



# 2026 Classic Yachts Challenge Series

## Notice of Series

### 1. ORGANIZING AUTHORITY

- 1.1. The Organizing Authority (OA) for the 2026 Classic Yachts Challenge Series (CYCS or Series) is the Classic Yacht Owners Association (CYOA) in cooperation with the Organizing Authorities of these participating Series Events.

### 2. SERIES EVENTS

- 2.1. The Series will take place across three Racing Districts: (1) "Maine", (2) "Massachusetts", and (3) "RI, CT, NY"
- 2.2. The Series comprises the following events: (Event Name, Location - Date, and Racing District)
  - New York Yacht Club NYYC Tiedemann Regatta, Newport RI - June 27-28 (RI, CT, NY)
  - Vineyard Cup, Vineyard Haven, MA - July 10-12 (RI, CT, NY)
  - Boothbay Harbor YC Regatta and Shipyard Cup Classics Challenge, Boothbay Harbor ME - July 18-19 (Maine)
  - Camden Classics Cup, Camden ME - July 23-25 (Maine)
  - Castine Classic Yacht Race, Castine ME - July 30 (Maine)
  - Camden-Brooklin Wooden Boat Race, Camden ME - July 31 (Maine)
  - Eggemoggin Reach Regatta, Brooklin ME - August 1 (Maine)
  - Corinthian Classic Yacht Regatta, Marblehead MA - August 8-9 (Massachusetts)
  - Nantucket Regatta, Nantucket MA - August 14-15 (Massachusetts)
  - Opera House Cup, Nantucket MA - August 16 (Massachusetts)
  - Herreshoff Classic Yacht Regatta, Bristol RI - August 28-30 (RI, CT, NY)
  - Newport Classic Yacht Regatta presented by IYRS, Newport RI - September 5-6 (RI, CT, NY)
  - Heritage Cup, Sea Cliff NY - September 12 (RI, CT, NY)
  - Indian Harbor Classic Yacht Regatta, Greenwich CT - September 18-20 (RI, CT, NY)

- 2.3. To qualify for a Series award, a boat must be scored in a minimum of 5 races and 1 of these races must be scored outside the vessel's declared Racing District. Note that some Series Events have more than 1 race; for those Series Events with more than 3 individual races, only the top 3 races scored are counted to the Series scores.

### 3. RULES

#### 3.1. **The Series will be governed by the:**

- 3.1.a. Racing Rules of Sailing 2025-2028 (RRS) as amended in this Notice of Series
- 3.1.b. Rules regarding rigging, equipment and sails contained in this Notice of Series
- 3.1.c. Notices of Race and Sailing Instructions of the specific events listed in Paragraph 2.2
- 3.1.d. If there is a conflict between the event NORs and SIs and this Notice of Series, this Notice of Series shall prevail for Series-related issues, such as division placement, rigging, sails, and scoring.

#### 3.2. **Rigging and Equipment**

- 3.2.a. 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 certificate.
- 3.2.b. Forestays and headsail tacks, except those of spinnaker staysails when the boat is not close-hauled, shall be attached approximately on a boat's centerline, in accordance with RRS 54.
- 3.2.c. 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.
- 3.2.d. 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 boat except as allowed by RRS 49.

3.3. **Sails**

- 3.3.a. 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.
- 3.3.b. 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.
- 3.3.c. Boats in the Spirit of Tradition, Modern Classic, and Contemporary Divisions may race with upwind sails built with any fiber via any sail-making technique.

3.4. **Setting and Sheeting of Sails**

- 3.4.a. 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 if more than one mast where the 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 of 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.
- 3.4.b. 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.
- 3.4.c. 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.
- 3.4.d. 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 shall not exceed the greater of 110% of ‘J’ or the value of ‘SPL’ as shown on her current CRF certificate.
- 3.4.e. 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. A mizzen spinnaker is an off-wind sail hoisted from the mizzen mast whose mid-girth is equal to or greater than 75% of its foot length.
- 3.4.f. On schooners, a fisherman or gollywobbler is permitted.
- 3.4.g. 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.

- 3.5. **Wind Limits**
- 3.5.a. Races will not be started when the Race Committee deems that winds are consistently at or above 22 knots or gusting to 23 knots and above.
  - 3.5.b. 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.
  - 3.5.c. Races should not be started unless winds are consistently above four (4) knots at the time of the start.

## 4. ADVERTISING

- 4.1. Boats may be required to display advertising supplied by CYOA and/or the Organizing Authorities of the participating regattas.

## 5. ELIGIBILITY AND ENTRY

- 5.1. The Series is open to any boat that is owned or chartered by a Regular Member of the Classic Yacht Owners Association and has a current CRF 2026 rating that satisfies the requirements contained in this Notice of Series.
- 5.2. If there is any question about whether a boat fits these criteria, the CYOA Technical Committee will make the final determination as to whether she qualifies for the Series.
- 5.3. Individual events may allow boats to race in their events that do not qualify for the Series. The requirements in this document do not, and are not intended to, supersede individual regatta eligibility and awards. Participation in the Series is voluntary and is not required for participation in the individual regattas.
- 5.4. Only boats/owners that are members of the CYOA will be scored for the Series.
- 5.5. Boats must declare upon registration for their 2026 CRF Certificate what their declared Racing District will be. This declaration need not be associated with the vessel's official hailing port.
- 5.6. Boats should declare upon registration for their 2026 CRF Certificate if they plan to compete for the 2026 Series Championship.

## 6. DIVISIONS

- 6.1. Boats shall be assigned to Divisions based on the designation on their 2026 CRF Certificate (Division descriptions can be found in Appendix A and on the CYOA website [classicyachts.org/ratings/racing-guidelines/](http://classicyachts.org/ratings/racing-guidelines/))

## 7. SERIES SCORING

- 7.1. The High-Point Percentage Scoring System will be used to score the Series based on the scores provided to CYOA by the OAs of the series events.

- 7.2. To qualify to be scored for the series, a boat must race in at least five races in the Series and at least one of those races must be scored outside the vessel's declared Racing District. Her series score will include her best five race scores based on the High Point Percentage Scoring System, discarding all others.
- 7.2.a. For those Series Events with more than 3 individual races, only the top 3 races scored are counted to the Series scores.
- 7.3. For the purposes of the Series only, a boat's score for each race shall be determined as follows: Define 'N' to be the number of boats that start in a particular race division. Each boat finishing that race and not thereafter retiring or being disqualified will be scored as follows:

Finishing Place	Score
First	N
Second	N-1
Third	N-2
Fourth	N-3
Etc.	All other boats that start in that race, including any that finish and thereafter retire or are disqualified, will score 0 points. Boats that do not compete in that race (DNC) will not be scored.

- 7.4. The series score for each boat will be the sum of the scores for her best races that satisfy the minimum number required to qualify for the series, calculated as follows: take each of her best high point scores as defined in 7.3 above and divide that by the number of boats in her division that started those same races; then take those scores, with each expressed as a percentage (high point score/N), and multiply their sum by 100.
- 7.5. Series scoring will be based on the boat's CYOA-assigned division.
- 7.6. Ties and other rules: For the purposes of scoring the Series, race ties and Series ties will be handled in accordance with Appendix A8.1. Rule 90.3 (b) is excluded. If a tie remains between boats after applying RRS A8.1, then RRS A8.2 shall be deleted; and the number of boats a boat has beaten in each of the 5 races used in calculating the series score shall be totaled, and the boat with the most boats beaten will win the tiebreaker. If there is still a tie remaining, then the boat that beat the most boats in the last (by date and time) included race shall win.

## 8. DISTRICT SCORING

- 8.1. In addition to the CYCS, boats may be eligible to be scored for local Racing District Series awards.
- 8.2. To qualify to be scored for a district series, a boat must race in at least three races within their declared Racing District (see 5.5), and at least one of the three races must be scored in a separate event from the other two. Her series score will include her best three race scores from at least two separate events, discarding all others. Boats will not be eligible to be scored for a district award outside their declared Racing District.
  - 8.2.a. For those Series Events with more than 3 individual races, only the top 3 races scored are counted to the Series scores.
- 8.3. District Scoring shall follow the same format as described above in section 7 as it pertains to the High-Point Percentage Scoring System.

## 9. SERIES AWARDS

- 9.1. Overall Series awards and District Awards will be presented at a separate prize giving event the date, location, and time of which will be announced.
- 9.2. CYCS Awards will be presented to the top three finishers in each division, combining spinnaker and non-spinnaker. If fewer than 5 boats are eligible to be scored for a particular division, then only the winning boat will receive an award.
- 9.3. District awards will be given to the winner from each division.
- 9.4. Other awards to be determined by the Series OA may be presented.

## 10. CONTACT

Classic Yacht Owners Association  
PO Box 480  
Bristol RI 02809 [info@classicyachts.org](mailto:info@classicyachts.org)



# 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.