



May Grade 3 Clinegatta
Qualifier for the 2024 Thompson Cup & Chicago Grand Slam
May 17-19, 2024
Clinic Date – May 17, 2024
Racing Dates – May 18-19, 2024
Oakcliff Sailing Center, Oyster Bay, New York, USA

NOTICE OF RACE (NoR)

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury

NoR: Notice of Race

OA: Organising Authority

RRS: Racing Rules of Sailing

SI: Sailing Instructions

RC: Race Committee

CU: Chief Umpire

[NP]: A boat may not protest as per NoR 1.3

[DP]: The penalty for a breach of a rule will be in the sole discretion of the PC.

1 RULES

1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including RRS Appendix C.

1.2 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any clinic, practice sailing and sponsor races. Class rules will not apply.

1.3 The notation '[NP]' in a rule of the Notice of Race or Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1.4 In the event of a conflict between the NoR and the SI, the SI will govern. This changes RRS 63.7.

1.5 Major Alterations to the RRS:

- a) When a boat in a match fails to *sail the course*, she will be disqualified without a hearing and scored zero points unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course. This changes RRS 28, 35, 63.1, 90.3(a), A5, and C10.7.
- b) Errors or omissions by the RC will NOT be grounds for redress by a competitor. In the event of an error or omission, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. This changes RRS 62.1.
- c) A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).
- d) When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum D.
- e) RRS C6.2, C6.3, RRS 62.1(a) will be changed in the sailing instructions for this event.
- f) Match umpires may verbally inform the competitors in their match of an abandonment at the request of the RC without a visual or sound signal being made by the RC. This changes Race Signals and rule 32.1.
- g) The U. S. Sailing Prescription 63.2 does not apply.

1.6 If there is a conflict between languages the English text takes precedence.

1.7 The event has applied for World Sailing Grade 3. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.

1.8 A Protest Committee will be appointed by the OA.

1.9 Each Competitor is responsible for providing their own personal floatation device (PFD). Oakcliff has some PFDs that can be borrowed (the damage deposit will be charged for non-return).

2 SAILING INSTRUCTIONS

The SI's will be available after 0900 on April 18 at [2024 May Grade 3 Qualifier Clinegatta](#) webpage.

3 COMMUNICATION

3.1 Notices to competitors will be posted on the online official notice board which is located at [2024 May Grade 3 Qualifier Clinegatta](#) webpage and [2024 May Grade 3 Qualifier WhatsApp](#).

3.2 Signals made ashore will be displayed from the flagpole at the clubhouse at 4 South Street, Oyster Bay, NY.

4 ELIGIBILITY AND ENTRY

4.1 Eight (8) skippers will be invited.

Skippers wishing to receive an invite may register their request with the OA by filling out the [Oakcliff Invitation Request Form](#). Skippers will be given two (2) weeks to accept their spot, unless otherwise indicated in the invitation letter.

4.2 Only skippers invited by the OA, and who confirm acceptance of the invitation, as detailed in the letter of invitation, will be eligible to enter this event.

4.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4. All competitors shall obtain a World Sailing Sailor ID by registering online at [WS ID number](#) . Skippers shall inform the OA of their World sailing Sailor ID at registration.

4.4 To remain eligible a skipper shall confirm acceptance of the invitation in writing by registering on-line and paying the entry fee through the link in the invitation to be received by the date specified in the letter of invitation.

4.5 The non-refundable entry fee for this event is **USD \$800**. A **USD \$300 entry bond** must be paid within two-weeks of the skipper's acceptance of the invitation and will be applied toward the entry fee for the acceptance to be valid.

4.6 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

4.7 The skipper shall be entered on completion of registration, crew weighing and the payment of all fees and deposits. Payment will be in US funds.

4.8 When a skipper accepts an invitation and later withdraws within 45 days of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Regulation 27.2.2(d)).

5 DAMAGE / DAMAGE DEPOSIT

5.1 An initial damage deposit of US\$2,500 shall be paid at completion of registration, unless extended by the OA. This deposit is the maximum payable by the skipper as a result of any **one** incident. The damage deposit must be paid by credit card.

5.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit is the limit of liability of each skipper for **each** incident. For clarification, in Class C damage the total collected per incident may be up to \$5000, the sum of both skipper's damage deposit. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to continue in the event. Skippers who have had an incident that results in damage will be required to authorize additional funds up to an additional \$2500 to continue racing. By continuing to race or train the skipper is accepting the additional damage deposit.

5.3 The OA will refund any remaining damage deposit within 10 days after the event.

6 CREW (INCLUDING SKIPPER)

6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be 5 or 6. All registered crew shall sail all races.

6.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

6.3 When a registered skipper is unable to continue in the event, the Chief Umpire may authorise an original crew member to substitute.

6.4 When a registered crew member is unable to continue in the event, the Chief Umpire may authorise a substitute, a temporary substitute or other adjustment.

6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 962.5 lbs., determined at the time of registration or such time as required by the RC.

6.6 Crew weight may be checked during the regatta. When crew weight is checked prior to racing, the total weight limit at any re-weighing is increased by 22 lbs. Any crew weighing in excess of this increased limit shall not be penalized, but they shall reduce their weight to the increased weight limit before racing again.

6.7 The OA may place a person on each boat as either a guest, cameraman, or umpire observer.

7 EVENT FORMAT

7.1 The OA intends to provide up to eight (8) Match 40 type boats for racing in the event. Each boat will have the following sails: Mainsail, Genoa, Jib, Spinnaker.

7.2 Boats will be allocated as decided by the race committee. The intention of the RC will be to allocate boats by draw, either daily or for each round. The RC may also require boats to be exchanged in a knock-out stage.

7.3 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.

7.4 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.

7.5 The number of matches to be sailed each day will be determined by the RC with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.

7.6 The course will be windward/leeward/windward/leeward with starboard rounding, finishing downwind. A leeward gate may be used.

7.7 The intended racing area will be Oyster Bay or Cold Spring Harbor.

7.8 a) Skippers will be seeded into a round robin based on their World Sailing ranking 30 days prior to the event.

(b) After the First Stage the following will apply:

1. Skippers will be paired based on ranking in the First Stage with the highest ranked skipper paired with the lowest and the other skippers paired accordingly unless the stage specifies a different arrangement.
2. In reference to RRS C4.1, the highest ranked skipper from the first stage shall choose their end for the first match and boats shall alternate every odd match.
3. Crews will not exchange boats after odd matches of the series.

4. Further matches in the series will not be sailed once the first skipper scores the points required for that stage.

7.9 It is intended that the event will consist of the following stages:

Stage 1 – Single Round Robin

- (a) All skippers are scheduled to sail against all other skippers once.

Stage 2 – Quarterfinal Knock-outs

- (a) Skippers placing 1 through 8 in the round robin will be paired 1 v 8, 2 v 7, etc. in accordance with a table to be distributed by the RC.
- (b) The first skipper of each series to score at least three (3) points qualify for Stage 3. The other skippers qualify for Stage 6.

Stage 3 – Semi-Finals Knock-outs

- (a) The four highest placing skippers from the quarterfinals or, if Stage 2 is not sailed, from the round robin, will be paired highest placing skipper from Stage 1 v lowest placing skipper from Stage 1, etc. in accordance with a table to be distributed by the RC.
- (b) The first skippers to score at least two (2) points will proceed to Stage 5. The other skippers will proceed to Stage 4.
- (c) The other skippers will move to Stage 4.

Stage 4– Petite-Final Knockout Series

- (a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- (b) The first skipper to score at least two (2) points will place third in the regatta. The other skipper will place fourth.

Stage 5 – Final Series

- (a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- (b) The first skipper to score at least three (3) points will be the winner. The other skipper will place second.

Stage 6- Consolation Round Robin

- (a) Skippers placing 5 through 8 after Stage 2, or Stage 1 if Stage 2 is not sailed, will be paired in accordance with a table to be distributed by the RC. The results of this round robin will be for places five through eight.
- (b) This stage will be run concurrently with stages 3 through 5.

7.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

8 PROVISIONAL PROGRAMME

8.1 Schedule

- (a) Race office open from 0900 – 1700 on May 17, 2024.
- (b) Registration from 0900 – 1700 on May 17, 2024.
- (c) Crew weighing from 1000 – 1700 on May 17, 2024.
- (d) The clinic from 0900 – 1700 on May 17, 2024.
- (e) First competitors meeting and meeting with umpires at 0845 on Saturday May 18, 2024, at Oakcliff, 2 South Street, Oyster Bay, NY.
- (f) Racing days from May 18-19, 2024.
- (g) Time of the first race each day will be 1030.
- (h) The latest time for an attention signal on the last day of racing will be 1600.
- (i) Daily mandatory debriefs will be held after racing each day.
- (j) Prize giving on May 19, 2024, at Oakcliff, 2 South Street, Oyster Bay, NY.

8.2 Unless excused by the OA, attendance at the following is mandatory:

- (a) Initial briefing for skippers.
- (b) Prize giving for the final skippers and crews.

9 ADVERTISING

9.1 [NP] Boats shall display advertising chosen and supplied by the organizing authority.

9.2 Competitors may be permitted to display advertising ashore at the venue, but this is subject to individual negotiation with the OA.

9.3 Boats may not protest for breaches of any rules regarding advertising. This changes RRS 60.1(a).

10 [NP] CODE OF CONDUCT

10.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so to not bring the event into disrepute.

10.2 Competitors and support persons shall handle any equipment and place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

11 [NP] SUPPORT PERSON

11.1 No support person vessels will be permitted.

12 [NP] MEDIA, IMAGES, and SOUND

12.1 If required by the OA:

- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

12.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

13 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.**

14 PRIZES

14.1 There will be Oakcliff prizes for the top three (3) teams.

14.2 The top placing skipper will receive an invitation to the Thompson Cup and Chicago Grand Slam, regattas of the US Grand Slam Series 2024.

15 FURTHER INFORMATION

For questions, more information regarding this event, or to request an invitation after the deadline, please email: regatta@oakcliffsailing.org or go online to www.oakcliffsailing.org/regattas.

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