



## **Addendum C - Shipyard Cup Classics Challenge Classes**

These rules are in effect for all boats competing in classes using CRF ratings. The 2024 [Classic Yachts Challenge Series \(CYCS\)](#) Regulations also apply to yachts racing in that Challenge Series. These rules do not apply to boats racing in a one-design class.

### **1. GENERAL**

- 1.1. The *Racing Rules of Sailing 2021-2024* (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 2024 Certificate.
- 1.3. Yachts may have only one valid CRF 2024 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. Yachts are assigned to divisions based on the yacht's CRF 2024 certificate. Each yacht's designated division will be based on the definitions in Appendix A to the Classic Yachts Challenge Series Notice of Series.
- 2.2. 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 may consider combining that division or class with another division or class as appropriate. Classes may include yachts from different divisions based on their rating or other factors at the discretion of the OA.
- 3.2. All yachts shall declare whether they will race with either their 'spinnaker' or their 'non-spinnaker' rating at least 48 hours before the start of the first race, and no yacht shall be permitted to change that declaration during the 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 55.2.
- 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 yacht except as allowed by RRS 49.
- 4.5. The use of stored-energy equipment, including powered winches and hydraulics, is permitted in all Divisions aboard yachts whose declared displacement on the CRF 2024 certificate is greater than 50,000 lbs. This changes RRS 52, 'Manual Power'. The use of stored-energy equipment is unrestricted in yachts classified in the Contemporary and Spirit of Tradition divisions.

## 5. SAILS

- 5.1. 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.
- 5.2. 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.
- 5.3. Yachts in a Spirit of Tradition, Modern Classic and Contemporary Divisions may race with upwind sails built with any fiber via any sailmaking technique.

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

- 6.1. 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 the 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.
- 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 55.1.
- 6.4. 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.



- 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 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.
- 6.6. On schooners, a fisherman or gollywobbler is permitted.
- 6.7. A yacht shall not fly any sail whose dimensions exceed those shown on her CRF 2024 Certificate, and no headsail may be flown outside the limits defined by the IG (P2), J, and LP% shown on that certificate.

## **7. WIND LIMITS**

- 7.1. 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.



## APPENDIX A

Yachts are classified into divisions based on the following guidelines:

### Vintage (V):

Yachts designed before January 1, 1950 that have been built, maintained or restored in all major elements of hull, deck, superstructure and rig with materials and methods consistent with the original design.

The intent of the Vintage Division is to recognize and encourage the authentic restoration and maintenance of yachts designed before 1950. Yachts that meet the Vintage design date requirements but that have upgraded or altered the hull, deck, superstructure or rig in ways that are not consistent with these conditions shall be assigned to the Classic Division.

### Classic (C):

Yachts that meet at least one of the following criteria:

- A. Yachts that are designed on or after January 1, 1950 and before January 1, 1980 that are built primarily of wood, aluminum or steel, that have been built, maintained or restored with materials and methods consistent with their original design, 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. In the Classic Division, alterations and upgrades that are given a rating adjustment by CRF, such as spar and rigging materials, are allowed without a change in Division assignment.
- B. Yachts designed on or after January 1, 1980, whose hulls are constructed of wood using traditional plank-on-frame methods and materials, 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.
- C. Yachts that are members of a recognized class where the design dates of the various versions of the class fall on both sides of the qualifying date of January 1, 1950, and where the similarities between various versions of the class are significant enough to warrant grouping all members of the class in the same division. For example: Concordia Yawls.
- D. Yachts whose design and build dates place them in Vintage, but whose restoration, or maintenance materials or methods are not consistent with the Vintage Division definition.

### 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 would otherwise qualify for the Classic Division 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.
- C. Yachts that would otherwise qualify for Classic Division, but whose hull, deck, or superstructure have been extensively modified from their original design.
- D. Yachts with design date on or after January 1, 1980, that are rated by CRF with Keel Types 4, 5 or 6, whose hulls are constructed in methods other than plank-on-frame wood.

### **Spirit of Tradition (SoT):**

Yachts that meet the following criteria:

- A. 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.
- B. Yachts whose rudders are separated from the trailing edge of the keel, that are rated by CRF with Keel Types 1, 2, or 3.

The intent of the SoT Division is the yacht must employ a classic or traditional design vernacular while advancing the style and performance of racing and cruising. The most important element in determining the SoT Division designation is that the hull shape embodies an inspiration traceable to a single vessel or a type of vessel from the classic or traditional eras. A SoT yacht need not be constrained by restrictions on construction methods and materials or rigging and equipment.

### **Contemporary (CT):**

Yachts designed on or after January 1, 1980, whose hulls are built of wood, that are rated by CRF with keel types 1, 2, or 3, and whose hull shape, or whose deck and superstructure shape, style and features, do not fit the SoT Division definition.