



**47th BHYC Regatta  
and  
Shipyard Cup Classics Challenge  
July 24-25, 2021**

**NOTICE OF RACE**

(version 3-29-2021)

*Organizing Authority (OA): Boothbay Harbor Yacht Club*

**COVID-19 NOTICE: Boothbay Harbor Yacht Club adheres to State of Maine requirements relating to Covid-19. Activities and the Schedule for the regatta described in this Notice of Race may need to be modified or adjusted depending on the requirements that are in place at the time of the event. Additional health requirements may need to be added. All participants must adhere to the club's policies regarding COVID-19.**

**1 RULES**

- 1.1 The regatta is governed by the rules as defined in *The Racing Rules of Sailing for 2021-2024 (RRS)*. The PHRF Regulations as administered by PHRF of New England, rules pertaining to the Shipyard Cup Classics Challenge in Addendum C hereto, and the current class rules for any One Design classes shall apply.
- 1.2 All boats shall minimally comply with World Sailing Offshore Special Regulations Appendix B (WSOSR)— *Special Regulations for Inshore Races* except Regulation 4.22 which will not require a drogue and 5.01.1 shall be changed to state each crew member shall have on board a personal flotation device that meets USCG requirements.
- 1.3 All boats shall comply with Federal and State safety requirements.
- 1.4 Boats sailing in a One Design class shall comply with the requirements of their Class Rules.

**2 SAILING INSTRUCTIONS**

- 2.1 The sailing instructions (SIs) will be available no later than 0900 hours on 22 July 2021 at the BHYC clubhouse at the on-premises official notice board (Official Notice Board) and on the event website (see NOR 3.1)

**3 COMMUNICATION**

- 3.1 The online notice board (Online Notice Board) will be at the online event website (Event Website) [www.regattaman.com](http://www.regattaman.com) more specifically: [https://www.regattaman.com/def\\_event\\_page.php?race\\_id=858&cancel\\_dest=calendar.php](https://www.regattaman.com/def_event_page.php?race_id=858&cancel_dest=calendar.php)
- 3.2 Information on the Event Website is provided for courtesy purposes. Official communications will be on the Official Notice Board.
- 3.3 All boats in all classes shall carry a functioning VHF radio.
- 3.4 On the water, for safety reasons, boats shall monitor the VHF channels stated in the SIs. The Race Committee may make courtesy broadcasts to competitors on VHF radio.
- 3.5 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This restriction shall apply to any wireless device.

**4 ELIGIBILITY AND ENTRY**

- 4.1 Entry is open to boats LOA of 18.5 feet or longer that satisfy NOR 4.2 or to a class invited by the OA. The OA reserves the right to limit the number of entries in any class. In addition, in accordance with RRS 76.1 the OA may reject the entry of any boat that does not fit the general parameters of the other boats entered with regard to size and/or design.
- 4.2 Entry is open to monohulled boats with valid PHRF New England certificates for 2021; Classic yachts with a valid CRF 2021 certificate that meet the design, construction and equipment parameters described in NOR Addendum C, One Design classes including Boothbay Harbor One Designs, Rhodes 19s, J/22s, J/80s or other classes meeting all applicable class rules. A multi-hull class may also be offered. A Casual Cruising division for first time and less experienced racers will be offered. Ratings for Casual Cruising will be assigned by the OA. Ratings determined by the OA for the Casual Cruising division shall not be grounds for protest or redress.
- 4.3 All boat owners must complete an Entry Form which can be found online at the Event Website. If a boat cannot register online, please contact one of the individuals listed in NOR 17 for assistance and



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to register.

- 4.4 The entry form, entry fee and valid current rating certificate, if not already registered through the Event Website, shall be submitted either online or to the individuals listed in NOR 17 before 1700 hours on July 21, 2021. Late fees of \$45 will be charged after 2400 hours on July 19, 2021. Boats registering with a late fee will be allowed to participate at the sole discretion of the OA.
  - 4.5 All boats shall check in onsite to complete registration.
  - 4.6 There will be multiple PHRF Racing Divisions. Division breaks and assignments will be at the discretion of the OA and will be announced at the skippers meeting and posted on the Official Notice Board. Preliminary breaks are as follows:
    - Division 1 – PHRF up to 93
    - Division 2 – PHRF 94 to 141
    - Division 3 – PHRF 142 to 192
    - Division 4 – PHRF 193 and up
  - 4.7 There will be multiple Classics Racing Divisions as part of the Shipyard Cup Classics Challenge. Divisions breaks and assignments will be at the discretion of the OA and will be announced at the skippers meeting and posted on the Official Notice Board. Preliminary divisions, as further defined in Addendum C, are as follows:
    - Vintage (built prior to January 1, 1950)
    - Classic (designed after January 1, 1950 with attached rudders)
    - Modern Classic (designed after January 1, 1950 and typically before January 1 1950 whose rudders are detached from the keel)
    - Spirit of Tradition (typically designed after January 1, 1975 whose design embodies the traditions of classic yachts)
  - 4.8 The PHRF Cruising Division will be open to any monohulled boat with valid 2021 PHRF-NE handicap certificate.
  - 4.9 The Casual Cruising Division will be open to first time and less experienced racers who have a valid 2021 PHRF-NE certificate or if they do not have a PHRF certificate, assigned a rating by the OA. No spinnakers, gennakers, Code-Zeros, mizzen-staysails, or equivalent are permitted in this division.
  - 4.10 The One Design Division(s) will be open to one design boats if four (4) or more boats of a given class register to race. One design boats that fail to muster the required boats for one design racing will be assigned to an appropriate PHRF Division.
  - 4.11 The crew members of all boats shall sign a waiver before racing for that boat to be eligible to race. The individual registering the boat shall electronically send a waiver to crew members using the Event Website.
- 5 FEES**
- 5.1** Entry Fees for all classes are based upon date entry received and paid in full. Regular Entry Fees include 2 tickets to Saturday night’s reception, 4 drink tickets for the weekend, and a free mooring for 2 regatta nights on a first come-first served basis while available.

<b>REGULAR ENTRY FEE</b>	
	<b><i>Fees/Boat</i></b>
<b><i>Less than 25'</i></b>	<b><i>\$100</i></b>
<b><i>Less than 30'</i></b>	<b><i>\$125</i></b>
<b><i>30' to 40'</i></b>	<b><i>\$150</i></b>
<b><i>40' to 50'</i></b>	<b><i>\$200</i></b>
<b><i>50' plus</i></b>	<b><i>\$300</i></b>



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A Racing Only Entry Fee is also offered. It will include racing, eligibility for awards and the awards ceremony on Sunday evening.

<b>RACING ONLY ENTRY FEE</b>	
	<b>Fees/Boat</b>
<b>Less than 25'</b>	<b>\$50</b>
<b>Less than 30'</b>	<b>\$50</b>
<b>30' to 40'</b>	<b>\$75</b>
<b>40' to 50'</b>	<b>\$100</b>
<b>50' plus</b>	<b>\$200</b>

- 5.2 Boats whose crews are comprised entirely of sailors under the age of 21 on Sunday, July 25<sup>th</sup> are eligible to have their registration fee waived. Contact the OA before registering if your boat will qualify for this arrangement.
- 5.3 Moorings: For Full Entry Fee Boats, two nights included with registration (July 24,25) on a first come-first served basis while available. Moorings at BHYC include launch service and access to club amenities.
- 5.4 Additional Social Tickets will be available for sale for the Saturday evening reception through the Event Website.
- 5.5 Local regulations and capacity constraints may limit the number of attendees at the Saturday evening reception. Allocation of tickets, if limited, will be based on the date of a boat’s completed registration.
- 5.6 Full refunds are available, less a \$15 administration fee, until 1900 hours on July 22, 2021. Contact one of the individuals on NOR 17 to arrange for a refund.

**6 ADVERTISING**

- 6.1 Advertising shall be in accordance with [World Sailing Regulation 20](#).
- 6.2 Boats may be required to display advertising chosen and supplied by the OA

**7 SCHEDULE**

7.1 The regatta will be held on Saturday and Sunday July 24-25, 2021

**Friday July 23**

- Registration/Check in 1600-1900

**Saturday July 24**

- Registration/Check in and Breakfast Snacks 0800-0930
- Skippers’ Meeting 0930
- First Warning 1130
- Post-Race Reception 1730-1930

**Sunday July 25**

- Breakfast Snacks 0800-0900
- Boat Parade Assembly 0945
- Boat Parade 1000
- First Warning 1200
- No Warning signal after 1530
- Awards 1630



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7.2 Awards will be presented at 1630 on Sunday or as soon as practicable after the finish of the last race.

### 8 HANDICAPPING

8.1 Boats in the Casual Cruising Division without a valid 2021 PHRF-NE handicap certificate will be handicapped by the OA based on PHRF-NE handicaps of similar boats. Determinations by the OA regarding handicaps for the Casual Cruising Division shall be final and not subject to protest or redress.

### 9 VENUE

9.1 The races will be held in Booth Bay, Linekin Bay and the surrounding waters. Not for navigation charts showing the location of marks are available for purchase at the BHYC Ships Store.

### 10 THE COURSES

10.1 Courses will be either windward-leeward or "around the buoy" courses determined by the Race Committee using marks and locations as specified in the Sailing Instructions. The goal is to provide at least one longer race among the islands for the racing classes.

### 11 PENALTY SYSTEM

11.1 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.

11.2 If class rules do not specify a penalty, a boat that may have broken a rule of Part 2 while racing may take a penalty in accordance with RRS V1 or RRS V2. This changes RRS 44.1.

### 12 SCORING

12.1 One race shall constitute a series. The Cruising Divisions are expected to have one or two races each day, other divisions may have multiple races at the discretion of the Race Committee.

12.2 A boat's score shall include all races held without discards. This modifies **RRS A2**.

12.3 PHRF and Cruising Division races will be scored using PHRF Time on Distance.

12.4 Classic Yachts with CRF Ratings will be scored using CRF scoring guidelines.

12.5 The low point scoring system, **RRS Appendix A4** shall be used.

12.6 Ties will be broken in strict accordance with **RRS Appendix A8**.

### 13 RISK STATEMENT/ DISCLAIMER OF LIABILITY

13.1 Competitors participate in the regatta entirely at their own risk.

**RRS 3**, Decision to Race, states "The responsibility for a boat's decision to race or to compete is hers along". 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.

13.2 The Organizing Authority 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 drawn to RRS 46 and WSOSR 1.02.1.

### 14 INSURANCE

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



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### 15 MEDIA WAIVER AND PROMOTIONAL CREW

- 15.1 Media Waiver – Competitors and crew members on the competing boats grant, at no cost, the OA and any official sponsors of the regatta, the absolute right and permission to use their image, name, voice, likeness, biographical material as well as representations of the boats in any media worldwide (being print, television and internet media), including video footage, for the sole purpose of advertising, promoting, reporting and disseminating information regarding the regatta and participants therein.
- 15.2 Potential Additional Crew - The OA may add a crew member to one or more boats during the event for event promotion or media coverage purposes. In boats with crew or weight limits, this person may not materially assist in the performance of the boat and shall not count against or be restricted by such crew limits. If a boat that does not have crew or weight limits, this person may actively participate in the performance of the boat.

### 16 PRIZES AND TROPHIES

- 16.1 In divisions with 6 or more entries, regatta prizes will be given to first, second, and third place boats in each division. First and second place prizes will be awarded to classes/divisions with 4 to 5 entries.
- 16.2 Boats racing in PHRF Divisions and One Design Classes are competing for the GMORA Maine Championship and prizes for boats will additionally indicate this honor.
- 16.3 Double Handed racers will be scored within a Racing or Cruising Division without adjustment. A Regatta award will be presented to the Double Handed Boat with the best overall performance.
- 16.4 A regatta prize will be awarded to the best performing youth team (boats whose crews are comprised entirely of sailors under the age of 21 on Sunday, July 25<sup>th</sup>) if five or more youth team boats sign up.
- 16.5 The Apparition Perpetual Trophy, will be awarded to the PHRF Racing Division or modern One Design class boat with the best overall performance.
- 16.6 The Hardalee II Perpetual Trophy, named after the BHOD which won the first racing season in 1938, recognizing the history and legacy of the Boothbay Harbor One Design class will be presented to the BHOD with the best overall performance.
- 16.7 The Pea Pod Perpetual Trophy – won by Sonny Hodgdon in 1940, recognizing a smaller boat (LOA under 24') in any division will be presented to the boat which through a combination of performance, sportsmanship or other action enhances the enjoyment of sailboat racing in the regatta.
- 16.8 The Shipyard Cup Classics Challenge trophy winner will be the yacht in the Vintage or Classics divisions with the best overall performance.
- 16.9 The Nathaniel S. Wilson Sailmaker Perpetual Trophy will be awarded the boat that demonstrates the preservation and continuation of classic yachting following the example of Nat Wilson.
- 16.10 The Herreshoff Marine Museum Golden Jubilee Trophy, in honor of the 50<sup>th</sup> Anniversary of the opening of the museum, will be awarded to the Nathanael G. Herreshoff designed wooden boat racing in CRF divisions with the best overall performance.
- 16.11 The GMORA “Hank Spencer Memorial Award” will be presented to the best overall scoring boat with 30% of her crew under the age of 18. This award is sponsored by GMORA and is open to all qualifying boats. Guidelines for this award may be found at [www.gmora.org](http://www.gmora.org).
- 16.12 Boats racing in the Shipyard Cup Classics Challenge are eligible to be scored in the Challenge Series of the Classic Yacht Owners Association in their respective divisions in accordance with the CYOA Notice of Series.
- 16.13 Boats with a valid rating certificate issued by PHRF-New England that are registered as members of the Gulf of Maine Ocean Racing Association (GMORA), and boats that are members of J/80 Fleet 14, will be scored as part of the GMORA Boothbay Region and overall series. (To join GMORA and get a rating certificate go to [www.gmora.org](http://www.gmora.org).)



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### 17 FURTHER INFORMATION

- 17.1 For further information go to The Boothbay Harbor Yacht Club website [www.bhyc.net](http://www.bhyc.net) – more specifically <https://www.bhyc.net/Default.aspx?p=dynamicmodule&pageid=98&ssid=100131&vnf=1> or contact one of the following Event Chairs:  
Bob Scribner, ([bobscribner@bellsouth.net](mailto:bobscribner@bellsouth.net)); Jon Dunford ([jondunford@outlook.com](mailto:jondunford@outlook.com)) or Ken Colburn ([kcolburn@105600.com](mailto:kcolburn@105600.com))



## **Addendum C - Shipyard Cup Classics Challenge Classes**

These rules are in effect for all boats competing in classes using CRF ratings. The 2021 Classic Yachts Challenge Series (CYCS) Regulations also apply to yachts racing in that Challenge Series. These rules do not apply to boats racing in a one-design class.

### **1. GENERAL**

- 1.1. The *Racing Rules of Sailing 2021-2024* (RRS) shall apply except as changed in the Notice of Race or Sailing Instructions.
- 1.2. All yachts competing in a race scored using CRF ratings must present a valid CRF 2021 Certificate.
- 1.3. 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.
- 1.4. CRF Ratings are applicable to monohulls only. CRF ratings are not applicable to yachts with features deemed exotic, including, but not limited to, canting keels, foils, and wing masts.

### **2. DIVISIONS**

- 2.1. Yachts shall be assigned to divisions based on their original design date when they have been equipped and built with methods and materials consistent with that original design, or that are appropriate for their division.
- 2.2. Yachts shall be grouped into divisions based on the following guidelines:
- 2.3. Vintage: Yachts designed before January 1, 1950 and built, maintained, and restored with materials and methods reasonably consistent with the original design.
- 2.4. Classic: Yachts designed on or after January 1, 1950 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 Type 6.
- 2.5. Modern Classic: Yachts designed on or after January 1, 1950 and typically before January 1, 1975, whose rudders are separated from the trailing edge of the keel and that are rated by CRF as Keel Type 3 or Type 4.
- 2.6. Spirit of Tradition: Yachts typically designed on or after January 1, 1975 whose rudders are separated from the trailing edge of the keel and that are rated by CRF as Keel Type 1,2,3, or 4, and whose design embodies an appreciation of classic yacht or traditional workboat shapes and aesthetics. There are no restrictions on rigging, equipment, or construction materials and methods for Spirit of Tradition (SoT) yachts.
- 2.7. The resolution of uncertainties or disputes regarding division assignments shall be at the sole discretion of the OA and shall not be the basis for protests or requests for redress.



### 3. CLASSES and SCORING

- 3.1. 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.
- 3.2. All yachts shall declare whether they will race with either their 'spinnaker' or their 'non-spinnaker' rating at least 48 hours before the start of the first race, and no yacht shall be permitted to change that declaration during the event.

### 4. RIGGING and EQUIPMENT

- 4.1. 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.
- 4.2. 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.
- 4.3. 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.
- 4.4. 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.
- 4.5. The use of stored-energy equipment, including powered winches and hydraulics, is permitted in all Divisions aboard yachts whose declared displacement on the CRF 2021 certificate is greater than 50,000 lbs. This changes RRS 52, 'Manual Power'.

### 5. SAILS

- 5.1. 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.
- 5.2. 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.
- 5.3. Yachts in a Spirit of Tradition and Modern Classic Divisions may race with upwind sails built with any fiber via any sailmaking technique.





## 6. SETTING AND SHEETING SAILS (Spinnaker and non-spinnaker)

- 6.1. 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 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 the 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.
- 6.2. 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.
- 6.3. 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.
- 6.4. 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 such a pole is used to wing out a jib, its length may not exceed 110% of ‘J’ unless reflected on the CRF certificate.
- 6.5. 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. 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.
- 6.6. On schooners, a fisherman or gollywobbler is permitted.
- 6.7. A yacht shall not fly any sail whose dimensions exceed those shown on her CRF Certificate, and no headsail may be flown outside the limits defined by the IG (P2), J, and LP% shown on that certificate.

## 7. WIND LIMITS

- 7.1. 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.