

CASTINE CLASSIC YACHT RACE
30 July 2026

Sailing Instructions

RULES

This event shall be under the management of the Castine Yacht Club. Except as modified by these Sailing Instructions, this race will be governed by *The Racing Rules of Sailing*, including the *US Sailing Prescriptions* (collectively, RRS). For boats participating in the 2026 CYOA Classic Yachts Challenge Series, the rules of that series, except as modified herein, shall also apply. By entering this race, each participant agrees to be bound by RRS and by all other rules that govern this event.

ELIGIBILITY

All entrants must be monohull Classic or Spirit of Tradition sailing yachts at least 28' LOA holding a valid and current Classic Racing Formula (CRF) certificate. Each yacht must have property and third party liability insurance of at least \$300,000.

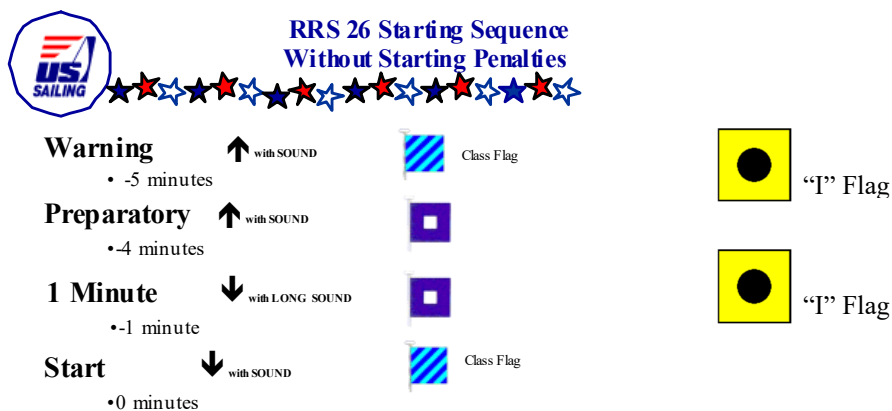
CHANGES IN INSTRUCTIONS

Skippers shall attend a meeting at 0830 hours 30 July at the Castine Yacht Club, at which changes and additions to these Sailing Instructions may be made. Skippers and crew are responsible for any such changes and additions that are announced at that time. Changes may also be announced on the water over VHF channel 78. All entrants should monitor channel 78 throughout the race.

THE START

- A. The start will be between the signal flag on the Race Committee boat and bell "CH" off Dice Head, Castine.
- B. The Race will be started in accordance with RRS Rule 26. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded. "I" Flag will be the Preparatory and 1 Minute signal.

Starting Sequence



59 Presented by the US SAILING Race Management Committee

C. The anticipated warning/starting times are as follows:

<u>Class</u>	<u>Class Flag</u>	<u>Warning</u>	<u>Starting</u>
Classic B	“B”	1155	1200
Classic A	“A”	1205	1210
Spirit of Tradition	“C”	1215	1220

- D. Yachts whose warning signals have not been made shall keep clear of the starting area and of all yachts whose warning signals have been made.
- E. Before the warning signal for its class, each yacht shall sail by the port side of the Race Committee boat to check-in.
- F. The one-minute rule (Rule 30.1) applies and is hereby altered as follows: when any part of a yacht’s hull, crew or equipment is on the course side of the starting line or its extensions during the minute before her starting signal, she shall sail to the pre-start side of the starting line around either end before starting.
- G. The Race Committee may station a chase boat at the pin end of the line. In such case, the pin shall be respected as the sighting point and the chase boat shall be considered an obstruction.
- H. The Race Committee may choose to use a streaming buoy off the stern of the Race Committee boat. In such case, the buoy and line shall be considered an extension of the boat.

RECALLS

- A. Individual recalls will be signaled by displaying “X” accompanied by a horn blast, a hail or a call on VHF Channel 78, but it is the responsibility of each yacht to make a fair start.
- B. General recalls will be signaled by “First Substitute” and two sound signals, a hail or a call on VHF Channel 78. The Warning for the recalled class will be one minute from the drop of “First Substitute.”

POSTPONEMENT

Postponements will be signaled by “AP” and two sound signals. The warning will be one minute from the drop of “AP.” The drop will be accompanied by a sound signal.

COURSE

The course shall be as follows:

Islesboro Ledge can “9” to port

Mouse Island can “5” to port

Robinson Rock bell R “12” to starboard

Rated distance = 19.31 nm

Marks not designated as marks of the course may be disregarded at the skipper's discretion.

SHORTENED COURSE

The Race Committee may elect to shorten the course by finishing any or all classes at any turning mark of the course. In such case, the Race Committee boat shall display “S” and “M”, accompanied by two sound signals, and the finish line shall be between that mark and the Race Committee boat flag mast. The Race Committee will also announce the shortened course on VHF Channel 78.

In anticipation of a potentially shortened course to finish at the Mouse Island can, the Race Committee may station a Race Committee boat to the west of the Mouse Island can. In such case, (i) the Race Committee boat shall display “S” and “M”, (ii) all yachts shall pass between the Race Committee boat and the Mouse Island can, and (iii) the finish line for any class(es) whose course has been shortened shall be between the Mouse Island can and the Race Committee boat flag mast.

THE FINISH

- A. Unless the course is shortened, the finish will be between the Race Committee boat flag mast and bell R”2” off Curtis Island, Camden, leaving the bell to port.
- B. If the Race Committee boat is not on station for the finish, each yacht shall take her time when the finish mark is close abeam on the required side.
- C. When approaching the finish line each yacht shall radio the Race Committee boat on VHF channel 78 to identify itself.

WITHDRAWAL AND TIME LIMIT

Any yacht withdrawing from the race must notify the Race Committee as soon as possible, either in person, on VHF channel 78 or by telephone (917 331-5482 or 917 603-4000).

The time limit for each class will be six hours from its start. If any boat finishes by that time, it is a race for her class.

PROTESTS

In the spirit of this race, protests should only be made in the case of an egregious violation that seriously prejudices a competitor. This is a “fun” race involving many old classic boats and competitors are expected to sail conservatively and avoid dangerous situations. Indicate your intentions and, if in doubt, give way.

- A. Any yacht intending to protest must comply with all provisions of RRS Part 5 and must (except as otherwise provided in RRS Rule 61.1):
 - 1. display a red protest flag at the first reasonable opportunity following an infraction;
 - 2. immediately attempt to inform the yacht protested against that a protest will be lodged;
 - 3. inform the Race Committee at the finish line of the yacht to be protested.
- B. Protests must be submitted in written form on forms available from the Race Committee and lodged with a Race Committee representative within one hour of the docking of the Race Committee boat.
- C. The jury will hear protests at the Camden Yacht Club in approximately the order of receipt as soon as possible.

TWO-TURNS PENALTY

The Two-Turns Penalty (formerly 720 degree turns penalty) as defined in RRS Rule 44.2 shall apply to infringements of Part 2 – When Boats Meet.

RULES APPLICABLE TO YACHTS PARTICIPATING IN 2026 CYOA CLASSIC YACHTS CHALLENGE SERIES

The rules set out below shall apply **only** to yachts participating in the 2026 CYOA Classic Yachts Challenge Series.

All yachts participating in the 2026 CYOA Classic Yachts Challenge Series shall comply with the following rules issued by the Classic Yacht Owners Association:

6. RIGGING AND EQUIPMENT

6.1. Rigging and Equipment details that are deemed to significantly affect performance potential may be addressed through CRF formulae and factors that will affect ratings. These details may include non-original spar and standing rigging materials, as well as structural materials or methods.

6.2. Under these guidelines, 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.

6.3. 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.

6.4. The length of a spinnaker pole when used to pole out a spinnaker must be no longer than the *SPL*, which can be up to 110% of the J dimension, 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.

6.5. 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.

7. SAILS

7.1. 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.

7.2. 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.

7.3. Yachts in a Spirit of Tradition, Modern Classic, and Contemporary Divisions may race with upwind sails built with any fiber via any sailmaking technique.

8. SETTING AND SHEETING SAILS (Spinnaker and Non-Spinnaker)

8.1. The guidelines below are intended to fit the way Classic boats are traditionally sailed with the rigging, equipment, and sails outlined in the above sections.

8.2. In accordance with RRS 55.4 and Equipment Rules of Sailing G.1.3(d), a headsail is defined as a sail whose width, measured between the midpoints of its luff and leech, is less than 75% of the length of its foot. A spinnaker is a sail whose width, measured between the midpoints of its luff and leech, is equal to or greater than 75%. A sail tacked down behind the foremost mast is not a headsail.

8.3. 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.

8.4. 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.

8.5. 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.

8.6. 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.

8.7. On schooners, fisherman or gollywobbler type sails are permitted.

8.8. A yacht shall not fly any sail whose dimensions exceed those shown on her 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.

PRIZES

The Ames Cup will be awarded to the overall winner on corrected time in the combined Classic fleets. Trophies will be awarded for the top three boats in each class.

The Sparkman & Stephens perpetual trophy will be awarded to the S&S yacht with lowest corrected time.

The Phalarope perpetual trophy will be awarded to the Concordia yacht with the lowest corrected time.

The Mitch Gibbons-Neff trophy will be awarded to the top New York 32 in the Penobscot Bay Series.

RESULTS

Race results will be posted as soon as possible following the Race. The results will be posted at the Camden Yacht Club, the Castine Yacht Club, on the Castine Classic website, castineclassic.com and on the Regatta Management Solutions website, <http://www.regattaman.com/calendar.php>.

DISCLAIMER OF LIABILITY REQUIRED INSURANCE

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS Rule 4, Decision to Race. The Castine Yacht Club and its officers, race committee, protest committee, volunteers, agents, employees, or any other organization or official providing services at the request of any of the foregoing in connection with the Castine Classic Yacht Race will not be responsible for damage to any boat or other property or the injury to any person sustained as a result of participation in this event. By participating in this event, each competitor (owners, skippers, and crew) agrees to release all persons and groups listed above from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law. By participating in this event, each yacht acknowledges that it has its own property and third party liability insurance for at least \$300,000.

The Castine Classic Yacht Race Committee
Kevin Coady, Chairman