

The 51st Annual



Presented by



to benefit



Sunday August 20, 2023
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 2023 CLASSIC YACHTS CHALLENGE SERIES, organized by the CYOA.



1 RULES

- 1.1 The event will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS) including Appendix T (Arbitration).
- 1.2 The US Sailing prescriptions to RRS 63.1 and 63.2 will not apply.
- 1.3 Competitors from outside the U.S. may carry personal flotation devices approved by their nation's certification authority to meet the carriage requirements.
- 1.4 The protest committee may impose penalties less than disqualification (DP), for violation of the class rules and racing rules other than those of RRS Part 1 and Part 2. This changes RRS 64.2.
- 1.5 The rules of the 2023 CYOA Classic Yachts Challenge Series will apply for boats participating in that Series. Rules may be found at [CYCS Notice of Series](#)
- 1.6 Under World Sailing Test Rule DR21-01, the definition of *Start* is changed as follows:
Start A boat *starts* when her hull having been entirely on the pre-start side of the starting line any part of her hull crosses the starting line from the pre-start side to the course side either:
 - (a) at or after her starting signal, or
 - (b) during the last five (5) minutes before her assigned starting time.When a boat *starts* in accordance with item (b) of the definition *Start*, she shall not return to the pre-start side of the line, and the starting penalty shall be ten (10) minutes added to her elapsed time.

2 SAILING INSTRUCTIONS

The Sailing Instructions will be posted on the Official 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 shall 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 or receive voice or data transmissions that are 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 2023 rating is required for each boat to be eligible for prizes.** 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 19, 2023.
- 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 Divisions
 - a) All eligible boats will compete in the division assigned by the CYOA on their respective CRF 2023 certificate: Vintage, Classic, Modern Classic, or Spirit of Tradition.
 - b) The OA, at its sole discretion, may combine divisions or reassign boats to another division.
 - c) 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).



- 52 The Invitational Division includes 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.
- 53 Boats shall display Division flags provided by the OA.

6 FEES

- 61 Registration is online at www.operahousecup.org.
- 62 **Entry Fee:** The entry fee is \$400 if received by August 9, 2023, of which \$300 is a tax-deductible charitable contribution to Nantucket Community Sailing.
- 63 **Late Fee:** Registrations received after August 9, 2023 will be assessed an additional late fee of \$100. This fee is a tax-deductible charitable contribution to Nantucket Community Sailing.

7 ADVERTISING

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

8 SCHEDULE OF EVENTS

All times are in Eastern Daylight Time (EDT).

Thursday, August 17	1400 - 1700	Registration at the NRW Registration Desk in the NYC Ballroom. Pick up skippers' bags, SIs, Division flags
Friday, August 18	0800 - 1700 1830 - 2200	Registration at the NRW Registration Desk. NRW 20 th Anniversary Party, Nantucket Yacht Club
Saturday, August 19	0800 - 1700 1200 1800 1730 - 1930 1900 - 2200	Registration at the NRW Registration Desk. Entries Close OHC Scratch Sheets showing individual start times and SI and course charts available online at www.operahousecup.org Classic Yacht Exhibition at Straight Wharf Crew dinner and Nantucket Regatta Awards at Great Harbor Yacht Club
Sunday, August 20	0900 0930 0940 1045 1800 1900	Announcement of race course on official VHF channel Parade of Wooden Boats out of Nantucket Harbor Rainbow Parade start (please be aware of the smaller boats around Brant Point Lighthouse) OHC Warning Signal for 1100 base start Opera House Cup Awards Party at Jetties Beach - \$125 pp Skippers may purchase a table for their team for \$1,400, which includes a reserved table with your boat name, 10 tickets to the party, and 10 drink tickets. Limited availability, first come, first served. Awards Ceremony at Jetties Beach

9 SAILS AND EQUIPMENT LIMITATIONS

- 9.1 Forestays and headsail tacks, including those of staysails, shall be attached approximately on a boat's centerline. This changes RRS 54.



- 92 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.
- 93 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 the event. This definition includes luff-ropes that allow a sail to be rolled on the rope.
- 94 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.
- 95 Spinnakers, including mizzen spinnakers, are not allowed.
- 96 No modern square-top mainsails are allowed.
- 97 For yawls and ketches, mizzen staysails are permitted. A mizzen staysail is an off-wind sail hoisted from the mizzen mast whose mid-girth is less than 75% of its foot length.
- 98 On schooners, a fisherman or gollywobbler is permitted.
- 99 Whisker poles shall not be a variable length type and shall not exceed 110% of the boat’s J-measurement.
- 9.10 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.
- 9.11 A boat or equipment may be inspected at any time for compliance with the Notice of Race and the Sailing Instructions.
- 9.12 Sail Materials
 - 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.). Inclusion of carbon fiber in the materials used is specifically not allowed.
 - b) Sail colors: Restricted to white, cream, or tan bark, or a light color acceptable to the OA for headsails, main and mizzen sails. Mizzen staysails may be colored.
- 9.13 Resolution of uncertainties or disputes regarding sails and sail colors shall be at the discretion of the OA.

10 VENUE

The Opera House Cup race will be held on Nantucket Sound. The OHC check-in boat will be approximately 0.5 nautical miles ENE of the Red and White striped entrance buoy NB Mo (A).

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 2023 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 approximately 15 – 20 miles.
- 11.3 All boats will sail the same course, utilizing permanent marks in Nantucket Sound as well as drop marks.
- 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.

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 base starting time.



13 PENALTY SYSTEM

- 13.1 The Scoring Penalty, RRS 44.3, will apply. RRS 44.3(c) is changed by replacing 20% with 30%. There are no penalty turns.
- 13.2 As required in 44.3(a) "A boat takes a Scoring Penalty by displaying a yellow flag at the first reasonable opportunity after the incident."
- 13.3 Boats shall provide their own yellow flag.

14 SCORING

The race will be scored using the CRF 2023 Handicap system, with time-on-distance allowances applied to the individual starting times.

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 finish time.
 - 2.) The boat in any division (except Invitational), including one-design divisions added by the OA, with the best finish time for the race.
 - b) Prizes will be awarded to the top three finishers based on finish time in each Division.
 - c) If a boat has been assigned to a one-design division, it will not be eligible for an award in one of the 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 example of a restored or maintained boat.
 - f) The Corinthian trophy will be awarded to the boat with the best finish time sailed by an all-amateur crew and skipper, as declared by the skipper at OHC registration.
 - g) The Commodores' Cup will be presented to the boat with the best combined performance in the Nantucket Regatta and the Opera House Cup.
 - h) The Sparkman & Stephens Trophy will be awarded to the S&S boat with the best finish time.
- 15.2 Additional trophies may be awarded 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.

- 182 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 FURTHER INFORMATION

Diana Brown Phone: 917-743-5574 Email: diana@nantucketsailing.org
Website: www.operahousecup.org



ADDITIONAL INFORMATION

PRINCIPAL RACE OFFICER

Hank Stuart, International Race Officer

Hstuart8m@gmail.com

585-414-6105

MOORINGS, DOCK SPACE, AND ANCHORAGE

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. To reserve one of these moorings, please email info@operahousecup.org. For any other moorings reserve through Dockwa or contact Nantucket Moorings at 508-228-4472, VHF 68. The Nantucket Harbor Launch can also be contacted on VHF 68.

For dock space, contact the Nantucket Boat Basin at 508-228-1333, VHF 9 and 11. 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.

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.

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 *Dorade*, 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.