

The 49th Annual



to benefit



Sunday August 22, 2021
Nantucket, Massachusetts USA

NOTICE OF RACE

Organizing Authority (OA):
Nantucket Community Sailing

Affiliated Organizations:
Nantucket Yacht Club (NYC)
Great Harbor Yacht Club (GHYC)
The Opera House Cup Committee
The Nantucket Race Week Committee
Classic Yacht Owners Association (CYOA)

The Opera House Cup encourages the appreciation, understanding, restoration and celebration of classic wooden boats sailed by amateur crews. It is part of the 2021 CLASSIC YACHTS CHALLENGE SERIES, organized by the CYOA. More information can be found at [Classic Yachts Challenge Series](#).

The events are organized in compliance with all governmental safety regulations in force at the time of the regatta.

As of April 12, 2021



1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 The regatta will comply with all regulations of the Massachusetts Reopening Standards for Youth and Adult Amateur Sports at the time of the regatta.
- 1.3 If there is a conflict between the RRS and the Massachusetts Reopening Standards, the Massachusetts regulations will prevail.
- 1.4 Foreign competitors may bring flotation devices acceptable in their home country.
- 1.5 The protest committee may impose penalties less than disqualification (DPI), for violation of the class rules and racing rules other than those of RRS Part 1 and Part 2. This changes RRS 64.1 (a).
- 1.6 The rules of the 2021 CYOA Classic Yachts Challenge Series will apply for boats participating in that Series. Rules may be found at [Classic Yachts Challenge Series](#).

2 SAILING INSTRUCTIONS

The Sailing Instructions will be posted on the Notice Board three days prior to the regatta.

3 COMMUNICATIONS

- 3.1 The official Notice Board is online at www.operahousecup.org.
- 3.2 All boats will carry a VHF radio capable of communicating on channels 71-74.
- 3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.4 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 ELIGIBILITY AND ENTRY

- 4.1 Entry is open to boats with wood or wood-based cold molded hulls with a minimum LOA of 24 feet. Boats with a minimum LOA of 40 feet having hull material other than wood will be considered for the Invitational Division. Exceptions may be granted at the sole discretion of the organizing authority (OA).
- 4.2 A **current, valid CRF 2021 rating is required for all boats**. A CRF application is available at <http://www.classicyachts.org/ratings/certificates/>.
- 4.3 Eligible boats may enter by completing the entry form available at www.operahousecup.org along with the applicable fee.
- 4.4 Entries close at 1200 Saturday August 21, 2021.
- 4.5 All entries will be reviewed by the OA using all available information to

assess eligibility and confirm proper division. Applications deemed unacceptable will be rejected and fees returned.

- 4.6 The OA may, in its sole discretion, accept any late entry.

5 DIVISION ASSIGNMENTS

5.1 CYOA Divisions

- a) All eligible boats will compete in the division assigned by the CYOA on their respective CRF 2021 certificate: Vintage, Classic, Modern Classic, or Spirit of Tradition. The CYOA uses the following criteria in their evaluation: [Division Assignments - Classic Yacht Owners Association \(classicyachts.org\)](http://www.classicyachts.org)
- b) The OA, at its sole discretion, may create a separate division if four or more boats of a one design or rating rule are registered (e.g. Alerions, Wianno Seniors, Concordias or 12 Metres. A separate division may be created for Schooners if four or more register for the regatta.

5.2 Invitational Division

The Invitational Division is made up of historic boats, classic designs and replicas with hulls other than wood that the OA believes add to the spectacle of the event. The OA has the final authority in determining those boats invited to participate in this division. Boats in this division will be eligible for division trophies but are not eligible to win the Opera House Cup trophy.

6 SAILS AND EQUIPMENT LIMITATIONS

- 6.1 Forestays and headsail tacks, including those of staysails, shall be attached approximately on a boat's centerline. This changes RRS 54.
- 6.2 All headsails and 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 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.
- 6.4 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.
- 6.5 No spinnakers are allowed. No modern square-top mainsails are allowed.
- 6.6 Whisker poles shall not be a variable length type and shall not exceed 110% of the boat's J-measurement.
- 6.7 A boat or equipment may be inspected at any time for compliance with the notice of race and the sailing instructions.
- 6.8 Sail Materials
 - a) Woven fabric (Canvas, Nylon, Dacron as well as more contemporary woven fabrics such as Vectran and Hydranet) is encouraged for all



- participating boats.
- b) Sail colors: Restricted to white, cream or tan bark for headsails, main and mizzen sails.

6.9 Resolution of uncertainties or disputes regarding sail color shall be at the discretion of the OA.

7 FEES

- 7.1 Registration is online only at www.operahousecup.org.
- 7.2 **Entry Fee:** The entry fee is \$300 if received by August 11, 2021, of which \$200 is a tax-deductible charitable contribution to Nantucket Community Sailing.
- 7.3 **Late Fee:** Registrations received after August 11, 2021 will be assessed an additional late fee of \$100. This fee is a tax-deductible charitable contribution to Nantucket Community Sailing.

8 ADVERTISING

Boats may be required to display advertising chosen and supplied by CYOA and/or the OA.

9 SCHEDULE OF EVENTS

- 9.1 All times are in Eastern Daylight Time (EDT).
- 9.2 Social events will be in accordance with all governmental regulations at the time of the regatta. Registration will be at the Nantucket Race Week Village. There is no skippers registration or activity at either the Nantucket Yacht Club or the Great Harbor Yacht Club.
- 9.3 Informal dinners for participants are planned for Friday and Saturday starting at 1800.
- 9.4 Competitors are reminded that the launch capacity in Nantucket Harbor is limited and transport time from shore to moorings may be significantly prolonged.

Friday, August 20	0800 - 1700	Registration at the NRW Village. SI and course charts available at registration and online at www.operahousecup.org
	1800 - 2200	Informal crew dinner, details to be announced
Saturday, August 21	0800 - 1700	Registration at the NRW Village. SI and course charts available at registration and online at www.operahousecup.org
	1200	Entries Close
	1800	OHC Scratch Sheets showing start assignments and SI and course charts available online at www.operahousecup.org



	1800 - 2200	Informal crew dinner, details to be announced
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Sunday, August 22	0900	Announcement of lettered race course (pursuit start times are based on the lettered race course) on official VHF channel
	0930	Parade of Wooden Boats out of Nantucket Harbor
	0940	Rainbow Parade start (please be aware of the smaller boats around Brant Point Lighthouse)
	1045	OHC First warning signal
	1800	Opera House Cup Awards Party, details to be announced
	1900	Awards Ceremony

10 VENUE

The Opera House Cup race will be held on Nantucket Sound. The racing area and permanent marks are shown in Addendum A. The OHC check-in boat will be approximately 0.5 nautical miles ENE of the Mo (A) sea buoy at the end of the Jetties.

11 COURSE

- 11.1 A Pursuit Starting Sequence utilizing GPS time is planned. Each boat will have an assigned starting time calculated using her CRF 2021 Non-Spinnaker rating. This changes RRS 26. This may result in a starting sequence of up to 2 hours.
- 11.2 One race is scheduled of 15 – 20 miles.
- 11.3 Course
 - a) All boats will sail the same course, utilizing permanent marks in Nantucket Sound as well as drop marks.
 - b) If there is a Schooner Division, the OA may designate a separate course for the Schooners.
- 11.4 A windward leg is intended as part of the course.
- 11.5 The course assignment will determine the starting time for each boat.
- 11.6 If a boat is informed that it crossed the starting line before its assigned time, it shall continue sailing and shall not return to start. A 5-minute penalty will be added to its finishing time. This changes RRS 28.

12 WIND LIMIT

The race will 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. The race will not be started unless winds are consistently above five (5) knots at the time of the start.

13 PENALTY SYSTEM

- 13.1 The Scoring Penalty, RRS 44.3, will apply. RRS 44.3(c) is changed by replacing 20% with 30%.
- 13.2 Boats will provide their own yellow flag.

14 SCORING

The race will be scored using the CRF 2021 Handicap system, best corrected time, using the time-on-distance method.

15 PRIZES

- 15.1 Opera House Cup Prizes
- a) The Opera House Cup is a perpetual Trophy on which will be inscribed the name(s) of:
 - 1.) The plank-on-frame boat with the best corrected time.
 - 2.) The boat in any division (except Invitational), including one-design divisions added by the OA, with the best corrected time for the race.
 - b) Prizes will be awarded to the top three finishers based on corrected time in the four CYOA divisions and the one design divisions added by the OA.
 - c) If a boat has been assigned to a one-design division, it will not be eligible for an award in one of the four CYOA divisions.
 - d) The Gwen Gaillard Spirit of the Race trophy will be awarded to the person or boat that best exemplifies the spirit of the Opera House Cup.
 - e) The Robert H. Tiedemann trophy will be awarded to the best restored or maintained boat.
 - f) The Corinthian trophy will be awarded to the boat with the best corrected time sailed by an all-amateur crew and skipper, as declared by the skipper at OHC registration.
 - g) The Commodore's Cup will be presented to the boat with the best combined performance in the Nantucket Regatta and the Opera House Cup.
- 15.2 Additional trophies may be awarded to boats at the discretion of the OA.

16 CLEAN REGATTA

Nantucket Race Week and the Opera House Cup Regatta are committed to maintaining Nantucket's clean waters and shores. All NRW and OHC participants are encouraged to follow the goals and requirements of Sailors for the Seas Clean Regattas program.

17 INSURANCE

Each participating boat shall be insured with valid and adequate third-party liability insurance.

18 LIABILITY

- 18.1 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 3, Decision to Race. The race organizers, Nantucket Community Sailing, Opera House Cup Committee, Nantucket Race Week Committee, Nantucket Race Week LLC, Nantucket Yacht Club, Great Harbor Yacht Club, race committee, protest committee, technical committee, volunteers, sponsors, agents, employees, or any other organization, or official providing services at the request of any of the foregoing in connection with the events, will not be responsible for damage to any boat or other property or the injury, disease or illness to any person sustained as a result of participation in this event. By participating in this event, each competitor (owners, skippers, crews and support persons) agrees to release the race organizers and 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.
- 18.2 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

19 MOORINGS, DOCK SPACE, AND ANCHORAGE

- 19.1 A limited number of moorings have been reserved for competitors in the Nantucket Regatta and Opera House Cup, and are available on a first-come basis. In order to reserve one of these moorings, please email info@operahousecup.org.
- 19.2 For any other moorings contact Nantucket Moorings at 508-228-4472, VHF 68.
- 19.3 For dock space, contact the Nantucket Boat Basin at 508-228-1333, VHF 9 and 11.
- 19.4 Anchorage inside the harbor is limited to the designated area near First Point well clear of the channel. To protect the sensitive eel grass beds and shellfish habitat, use only Danforth anchors with ample scope. Please avoid using plow anchors since they do not hold in that area.

20 FURTHER INFORMATION

For further information, please contact:
Nantucket Community Sailing
Phone: (508) 228-6600
Email: info@operahousecup.org
Website: www.operahousecup.org

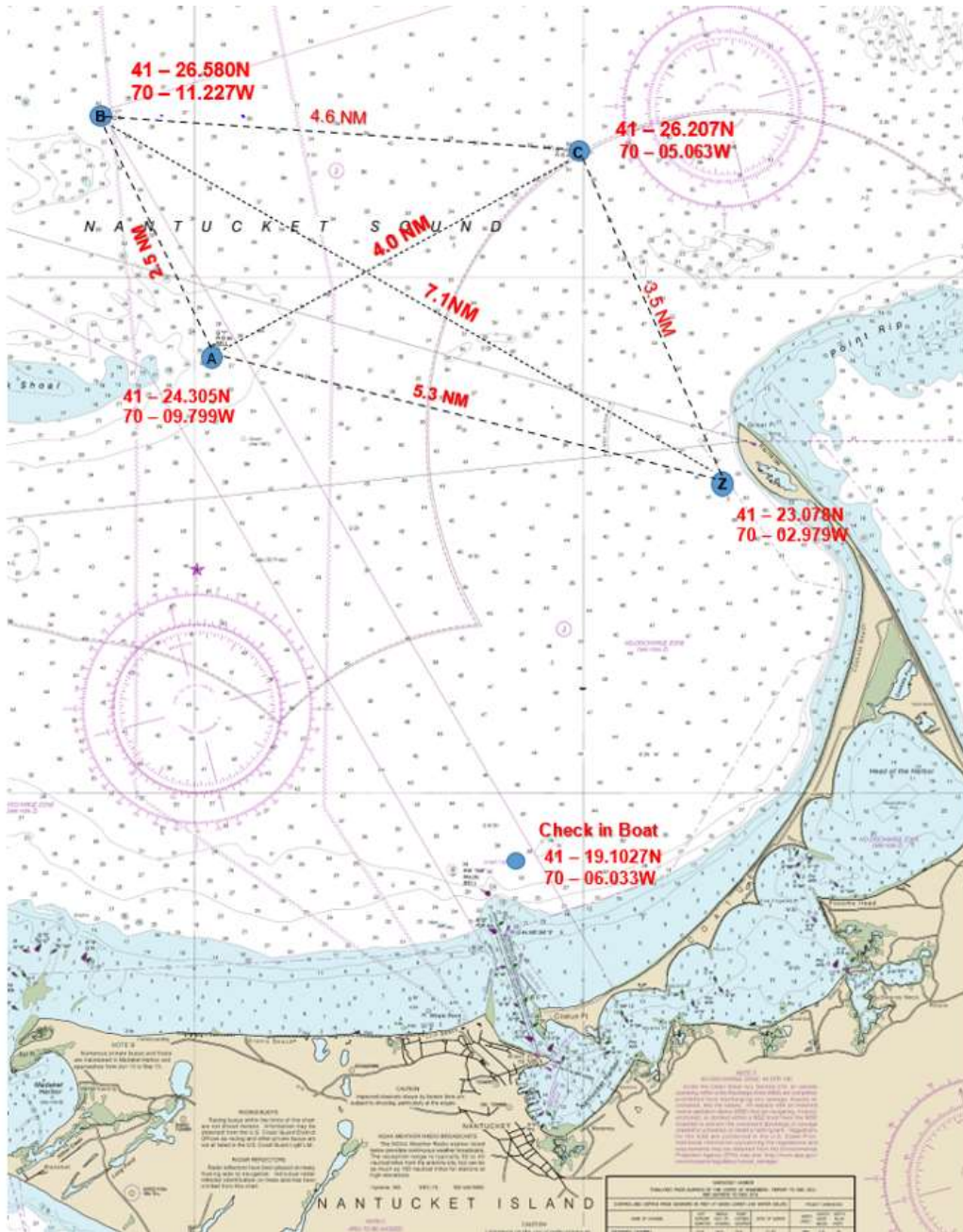
Addendum A - Racing Area

Permanent Marks

- “A” – G1 Bell
- “B” G 17
- “C” G 15

Drop Marks

- “Z” 8 ft yellow inflatable
- “W” 8 ft inflatable





ADDITIONAL INFORMATION

PRINCIPAL RACE OFFICER

Hank Stuart, International Race Officer
Hstuart8m@gmail.com
585-414-6105

ANCHORAGE

The Nantucket Harbor Master (VHF 14) has asked that any of the fleet anchoring in the harbor anchor within the designated anchoring areas near First Point be well clear of the channel. Anchoring East of First Point is not permitted. To protect the sensitive eel grass beds and shellfish habitat, use only Danforth anchors with ample scope. Please avoid using plow anchors since they do not hold in that area.

NANTUCKET MOORINGS and the **NANTUCKET HARBOR LAUNCH** can be hailed on VHF channel 68. The **NANTUCKET BOAT BASIN** has asked that all vessels hail them on VHF channel 11 when they are departing their slip and returning to their slip, in an effort to control traffic and avoid the possibility of collisions and accidents.

OPERA HOUSE CUP RACE COMMITTEE BOAT *SERENA*

Serena is a 74' motor yacht built in 1964 by Feadship. Fifty-four years after her launch in the Netherlands, *Serena* left Europe on a ship bound for the United States. It was 2018 and *Serena* was on her way to becoming mothership of a small fleet of historic sailing yachts owned by Matt Brooks and his wife Pam Rorke Levy. *Serena's* pedigree is one of just seven yachts designed for Feadship by Carlo Riva and her sleek mid-century styling is a natural complement to the fleet's flagship *Dorada*, a 1930 Sparkman & Stephens yawl, and *Lucie*, a 1931 Six-Metre designed by Clinton Crane. *Serena* was acquired after a seven-year search that took Brooks and Levy to boatyards across the U.S. and throughout Europe. They were looking for a motor yacht with an illustrious and colorful history, and considered boats from as far back as the late 1800s.

ATTENTION SAILORS

A REMINDER TO COMPETITORS THAT THE CHANNEL LEADING INTO NANTUCKET HARBOR AND AREAS OF NANTUCKET HARBOR ARE RESTRICTED AND SAILING VESSELS DO NOT HAVE RIGHT OF WAY OVER A VESSEL UNDER POWER WHICH MAY BE RESTRICTED IN HER ABILITY TO MANEUVER.