



## ***May Grade 3 Clinegatta***

***Qualifier for the 2025 Oakcliff International, Thompson Cup,  
and Chicago Grand Slam***

***Oakcliff Sailing – Organizing Authority***

***Dates: May 31 – June 1, 2025***

***Clinic Date: May 30, 2025***

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

## **SAILING INSTRUCTIONS (SIs)**

### **1 RULES**

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.4, the RRS is changed as follows:
  - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.
  - (b) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
  - (c) 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 RRS 32.3.
  - (d) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

### **2 CHANGES TO SAILING INSTRUCTIONS**

- 2.1 Any change to the SI will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.2 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the RCV. An umpire may communicate these Race Committee changes either verbally or in writing.

### 3 COMMUNICATIONS WITH COMPETITORS

Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69.

### 4 BOATS AND SAILS

- 4.1 Boats will be identified by bow number.
- 4.2 Boats will be allocated by the OA as set forth in the pairing list in SI Addendum A.
- 4.3 The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
No Signal	Main, Genoa, Spinnaker
Flag X	Main, Jib, Spinnaker
Flag Z	Main, Jib only

### 5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The match pairing lists are detailed in SI Addendum A.
- 5.2 The next flight number will be displayed on the RCV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.
- 5.4 If there are five (5) or more matches in a flight, the warning signal for match five (5) will be numeral pennant eight (8). This changes RRS C3.

### 6 COURSES

- 6.1 Configuration (not to scale)

Windward Mark - 'W'      o

Leeward Gate – 'L'      o      o

Start/Finish Line      o----- o

- 6.2 Signals and Course to be Sailed  
Course signals will be displayed from the RCV at or before the warning signal.  
Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.
- 6.3 A gate or finish line mark may be adjusted without signalling a course change while boats are on the first half of the leg. This changes RRS 33.

### 7 MARKS / STARTING AND FINISHING LINE

- 7.1 The RCV will be *Tashtego* or *Tomahawk* unless otherwise notified.
- 7.2 The starting/finishing line buoy will be a yellow buoy.
- 7.3 Mark W will be a green, red, or white buoy.

- 7.4 When mark L is a gate, the gate marks will be orange buoys.
- 7.5 When mark L is a single mark, it will be an orange buoy.
- 7.6 When looking up the course, the starting and finishing line is between a staff displaying an Oakcliff flag on the RCV at the starboard end and the course side of a yellow buoy at the port-end.

## **8 STARTING PROCEDURE**

- 8.1 The preparatory signal will be either a white flag or a 'C' flag with a color flag and multiple sound signals. If a white flag is displayed, Mark W will be a white buoy. If a 'C' flag is displayed with a color flag and multiple sound signals, Mark W will be a buoy that is the same color as the color flag displayed with the 'C' flag. This changes RRS C3.1.

## **9 CHANGE OF THE NEXT LEG OF THE COURSE**

- 9.1 RRS 33 and Race Signals is changed as follows:
  - (a) Flag C and a colored flag or board means: 'The windward mark has been moved. Sail to a mark the same color as the flag or board.'
  - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 9.2
  - (a) When a change of course is made for the first leg, the signal will be displayed from the RCV with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
  - (b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of mark L.

## **10 OBSTRUCTIONS**

The following object(s), line(s) and area(s) are designated as obstruction(s). A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

- (a) A buoy may be attached to the RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.
- (b) No part of a boat's hull shall sail closer to a commercial fisherman or clammer than two (2) match 40 hull lengths. This area around a commercial fisherman or clammer is designated as an obstruction.

## **11 BREAKDOWN and TIME FOR REPAIRS**

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RCV and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 61.4(b)(2 or 3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.1(a) and 61.4(b)(1).

## **12 TIME LIMIT**

- 12.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35.

## 13 RISK STATEMENT

Refer to NoR 13 and RRS 3.

### SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS and PAIRING LIST/KNOCK-OUT TABLE

Pairing list, including boat assignments, to be supplied at competitors meeting.

### SI ADDENDUM B – HANDLING of BOATS

#### 1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

#### 2 [DP] PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with with any sort of marker including a pencil, or using any tape that leaves a residue/ use of duct tape. Using tape that leaves a residue is a USD 25 deduction from a boat's damage deposit.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Perforating sails, event to attach telltales.
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay, outhaul, cunningham or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC, umpires, or OA.
- 2.20 The use of electronic equipment, unless permitted by SI Addendum B3.1.
- 2.21 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the mainsheet block and the vang.

- 2.22 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.23 The spinnaker pole may only be attached to the topping lift, spinnaker sheet and mast ring when off of the mooring.
- 2.24 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.25 A breach of SI Addendum B 2.16, 2.21, 2.22, 2.23, or 2.24 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

**3 PERMITTED ITEMS and ACTIONS** – the following are permitted:

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens/pencils which do not leave residue.
- (e) tell tale material
- (f) hand held compasses, watches, timers and small personal video devises such as GoPro are permitted as long as posting to websites or social media referencesc and links to Oakcliff Sailing.
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags

3.2 Except as noted in Addendum B, using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings
- (e) make minor repairs and permitted adjustments
- (f) make signals as per Appendix C6
- (g) personal safety
- (h) make notes

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4 Changing the number of mainsheet purchases.

**4 MANDATORY ITEMS and ACTIONS** – the following are permitted:

4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

4.2 At the end of each sailing day:

- (a) folding, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) releasing backstay tension
  - (d) securing the boat to a mooring as directed
  - (e) securing the helm
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 Leaving the engine gear lever in the reverse position while racing.
- 4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

### **SI ADDENDUM C – EQUIPMENT LIST**

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

#### **SAILS and SAILING EQUIPMENT**

Mainsail and set of battens  
 Genoa  
 Jib  
 Spinnaker  
 Three winch handles  
 One spinnaker pole  
 Mainsail cover  
 Sail bags

#### **SAFETY GEAR**

Soap  
 Blue water jug (fill at dock daily)  
 PFDs when required  
 Knife when required

#### **GROUND TACKLE**

Anchor and chain  
 Anchor line

#### **MOORING LINES**

One mooring line (Keep on boat when leaving mooring)

#### **FLAGS**

Yellow, Blue, Red, Lima (breakdown), Backstay flags, One handheld Y flag

## SI ADDENDUM D – DAMAGE PENALTIES

### PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

Appendix C6.6 and C8.6 permit the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty.

Level	Impact and Repair Effort
<b>A</b> Minor Damage	Meets any one or more of the following: <ol style="list-style-type: none"> <li>1. May minimally affect the value, general appearance or normal operation of the boat(s).</li> <li>2. Boat(s) may race without repair although some minor work may be required after the event.</li> <li>3. Repairs should not normally require more than 2 hours of work.</li> </ol>
<b>B</b> Medium Damage	Meets any one or more of the following: <ol style="list-style-type: none"> <li>1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level A damage.</li> <li>2. The damage may need some (possibly temporary) work before racing again.</li> <li>3. Requires more than 2 hours of work but should not normally require more than 5 hours of work.</li> <li>4. Requires replacement parts or equipment not exceeding \$500 US.</li> </ol>
<b>C</b> Major Damage	Meets any one or more of the following: <ol style="list-style-type: none"> <li>1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level B damage.</li> <li>2. Structural integrity may be impaired.</li> <li>3. The boat(s) will need some (possibly temporary) repair work before racing again.</li> <li>4. Final repairs will require more than 5 hours of work.</li> <li>5. Requires replacement parts or equipment exceeding \$500 US.</li> </ol>

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level, after closer inspection, whether the level turns out to be higher or lower, may change the points penalty given on the water only as the result of a hearing held under Appendix C 6.6 and C8.6.

When both boats break RRS 14, they should both receive a points penalty.

#### **Point Penalties - to be applied without a hearing (RRS C8.6)**

Level	Round Robin	Knock Out
<b>A</b>	<b>None</b>	<b>None</b>
<b>B</b>	<b>Three quarters of a point</b>	<b>Three quarters of a point</b>
<b>C</b>	<b>One Point</b>	<b>One Point</b>

#### **Deductions from Damage Deposits**

The assessment of damage level is for the purpose of points penalties only and is not linked to any deductions from the competitor's damage deposit. The OA is the sole authority for deciding any deductions from damage deposits.

## SI ADDENDUM E

### SM 40 Check In

Mains may only be hoisted or dropped when boats are truly head to wind. If tides cause boats to lay side to the wind, they SHALL be sailed off or onto the mooring with headsails flying ONLY.

**Return boat to same mooring.**

**MOORING # is located on the sticker affixed to the Starboard hull.**

Mooring Line – Place spliced eye on pit winch. Run line forward to bow handles and run line inside to outside of small loop on bow eye. Run mooring line through mooring pendant and back to opposing bow handle, outside in. Mooring line should be tight to the bow fender and **not below fender**. Wrap mooring line on opposing pit winch and tie off with no less than 2 half-hitches. Leave pick-up stick on the deck.

ALL forward halyards, attached near bow handles and jib tack from port to starboard: Spinnaker Halyard, Topping Lift, and Jib Halyard. These halyards should be tight. Main halyard connected to outhaul & tight.

Genoa luff flaked and bricked, jib leech flaked and tri-folded. All headsails and spinnakers stored below and forward of the bow hatch.

Main Flaked on boom with at minimum 2 sail ties & mainsail cover on. Please alert Breakdown or a person in charge if you do not have enough sail ties.

Spinnaker pole on port side clipped to inner shroud, and spinnaker halyard. It should be suspended and off the deck, ideally. If this is not possible, at minimum the aft end of the pole should be on a shroud.

Take twings off and put them in sheet bags.

Spin and jib sheets coiled and in sheet bags. Jib cars in Sheet bags.

Mainsheet tight, coiled and hung from the boom.

Use 2 sail ties to tie off the wheel and use wheel lock if applicable. Do not tie around only spokes on the wheel, the spokes will break. (*do not use backstay lines*) Wheel should not move.

Do not make any permanent marks on boat or rigging.

**Remove any tape marks or telltales installed while sailing.**

Pump water out of bilge

**Leave PORT scupper open and Starboard closed.**

**Remove all trash.**

Return bucket, flags, winch handles, VHF, life jackets to Oakcliff.

Use any extra fresh water to rinse down blocks, cars, winches, etc

**Report all boat issues to Fleet Captain, Breakdown, or Oakcliff Staff Member.**