



## ***2024 Grade 5+ Series***

***Oakcliff Sailing – Organizing Authority***

***Dates: May 11, June 30, September 8, October 13***

***Clinic Dates: May 10, June 29, September 7, October 12***

***Oyster Bay, New York, USA***

### **NOTICE OF RACE**

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 Instruction

RC: Race Committee

TD: Technical Delegate

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

#### **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 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 C6.3, C8.6, 28.1, 60.1(b), 62.1(a), 63.1 and A5 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.

1.6 The U. S. Sailing Prescription 63.2 does not apply.

1.7 The following US national prescriptions do not apply: RRS 63.1 and 63.2. The text of the other prescriptions will be posted in English on the notice board.

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

1.9 The event has applied for World Sailing Grade 5. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.

1.10 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

2.1 The SI's will be available after 0800 on March 15, 2024 at [May Grade 5+ Clinegatta](#), [June Grade 5+ Clinegatta](#), [September Grade 5+ Clinegatta](#), [October Grade 5+ Clinegatta](#).

## 3 COMMUNICATION

3.1 Notices to competitors will be posted on the online official notice board which is located at [May Grade 5+ Clinegatta](#), [June Grade 5+ Clinegatta](#), [October Grade 5+ Clinegatta](#) and [2024 Grade 5+ Series WhatsApp](#),

3.2 Signals made ashore will be displayed on the whiteboard in 2 South, Oyster Bay, and on WhatsApp for each event.

3.3 Each skipper should provide a VHF radio for his/ her team.

#### 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 requesting an invitation on the [Oakcliff Match Racing Invitation Request](#) page. 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.

4.4 All competitors shall obtain a World Sailing Sailor ID by registering online at <https://www.sailing.org/sailors/world-sailing-profile/>, Skippers shall inform the OA if their World sailing ID at registration.

4.5 A **non-refundable entry fee of US\$150** shall accompany the acceptance of the invitation and shall be paid by registration, no later than four weeks prior to the event. 2024 Oakcliff Supporters receive a \$50 discount. To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

4.6 The skipper shall complete registration, pay any entry fee, arrange the damage deposit of US\$2500 and shall ensure that all crew complete crew weighing, all between 0930 and 1100 on clinic day, or race day if there is no clinic, unless extended by the OA.

4.7 If a skipper enters and subsequently drops out with more than 45 days to the event the OA has the option to refund 2/3 of the entry fee if the space is taken by another team. If the skipper drops out with less than 45 days to the event or no other team takes the space the entry fee is forfeited.

4.8 When a skipper accepts an invitation and later withdraws within two months 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 Each supplied boat is insured by the OA for third-party liability insurance with a minimum cover of US\$2500.00 per incident.

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. 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.

5.3 The damage deposit covers practice/clinic day in addition to race day.

5.4 The OA will refund any remaining damage deposit within 30 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 five or six. 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 964.5 lbs (437.5 kg), 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 weight in excess to 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 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 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 with starboard rounding, finishing downwind.

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

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

7.9 The event will consist of a Single Round Robin

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 favour of later stages.

## 8 PROVISIONAL PROGRAMME

### 8.1 Schedule

- (a) Race office open from 0930 to 1700.
- (b) Registration from March 15, 2024 until the clinic date of each Grade 5+.
- (c) Crew weighing from 0930 on the clinic dates until 1030 on race days.
- (d) The practice with coaching day is scheduled as May 10, June 29, Sept 7, and Oct 12 from 1000 to 1630 – Classroom session/ debriefs at Oakcliff Sailing Center
- (e) Competitors meeting and first meeting with umpires will be on May 11, June 30, September 8, and October 13 at 2 South Street at 0945.
- (f) Racing days are May 11, June 30, September 8, and October 13.
- (g) Time of the first race each day will be 1130.
- (h) The latest time for an attention signal on the last day of racing will be 1600
- (i) Debriefs and awards (bragging rights) will be held at Oakcliff immediately following racing.

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

- (a) Initial briefing for skippers.
- (b) Daily briefing, for skippers.
- (c) Daily press conferences, for skippers sailing that day.
- (e) Debrief and awards for skippers and crews.

## 9 ADVERTISING

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

## 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 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 The OA will provide vessels from which coaches may observe racing and communicate with their teams between matches. Individual support person vessels will not be permitted.

11.2 Support persons shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from the officials.

11.3 The OA will/will not provide berths for support person vessels.

## 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.

12.3 The OA shall have the right to use any images and sound recorded during the event free of any charge.

## 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

Bragging rights in magnitude of finish order will be awarded to all teams.

## 15 FURTHER INFORMATION

For further information please contact

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