1. RECREATIONAL ADJUSTMENT

Limited inventory, above deck jib roller furling, no laminate sails/ woven material (e.g.dacron) sails only, no exotic sail materials (such as kevlar, spectra, technora, etc.). +6

A maximum of:
One nylon spinnaker
One jib with Lp > 110%
One jib with Lp =< 110%
One mainsail

Working roller furling with sail attached to swivel and above deck drum are required. If the drum is below deck, the credit will be halved. The RF headsail is not to be disconnected from the swivel above the drum. Boats that come with built in roller furling are not eligible for this credit. In cases where the intent of this adjustment is not honored, the credit will be denied. The credit may also be reduced on performance boats to 3 seconds per mile. Special racing roller furling sails are not allowed. As a rule of thumb, the foot skirt should not exceed 3 percent of the foot length in depth. If the boat is cutter rigged, the staysail must also be roller furling and be capable of being used upwind.

This same credit applies to boats racing without a spinnaker provided they declare and use sails as described above.

Since all modifications cannot possibly be anticipated, other changes will be considered on a case by case basis. Obvious attempts to take advantage of perceived loopholes may result in loss of credit.

Information required to apply for credit: Type of material and maker for each sail declared, LP for each genoa and spinnaker. Colour of UV strip on genoas and colour(s) of spinnaker. Manufacturer of Roller Furling unit. To apply for this credit the yacht shall have no more than 4 sails described above, both headsails need to be RF. Sails must not be laminate sails. The credit may be applied to a smaller number of sails (e.g. one headsail and one mainsail) provided they meet the criteria above.

2. MAINSAIL LUFF ROLLER FURLING

With no battens or no positive roach +6
With battens and/or a positive roach +3

Information required to apply for credit: Type of material and maker of mainsail declared, type and manufacturer of furling unit. Type and material of battens (vertical, fiberglass flat, etc.). Indication of roach, i.e. no roach, positive roach.

3. ASYMMETRICAL SPINNAKER

If part of standard boat configuration 0
If only spinnaker on boat and flown from bow without pole or sprit. If the +9

spinnaker is tacked to the bow, you must put "None" in the spinnaker pole length box on the application.
This credit is **lost** if the spinnaker is used with a pole.

If sprit added to conventional boat	+9 minus 3 per 10% J or fraction increase

SL = average of SLU and SLE (Does not apply to boats where this spinnaker is standard.
Maximum width = 1.8 x JC (Does not apply to boats where this spinnaker is standard. Sport boats 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.
For some day-boats the base configuration assumes an asymmetric tacked to the bow. These boats will not get additional credit.
Attempts by race boats to exploit these provisions may result in reduction or denial of the credit.

Information required to apply for credit: Type and weight of material, colours and maker of asymmetrical declared, measurements, tack secure point (must be the forward point from where J is measured normally where the headstay intersects the deck)

4. SCHEDULE OF ADJUSTMENTS FOR OTHER THAN IB OR OB

If the base rating for the boat includes an outboard and that outboard is removed from the boat -6
If the base rating for the boat includes an inboard and the inboard is removed from the boat -12.
If the base rating for the boat includes an outboard and that outboard is replaced with an inboard +6
If the base rating for the boat includes an inboard and that inboard is replaced with an outboard -6

5. Rig Related Adjustments

A. RIG HEIGHT ADJUSTMENT (Both I and P increased)

0.5% to 3%	-3
3.01% to 5%	-6
5.01% to 7%	-9
7.01% to 9%	-12
9.01% to 11%	-15
11.01% to 13%	-18
13.01% to 15%	-21

B. BOOM LENGTH ADJUSTMENT

0.5% to 10%	-3

10.01% to 20% -6

C. REDUCTION IN RIG MEASUREMENTS

It is not intended to give credit for minor reductions in sail area. Therefore a credit will be not assigned unless a significant reduction is made. An example would be that you would have to reduce the boom length (mainsail foot) by at least 5% to get a credit.

D. CARBON RIG ADJUSTMENT

In cases where the base boat has an aluminum mast, changing to a carbon mast will result in a handicap charge of between 3 and 6 seconds per mile, depending on the relative section of the aluminum mast. The Committee will review any adjustment associated with changing to a carbon boom on a case-by –case basis.

E. EXOTIC STANDING RIGGING ADJUSTMENT

A boat with shrouds and/or headstay made of something other than wire or stainless steel rod, such as PBO, will normally incur a handicap adjustment unless all boats of that class have such rigging. Backstays are excluded from this adjustment. This will be considered on a case by case basis.