



Division Assignments for Classic Racing under CRF

Produced by the CYOA Technical Committee

The CYOA Technical Committee has developed **Classic Yacht Racing Guidelines** <https://www.classicyachts.org/ratings/racing-guidelines/> that provide recommendations to Organizing Authorities (OA's) planning to conduct races under the CRF rating rule. Section 2.1 of these Guidelines recommends that *“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.”*

Section 2.2 of these Guidelines goes on to recommend that *“Yachts shall be grouped into divisions based on the following...”* and describes these divisions as follows:

DIVISIONS:

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

Classic: (C) 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: (MC) 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: (SOT) 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 Types 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.

Other: (O) Note that there are yachts with valid CRF certificates that were not found to have an appropriate fit within any of the above divisions. These yachts are identified as ‘**Other**’, with an ‘**O**’ designation. Their entries may be accepted by OA’s and assigned to classes that suit their event, at their sole discretion.

SUBDIVISIONS:

Gaff and Schooner: Within this framework, yachts with gaff headed mains and/or schooner rigs are identified within the following subdivision designations: G&S V, G&S C G&S MC, G&S SoT, and G&S Cat (catboats).

GLASS: G

Some (but not all) OA’s have construction material requirements for their entries. Yachts holding valid CRF certificates that are constructed of **fiberglass** have a ‘**G**’ suffix added to their division code, and may be scored in the same class as wooden boats (as in the case of wooden and fiberglass IOD’s) at the discretion on the OA.

The Technical Committee carefully reviews the characteristics of the yachts that have been issued CRF certificates, and using the above criteria as guidelines, has assigned each yacht to the division that they find most appropriate. Recognizing that individual OA’s may have their own criteria for making division and class assignments, and that they do so at their sole discretion, the Technical Committee provides the division assignments as a resource that may be helpful to OA’s in making those choices. All yachts receive a CYOA Division assignment after applying for a certificate. The division designation is listed on the CRF certificate.

2020 CYOA DIVISION ASSIGNMENTS

(this is button that leads to Headway CRF certificate)

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