



2020 Classic Yacht Racing Guidelines

Recommendations to Organizing Authorities for Racing Under CRF

Produced by the CYOA Technical Committee

PREFACE

One of the many attractive features of Classic Yacht Racing is the diversity of the various events. The Organizing Authorities (OAs) can have different philosophies and traditions, but they all share a common interest in fair racing and increasing participation. Sailing under rules and regulations that are consistent and clear is critical to achieving these common goals. Recognizing the need for consistency and clarity, but also the unique characteristics of the various events, the CYOA Technical Committee recommends that OAs consider the following guidelines when drafting race documents that best suit their event.

1. GENERAL

- 1.1 The *Racing Rules of Sailing* (RRS) shall apply except as changed in the Notice of Race or Sailing Instructions.
- 1.2 All yachts competing in a race scored using CRF ratings must present a valid CRF 2020 Certificate.
- 1.3 Yachts may have only one valid CRF 2020 Certificate at a time, and are allowed to make just one configuration change during a calendar year. Corrections or minor updates to declared data need not be considered a configuration change.
- 1.4 CRF 2020 ratings are applicable to monohulls only. CRF ratings are not applicable to yachts with features deemed exotic, including, but not limited to, canting keels, lifting foils, and wing masts.

2. DIVISIONS

- 2.1 Yachts shall be assigned to divisions based on their original design date when they have been equipped and built with methods and materials consistent with that original design, or that are appropriate for their division. Variations from original equipment, materials and methods may be accepted at the discretion of the OA, and may also be addressed via CRF rating formulae and factors.
- 2.2 Yachts shall be grouped into divisions based on the following guidelines:

Vintage: Yachts designed before January 1, 1950 and built, maintained, and restored with materials and methods consistent with the original design.

Classic: Yachts designed on or after January 1, 1950 whose rudders are attached to the trailing edge of the keel with at least one pivot point on the sternpost, and that are rated by CRF with Keel Type 5 or Type 6.



Modern Classic: Yachts designed on or after January 1, 1950 and typically before January 1, 1975, whose rudders are separated from the trailing edge of the keel and that are rated by CRF as Keel Type 3 or Type 4.

Spirit of Tradition: Yachts typically designed on or after January 1, 1975 whose rudders are separated from the trailing edge of the keel and that are rated by CRF as Keel Type 1,2,3,or 4, and whose design embodies an appreciation of classic yacht or traditional workboat shapes and aesthetics. There are no restrictions on rigging, equipment, or construction materials and methods for Spirit of Tradition (SoT) yachts.

2.3 The resolution of uncertainties or disputes regarding division assignments shall be at the sole discretion of the OA.

3. CLASSES and SCORING

3.1 When reasonable and practical, the minimum number of yachts in a class should be four. If the number of registered yachts in any division or class is less than four, the OA shall consider combining that division or class with another division or class as appropriate.

3.2. In making class assignments the OA shall make every effort to:

- Group yachts so that they are scored against others of similar division, size, and rating.
- Group yachts so that they are scored against others of similar rig type, i.e. schooners with schooners, gaffs with gaffs, sloops with sloops, yawls and ketches with yawls and ketches.
- Score SoT yachts separately from Vintage and Classic yachts when it is reasonable and practical to do so.
- Score yachts rated with spinnakers separately from yachts rated without spinnakers when it is reasonable and practical to do so.

3.3 All yachts shall declare whether they will race with either their 'spinnaker' or their 'non-spinnaker' rating well in advance of a regatta, and no yacht shall be permitted to change that declaration during that event.

4. COURSE CONFIGURATION

4.1 The CRF formulae and factors have been developed to suit a course configuration that is approximately 1/3 VMG upwind, 1/3 reaching, and 1/3 VMG downwind, and that is scored with 60% multiplier applied to a 'Herreshoff' time allowance calculation. In order to offer fair racing across a range of yacht sizes and types, OA's shall make every effort to set courses that adhere closely to this intended configuration. This is especially critical if yachts racing with 'spinnaker' and 'non-spinnaker' ratings are scored together.

4.2 If an OA chooses to set a course that diverges substantially from this strongly-recommended 1/3, 1/3, 1/3 configuration, it can, at its own discretion and sole responsibility, choose to use a different multiplier for the Time Allowance Table in scoring that race. The multiplier would be smaller than the standard 60% for a largely off wind course configuration, or larger for a largely upwind course configuration. The Technical Committee may provide guidance on alternative multipliers if requested by an OA in advance of a regatta.



5. RIGGING and EQUIPMENT

- 5.1 Rigging and Equipment details that are deemed to significantly affect performance potential may be addressed through CRF formulae and factors that will affect ratings. These details may include non-original spar and standing rigging materials, as well as structural materials or methods.
- 5.2 Under these guidelines, a stay is defined as a permanently-secured and taut cable that supports a headsail. A removable stay shall be considered permanent if it is secured and kept in a taut condition for the duration of an event. This definition includes luff-ropes that allow a sail to be rolled on the rope.
- 5.3 Forestays and headsail tacks, except those of spinnaker staysails when the boat is not close-hauled, shall be attached approximately on a boat's centerline, in accordance with RRS 54.
- 5.4 The length of a spinnaker pole when used to pole out a spinnaker must be no longer than the SPL declared on the CRF Certificate. When in use, a spinnaker pole or whisker pole must be attached to the foremost mast in accordance with RRS 50.2.
- 5.5 Shifting ballast of any kind during a race, other than shifting crew weight, is not permitted. All ballast must be fixed in place against shifting. Other temporary means of augmenting stability are prohibited, including the use of trapezes. All crew must keep their torsos within the perimeter of the yacht except as allowed by RRS 49.
- 5.6 The use of stored-energy equipment, including powered winches and hydraulics, may be permitted in all Divisions aboard yachts whose declared displacement is greater than 50,000 lbs., at the discretion of the OA. This changes RRS 52, 'Manual Power'.

6. SAILS

- 6.1 Sail guidelines below are intended to encourage the use of sails that are cost efficient and that are aesthetically appropriate for Classic racing.
- 6.2 Yachts in the Vintage and Classic Divisions shall race with sails fabricated from materials limited to Polyester (e.g. Dacron), Nylon, or Ultra-PE (e.g. Spectra, Dyneema, UHMWPE, etc.) Inclusion of carbon fiber in the materials used is specifically not allowed.
- 6.3 Yachts in the Vintage and Classic Divisions shall race with upwind sails (e.g. those that are attached to masts or stays) of classic light color. Resolution of uncertainties or disputes regarding upwind sail color shall be at the discretion of the OA.
- 6.4 Yachts in a Spirit of Tradition and Modern Classic Divisions may race with upwind sails built with any fiber via any sailmaking technique. *(Note: OA's may require classic light colored sails in SoT classes at their sole discretion).*

7. SETTING AND SHEETING SAILS (Spinnaker and non-spinnaker)

- 7.1 Setting and Sheeting Sails guidelines below are intended to fit the way Classic boats are traditionally sailed with the Rigging, Equipment and Sails outlined in the above sections.



- 7.2 In accordance with RRS 50.4, a headsail is defined as a sail whose width, measured between the midpoints of its luff and leech, is less than 75% of the length of its foot. A sail whose width measured between the midpoints of its luff and leech is equal to or greater than 75% is a spinnaker. A sail tacked down behind the foremost mast is not a headsail.
- 7.3. All headsails and staysails, except spinnaker staysails, shall be fully attached to stays, except while being set or struck. A sail is defined as “fully attached” to a stay when it is secured to the stay by at least four evenly-spaced hanks or other attachments, or is continuously secured to the stay by a luff-rope in a groove or other continuous attachment.
- 7.4 Only one headsail may be flown on each stay in the fore-triangle at a time. This requires that when sail changes are made, the sail to be replaced must be dropped to the deck before its replacement is set on the same stay. This changes RRS 50.1.
- 7.5 In accordance to RRS 50.3 (c), a headsail may be sheeted or attached at its clew to a spinnaker pole or whisker pole, provided that a spinnaker is not set. When a pole is used to wing out a jib, its length can be up to 110% of ‘J’ without affecting CRF rating.
- 7.6 A yawl or ketch racing under a non-spinnaker rating shall not fly a mizzen spinnaker, but may fly a mizzen staysail. Any yacht that flies a mizzen spinnaker must race under a spinnaker rating. A mizzen staysail is an off-wind sail hoisted from the mizzen mast whose mid-girth is less than 75% of its foot length. A mizzen spinnaker is an off-wind sail hoisted from the mizzen mast whose mid-girth is equal to or greater than 75% of its foot length.
- 7.7 On schooners, a Fisherman or Gollywobbler is permitted.
- 7.8 A yacht shall not fly any sail whose dimensions exceed those shown on her CRF Certificate, and no headsail may be flown outside the limits defined by the IG (P2), J, and LP% shown on that certificate.

8. WIND LIMITS

- 8.1 Races should not be started when the Race Committee deems that winds are consistently at or above 23 knots or gusting to 25 knots and above. If a race has been started and the wind increases to 25 knots and above, it remains at the discretion of the Race Committee whether or not to abandon the race. Races will not be started unless winds are consistently above five (5) knots at the time of the start.