



Classic Yacht Racing Guidelines

**Recommendations to Principal Race Officers (PRO) and
Organizing Authorities (OA) for racing under CRF Produced by
the CYOA Technical Committee and CYOA Advisory Board.**

1. PREFACE

The CYOA Board and Technical Committee are committed to ensuring an enjoyable season of Classic Yacht Racing by offering a diverse range of partner events, along with a separately scored Classic Yacht Challenge Series. These events, each with its own local traditions and unique racing venues, provide an opportunity for our community to gather and celebrate Classic Yachting from Maine to Long Island Sound over the course of four months.

Our goal is to support each Organizing Authority and Principal Race Officer in promoting fair racing, increasing participation, and providing a high-quality racing experience. To this end, we offer the following recommendations aimed at improving the consistency and clarity of the rules, regulations, practices, and methodologies used in the individual events.

These recommendations are designed to enhance the racer experience in the following ways:

1. **Consistency** from event to event over the course of the season.
2. **Alignment of Classic Yacht Racing Rules** to ensure fair competition.
3. **Fairness** on the course, particularly through the use of CRF ratings.
4. **Consistency in the Scoring** for the Classic Yacht Challenge Series.

The CYOA Board and Technical Committee seek to assist Organizing Authorities by providing these guidelines for local events, without diminishing the unique character of each individual race. We ask that you consider these recommendations when drafting race documents.

Thank you for your attention and cooperation.

2. GENERAL

2.1. The Racing Rules of Sailing (RRS) shall apply except as changed in the Notice of Race or Sailing Instructions.

2.2. All yachts competing in a race scored using CRF ratings must present a valid CRF Certificate.

2.3. CRF ratings are applicable to monohulls only. They are not applicable to yachts with features deemed exotic, including but not limited to dual rudders, canting keels, lifting foils, and wing masts.

2.4. Yachts may have only one valid CRF 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.

2.5. The term *Division* refers to the designation identified on each CRF Certificate. The term *Class* refers to any group of boats being scored together in a particular regatta.

3. DIVISIONS

3.1. Yachts shall be assigned to divisions based on their CRF Certificate.

3.2. The resolution of uncertainties or disputes regarding Division assignments shall be at the sole discretion of the Technical Committee.

4. CLASSES AND SCORING

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

4.2. In making class assignments, the OA and PRO shall make every effort to:

- Group yachts so that they are scored against others of similar size and rating.
- Group yachts so that they are scored against others of similar rig type (e.g., schooners with schooners, gaffs with gaffs, sloops with sloops, yawls and ketches with yawls and ketches).
- Score SoT and Modern Classic yachts separately from Vintage and Classic yachts.

- Score yachts together by Division only when they have sailed the same course, or if there has been a careful and strict administration of Best Corrected Speed.

4.3. All yachts shall declare whether they will race with either their *spinnaker* or their *non-spinnaker* at or before the time of registration. No yacht shall be permitted to change that declaration during the event.

4.4. The criteria for awarding overall event prizes are often complex, confusing, and controversial. If any overall event prizes are to be awarded, they should go to either a Vintage or Classic Division yacht, or to both.

5. COURSE CONFIGURATION

5.1. 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 a 60% multiplier applied to a *Herreshoff* time allowance calculation.

5.2. In order to offer fair racing across a range of yacht sizes and types, PROs 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, and when there is a large difference in rating between the fastest and slowest boats.

5.3. If a PRO chooses to set a course that diverges substantially from this strongly recommended 1/3, 1/3, 1/3 configuration, it is recommended that the OA and PRO consider scoring the race ToT (Time on Time) as opposed to ToD (Time on Distance).

5.4. If an OA/PRO decides, based on the conditions of their individual regatta, to employ the use of Best Corrected Speed, they are strongly urged to consider the following principles when setting courses:

- Ensure that classes who will be scored against each other will start as close to each other's starting time as possible.
- Ensure that courses are sailed in as close a proximity as possible to maintain closely comparable conditions.
- Courses should be of a similar arrangement to ensure that boats sailing different distances are sailing similar angles along similar legs.

6. RIGGING AND EQUIPMENT

6.1. 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.

6.2. 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. A luff rope that supports a staysail tacked aft of the headstay and set inside the foretriangle may be removed while racing. The foretriangle is defined as the area between the foremost mast and the permanent stay that is referenced by the 'J' and 'IG' dimensions shown on the certificate.

6.3. 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.

6.4. The length of a spinnaker pole when used to pole out a spinnaker must be no longer than the *SPL*, which can be up to 110% of the J dimension, 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.

6.5. 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.

7. SAILS

7.1. 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.

7.2. 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.

7.3. Yachts in a Spirit of Tradition, Modern Classic, and Contemporary Divisions may race with upwind sails built with any fiber via any sailmaking technique.

8. SETTING AND SHEETING SAILS (Spinnaker and Non-Spinnaker)

8.1. The guidelines below are intended to fit the way Classic boats are traditionally sailed with the rigging, equipment, and sails outlined in the above sections.

8.2. In accordance with RRS 55.4 and Equipment Rules of Sailing G.1.3(d), 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 spinnaker is a sail whose width, measured between the midpoints of its luff and leech, is equal to or greater than 75%. A sail tacked down behind the foremost mast is not a headsail.

8.3. 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.

8.4. 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 55.1.

8.5. 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.

8.6. 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.

8.7. On schooners, fisherman or gollywobbler type sails are permitted.

8.8. A yacht shall not fly any sail whose dimensions exceed those shown on her CRF Certificate, and no headsail may be flown that is larger than the limits defined by the 'IG' (P2), 'J', and LP% shown on that certificate.

9. WIND LIMITS

9.1. Races will not be started when the race committee deems that winds are consistently at or above 22 knots or gusting to 23 knots and above.

9.2. If a race has been started and the wind increases to 23 knots and above, it remains at the discretion of the race committee whether or not to abandon the race.

9.3. Races will not be started unless winds are consistently above four (4) knots at the time of the start.

10. CONTACT

Classic Yacht Owners Association

PO Box 480

Bristol, RI 02809

info@classicyachts.org