



HERITAGE CUP REGATTA

Sea Cliff, NY

September 7, 2024

(Revised 09.05.24 – replaces 09.04.24 version)

NOTICE OF RACE

The Organizing Authority (OA) is the Sea Cliff Yacht Club.

GENERAL FORMAT

The Heritage Cup Regatta is open to all boats with a current CRF rating, one-design classes like the Herreshoff S Class, and Good Old Boats (GOB) with PHRF certificates. A one-design class that is interested in being invited should contact the Regatta Chairman. Division will be according to the definitions at [CYOA CRF Divisions](#).

1 RULES

- 1.1 The *Racing Rules of Sailing* (RRS) shall apply except as changed in the Notice of Race or Sailing Instructions.
- 1.2 The current CYOA rules For Classic Yacht Classes (stated in this NOR) will apply.
- 1.3 All competing boats shall carry a handheld VHF radio for safety purposes and race committee communication.
- 1.4 The following document shall apply and will be posted as an addendum on the Heritage Cup Regatta page at Yachtscoring.com:
 - a) Addendum 1 – US Safety Equipment Requirements (USSER)
 - All boats shall, at a minimum, comply with the US Nearshore section of the USSER and shall comply with their class rules, where applicable.
 - USSER 2.4.2, 2.4.3, and USSER 2.4.4.1 through 2.4.9 regarding Hull and Structure: Lifelines shall apply, except that boats not normally rigged without lifelines are exempt from these requirements. Rule 40.1 shall apply to boats without lifelines and crew shall wear approved PFDs at all times, while racing.
 - In the event of a conflict between these Requirements and applicable class rules, the class rules shall apply.
- 1.5 If there is a conflict between rules or regulations, other than RRS, the sailing instructions will prevail. This changes RRS 63.7.
- 1.6 Good Old Boats (boats designed 25 years or more ago) will race without spinnakers according to the YRA of LIS Non-Spinnaker Regulations.
- 1.7 The US Sailing prescription to rule 63.2 is deleted.

NOR 2 through 7.7 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 Good Old Boat divisions.

2 GENERAL

- 2.1 All yachts competing in a race scored using CRF ratings must present a valid CRF Certificate.
- 2.2 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.

3 DIVISIONS

3.1 Yachts are assigned to the division designated on their valid CRF Certificate. Each yacht's designated division 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.

- 3.2 The resolution of uncertainties or disputes regarding division assignments shall be at the sole discretion of the OA.

4 CLASSES and SCORING

- 4.1 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.
- 4.2 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.

5 RIGGING and EQUIPMENT

- 5.1 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.
- 5.2 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.
- 5.3 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.
- 5.4 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.
- 5.5 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'.
- 5.6 The use of stored-energy equipment is unrestricted in SoT classes

6 SAILS

- 6.1 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.
- 6.2 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.
- 6.3 Yachts in a Spirit of Tradition, Modern Classic and Contemporary Divisions may race with upwind sails built with any fiber via any sail-making technique.

7 SETTING AND SHEETING SAILS (Spinnaker and non-spinnaker)

- 7.1** 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.
- 7.2** 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.
- 7.3** 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.
- 7.4** 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 pole is used to wing out a jib, its length may not exceed 110% of ‘J’ unless reflected on the CRF certificate.
- 7.5** 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.
- 7.6** On schooners, a fisherman or gollywobbler is permitted.
- 7.7** A yacht shall not fly any sail whose dimensions exceed those shown on her current CRF 2023 Certificate, and no headsail may be flown outside the limits defined by the IG (P2), J, and LP% shown on that certificate.

8 WIND LIMITS

- 8.1** 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.

9 ADVERTISING

The Organizing Authority may require all participating boats to display the event sponsor's advertising in accordance with World Sailing Regulation 20.4.

10 ELIGIBILITY AND ENTRY

- 10.1** The regatta is open to all boats with a valid & current CRF rating that meet the design, construction and equipment parameters described in this NOR, and the Herreshoff S Class. Boats with PHRF ratings are eligible for the GOB division (boats designed 25 or more years ago).
- 10.2** Eligible boats may enter by completing and submitting the online entry form and the entry fee payment through the Regatta page at [YachtScoring.com](https://www.yachtscoring.com) or before Friday, August 30, 2024. Late fees will apply as described in NOR 11.4.

11 ENTRY FEES

- 11.1** The entry fee of \$250 shall be paid with the online entry form.
- 11.2** Each boat will receive two tickets to the Jam the Dock Awards Party with entry.
- 11.3** Cash Bar and Buffet / \$55 per person can be purchased on Yacht Scoring or at the door.
- 11.4** A late fee of \$50 will be charged for entries received after Friday, August 30, 2024.

12 SCHEDULE OF EVENTS

- | <u>Date</u> | <u>Time</u> | <u>Event</u> |
|-----------------------|--------------|---|
| Friday, September 6 | 1800-2000 | Registration in Sea Cliff Yacht Club – Regatta Room – hors d’oeuvres, free beer, cash bar |
| Saturday, September 7 | 0945-1000 | Registration at Sea Cliff Yacht Club |
| 1000 | | Captains Meeting at Sea Cliff Yacht Club |
| 1200 | | First Warning Signal |
| After Racing | 1730-1830 | Cocktail Hour – Sea Cliff Yacht Club Regatta Room |
| | Approx. 1830 | Jam the Dock Party & Prize Giving on Sea Cliff Yacht Club dock |
- 12.2 For all classes, a single race is planned.

13 SAILING INSTRUCTIONS

Sailing instructions will be available on the regatta page at YachtScoring.com no later than 1800 on Friday, September 6.

14 VENUE AND RACING AREA

- 14.1 Racing will be held in the waters of Hempstead Harbor and Long Island Sound.
- 14.2 Regatta headquarters will be at Sea Cliff Yacht Club, in Sea Cliff, NY.

15 COURSES

The courses will be navigator races using government marks. They will be defined in the Sailing Instructions.

16 PENALTY

- 16.1 If class rules specify a penalty, a boat that may have broken a rule of Part 2 while racing may take a penalty at the time of the incident as provided in her class rules.
- 16.2 If the class rules do not specify a penalty for a breach of a rule of Part 2, a boat may either take a penalty in accordance with RRS 44.1 or a scoring penalty in accordance with RRS 44.3 at the time of an incident.
- 16.3 A boat that has taken a penalty shall report their penalty taken to the Race Committee, upon finishing.

17 SCORING

- 17.1 One (1) race is required to be completed to constitute a series.
- 17.2 The course length will be calculated by the OA.
- 17.3 Awards shall be provided to the top boats in each class. Additional trophies may be given at the discretion of the OA.

18 SUPPORT PERSONS AND VESSELS

The following limitations and restrictions apply to support persons and any coach/support vessels, including spectator vessels associated with a team.

- Except as directed by the OA, competitors shall have no communication with, be tied to or transfer provisions or equipment to and from any support person or vessel from the first warning signal of the day until racing has been concluded for the day for that team.
- Support and spectator vessels shall not approach closer than 100 meters to any vessel that is racing. In addition, a support vessel shall stay at least 100 meters outside any layline and shall not be located directly above any windward marks or the finishing line.
- If in the starting area, support vessels shall leave the racing and starting areas prior to the warning signal and may station themselves outside of the starboard end of the starting line, but no closer than 150 meters to the race committee signal vessel.

19 RADIO COMMUNICATIONS

- 19.1 While racing, a boat shall neither make radio transmissions nor receive radio communications not available to all boats, except in an emergency. This restriction also applies to any wireless communication device.
- 19.2 The race committee intends to use VHF marine radio frequencies to broadcast courtesy information to competitors. The race committee's VHF channel will be listed in the sailing instructions.

20 LIABILITY AND MEDIA WAIVER

20.1 As a condition of entry, each owner, skipper and participating crew member shall submit, prior to racing, an online liability waiver/media release. The links to both forms can be found on the regatta page at YachtScoring.com

20.2 Media Waiver - Competitors and crew members on the competing boats grant, at no cost, the Sea Cliff Yacht Club and any official sponsors of the regatta, the absolute right and permission to use their name, voice, image, likeness, biographical material as well as representations of the boats in any media worldwide (being television, print and internet media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the Heritage Cup Regatta and the participants in the Heritage Cup Regatta.

20.3 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The Organizing Authority, Sea Cliff Yacht Club, and any official sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Attention is also drawn to RRS 46 and USSER 1.2, Responsibility

21 INSURANCE

Each participating boat shall be adequately insured with valid third-party liability insurance that is appropriate taking into account the value of the boats racing and the type of racing.

22 FURTHER INFORMATION

For further information please contact:

[Regatta Page – YachtScoring.com:](#)

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