2014 CLASSIC YACHT REGATTA - APPENDIX A (5 Pages)

North American Panerai Classic Yachts Challenge
2014 Regulations

1. Series Venues:
   - Corinthian Classic Yacht Regatta – Marblehead, MA
     - August 9-10, 2014
   - Opera House Cup Regatta – Nantucket, MA
     - August 17, 2014
   - Museum of Yachting Classic Yacht Regatta – Newport, RI
     - August 30–31, 2014

2. Host Authority:
The North American Panerai Classic Yachts Challenge Series (N.A. PCYC) is owned by Officine Panerai and is hosted under joint authority of the three participating host entities:
   - Corinthian Yacht Club (CYC), Marblehead, MA
   - Nantucket Community Sailing, Inc. (NCS), Nantucket, MA
   - Museum of Yachting (MoY), Newport, RI

3. Eligibility for Series Scoring:
Yachts are eligible to participate in the N.A. PCYC if they qualify for entry into one of several divisions:
   - (Vintage) Grand Classics
   - (Vintage) Corinthian Yachts
   - (Vintage) Day Racers
   - Grand Prix Division

4. Definitions for Divisions:
All 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

Vintage Sub-Divisions:
- Grand Classics: Heavy displacement yachts with full accommodations, over 55’.

- Corinthian Yachts: Medium displacement yachts with overnight accommodations, between 40’-55’.

- Day-Racers: Smaller displacement yachts, between 24’-39’, with little to no accommodations or auxiliary engine, designed for day sails and inshore racing.

* NOTE: The above descriptions are not absolutes. Divisional assignments will be determined by the PNACYC committee in conjunction with the CRF technical committee utilizing these and other guidelines as closely as possible. N.A. PCYC committee reserves the right to modify and adjust these classes as necessary. Refer to individual event’s NOR’s and scratch sheets for specific class designations.

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, vangs, 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:**

- 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**

- 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.
5. Scoring for Regattas and Series:

Each regatta will be scored using the Classic Rating Formula (CRF). The CRF rating rule assumes that a yacht is in “race ready” condition. I.e.: The hull below the waterline is clean, the sails are in good condition, the equipment on board is well maintained, and its crew is experienced.

Boats must be registered in at least two of the three scheduled regattas to be eligible for the N.A. PCYC and one of those two regattas must be the MoY Classic Yacht Regatta.

In each regatta, N.A. PCYC intends to award prizes (in addition to those scored or provided by the individual regattas) to the best performing yachts in each of the four divisions as defined in this document. (Grand Prix, Grand Classics, Corinthian Yachts, & Day-racers). N.A. PCYC reserves the right to award additional prizes, among additional classes, as warranted.

The N.A. PCYC will also recognize the best performing yacht of the regatta utilizing the combined scores within each class (when more than two races are scored), as well as the competitiveness of the classes (determined by their ranking in terms of number of boats in each class, added to the ranking of tightness of spread, corrected time, among the top-half of the class finishers.) Yachts from any of the four classes (or any additional classes recognized by the N.A. PCYC for each regatta) are eligible to win the overall best performing yacht of the regatta award.

The determination of Series winners will be made by scoring each of the Series races by using the normalization method. Each yacht’s finish points within their class, in each race as scored using the Low Point System in rule A4, shall be divided by the number of finishers in that class for that race. Using the best three scores, each yacht’s points will be added and the yacht having the lowest total will be the winner, the next lowest second and so on. This changes rule A9.

There will be two overall season awards. One, for the best among the three Vintage divisions, and one for the best overall Grand Prix yacht.

If ties continue to exist after the application of rule A8, they will be broken by determining the lowest cumulative, non-divided scores.

There are five possible races that can be scored. Two (2) races in Marblehead, MA at the Corinthian Classic Yacht Regatta, one (1) race in Nantucket, MA at the Opera House Cup Regatta, and two (2) races in Newport, R.I. at The MoY Classic Yacht Regatta. The best three normalized race scores from the two or three regattas for which a yacht is registered will make up an individual yacht’s overall score for the N.A. PCYC. Thus, if a boat participates in all three regattas then their best three (3) normalized race scores will be used to determine their overall score for the N.A. PCYC trophies.

Scores for the N.A. PCYC are based on their finishes among the Grand Prix, or individual Vintage Divisions in which they competed in each of the regattas.
In the event that a yacht registers in two regattas, but the third race that they need in order to qualify cannot be completed between those two regattas, then the average of the two races scored will determine the score of their third race.

In the event that a yacht registers in two regattas and the second and third race cannot be completed between those two regattas, then the N.A. PCYC Committee will determine appropriate scores in order to determine the overall winners of the N.A. PCYC.

6. **North American Panerai Classic Yachts Challenge Awards:**

   The official awards ceremony will be held at the MoY Classic Yacht Regatta awards ceremony in Newport. To be eligible for the overall N.A. PCYC trophies, yachts must participate in the final Newport event and must be represented at the MoY Classic Yacht Regatta awards ceremony.

   The following prizes will be presented:

   **N.A. Panerai Classic Yachts Challenge Trophy:**
   An authentic reproduction of N.A. Panerai Classic Yachts Challenge Trophy will be awarded to the Overall Series winner among Vintage yachts; yacht with the best combined normalized scores between the three regattas.

   **N.A. Panerai Grand Prix Yacht Challenge Trophy:**
   An authentic reproduction of N.A. Panerai Classic Yachts Challenge Trophy will be awarded to the Overall Series winner among Grand Prix yachts; yacht with the best combined normalized scores between the three regattas.

   The N.A. PCYC perpetual trophy home will be the IYRS library on the fourth floor of the Mill building located at 449 Thames Street, Newport, Rhode Island

7. **N.A. Panerai Classic Yachts Challenge Committee:**
   The North American Panerai Classic Yachts Challenge Committee for the N.A. PCYC will include the co-chairs, and Officine Panerai Representatives. In addition, there will be an advisory committee including:

   - Honorary Chairman: Angelo Bonati
   - 2014 Co-Chairmen: Nic Judson & Bill Doyle
   - Marblehead Representative: Bruce Dyson
   - Nantucket Representative: Susan Wayne
   - Newport Representative: Simon Davidson
   - Chief Series Scorers: Nic Judson & Bill Doyle
   - CRF Committee Representative: Chris Wick
   - Member at Large: Russ McPherson
   - Officine Panerai Representatives: Gabriele Pedone & Michele Gallagher

   The N.A. PCYC may add additional members to an advisory committee as needed.