

## **KSSS definition of Classic Yachts**

This definition is intended to be used in races organized by the Royal Swedish Yacht Club (KSSS), where there is a class included referring to "Classic Yachts" or "Classic Boats" but also extending to Spirit of Tradition yachts as well as "Modern Classic". The definition adopts the principles in use elsewhere in the world. However, it has been adjusted to the actual situation in Scandinavia. This definition might be changed by KSSS at any time.

### **Validity and field of application of this classification**

These definitions are intended to be used in the Notice of Race for any KSSS regatta that is targeting elderly monohull yachts and organized according to the World Sailing's Racing Rules of Sailing.

The yachts defined here might also be obliged to apply to other rules defined by the arranging authority, such as the ORC Regulations. Safety precautions or any other rules applied by the arranging authority are not overruled by anything said here.

A Classic Yacht in general terms belongs to any of the seven categories below. Boats in the different categories can compete with each other, or the arranging authority can stipulate different racing classes according to the individual categories in any combination.

Further, boats belonging to different categories might compete according to different rating rules, or according to the same rating rule, such as KLR, IRC, ORCi, ORC Club or SRS. It might also be so that boats of a similar kind compete in scratch races, alone or incorporated in the handicap races. This might apply, among others, to boats measured according to the International Rule (Metre boats), Skerry Cruisers, Int 5M boats or one design boats such as IOD, Dragons or Mälars boats.

Any boat which would like to participate as a Classic Yacht in a race shall, upon request, verify that they fall within the definitions of either of the categories A–G below.

## Definitions of the categories

### A. Vintage Yachts

Vintage yachts are built in wood or metal and launched before the 31st of December 1939 and remained mainly conformal to their original plans.

### B. Classic Yachts

Classic Yachts are yachts built in wood or metal launched before the 31st of December 1967, not being one boat out of a production series, and remained mainly conformal to their original plans.

### C. Replicas

A replica is a yacht built at any time, which is built in conformity with, or as a copy of an existing or destroyed yacht, or according to an original one-off design prior to 31st of December 1967 for a classic yacht and 1939 for a vintage yacht.

### D. Construction Rule boats

Rule boats are yachts built according to a construction rule, accepted by a national or international authority before 1968. Several of these construction rules have been altered over the years, but the basic rule is the same. The boat in question shall fully comply with any version of the particular rule. Examples are Skerry Cruisers, Metre boats, Seefahrtskreuzern, etc.

### E. Altered Classics

Vintage or classic yachts, who, due to suffered alterations, could not be rated as vintage or classic yachts or replicas as above.

### F. Spirit of Tradition Yachts

Yachts built since 1968 using modern techniques and materials, which have a look and style that belongs to a traditional vintage or classic design. However, they may have modern underbodies and appendages and use modern technology in their rigs.

Their acceptance as a Spirit of Tradition Yacht is given solely by the racing Committee of KSSS for the race in question. Their application shall be submitted to the Racing Committee in good time before the race.

### G. 50 years old Yachts

Yachts launched for the first time 50 years before the regatta.

## **Interpretation of the notation “in conformity with”**

Almost all the older boats in Scandinavia have been altered, rebuilt, repaired at some time during their lifetime. Thus, “in conformity with” can relate to any time of the boat’s lifetime. Therefore, KSSS have adopted the following interpretation of the wording: “mainly in conformity with”.

### **1. General**

The outline of the hull and appendages shall have a similar planform as the original boat or drawing. The superstructure might be altered so that openings may added, closed or changed in size, windows might be changed in number and format, but the general outline shall be similar to the original. Winches, running stays and sheets may be added, altered or removed. It is also recognized that a boat may have had different outlines and general look at different times of their lifetime. However, it all relates to a point in time before 1968 for vintage, classic yachts, and replicas.

### **2. The rig**

The outline of the rig shall be generally similar to the original. However, many boats originally gaff rigged, have been rebuilt over the years to Bermuda or Marconi rigging. This is accepted. Further, many boats have over the years changed the measures of the rig, higher masts, different booms, different measures of the forestays and foresails, mizzen masts removed or added. This is also accepted, since most rating rules will take this in consideration, setting the rating. However, using “fat head” mainsails or wing sails instead of a common Bermuda type of rig, the boat will be categorized as category E above, if accepted at all.

### **3. The underbody of the hull**

If the underbody plan form or the appendages of the yacht have been modified considerably, as i.e., applying a separate rudder on a boat originally fitted with a rudder attached to the keel, the yacht is considered belong to the category E above. If the rudder has been changed from a wooden rudder to a steel or composite rudder, this is not considered a considerable modification. It is also acceptable if the keel or the underbody have been altered to a similar planform, but with a modified keel or underbody profile.

### **4. Engine and propeller**

An engine might be added, removed, or exchanged. There are no restrictions on propellers.

## 5. Materials

Modern materials are permitted for standing rigging, sails, blocks, lines, winches, deck hardware and other details used to sail the boat safely and acceptably.