ROBERT H. TIEDEMANN CLASSICS REGATTA

Newport, Rhode Island
June 27-28, 2026

NOTICE OF RACE ADDENDUM 1 –NYYC CLASSICS RULES

These rules are in effect for all yachts competing in classes using the Classic Rating Formula Rule (CRF). These rules do not apply to yachts racing in a one-design or metre rule class.

1 GENERAL

1.1 The *Racing Rules of Sailing* (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 Certificate.

1.3 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 DIVISIONS

2.1 When enough yachts have entered and at the discretion of the OA, yachts are assigned to divisions based on the designation on their CRF Certificate. Division descriptions can be found in Appendix A: Divisions and on the CYOA website: https://www.classicyachts.org/ratings/divisions/

2.2 The resolution of uncertainties or disputes regarding division assignments shall be at the sole discretion of the CYOA Technical Committee.

3 CLASSES and SCORING

3.1 When reasonable and practical, the minimum number of yachts in a class should be three. 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 first race, and no yacht shall be permitted to change that declaration during that 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. 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 CRF certificate.

4.2 Forestays and headsail tacks, except those of spinnaker staysails when the yacht is not close-hauled, shall be attached approximately on a yacht'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, may be permitted in all Divisions aboard yachts whose declared displacement is greater than 50,000 lbs., at the discretion of the OA. This changes RRS 52, 'Manual Power'.
The use of stored-energy equipment is unrestricted in SoT classes.

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.). The 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 the Spirit of Tradition, Modern Classic and Contemporary Divisions may race with upwind sails built with any fiber via any sail-making 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 where measurement between the half luff point and the half leech point is less than 75% of the length of its foot. A spinnaker is a sail set forward of the mast spar or 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 a yacht uses such a pole to wing out a jib, its length may not exceed 110% of 'J' or the value of 'SPL' as shown on her current 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 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 current 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.

7 WIND LIMITS

7.1 Races should not be started when the Race Committee deems that winds are consistently at or above 22 knots or gusting to 23 knots and above. 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. Races should not be started unless winds are consistently above four (4) knots at the time of the start.

Appendix A: Divisions

Sailboat racing is at its best when participating boats are divided into groups of similar size, age, and type. Toward this end, all boats racing under CRF are assigned to a Division before their CRF Certificate is issued. All Division assignments are made at the discretion of the CYOA Technical Committee based on the following Division criteria and intent definitions.

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.