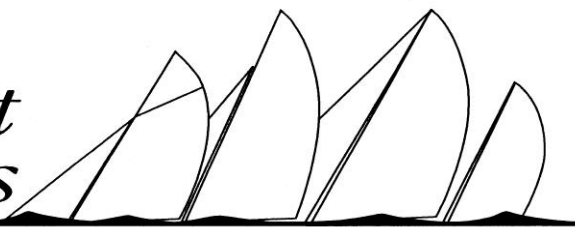


WoodenBoat Regatta Series



North American WoodenBoat Regatta Series **2016 Rules**

1. General

- 1.1 All yachts must present their most current CRF Certificate.
- 1.2 Yachts may only have one valid CRF Certificate at a time, and may only submit their most current rating certificate per season.
- 1.3 These rules only pertain to one-design and metre rule class yachts when they are racing as a CRF rated yacht, in a handicap class. When racing in a separate one-design or metre rule division, class rules take precedence, and will not be eligible for CRF / handicap scoring
- 1.4 All yachts must carry adequate liability insurance.
- 1.5 Yachts may only use sails / sail area accounted for in their CRF rating
- 1.6 At no time are CRF Spinnaker and Non-Spinnaker ratings to be scored together.

2. 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

2.1 Sail Materials (Vintage Divisions):

- Woven fabric (Canvas, Nylon, Dacron as well as more contemporary woven fabrics such as Vectran and Hydranet) are permitted. 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.

2.2 Manual Power/Hydraulic Equipment (Vintage Divisions):

- 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 75ft., RRS 52 is deleted. RRS 52 shall still apply to Classic yachts with a LOA less than 75ft.
- A Vintage division yacht with a LOA of less than 75ft. racing in contravention of RRS 52 will be re-designated to compete in the Grand Prix Division

3. Definitions for Divisions: All Grand Prix Divisions:

These divisions include all Spirit of Tradition yachts, in addition to modern construction replicas (Modern Classics) and those vintage yachts (Vintage Grand Prix) which are equipped for a much higher competitive level than traditional vintage classics as defined above.

- **Spirit of Tradition** yachts are steel / aluminum, and wooden yachts designed in 1968 or later whose strict design intent is to evoke the look and feel of a vintage classic
- **Modern Classics** are wooden boats constructed or rebuilt using cold molded building techniques or other modern, primarily wooden boat building methods regardless of design year
- **Vintage Grand Prix** boats are those with significant hull or rig, material or design changes, implemented primarily for greater performance. This includes significantly modernized rigging, or hull sheathing/skim coating for the sole purpose of greater performance, as well as carbon fiber used in the hull or appendages/rudder. Vintage yachts utilizing modern sail materials and construction (*as defined as those not permitted in vintage divisions*). Vintage yachts rigged with carbon fiber or titanium winches or spars (*including whisker and spin poles*) or rod standing rigging that was not part of the original design and construction, which was added for the purpose of enhanced performance. And all other vintage yachts that don't otherwise meet all of the vintage classic requirements
- **Classic GRP/ Good Old Boats** (if included in event) are those full keeled, traditionally designed cruising yachts that are 25 years or older, constructed in fiberglass.

3.1 All Grand Prix Divisions – Eligibility & Rules:

- For all yachts in the Grand Prix divisions, RRS 52 is deleted (Use of hydraulics and power for winches, vang, etc.. is permitted)
- Carbon fiber spars and modern sail materials and construction are permitted
- The following design and construction elements are prohibited for all Grand Prix yachts:
 - Open transoms
 - Winged, or canting / movable keels (does not include center boards)
 - Foils / hydrofoils or any device intended to decrease displacement or wetted surface through lift
 - Multiple hulls, outriggers, or rudders
 - Modern square top mainsails
 - Movable ballast, trapeze or boats relying primarily on other forms of temporary stabilization methods other than fixed keel ballast
 - Kevlar, foam, aramid, or carbon fiber used in the core, or extensively used in the hull construction, or represents a significant structural member, of hull, appendages, or deck

4. Rules (All divisions):

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

4.2 Non-Spinnaker Divisions: 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

4.3 SPINNAKER CLASSES (if included in event)

Spinnaker classes are exempt from all of the above non-spinnaker sail limitations, (section 4.2) but must comply with sail material and all other listed rules and eligibility requirements for their specified class. (Vintage and Grand Prix divisions)

At no time will spinnaker and non-spinnaker classes be scored together.