

2014 North American Classic Racing Rules / Guidelines

PANERAI SERIES

WOODENBOAT SERIES

NYYC EVENTS

All Classic / Vintage Divisions:

- Full keeled (or keel-centerboard), monohull, displacement yachts.
- Designed in or before 1967.
- Steel / aluminum and wooden yachts.
- Built utilizing original materials and methods as designed.
- Rigged with only aluminum or wooden spars and traditional wire or rope standing rigging (not rod, carbon fiber, Kevlar, etc..)
- Fixed ballast.

Permitted Sail Materials:

- Woven fabric (Canvas, Nylon, Dacron as well as more contemporary woven fabrics such as Vectran and Hydranet). Note: What are prohibited are sails such as those utilizing advanced shaping technologies (3DL or similar), laminate or composite construction, or materials such as, but not limited to, Mylar, Kevlar, Spectra, Carbon Fiber, etc.

Manual Power/Hydraulic Equipment:

- Any use of hydraulic or power equipment to manage any part of the sails, rigging, ballast, or steering, that is not part of its original design, is not permitted to be used on a vintage / classic yacht whose LOA is less than 75ft.
- For all yachts in the Vintage divisions who have a LOA that is greater than or equal to 75 feet, RRS 52 is deleted. RRS 52 shall still apply to Classic yachts with a LOA less than 75 feet.
- A Vintage division yacht with a LOA of less than 75 feet racing in contravention of RRS 52 will be re-designated to compete in the Grand Prix Division

Spirit of Tradition / Grand Prix Division:

Includes all Spirit of Tradition Yachts as well as those classics which are either equipped for, or are competing at, a much higher level than traditional vintage classics as defined above

- Steel / aluminum, and wooden yachts designed in 1968 or later.
- Designs whose intent is to evoke the look and feel of a vintage classic.
- Boats constructed or rebuilt using cold molded building techniques or other modern methods regardless of design year.
- Boats rigged with carbon fiber or titanium winches or spars (*including whisker & spin poles*), or primarily utilizing synthetic (*Spectra, Kevlar, carbon fiber etc.*) or rod standing rigging.
- Boats utilizing modern sail materials (*as defined above as those not permitted in vintage divisions*), or modern design parameters including modern “square-top” mainsails.
- Vintage / Classic boats with significant hull, material, or rig design changes, implemented primarily for greater performance. This includes sheathing or skim coating for the sole purpose of greater performance, as well as carbon fiber used in the hull or appendages / rudder.
- For all yachts in the Grand Prix Division, RRS 52 is deleted (*Use of hydraulics and power for winches, vang, etc. is permitted*).
- Boats with movable ballast, trapeze or relying primarily on other forms of temporary stabilization methods than fixed keel ballast.
- Boats that don’t otherwise meet all of the vintage classic requirements.

Rules (continued):

- The *Racing Rules of Sailing* (RRS) shall apply except as changed in this Addendum or in the race documents of a specific regatta.
 - **Limitations on Headsails and Equipment – Non-Spin Classes**
- RRS 50.4, headsails, is changed to read: For the purposes of rules 50 and 54 and Appendix G, the difference between a headsail and a spinnaker is that the width of a headsail, measured between the midpoints of its luff and leech, is less than **50%** of the length of its foot. A sail tacked down behind the foremost mast is not a headsail. *[Note: this maintains the definition as found in the previous RRS.]*
- Only one jib shall be carried in the fore-triangle at one time: i.e., bare headed sail changes only / drop one sail before setting another. This changes RRS 50.1.
- Bona fide double headsail rigs (*defined as being properly rigged, including permanent fixed points on deck and on the mast*) may carry a fore-triangle staysail that is hanked on to the inner forestay.
- All headsails must be tacked on the centerline of the boat.
- All sails set in the fore-triangle must be hanked on for the full length of the stay (except fixed-stay roller furling sails). Flying a headsail on its tack and head only, or on an internal wire luff only without the appropriate number of hanks, (minimum of 4) evenly spaced, and affixed to the sail and headstay, is prohibited.
- Mizzen staysails are permitted. On schooners, a fisherman or gollywobbler is permitted. Mizzen spinnakers are prohibited.
- All yachts shall be limited to the sail area as defined on their CRF certificate. This includes a 150% max LP for headsails, unless otherwise rated; in which case a yacht may fly a headsail up to their max rated LP.
- Spinnakers and drifters are prohibited, including jibs, that are made from nylon or other lightweight materials typically used in the construction of spinnakers.
- One fixed length, non-adjustable, whisker or spinnaker pole may be used to wing out a jib as long as no other sail, including a staysail, is set in the fore-triangle. The pole must be fixed at the mast while in use in accordance with RRS 50.2.
- Whisker or spinnaker poles shall not be a variable length type and shall not exceed 110% of the yacht's J-measurement

Rules:

The Racing Rules of Sailing (RRS) shall apply except as changed in this Addendum or in the race documents of a specific regatta.

ONE BOAT LENGTH RULE

IF DESIRED BY EACH EVENT'S OA, MAY BE INSERTED INTO THE NOR'S AND/OR THE & SI'S OF AN INDIVIDUAL EVENT

(This will be utilized in all NYYC events)

Proper wording that may be inserted:

"For the purposes of rules 10, 13, 14, 15 and 16, the definition of *keep clear* is changed to:

Keep Clear: A boat keeps clear of a right-of-way boat when she is more than one of her hull lengths away from the from the right-of-way boat, the right-of-way boat can sail her course with no need to take avoiding action and, when the boats are *overlapped*, the right-of-way boat can also change course in both directions without immediately making contact."

Please note: This change is allowed under RRS 86.3, to be "Experimental rules tested in local races" and requires written permission by US Sailing. www.ussailing.org/racingrules/documents