



2022 Classic Yachts Challenge Series

Notice of Series

1 ORGANIZING AUTHORITY

- 1.1 The organizing authority (OA) for the 2022 Classic Yachts Challenge Series (CYCS or Series) is the Classic Yacht Owners Association (CYOA) in cooperation with the Organizing Authorities of these participating Series Events.

2 SERIES EVENTS

- 2.1 The Series will take place across three Racing Districts: (1) -"Maine", (2) -"Massachusetts", and (3) -"RI, CT, NY"
- 2.2 The Series comprises the following events: (**Event Name**, Location - Date, and *Racing District*)
 - 2.2.1 **New York Yacht Club Annual Regatta (Tiedemann Trophy)**, Newport RI - June 11-12 (*RI, CT, NY*)
 - 2.2.2 **Boothbay Harbor YC Regatta and Shipyard Cup Classics Challenge**, Boothbay Harbor ME - July 23-24 (*Maine*)
 - 2.2.3 **Camden Classics Cup**, Camden ME - July 29 - 30 (*Maine*)
 - 2.2.4 **Castine Classic Yacht Race**, Castine ME - August 4 (*Maine*)
 - 2.2.5 **Camden-Brooklin Wooden Boat Race**, Camden ME - August 5 (*Maine*)
 - 2.2.6 **Eggemoggin Reach Regatta**, Brooklin ME - August 6 (*Maine*)
 - 2.2.7 **Corinthian Classic Yacht Regatta**, Marblehead MA - August 13-14 (*Massachusetts*)
 - 2.2.8 **Nantucket Regatta**, Nantucket MA - August 19-20 (*Massachusetts*)
 - 2.2.9 **Opera House Cup**, Nantucket MA - August 21 (*Massachusetts*)
 - 2.2.10 **Herreshoff Classic Yacht Regatta**, Bristol RI - August 27 (*RI, CT, NY*)
 - 2.2.11 **Newport Classic Yacht Regatta presented by IYRS**, Newport RI - September 3-4 (*RI, CT, NY*)
 - 2.2.12 **Indian Harbor Classic Yacht Regatta**, Greenwich CT - September 10-11 (*RI, CT, NY*)
 - 2.2.13 **Heritage Cup**, Sea Cliff NY - September 17 (*RI, CT, NY*)

- 2.3 To qualify for a Series award a boat must be scored in a minimum of 5 races and 1 of these races must be scored outside the vessel's declared Racing District. Note that some Series Events have more than 1 race; it is races scored that count.

3 RULES

3.1 The Series will be governed by the:

- 3.1.1 Racing Rules of Sailing (RRS) as amended in this Notice of Series; the rules regarding rigging, equipment and sails contained in this Notice of Series
- 3.1.2 the Notices of Race and Sailing Instructions of the specific events listed in Paragraph 2.2
- 3.1.3 If there is a conflict between the event NORs and SIs and this Notice of Series, this Notice of Series shall prevail.

3.2 Rigging and Equipment

- 3.2.1 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.
- 3.2.2 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.
- 3.2.3 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 55.2.
- 3.2.4 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 boat except as allowed by RRS 49.
- 3.2.5 The use of stored-energy equipment, including powered winches and hydraulics, aboard yachts whose declared displacement on their 2022 CRF certificate is greater than 50,000 lbs, may be permitted at the discretion of the OA. This changes RRS 52, 'Manual Power'.
- 3.2.6 The use of stored-energy equipment is unrestricted in SoT classes.

3.3 Sails

- 3.3.1 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.

- 3.3.2 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.
- 3.3.3 Boats in the Spirit of Tradition, Modern Classic, and Contemporary Divisions may race with upwind sails built with any fiber via any sail-making technique.

3.4 Setting and Sheeting of Sails

- 3.4.1 In accordance with RRS 55.4, a **headsail** is defined as a sail set forward of the mast spar or of the foremost mast spar if more than one mast where the measurement between the *half luff point* and the *half leech point* is less than 75% of the length of its foot. A **spinnaker** is a sail set forward of the mast spar or of the foremost mast spar if more than one mast where the measurement between the *half luff point* and the *half leech point* is equal to or greater than 75% of the foot length. A sail tacked down behind the foremost mast is not a headsail.
- 3.4.2 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.
- 3.4.3 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 55.1.
- 3.4.4 In accordance with RRS 55.3 (a), 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 such a pole is used to wing out a jib, its length may not exceed 110% of 'J' unless reflected on the CRF certificate.
- 3.4.5 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.
- 3.4.6 On schooners, a fisherman or gollywobbler is permitted.
- 3.4.7 A yacht shall not fly any sail whose dimensions exceed those shown on her CRF 2022 Certificate, and no headsail may be flown outside the limits defined by the IG (P2), J, and LP% shown on that certificate.

3.5 Wind Limits

- 3.5.1 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 should not be started unless winds are consistently above five (5) knots at the time of the start.

4 ADVERTISING

- 4.1 Boats may be required to display advertising supplied by CYOA and/or the Organizing Authorities of the participating regattas.

5 ELIGIBILITY AND ENTRY

- 5.1 The Series is open to any boat that is owned or chartered by a Regular Member of the Classic Yacht Owners Association and has a current CRF 2022 rating that satisfies the requirements contained in this Notice of Series.
- 5.2 If there is any question about whether a boat fits these criteria, the Organizing Authority advised by the CYOA Technical Committee will make the final determination as to whether she qualifies for the Series.
- 5.3 Individual events may allow boats to race in their events that do not qualify for the Series. The requirements in this document do not, and are not intended to, supersede individual regatta eligibility and awards. Participation in the Series is voluntary and is not required for participation in the individual regattas.
- 5.4 Only boats/owners that are members of the CYOA will be scored for the Series.
- 5.5 Boats must declare upon registration for their 2022 CRF Certificate what their declared Racing District will be. This declaration need not be associated with the vessel's official hailing port.
- 5.6 Boats should declare upon registration for their 2022 CRF Certificate if they plan to compete for the 2022 Series Championship.

6 DIVISIONS

- 6.1 Boats shall be assigned to Divisions based on the designation on their 2022 CRF Certificate (Division descriptions can be found in Appendix A and on the CYOA website classicyachts.org/ratings/racing-guidelines/)

7 SERIES SCORING

- 7.1 The High-Point Percentage Scoring System will be used to score the Series based on the scores provided to CYOA by the OAs of the series events.

7.2 To qualify to be scored for the series, a boat must race in at least five races in the Series and at least one of those races must be scored outside the vessel's declared Racing District. Her series score will include her best five race scores based on the High Point Percentage Scoring System, discarding all others.

7.3 For the purposes of the Series only, a boat's score for each race shall be determined as follows: Define 'N' to be the number of boats that start in a particular race division. Each boat finishing that race and not thereafter retiring or being disqualified will be scored as follows:

Finishing Place	Score
First	N
Second	N-1
Third	N-2
Fourth	N-3
Etc	All other boats that start in that race, including any that finish and thereafter retire or are disqualified, will score 0 points. Boats that do not compete in that race (DNC) will not be scored.

7.4 The series score for each boat will be a percentage calculated as follows: divide the sum of her best race scores that satisfy the minimum number of races to qualify for the series by the sum of the points she would have scored if she had placed first in every race in which she competed; multiply the result by 100.

7.5 If a regatta chooses not to use the above divisions, the CYOA Technical Committee will re-score the race, using the above mentioned divisions. The qualified boat in each division with the highest series score is the winner, and others are ranked accordingly.

7.6 Ties and other rules: For the purposes of scoring the Series, race ties and Series ties will be handled in accordance with Appendix A8.1. Rule 90.3 (b) is excluded. If a tie remains between boats after applying RRS A8.1, then RRS A8.2 shall be deleted; and the number of boats a boat has beaten in each of the 5 races used in calculating the series score shall be totaled, and the boat with the most boats beaten will win the tiebreaker. If there is still a tie remaining, then the boat that beat the most boats in the last (by date and time) included race shall win.

8 District Scoring

- 8.1 In addition to the CYCS, boats may be eligible to be scored for local Racing District Series awards.
- 8.2 To qualify to be scored for a district series, a boat must race in at least three races within their declared Racing District (see 5.5), and at least one of the three races must be scored in a separate event from the other two. Her series score will include her best three race scores from at least two separate events, discarding all others. Boats will not be eligible to be scored for a district award outside their declared Racing District.
- 8.3 District Scoring shall follow the same format as described above in section 7 as it pertains to the High-Point Percentage Scoring System.

9 SERIES AWARDS

- 9.1 Overall Series awards and District Awards will be presented at a separate prize giving event, the date, location, and time of which will be announced.
- 9.2 CYCS Awards will be presented to the top three finishers in each division combining spinnaker and non-spinnaker. If fewer than 5 boats are eligible to be scored for a particular division, then only the winning boat will receive an award.
- 9.3 District awards will be given to the winner from each division.
- 9.4 Other awards to be determined by the Series OA may be presented.

10 CONTACT:

Classic Yacht Owners Association

PO Box 480

Bristol RI 02809

info@classicyachts.org



Appendix A: Divisions

Yachts are grouped into divisions based on the following guidelines:

Vintage (V):

Yachts designed before January 1, 1950 that have been built, maintained, or restored with materials and methods consistent with the original design.

Classic (C):

Yachts designed on or after January 1, 1950 and before January 1, 1980 that are built primarily of wood, aluminum or steel, that have been maintained or restored with materials and methods consistent with their original design, and 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 6.

Modern Classic (MC):

Yachts that meet at least one of the following criteria:

- A. Yachts with design date on or after January 1, 1950 and prior to January 1, 1980, whose rudders are separated from the trailing edge of the keel, that are rated by CRF with Keel Types 2, 3, or 4
- B. Yachts that otherwise qualify for the Classic or Vintage divisions but that employ construction materials and methods that are not consistent with their original design, or that are not primarily built of wood, aluminum, or steel. Determination of “construction materials and methods that are not consistent with their original design” to be at the discretion of the TC.
- C. Yachts that otherwise qualify for Classic or Vintage divisions, but that have been extensively modified from their original design. Determination of “extensively modified” to be at the discretion of the TC.
- D. Yachts with design date on or after January 1, 1980, that are rated by CRF with Keel Types 5 or 6.

Spirit of Tradition (SoT):

Yachts designed on or after January 1, 1980 that embody recognizable connections to classic yacht or traditional workboat elements in hull shape and deck and superstructure shape, style and features, whose rudders are separated from the trailing edge of the keel, that are rated by CRF with Keel Types 1, 2, 3, or 4. A SoT yacht need not be constrained by restrictions on rigging, equipment, or construction methods and materials.

Contemporary (CT)

Yachts that do not meet the qualifications for Vintage, Classic, Modern Classic, or Spirit of Tradition divisions.