



North American Panerai Classic Yachts Challenge **Notice of Series**

1. Series Venues:

- Corinthian Classic Yacht Regatta – Marblehead, MA
 - August 13-14, 2016
- Sail Nantucket Regatta – Nantucket, MA
 - August 19-20, 2016
- Opera House Cup Regatta – Nantucket, MA
 - August 21, 2016
- Newport Classic Yacht Regatta – Newport, RI
 - September 3-4, 2016

2. Host Authority:

The North American Panerai Classic Yachts Challenge Series (N.A. PCYC) is owned by Officine Panerai and is hosted under joint authority of the three participating host entities:

- Corinthian Yacht Club (CYC), Marblehead, MA
- Nantucket Community Sailing, Inc. (NCS), Nantucket, MA
- IYRS, Newport, RI

3. Eligibility for Series Scoring:

This Series NOR and related rules govern only the scoring and presentation of ancillary regatta and series awards provided by Panerai to recognize specific sub-sets of regatta participants. Participants that meet the hereunder described classifications are eligible to win the Panerai awards. The details in this Series NOR do not, and are not intended to, supersede individual regatta eligibility and awards qualifications provided by the local OA. Participation in the N.A.PCYC is voluntary and is not required for participation in individual regattas.

Yachts that fit the 2016 N.A. PCYC eligibility requirements described hereunder, that have also previously participated in the N.A. PCYC, will automatically be enrolled in one of the N.A. PCYC described classes and no further action is required. All others must opt in for consideration or apply for an exemption.

The spirit and intention of these rules and classifications is to score similar boats with similar boats as best as possible, and every effort has and will be made to establish, monitor and improve these classifications to support this goal.

Yachts are eligible to participate in the N.A. PCYC if they qualify for entry into one of several divisions:

- (Vintage) Grand Classics
- (Vintage) Corinthian Yachts
- (Vintage) Day Racers
- (Grand Prix) Yachts – [Spirit of Tradition as well as Modern Classics]
- (Grand Prix) Day Racers – [Spirit of Tradition as well as Modern Classics]

PANERAI

CLASSIC YACHTS CHALLENGE

4. Definitions for Divisions: All Vintage Divisions

- Full keeled (or keel-centerboard), monohull, displacement yachts
- Designed in or before 1967
- Steel / aluminum and wooden yachts
- Built utilizing original materials and methods as designed
- Rigged with only aluminum or wooden spars and traditional wire or rope standing rigging. (not rod, carbon fiber, Kevlar, etc..)
- Fixed ballast

4.1 **Sail Materials:**

- Woven fabric (Canvas, Nylon, Dacron as well as more contemporary woven fabrics such as Vectran and Hydranet) are permitted. Note: What are prohibited are sails such as those utilizing advanced shaping technologies (3DL or similar), laminate or composite construction, or materials such as, but not limited to, Mylar, Kevlar, Spectra, Carbon Fiber, etc.

4.2 **Manual Power/Hydraulic Equipment:**

- Any use of hydraulic or power equipment to manage any part of the sails, rigging, ballast, or steering, that is not part of its original design, is not permitted to be used on a vintage / classic yacht whose LOA is less than 75ft.
- For all yachts in the Vintage divisions who have a LOA that is greater than or equal to 75ft., RRS 52 is deleted. RRS 52 shall still apply to Classic yachts with a LOA less than 75ft.
- A Vintage division yacht with a LOA of less than 75ft. racing in contravention of RRS 52 will be re-designated to compete in the Grand Prix Division

4.3 **Vintage Sub-Divisions:**

- **Grand Classics:** Vintage yachts, with displacements of 48,000 lbs. and greater, with full accommodations, over 55' LOA
- **Corinthian Yachts:** Vintage yachts, with displacements between 16,000 and 48,000 lbs., with overnight accommodations, between 40'-55' LOA
- **Day-Racers:** Vintage yachts, with displacements under 16,000 lbs., between 24'-39' LOA, with little to no accommodations or auxiliary engine, designed for day sails and inshore racing.

NOTE: The above descriptions for all classifications are not absolutes. Should a boat not be clearly defined by above, its divisional assignment will be determined by the N.A. PCYC committee in conjunction with the CRF technical committee utilizing these and other guidelines as closely as possible. N.A. PCYC committee reserves the right to modify and adjust these classes and yacht assignments as necessary to maintain the primary objective of racing and scoring like boats with like boats. Refer to individual event's NOR's and scratch sheets for specific regatta class designations.

PANERAI

CLASSIC YACHTS CHALLENGE

5. Definitions for Divisions: All Grand Prix Divisions:

These divisions include all Spirit of Tradition yachts, in addition to modern construction replicas (Modern Classics) and those vintage yachts (Vintage Grand Prix) which are equipped for a much higher competitive level than traditional vintage classics as defined above.

- **Spirit of Tradition** yachts are steel / aluminum, and wooden yachts designed in 1968 or later whose strict design intent is to evoke the look and feel of a vintage classic
- **Modern Classics** are wooden boats constructed or rebuilt using cold molded building techniques or other modern, primarily wooden boat building methods regardless of design year
- **Vintage Grand Prix** boats are those with significant hull or rig, material or design changes, implemented primarily for greater performance. This includes significantly modernized rigging, or hull sheathing/skim coating for the sole purpose of greater performance, as well as carbon fiber used in the hull or appendages/rudder. Vintage yachts utilizing modern sail materials and construction (*as defined as those not permitted in vintage divisions*). Vintage yachts rigged with carbon fiber or titanium winches or spars (*including whisker and spin poles*) or rod standing rigging that was not part of the original design and construction, which was added for the purpose of enhanced performance. And all other vintage yachts that don't otherwise meet all of the vintage classic requirements

5.1 All Grand Prix Divisions – Eligibility & Rules:

- For all yachts in the Grand Prix divisions, RRS 52 is deleted (Use of hydraulics and power for winches, vang, etc.. is permitted)
- Carbon fiber spars and modern sail materials and construction are permitted
- The following design and construction elements are prohibited for all Grand Prix yachts:
 - Open transoms
 - Winged, or canting / movable keels (does not include center boards)
 - Foils / hydrofoils or any device intended to decrease displacement or wetted surface through lift
 - Multiple hulls, outriggers, or rudders
 - Modern square top mainsails
 - Movable ballast, trapeze or boats relying primarily on other forms of temporary stabilization methods other than fixed keel ballast
 - Kevlar, foam, aramid, or carbon fiber used in the core, or extensively used in the hull construction, or represents a significant structural member, of hull, appendages, or deck

PANERAI

CLASSIC YACHTS CHALLENGE

5.2 Grand Prix Sub-Divisions

- **Grand Prix Yachts:** Spirit of Tradition, Vintage Grand Prix, & Modern Classics with displacements greater than 16,000 lbs., and LOA's greater than 39'.
- **Grand Prix Day-Racers:** Spirit of Tradition, Vintage Grand Prix, and Modern Classics with displacements less than 16,000 lbs. and LOA's between 24' 39' with little to no accommodations or auxiliary engine, designed for day sails and inshore racing

NOTE: The above descriptions for all classifications are not absolutes. Should a boat not be clearly defined by above, its divisional assignment will be determined by the N.A. PCYC committee in conjunction with the CRF technical committee utilizing these and other guidelines as closely as possible. N.A. PCYC committee reserves the right to modify and adjust these classes and yacht assignments as necessary to maintain the primary objective of racing and scoring like boats with like boats. Refer to individual event's NOR's and scratch sheets for specific regatta class designations.

Yachts that have previously qualified to compete for N.A. PCYC scoring, but contain design or construction elements that are currently prohibited, may apply to the N.A. PCYC for individual exemptions at least 14 days prior to event participation. Decisions for qualification by the N.A. PCYC will be considered final and not subject to protest.

6. Rules (All divisions):

6.1 The *Racing Rules of Sailing* (RRS) shall apply except as changed in this Addendum or in the race documents of a specific regatta.

6.2 **Non-Spinnaker Divisions: Limitations on Headsails and Equipment**

- RRS 50.4, headsails, is changed to read: For the purposes of rules 50 and 54 and Appendix G, the difference between a headsail and a spinnaker is that the width of a headsail, measured between the midpoints of its luff and leech, is less than **50%** of the length of its foot. A sail tacked down behind the foremost mast is not a headsail. *[Note: this maintains the definition as found in the previous RRS]*
- Only one jib shall be carried in the fore-triangle at one time: i.e., bare headed sail changes only / drop one sail before setting another. This changes RRS 50.1
- Bona fide double headsail rigs (*defined as being properly rigged, including permanent fixed points on deck and on the mast*) may carry a fore-triangle staysail that is hanked on to the inner forestay
- All headsails must be tacked on the centerline of the boat
- All sails set in the fore-triangle must be hanked on for the full length of the stay (except fixed-stay roller furling sails). Flying a headsail on its tack and head only, or on an internal wire luff only without the appropriate number of hanks, (minimum of 4) evenly spaced, and affixed to the sail and headstay, is prohibited
- Mizzen staysails are permitted. On schooners, a fisherman or gollywobbler is permitted. Mizzen spinnakers are prohibited

PANERAI

CLASSIC YACHTS CHALLENGE

- All yachts shall be limited to the sail area as defined on their CRF certificate. This includes a 150% max LP for headsails, unless otherwise rated; in which case a yacht may fly a headsail up to their max rated LP
- Spinnakers and drifters are prohibited, including jibs, that are made from nylon or other lightweight materials typically used in the construction of spinnakers
- One fixed length, non-adjustable, whisker or spinnaker pole may be used to wing out a jib as long as no other sail, including a staysail, is set in the fore-triangle. The pole must be fixed at the mast while in use in accordance with RRS 50.2
- Whisker or spinnaker poles shall not be a variable length type and shall not exceed 110% of the yacht's J-measurement

7. Scoring for Regattas and Series:

- 7.1 Each regatta will be scored using the Classic Rating Formula (CRF). The CRF rating rule assumes that a yacht is in "race ready" condition. IE: The hull below the waterline is clean, the sails are in good condition, the equipment on board is well maintained, and its crew is experienced
- 7.2 Boats must be registered in at least two of the four scheduled regattas to be eligible for the N.A. PCYC and one of those two regattas must be the Newport Classic Yacht Regatta
- 7.3 In each regatta, N.A. PCYC, intends to award prizes (*in addition to those scored or provided by the individual regattas*) to the best performing yachts in each of the divisions as defined in this document. N.A. PCYC reserves the right to award additional prizes, among additional classes, as warranted
- 7.4 Should any regatta elect to include a spinnaker class / classes, in addition to the non-spinnaker classes outlined in this document, the normalized scores for the spinnaker classes will be included in N.A. PCYC series and event scoring provided all other elements of the divisional eligibility requirements are met. When both a spinnaker and non-spinnaker class exists within one division, the regatta winner for that division will be the yacht with the lowest normalized score
- 7.5 The N.A. PCYC may also recognize the best performing yacht of a regatta utilizing the combined scores within each class (when more than two races are scored) normalized by the number of boats in each class. Lowest combined, normalized score wins. When only one race is scored in a regatta, the best performing yacht will be the winner of the most competitive class (determined by adding their ranking in terms of number of boats in each class, to the ranking of tightness of spread, corrected time, among the top-half of the class finishers)

PANERAI

CLASSIC YACHTS CHALLENGE

- 7.6 Yachts from any of the listed classes (or any additional classes recognized by the N.A. PCYC for each regatta) are eligible to win the overall best performing yacht of the regatta award
- 7.7 The determination of Series winners will be made by scoring each of the Series races by using the normalization method. Each yacht's finish points within their class, in each race as scored using the Low Point System in rule A4, shall be divided by the number of finishers in that class for that race. Using the best three scores, each yacht's points will be added and the yacht having the lowest total will be the winner, the next lowest second and so on. This changes rule A9
- 7.8 All classes shall be scored regardless of the number of entries, however no fewer than five will be calculated in any class size for normalization methods. *(IE: A class size of 3 will be scored as if there were 5 entries)*
- 7.9 Scores for the N.A. PCYC are based on their finishes among the individual Grand Prix or Vintage Divisions (and spin or non-spin classes) in which they competed in each of the regattas. If ties continue to exist after the application of rule A8, they will be broken by the number of races the yacht has competed (higher number wins) followed by the yacht with the lowest three cumulative, non-normalized scores, followed by the lowest four cumulative, non-normalized scores, and so on

8. Minimum Races to Qualify for Scoring and Prizes:

- 8.1 There are a minimum of seven possible races that can be scored. Two (2) races in Marblehead, MA at the Corinthian Classic Yacht Regatta, Two (or more -TBD) races at the Sail Nantucket Regatta, one (1) race at the Opera House Cup Regatta, and two (2) races in Newport, R.I. at The Newport Classic Yacht Regatta. The best three normalized race scores from the two or more regattas for which a yacht is registered will make up an individual yacht's overall score for the N.A. PCYC. Thus, if a boat participates in all possible regattas then their best three (3) normalized race scores will be used to determine their overall score for the N.A. PCYC trophies
- 8.2 In the event that a qualified yacht registers in two regattas, but the third race that they need in order to qualify cannot be completed between those two regattas, then the average of the two races scored will determine the score of their third race
- 8.3 In the event that a yacht registers in two regattas and the second and third race cannot be completed between those two regattas, then the N.A. PCYC Committee will determine appropriate scores in order to determine the overall winners of the N.A. PCYC

PANERAI

CLASSIC YACHTS CHALLENGE

9. North American Panerai Classic Yachts Challenge Awards:

- 9.1 There will be two overall season awards: One, for the best among the three Vintage divisions, and one for the best among the two Grand Prix Divisions
- 9.2 The official awards ceremony will be held at the Newport Classic Yacht Regatta awards ceremony. To be eligible for the overall N.A. PCYC trophies, yachts must participate in the final Newport event and must be represented at the Newport Classic Yacht Regatta awards ceremony
- 9.3 The following prizes will be presented:

N.A. Panerai Classic Yachts Challenge Trophy for Vintage Yachts:

An authentic reproduction of N.A. Panerai Classic Yachts Challenge Trophy will be awarded to the Overall Series winner among Vintage yachts; the yacht with the best three combined normalized scores between the participating regattas.

N.A. Panerai Classic Yachts Challenge Trophy for Grand Prix Yachts:

An authentic reproduction of N.A. Panerai Classic Yachts Challenge Trophy will be awarded to the Overall Series winner among yachts in the Grand Prix divisions; the yacht with the best three combined normalized scores between the participating regattas.

- 9.4 The N.A. PCYC perpetual trophy home will be the IYRS library on the fourth floor of the Mill building located at 449 Thames Street, Newport, Rhode Island

9. North American Panerai Classic Yachts Challenge Committee:

The Committee for the N.A. PCYC will include the chairman, event co-chairs, and Officine Panerai Representatives. In addition, there will be an advisory committee including:

- Honorary Chairman: Angelo Bonati
- 2016 Chairman: Susan Wayne
- Marblehead Representatives: Bruce Dyson
- Nantucket Representative: Diana Brown
- Newport Representative: Simon Davidson
- Officine Panerai Representatives: Gabriele Pedone & Michele Gallagher
- CRF Committee Representative: Chris Wick
- Members at Large: Timmy Dittrich, Bill Druckemiller & Tim Rutter
- The N.A. PCYC Committee may add additional members in an advisory role as needed.