



164th NYYC ANNUAL REGATTA

June 8-10, 2018
Newport, Rhode Island

NOTICE OF RACE ADDENDUM 3 – NYYC CLASSICS RULES

NYYC CLASSICS RULES

These rules are in effect for all yachts competing in classes using CRF MkII rating certificates in the 162nd NYYC Annual Regatta presented by Rolex. These rules do not apply to yachts racing in a one-design or metre rule class.

1 GENERAL

- 1.1 All yachts must present a current CRF Mk II Certificate.
- 1.2 Yachts may only have one valid CRF MkII Certificate at a time, and may only submit one rating certificate per season. Other limitations on obtaining certificates may apply in the CRF rules.
- 1.4 The *Racing Rules of Sailing* (RRS) shall apply except as changed in this Addendum or the sailing instructions.

2 RULES CHANGES

For the purposes of rules 10, 13, 14, 15 and 16, the definition of *keep clear* is changed to:

Keep Clear: A boat keeps clear of a right-of-way boat when she is more than one of her hull lengths away from the right-of-way boat, the right-of-way boat can sail her course with no need to take avoiding action and, when the boats are *overlapped*, the right-of-way boat can also change course in both directions without immediately making contact.

3 SCORING

- 3.1 CRF Mk II Ratings are to be used for all scoring.
- 3.2 Scoring calculations are to be based on a scratch boat with a CRF Mk II rating of 100.
- 3.3 CRF Mk II spinnaker ratings are to be used. A separate non-spinnaker class may be formed if there is sufficient interest.

4 ELIGIBILITY

Yachts must meet the eligibility requirements in the Notice of Race, as well as those described in this addendum. The OA reserves the right to limit the number of entries in any class. In addition, the OA may accept the entry of any yacht that does not fully meet these requirements and may reject the entry of any yacht that may not fit the general parameters of the other yachts entered with regard to size and/or design.



5 CLASS DESIGNATIONS

5.1 Size Guidelines

NYYC Classics will use as a guideline, where possible, to group yachts in a class where the largest yacht is no more than 1.5 x LOA of the smallest yacht in that class.

Example: 50' boat races up to a max size boat of 75'.

5.2 La Belle Class

Yachts larger than 75' may be provided with a unique class allowing a more appropriate rating band and courses. If established, additional existing parameters for safety and equipment will be promulgated.

5.3 Classes

CRF Classic and CRF Spirit of Tradition yachts shall not be scored together.

5.3.1 CRF Classic

Design, Construction and Materials

- Full keeled (or keel-centerboard), monohull displacement yachts.
- Designed in or before 1967.
- Steel / aluminum and wooden yachts.
- Built utilizing original materials and methods as designed.
- Rigged with aluminum or wooden spars and traditional wire or rope standing rigging
- Fixed ballast.

Sails (permitted)

- Cross Woven fabric (Canvas, Nylon, Dacron as well as more contemporary woven fabrics such as Vectran and Hydranet). Note: What are prohibited are sails such as those utilizing advanced shaping technologies (3DL or similar), laminate or composite construction, or materials such as, but not limited to, Mylar, Kevlar, Spectra, Carbon Fiber, etc.

Sails (not permitted)

- Any sail utilizing advanced shaping technologies (3DL or similar)
- Laminate or composite construction or materials such as, but not limited to, Mylar, Kevlar, Spectra, and Carbon Fiber, etc.

Other equipment

- For all yachts in the Classic Divisions whose LOA is greater than or equal to 75 feet, RRS 52 is deleted. RRS 52 shall still apply to Classic yachts with a LOA less than 75 feet.
- A Classic yacht with a LOA of less than 75 feet racing in contravention of RRS 52 will be designated to compete in the "Spirit of Tradition" Division.

5.3.2 CRF Spirit of Tradition

- Steel / aluminum, and wooden yachts designed in 1968 or later.
- Design whose intent is to evoke the look and feel of a vintage classic.
- Boats constructed or rebuilt using cold molded building techniques or other modern methods regardless of design year.
- Boats rigged with carbon fiber or titanium winches or spars. (Including whisker & spin poles) or primarily utilizing synthetic (Spectra, Kevlar, Carbon Fiber, etc.) or rod standing rigging for the purpose of enhanced performance.
- Boats utilizing modern sail materials (as defined above as those not permitted in classics), or modern design parameters including modern "square-top" mainsails.
- Classic boats with significant hull or rig, material, or significant & modern rig design changes, implemented primarily for greater performance. (This includes significantly modernized rigging, or hull sheathing or skim coating for the sole purpose of greater performance, as well as carbon fiber used in the hull or appendages / rudder.)

- For all yachts in the Spirit Division, RRS 52 is deleted (use of hydraulic and power winches, vang, etc. .. is permitted).
- Boats with movable ballast, trapeze or relying primarily on other forms of temporary stabilization methods than fixed keel ballast.
- Boats that don't otherwise meet all of the classic requirements.

5.4 Spinnaker and Non-Spinnaker Classes

- 5.4.1** It is the intention of the OA to organize spinnaker classes where possible. Yachts should indicate their interest in sailing in a spinnaker or non-spinnaker class.
- 5.4.2** The OA reserves the right to divide the fleet into classes by size with both spinnaker and non-spinnaker yachts starting together. Spinnaker and non-spinnaker yachts will be scored separately, but each division may include yachts from more than one class who will be scored together (i.e. the OA may score large and small spinnaker yachts as one class, and large and small non-spinnaker yachts as one class).

6 LIMITATIONS ON HEADSAILS AND EQUIPMENT

- 6.1** A whisker pole or spinnaker pole may be used to wing out a jib as long as no other sail, including a staysail, is set in the fore-triangle. This changes RRS 50.2.
- 6.2** Poles must be fixed at the mast while in use in accordance with RRS 50.2.
- 6.3** RRS 50.4, Headsails, is changed to read:

For the purposes of rules 50 and 54 and Appendix G, the difference between a headsail and a spinnaker is that the width of a headsail, measured between the midpoints of its luff and leech, is less than **50%** of the length of its foot. A sail tacked down behind the foremost mast is not a headsail.

[Note: this maintains the definition as found in the previous rule book.]

6.4 Non-Spinnaker Classes Sail and Equipment Limitations:

- Only one jib shall be carried in the fore-triangle at one time: i.e., drop one sail before setting another. This changes RRS 50.1.
- Bona fide double headsail rigs (*defined as being properly rigged, including permanent fixed points on deck and on the mast*) may carry a fore-triangle staysail that is hanked on to the inner forestay. All headsails must be tacked on the centerline of the boat.
- All sails set in the fore-triangle must be hanked on for the full length of the stay (except fixed-stay roller furling sails). Flying a headsail on its tack and head only, or on an internal wire luff, without the appropriate number of hanks, (minimum of 4) evenly spaced, and affixed to the sail and headstay, is prohibited.
- Mizzen staysails are permitted. On schooners, a fisherman or gollywobbler is permitted. Mizzen spinnakers are not permitted. *Classics only:* All other spinnakers and drifters are prohibited, including jibs, that are made from nylon or other lightweight materials typically used in the construction of spinnakers.
- All yachts shall be limited to headsails no greater than 150% LP unless they have been re-rated and have a new CRF certificate that specifies their maximum headsail LP. Yachts with a CRF rating with a modified LP may race with sails up to, but no greater, than their CRF rated LP.
- Classics only:* Whisker or spinnaker poles shall not be a variable length type and shall not be greater than 110% of the J measurement.

6.5 Spinnaker Classes

Spinnaker classes are exempt from the above non-spinnaker class sail and equipment limitations (6.4), but must comply with sail material and all other listed rules and eligibility requirements as per their class designation (Classic or Spirit of Tradition).