



NEW YORK YACHT CLUB 175th ANNIVERSARY REGATTA

July 14-20, 2019
Newport, Rhode Island

NOTICE OF RACE ADDENDUM 3 – NYYC CLASSICS RULE

These rules are in effect for all boats competing in classes using CRF MkII. These rules do not apply to boats racing in a one-design or metre rule class.

1 GENERAL

- 1.1** The *Racing Rules of Sailing* (RRS) shall apply except as changed in this Addendum, the Notice of Race, or Sailing Instructions.
- 1.2** All boats competing in a race scored using CRF ratings must present a valid CRF MkII Certificate.
- 1.3** Boats may have only one valid CRF MkII 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

2 DIVISIONS

- 2.1** Boats 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.
- 2.2** Boats shall be grouped into divisions based on the following guidelines:
 - Vintage:** Boats designed before January 1, 1950 and built, maintained, and restored with materials and methods reasonably consistent with the original design.
 - Classic:** Boats 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 MkII with Keel Type 5 or Type 6.
 - Modern Classic:** Boats 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 MkII as Keel Type 3 or Type 4.
 - Spirit of Tradition:** Boats 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 MkII as Keel Type 1,2,3,or 4, and whose design embodies an appreciation of classic boat or traditional workboat shapes and aesthetics. There are no restrictions on rigging, equipment, or construction materials and methods for Spirit of Tradition (SoT) boats.
- 2.3** The resolution of uncertainties or disputes regarding division assignments shall be at the sole discretion of the OA.

- 2.4** Any boat that does not fit within any of the above divisions shall not be eligible for Classic Boat racing under CRF MkII.
- 2.5** Boats 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 boat that does not fully meet these requirements and may reject the entry of any boat that may not fit the general parameters of the other boats entered with regard to size and/or design.
- 3 CLASSES and SCORING**
- 3.1** When reasonable and practical, the minimum number of boats in a class should be four. If the number of registered boats 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 will endeavor to:
- Group boats so that they are scored against others of similar division, size, and rating.
 - Group boats 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 boats separately from Vintage and Classic boats when it is reasonable and practical to do so.
 - Score boats rated with spinnakers separately from boats rated without spinnakers when it is reasonable and practical to do so.
- 3.3** All boats shall declare whether they will race with either their ‘spinnaker’ or their ‘non-spinnaker’ rating 48 hours before the first race, and no boat shall be permitted to change that declaration during that event.
- 4 RIGGING and EQUIPMENT**
- 4.1** 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.
- 4.2** 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.
- 4.3** 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 50.2.
- 4.4** 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.
- 5 SAILS**
- 5.1** Boats in the Vintage and Classic Divisions shall race with sails of paneled construction where the panels are made of woven fabric that utilize fibers limited to polyester (e.g. Dacron), Nylon, Vectran, or Ultra-PE (e.g. Spectra, Dyneema, UHMWPE, etc.).
- 5.2** Boats in the Vintage and Classic Divisions shall race with upwind sails (e.g. those that are attached to masts or stays) built of a traditional or classic light-colored fabric. Resolution of uncertainties or disputes regarding upwind sail fabric color shall be at the discretion of the OA.
- 5.3** Boats in a Spirit of Tradition and Modern Classic Divisions may race with upwind sails built with any fiber via any sailmaking technique.

6 SETTING and SHEETING SAILS (Spinnaker and non-spinnaker)

- 6.1** 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.
- 6.2** 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.
- 6.3** 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 50.1.
- 6.4** 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 MkII rating.
- 6.5** A yawl or ketch racing under a non-spinnaker rating shall not fly a mizzen spinnaker, but may fly a mizzen staysail. Any boat 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.
- 6.6** On schooners, a fisherman or gollywobbler is permitted.
- 6.7** A boat shall not fly any sail whose dimensions exceed those shown on her CRF MkII Certificate, and no headsail may be flown outside the limits defined by the IG (P2), J, and LP% shown on that certificate.