

Lake Champlain Performance Handicap Racing Fleet Bylaws

Revised July 2, 2017

I. POLICY DESCRIPTION

The Lake Champlain Performance Handicap Racing Fleet (LCPHRF) Committee is comprised of representatives from boat clubs and racing authorities. Dues to US-PHRF shall be paid on a rotating basis beginning in 2011 with Malletts Bay Boat Club paying followed by Lake Champlain Yacht Club paying in 2012, Valcour Sailing Club paying in 2013 and so forth. The Committee uses PHRF handicapping system to rate monohull keelboats which race on Lake Champlain. The PHRF system rates a boat on its current condition. PHRF assumes that a boat is equipped to race. It does not attempt to rate a partially equipped boat, or a boat which differs from others in its class, in that it is unusually heavy, out of balance, or has unusual windage (as from a dinghy on davits). The addition of extra equipment, heavier rigs, or older sails will not be taken into account when determining a boat's rating. Conversely, the removal of, or relocating of equipment can yield a rating penalty for a yacht. The system does not reflect skipper or crew capability.

PHRF and other handicapping systems are described in more detail on the US Sailing website:

<http://www.ussailing.org/racing/offshore-big-boats/rating-rules/>

It is the responsibility of each individual applying for or holding a rating to provide accurate information concerning the condition of the boat or any alterations to the standard configurations or to changes after it has been rated to the committee.

II. PROCEDURES

An individual who wishes to obtain a PHRF rating for a boat submits an application form to the designated handicapper of her/his boat club or racing authority. (An application may also be submitted online, by mail or fax.) The designated handicapper or in his/her absence another member of the LCPHRF Committee reviews the application to insure completeness. The handicapper will compute a base rating based on the standard configuration for that type boat. (Appendix Number One, Standard Configuration.) They will then consider the alterations, if any, to the standard configuration and determine what adjustments, if any, are applicable. (Appendix Number Two - Adjustment Schedule.) They will then issue a provisional rating. That rating is submitted to the LCPHRF Committee as a whole for review. The applicant is free to submit additional information at this time. The LCPHRF Committee shall consider the provisional rating and all additional data submitted. It may accept the rating, revised the rating or table it while seeking clarification or additional data. The LCPHRF Committee has the option to confirm any information provided by the applicant through physical inspection of the boat and its equipment. Once the Committee has voted to accept it, that rating becomes the rating for that boat until otherwise modified. An owner or a protesting competitor may appeal the decision of the Committee by filing an appeal with the filing fee of \$20 with the designated handicapper or the Chairperson of the LCPHRF Committee. An individual may take a further appeal to US Sailing. Under these rules an individual who applies for a PHRF rating agrees to limit his/her rights to the remedies afforded by these rules and appeals procedures.

In case of a modification assigned ratings may be reviewed and revised at any time. Modifications of a boat may affect its rating and, if so, the rating shall be adjusted accordingly and immediately. The applicant is responsible for bringing these modifications to the Committee's attention as soon as they occur.

BOAT RATINGS

The rating of an individual boat is a time allowance expressed in intervals of three seconds per nautical mile.

BOAT RATING PROCEDURES

The LCPHRF Committee will provide adjusted ratings to any yacht upon receipt of a completed application form and certification via signature that the application form contains true and accurate information. The LCPHRF Committee has the option to confirm any information provided by the applicant through physical inspection of the boat and its equipment.

Any boat wishing to race within a member club or other recognized organizing authority is required to have a valid and current Lake Champlain PHRF application on file with LCPHRF or submit a completed application form to the LCPHRF Committee Chairperson through mail, fax or e-mail before the boat participates in any race during the season. If the applicant is a member of a recognized boat club or other organizing authority the form shall be sent to that organization and will then be forwarded to the Chairman of LCPHRF for consideration by the LCPHRF Committee

All assigned ratings may be reviewed and revised at any time. Modifications of a boat may affect its rating and, if so, the rating shall be adjusted accordingly and immediately.

HOW BOAT RATINGS ARE USED

The rating to be used in a race is the adjusted rating in effect on the day the race is held. Each applicant shall receive a written notice of the adjusted rating of that applicant's boat and shall be evidence of a valid rating for racing. The ratings of all boats shall be provided to each recognized club or organizing authority at least once per year prior to the first race of the season either through mail, fax, or e-mail. This rating schedule shall be updated as soon as practicable upon the addition of a boat, or a modification to any boat. Changes in a boat's rating shall be effective when the recognized club or organizing authority receives a revised rating notice. It is the obligation of each applicant to enter races using the latest valid rating. Only boats with current ratings assigned by LCPHRF may enter recognized club or organizing authority events. On a short term basis the Chairman of a local club or organizing authority may appoint an individual to grant provisional ratings which are then reviewed by LCPHRF. When a new boat is purchased the owner or his designee must complete a new rating application. LCPHRF ratings are not transferable.

ACCEPTANCE OF THE RULES

The conduct of the Committee and the Applicants shall be in compliance with the recognized principles of sportsmanship and fair play. By applying for a rating under these bylaws the

applicant agrees to be governed by the rules; to accept the actions taken under the bylaws, subject to the appeal and review procedures provided in them and by US Sailing; and with respect to such determination, not to resort to any court or other tribunal not provided in the bylaws or by US Sailing.

Individuals may, after a hearing, be denied a rating by the Committee for violation of these rules.

CONCLUSION

LCPHRF hopes that you take the time to review LCPHRF's rating system and the adjustment schedule and methodology in calculating each boat's rating. We hope that you offer your comments and suggestions to improve what we intend to be a constantly evolving system. You have the opportunity to play an important part in shaping the future of LCPHRF racing, not only by sailing competitively, but also by taking an active part in the management of the rating system.

*- Excerpts of the Policy Description and Procedures have been taken from the U.S. Sailing Fleet Handbook

III. REGULATIONS

ARTICLE ONE - NAME

1.1 The name of this committee shall be The Lake Champlain Performance Handicap Racing Fleet (LCPHRF) Committee.

ARTICLE TWO - OBJECTIVES

2.1 LCPHRF Committee shall establish, maintain and uphold an equitable system of performance-based ratings for boats raced on Lake Champlain or other surrounding lakes through the local boat clubs or other recognized organizing authority. A boat racing on Lake Champlain will be scored using the rating approved by LC-PHRF and listed in our Data Base.

2.2 LCPHRF Committee shall maintain a rating database.

2.3 The LCPHRF Committee, by and through its Chairperson, shall render assistance and maintain relations with rating committee representatives of any other sailboat racing association or organizing authority as the Chairperson deems proper.

ARTICLE THREE - LCPHRF COMMITTEE ORGANIZATION

3.1 The LCPHRF Committee shall be made up of representatives from any member boat club or recognized organizing authority from Lake Champlain or neighboring lakes. At the first meeting of every calendar year each club and organizing authority shall declare the number and names of their representatives to serve for the coming year. Each boat club may, but is not required to, appoint up to three representatives who shall serve and will have equal voting rights. Each racing authority may appoint one representative who shall have equal rights. Any boat club or organizing authority may request membership in LCPHRF, and shall be granted membership by majority vote of the existing Committee.

3.2 The Committee shall at the first meeting of each calendar year vote to appoint one member as the Chairperson, one member as a Vice-Chairperson, and one member as the Secretary of the Committee. The Chairperson or Vice-Chairperson may also hold the position of Secretary.

3.3 The Chairperson shall be responsible for calling meetings, constructing meeting agenda based on input from the Committee representatives, and insuring that the by-laws of the Committee are met both in spirit and practice.

3.4 The Vice-Chairperson shall assume the duties of the Chairperson if requested to by the Chairperson, or by majority vote of the Committee.

3.5 The Secretary shall be responsible for all record keeping of the LCPHRF database, master forms, and dissemination of information to each club or organizing authority's LCPHRF contact person.

3.6 Each club or recognized organizing authority shall, through its own means, appoint one representative to act as the contact person within that organization to the Chairperson, Vice-Chairperson and Secretary of LCPHRF

3.6.1 All PHRF forms from applicants will be forwarded initially to this individual who will make copies for the entity's records, and will then forward the original form to the Secretary of LCPHRF.

3.6.2 This person, either individually or by the Committee, is responsible for determining a provisional rating for the applicant based upon the information on the application form. This rating will be forwarded to the applicant with the understanding that it may be changed based upon the decision by the LCPHRF committee as a whole.

3.7 The LCPHRF Committee Chairperson, Vice-Chairperson, Secretary and Representatives may serve consecutive years without term limits.

ARTICLE FOUR - LCPHRF COMMITTEE DUTIES

MEETINGS

4.1.1 A quorum for a meeting including an Appeal of a Rating, whether in person or via electronic means, shall have no fewer than sixty percent (60%) of the representatives participating and voting. If fewer than sixty percent of the representatives are present, any vote shall be non-binding and not enforceable by LCPHRF.

4.1.2 Members of LCPHRF may submit an issue electronically (email). That member will assume ownership of the application. The process will be divided into two distinct segments:

-Discussion Period - 5 days (120 hours)

-Voting Period - 2 days (48 hours)

Each representative shall have the right to discuss and vote upon the issue. If the vote of a representative is not received within the Voting Period that vote will be recorded in favor of the measure.

ADJUSTMENT SCHEDULE

4.2 The LCPHRF Committee shall draft an original Adjustment Schedule that shall be approved by a majority of the LCPHRF Committee. (See Appendix number one)

BASE RATINGS AND ADJUSTED RATINGS

4.4 The LCPHRF Committee shall provide a base rating and an adjusted rating to a boat upon receipt of a completed application form and certification of the applicant that the application form contains true and accurate information. The LCPHRF Committee has the option to confirm any information provided by the applicant through physical inspection of the boat and its equipment.

4.5 The application form will be provided by the LCPHRF Committee to the contact person at each boat club or recognized organizing authority. All applicants are required to submit a completed application form to the applicable contact person through mail, fax or e-mail before the applicant's boat participates in any race during the season.

4.6 The LCPHRF Committee has the right to review and revise assigned ratings at any time and shall review and revise, if required, assigned ratings upon receipt of an amended application form or other written notice of modifications to any boat by that particular boat's owner.

4.7 The LCPHRF Committee shall assign a base rating to each boat based on the standard configuration of the particular make and model of the boat. The base rating for each boat will be assigned through examination of local performance, current U.S. Sailing PHRF documentation, other PHRF regions, J/Boats recommended PHRF handicaps, and other resources. Regional ratings may be evaluated in relation to their local sailing conditions compared to Lake Champlain sailing conditions, as well as the number of boats available for comparison.

The LCPHRF Committee shall choose the base rating through a majority vote of the entire Committee.

4.8 The LCPHRF Committee will adjust the base rating of boats that have been altered from the standard configuration to compensate for any expected speed advantage or disadvantage by calculation pursuant to the current Adjustment Schedule. To properly rate each boat, alterations from the standard configuration shall be reported immediately to the appropriate contact person who shall then report it to the LCPHRF Committee Chairperson so that the LCPHRF Committee can accurately rate each boat.

4.9 The LCPHRF Committee shall provide to each club or rating authority's contact person a written notice of the adjusted rating of that applicant's boat by mail, fax, or e-mail. The contact person will then be responsible for providing notice to the applicant and the race committee within their organization. The notice shall be that applicant's evidence of a valid rating for that particular boat for all races.

4.10 The LCPHRF Committee shall provide to each contact person a list of the adjusted ratings of all boats rated for the current season, and all boats previously rated at a minimum

of once per year prior to the first race of the season either through mail, fax, or e-mail. The LCPHRF Committee shall update this list as soon as practicable upon a rating adjustment to any boat.

4.11 The LCPHRF Committee shall provide a revised adjusted rating notice to each applicant's contact person upon receipt of notice from the applicant of an alteration in the boat or its equipment. The contact person will then forward this amended rating to the applicant. Changes in a boat's rating shall be effective when the organization's contact person receives a revised rating notice.

APPEALS OF RATINGS

4.12 Any applicant may appeal the rating assigned per their application. Any individual may protest the rating of any boat assigned a rating. In either case, appeals to existing ratings in LCPHRF must be submitted by May 10th of each calendar year. Appeals for existing ratings in LCPHRF which are submitted after May 10th will not affect the rating until the start of the following season. In both cases appeals must be in writing and the following shall be required:

4.12.1 The LCPHRF Committee shall hear and review an appeal or protest as soon as practical after the Chairperson receives a written notice of appeal which has been filed through the appellant's club or organizing authority contact person.

4.12.2 The appeal or protest must include evidence supporting the action, and the name, signature and contact information for the individual filing the action. If the action is filed via fax, the faxed signature shall be evidence of the intent to file. If filed via e-mail the name and address of the individual filing the action shall serve as the signature requirement.

4.12.3 A \$20.00 non-refundable fee shall be paid to the appellant or protestor's club or organizing authority. This fee is to be utilized to offset expenses associated with meeting to evaluate the appeal.

4.12.4 In the event of a protest being filed against a boat's rating, the club or organizing authority's contact person shall notify the individual who filed the LCPHRF Rating Application of the protest which has been filed. The contact person will also provide a copy of the protest information to the applicant.

4.13 The LCPHRF Committee shall determine the appeal or protest upon a majority vote of the LCPHRF Committee Representatives present.

4.14 The LCPHRF Committee shall provide a decision on the appeal or protest to the filer's contact person who shall immediately forward that decision to the filer by mail, fax or e-mail. If the decision result in a change to a boat's rating, the filer shall be provided a notice of adjusted rating with the decision. This decision shall also be forwarded to the rating applicant if the action is a protest of rating. All decisions shall be made in writing, with an explanation for the decision.

4.15 Appeals for classes with existing base ratings in LCPHRF must be submitted by May 10th of each calendar year. Appeals for classes with existing base ratings in LCPHRF which are submitted after May 10th will not affect the base rating for that class until the start of the

following season. Appeals for which there is no base rating at the beginning of the season may be submitted at any time.

4.16 LCPHRF will at the discretion of the committee, periodically review the base rating of any class of boat currently rated. Any member of the committee may compile data and make a recommendation to the committee for a formal review. The committee will vote on the recommendation. If a majority of the voting members agree with the recommendation, a formal review of the class will be done. In addition, the following shall occur:

4.16.1 Within 7 days of the vote for review, the secretary shall provide written notice to the PHRF representative from each club with the recommendation that the notice be posted on each club's website.

4.16.2 The chairman of each club or organizing authority, or his/her designee shall provide notification to any boat in the affected class.

4.16.3 Any person in the affected class shall be invited to attend the LCPHRF meeting in which their boat will be discussed. At the individual's discretion, they may present information to the committee in favor of or against any proposed rating change.

4.16.4 Two weeks before the scheduled meeting for review of a class, each club shall attempt to notify the club membership and invite any interested party to comment on, or present evidence for or against, the proposed change. Any interested party shall be any individual who possesses a valid PHRF certificate for the class under review, an individual who has raced against a boat in the affected class during the previous 12 months, or any individual presenting testimony at the request of the committee, or other interested parties.

4.16.5 Any individual who is not affiliated with a club or organizing authority shall be notified by the secretary of the PHRF committee as described in sections 1-4.

4.16.6 Any individual submitting written material for review shall provide sufficient copies for each member of the committee.

4.16.7 Once a submission of information is closed, the chairman shall entertain a motion to accept a proposed rating change, or to continue the rating as previously assigned to the class.

4.16.8 Any change must pass by majority vote of the committee members in attendance.

4.16.9 Upon resolution by the committee, the secretary shall provide written notice to each club or organizing authority of the committee's decision.

4.16.10 The chairman of each club or organizing authority shall provide written notice to all registrants in the affected class at their organization. It is recommended that the decision of the committee be made available to all members of the club or organizing authorities through their websites, newsletters, or e-mail.

4.16.11 Meetings shall be scheduled at a place to minimize inconvenience to the affected parties.

ARTICLE FIVE - RATING REQUIREMENTS

5.1 The LCPHRF Committee shall provide ratings for monohull keelboats only.

5.2 The LCPHRF Committee shall rate a boat as if it is well-equipped to race, well-maintained, and well-sailed. Ratings and adjustments are not intended to reflect the skipper and crew capability, but rather that of the boat. It is the intent of the LCPHRF Committee to require a skipper to maintain consistently high performance in order to place well. A boat shall be rated in the same manner as others in its class.

5.3 MODIFICATION GUIDELINES:

5.3.1 Fairing - Minor fairing of the hull/keel/rudder to correct unfairness in production molds is permitted as follows: Fairing of the trailing edges of the keel/rudder provided any chord (fore-aft length or position) of the keel/rudder is not changed by more than two percent. Fairing of through-hull fittings, rudder gudgeons, and propeller struts is also allowed. Contouring of the hull, keel, and rudder must be consistent with the original design

5.3.2 Interior Modifications which do not alter the structure or placement of equipment in the interior of the boat are permitted. Interior modifications which change the placement of equipment, alter the center of gravity, or remove any equipment which is considered standard are not permitted unless they are documented on a LCPHRF rating application or are addressed in a rating modification request. All equipment and furnishings itemized in the Rating Adjustment Schedule must be reported to the LCPHRF Committee Chairperson by the applicant as soon as practicable after removal. The LCPHRF Committee Secretary shall enter the removed item in the database maintained by the committee. If the total weight of the items removed exceeds 2% of the displacement of the yacht a penalty of at least 3 seconds per mile shall be assessed. Other penalties for modification of the interior may be assessed on a case by case basis.

5.3.3 Painting and Polishing of the bottom, blades, and hull is permitted.

5.3.4 Repair and Reinforcement of damage and/or inadequate structure is permitted as long as it remains consistent with the original design.

5.3.5 Dry Sailing is permitted

5.3.6 Deck Hardware - The replacement of deck hardware with similar equipment is permitted. The relocation, removal or addition of deck equipment must be documented on the application form and may trigger a penalty if there are significant changes

5.3.7 (Not in use)

5.3.8 Standing Rigging - Any changes to the standing rigging must be documented

5.3.9 Running Rigging - The addition or removal of running rigging must be documented.

5.3.10 Other Changes must be reported and are subject to penalty.

5.4 The applicant is solely responsible for being in compliance with all safety and rating requirements.

ARTICLE SIX - ENFORCEMENT

6.1 Enforcement of violations shall be initiated by written protest as set forth in the Protest of Ratings section of Article IV.

ARTICLE SEVEN - IMPLEMENTATION AND CHANGES

7.1 These bylaws shall be implemented by a majority vote of the LCPHRF Committee. These bylaws shall be changed only upon a two-thirds vote of the LCPHRF Committee and only after the last race of one season and 30 days before the first race of the next season.

ARTICLE EIGHT - PUBLICATION

8.1 The LCPHRF Committee shall provide a copy of these by-laws to each club or organizing authority's contact person. They may be disseminated by any means deemed appropriate by that individual.

APPENDIX NUMBER ONE - STANDARD CONFIGURATION

STANDARD CONFIGURATION FOR A PHRF BASE RATING

1. The spinnaker pole length is no longer than "J", *
2. The spinnaker maximum girth is 180% of "J", *
3. The spinnaker maximum length is equal to 95% of the length of the jib stay,
4. The Genoa "LP" is 155% of "J" or less, *
5. The boat is in racing condition,
6. The boat has a folding or feathering propeller, a two bladed solid propeller in an aperture, or a retractable outboard motor which must be on board at all times,
7. The hull and appendages may be faired, but are otherwise unmodified,
8. The boat complies with all Coast Guard and applicable state safety regulations.

* except if rated under a one design rule.

ALTERATIONS FROM STANDARD CONFIGURATION

As a minimum, the following shall be reported immediately:

Spinnaker pole length greater than J

Symmetrical spinnaker maximum girth greater than 1.8 times J

Symmetrical spinnaker height greater than .95 times the square root of I squared plus JC squared.

Asymmetrical spinnaker width greater than 1.8 times JC

Rig height (I) changes

Boom length (E) changes

Rig cross section/weight changes

Rig staying changes

Sail measurement changes (P, E, SMG, SL, and LP)

Keel/ballast weight changes
Keel/rudder camber changes
Keel/rudder chord changes
Keel/rudder depth changes
Propeller type/size/location changes
Hull canoe body changes
Interior modifications

Minor fairing of the hull/keel/rudder is permitted without reporting to correct unfairness in production molds. Fairing of the trailing edges of the keel/rudder is permitted, without penalty, provided any chord (fore-aft length) of the keel/rudder is not changed by more than two percent. Fairing of through-hull fittings, rudder gudgeons, and propeller struts is also allowed.

Any interior modifications which change the basic structure of the interior, its weight, its materials, or any removal of standard equipment must be reported to the LCPHRF Committee.

All rating adjustments are set forth in the Adjustment Schedule (see appendix 2). The LCPHRF Committee originally adopted the Adjustment Schedule by majority decision. These adjustments are reviewed annually and changes are made upon a 2/3 vote of the LCPHRF Committee.

APPENDIX NUMBER TWO - ADJUSTMENT SCHEDULE

Revised January 12, 2016

LAKE CHAMPLAIN PERFORMANCE HANDICAP RACING FLEET

Rating Adjustments To Base Boat PHRF For Non-Standard Equipment (Sec./mile)

For generally recognized one-design classes base presumptions may vary.

AUXILIARY POWER - (Base: folding or feathering propeller on exposed shaft, two bladed fixed propeller in aperture, or outboard motor.)

Three bladed fixed propeller out of aperture +12 Seconds

Two bladed fixed propeller out of aperture +6 Seconds

Outboard fixed in well with two bladed solid propeller +6 Seconds

Two bladed fixed semi-exposed propeller +3 Seconds

Three bladed fixed propeller in aperture +3 Seconds

Saildrive 0 Seconds

Three bladed feathering propeller in aperture 0 Seconds

RIG HEIGHT (Both I and P adjustment. Assumes standard rig for class of boat.)

Increase:

- 0.5% to 3% -3 Seconds
- 3.01% to 6% -6 Seconds
- 6.01% to 9% -9 Seconds
- 9.01% to 12% -12 Seconds
- 12.01% to 15% -15 Seconds
- Decrease greater than 5%: +3 Seconds

BOOM LENGTH ADJUSTMENT

(E adjustment. Assume standard boom for class of boat.)

- Increase 0.5% to 10% -3 Seconds
- Increase 10.01% to 20% -6 Seconds
- Decrease > 5% +3 Seconds

ROLLER FURLER (No credit for standard class boat supplied with roller furler from factory or racing roller furler.) The furler must be used and sails must be cut and attached so that they can be used on the furler.

- Above deck drum +3 Seconds
- Recreational Adjustment: Above deck drum, +6 Seconds
- polyester, pentex or Mylar only in working sails, no exotic sail materials such as Kevlar, Spectra, Technora, etc. Requires "Sunbrella" (type and weight) material UV protective cover on both the leech and foot. There must be a cover on each headsail used for racing.
- Removal of Standard Furler -3 Seconds

MAINSAIL FURLER:

- Furler in mast without battens +6 Seconds
- Furler in boom with standard battens +0 Seconds

HEAD SAILS (LP ADJUSTMENT)

- 135.0 or less +6 Seconds
- 135.1-145% +3 Seconds
- 145.1-155% 0 Seconds
- 155.1-165% -3 Seconds
- 165.1-175% -6 Seconds
- Over 175.1% -9 Seconds

However, when the Class Rules for a boat call for a jib/genoa up to 110% to be used and the boat is configured differently, LC-PHRF may be guided by the following Adjustment Schedule when rating that boat:

Class Jib/Genoa: 0 Seconds (Base Rating)
Larger than Class Jib/Genoa up to 135%: -3 Seconds
135.1 - 155%: -6 Seconds

ASYMMETRICAL SPINNAKER WITH ONE-DESIGN RATING (ODR)

If an asymmetrical spinnaker is standard for a class or model of boat and the boat is rated through an ODR system, then the ODR shall be the base rating. Asymmetrical spinnaker adjustments shall be as follows based on sail area:

0 Seconds	Sail Area up to Class maximum area
-3 Seconds	Sail Area up to 110% of OD Sail Area (OD SA x 1.1)
-6 Seconds	Sail Area up to 118.33% of OD Sail Area (OD SA x 1.18333)
-9 Seconds	Sail Area up to 126.66% of OD Sail Area (OD SA x 1.2666)

ASYMMETRICAL SPINNAKER WITHOUT ONE-DESIGN RATING (ODR)

If an asymmetrical spinnaker is standard for a boat that does not have a one-design class or ODR, then the boat will be rated based on the standard sail size for PHRF:

0 Seconds	Max Girth = up to 180% JC
-3 Seconds	Max Girth = 180.1% - 198% JC
-6 Seconds	Max Girth = 198.1% - 213% JC
-9 Seconds	Max Girth = 213.1% - 228% JC

Spinnaker pole length increase beyond JC (2 inch tolerance) -3 seconds for up to each 10%

SYMMETRICAL SPINNAKER

SECONDS PER NAUTICAL MILE

WITH CORRESPONDING
OVERSIZED POLE

0 Seconds	UP TO 180% of J
-3 Seconds	180.1% - 198% of J
-6 Seconds	198.1% - 213% of J
-9 Seconds	213.1% - 228% of J

Spinnaker pole length (SPL) > J (2 inch tolerance) -3 seconds for up to each 10% increase

For either type of spinnaker, penalties for spinnaker pole length or girth adjustments shall be the larger of either penalty. These penalties are not additive.

Spinnaker halyard height (ISP) greater than I -3 seconds for up to each 10% increase

SYMMETRICAL USED WHEN ASYMMETRICAL IS STANDARD

If a symmetrical spinnaker is to be used on a boat configured for an asymmetrical spinnaker, there will be no rating adjustment if the symmetrical spinnaker is the only spinnaker used and it conforms to all applicable rules per the adjustment schedule. When applying for a rating

the applicant must declare whether they are using a spinnaker pole or a bow sprit and thereafter they are limited to their declaration.

ASYMMETRICAL USED WHEN SYMMETRICAL IS STANDARD

JSP is the length of the spinnaker pole or the distance from the front face of the mast to the tack fitting (on deck or on fully-extended sprit), whichever will be used for the asymmetric spinnaker.

If in addition to a symmetrical spinnaker and if tacked to the spinnaker pole. -3 Seconds
 If an asymmetrical is tacked to Genoa/Jib tack on a boat with a symmetrical tacked to a pole 0 Seconds

If an asymmetrical spinnaker, tacked on the centerline, is added to a boat without a symmetrical spinnaker on a pole, the matrix below applies. The adjustment breaks are based on design data, not with the usual cruising equipment on board. This assumes the maximum width of the asymmetrical spinnaker is no more than 1.8xJSP. If wider then there will be an additional charge. There is no credit for undersized spinnaker widths.

D/L	Tack not further than 1 foot forward of normal Genoa/Jib tack position	<110% JSP	111%-120% JSP	121%-130% JSP
>220	+ 9 Seconds	+6	3	0
>150 <220	+6 Seconds	+3	0	-3
>100 <150	+ 3 Seconds	0	-3	-6
<100	0 Seconds	-3	-6	-9

D/L = Displ/2240)/(.01xLWL)cubed

SL = average of SLU and SLE (Does not apply to boats where this spinnaker is standard.

SL(Max)= 1.03 x SQRT(ISP Squared + STL Squared)

Maximum width = 1.8 x JSP Does not apply to boats where this spinnaker is standard.

Sportboats are handicapped with the largest class spinnaker.

Minimum mid girth, mid leech to closest luff point = .75 x max width

Boats that have an asymmetric spinnaker as standard will be handicapped in the class configuration. Variations from the class standard will have a handicap adjustment. In general, the credits are intended to assist true cruising boats. Race boats may not get the full 9 Second credit for asymmetric spinnakers tacked to the bow.

Any credit added to a boat's rating by means of this Adjustment Schedule will be removed if the boat races in a Non-Spinnaker Class. (amended 3/14/2015)

ASYMMETRICAL LIMITATIONS WHEN FLOWN WITH SYMMETRICAL

This asymmetrical spinnakers sail limitation for non-sprit boats will apply to asymmetrical spinnakers, including cruising spinnakers. Limitations for asymmetrical spinnakers are as follows: the asymmetrical spinnakers area must be less than or equal to the maximum allowed symmetrical spinnaker area, the SMG dimension must be larger than 75% of the SP dimension, the tack must be set in the normal genoa / jib position, and tack pennants are limited to 2.5 feet.

HULL/KEEL/BALLAST/INTERIOR MODIFICATIONS (Presumption is that the modification was made to improve speed.) All changes must be reported immediately.

1) Cumulative weight removal greater than 2% of boat displacement penalized at a minimum of 3 seconds per 2% increment.

2) The following weight presumptions apply. Actual weight of removed item will apply with proof of weight:

Galley: Range -75 pounds (#), Cook top-20#

Head: Portapoti -10#; Manual -35#; Electric - 50#

Cushions: Boat LOA 22' and under -15#; 23' - 25' - 20#; 25' - 27' - 25#; 28'+ - 1 lb. per foot LOA.

Interior: Table -30#; Door -20#; Berth (settee)-50#; Battery-50#;

Holding Tank-15#; Water tank-25#

3) Fairing the keel and rudder is allowed.

4) Keel and rudder modifications in excess of removing imperfections and necessary repairs will be assessed on a case-by case basis.

ADJUSTABLE KEEL - Adjustable keel boats must sail with keel in fully down position.

Since all modifications cannot possibly be anticipated, other changes will be considered on a case-by-case basis.

If a change is made in configuration of your boat during season, you must notify your contact person immediately. Failure to report any change will result in disqualification pursuant to the By-Laws.

If in doubt about the limits of your boat, contact your club or organizing authority LCPHRF representatives.

APPENDIX NUMBER THREE - RATING DEFINITIONS

LAKE CHAMPLAIN PERFORMANCE HANDICAP RACING FLEET

ASMG Asymmetrical spinnaker mid girth measurement. Measured from the midpoint of the luff to the midpoint of the leech.

BAL Fixed ballast of the yacht measured in pounds. For rating purposes, note any changes in weight and or placement of ballast.

BEAM Maximum beam of the yacht

BS Bow sprit length

DISPL Displacement of the yacht in pounds, with all standard equipment, but without crew,

water, fuel or stores on board.

DRAFT Draft of the yacht as measured from the waterline to the deepest portion of the hull, keel or rudder. If the yacht is equipped with a centerboard the board must be in the full down position.

E Foot length of the mainsail, measured from the mast to the clew in its most outboard position.

EY E dimension of the mizzen mast

I Height of the fore-triangle measured from the deck sheer-line abeam the mast to the highest point of sail attachment.

ISP Height of the spinnaker halyard measured from the forward edge of the mast from the underside of the spinnaker halyard block to the sheer line abreast of the mast.

J Distance perpendicular from the fore-side of the mast measured to the point of intersection of the forestay with the deck.

JC The greater measurement of J or SPL or SMG / 1.8.

JSP is the length of the spinnaker pole or the distance from the front face of the mast to the tack fitting (on deck or on fully-extended sprit), whichever will be used for the asymmetric spinnaker.

LOA Length over-all of the hull.

LP Distance on a fore-sail measured perpendicular from the luff to the clew of the largest jib.

LWL Load water line. The waterline of the yacht when fully equipped but without water, fuel, crew or other stores onboard.

MAT Construction material used.

ODR One design rated boat

P Luff length of the mainsail as measured from the top of the boom to the highest point the mainsail headboard will attain when under tension.

PY P dimension of the mizzen mast

SF Asymmetrical spinnaker foot

SL Spinnaker luff length for a symmetrical spinnaker, or the luff length for an asymmetrical spinnaker.

SLE Asymmetrical spinnaker leech length.

SLU Asymmetrical spinnaker luff length

SMG Spinnaker maximum girth measured leech to leech. Fold the spinnaker on centerline, measure the maximum width and multiply by two.

SPL Spinnaker pole length measured with the pole in its fittings and set in a horizontal position when located athwart ships.