National Championship Series” shall be held at a time mutually agreed upon at the previous Championship Series.
 - (b) PERPETUAL TROPHY – The name shall be “L-12 National Champion – M.L. “Barney” Lehman Perpetual”.

ARTICLE XV – OBLIGATIONS

1. The Association shall not be liable for any debts contracted by its fleet or officers other than expenditure authorized by the budget or upon written order of the President and Secretary-Treasurer.
2. The L-12 Association reserves the right to declare ineligible any yacht 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.