



## ***2025 Grade 5+ Clinegattas***

***Oakcliff Sailing – Organizing Authority***

***Dates: April 6, May 18, June 29, August 31, September 21, October 5***

***Clinic: April 5, May 17, June 28, August 30, September 20, October 4***

***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

CU: Chief Umpire

NoR: Notice of Race

OA: Organizing Authority

RRS: Racing Rules of Sailing

SI: Sailing Instruction

RC: Race Committee

RCV: Race Committee Vessel

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.
- 1.4 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, 90.3(a), A5, and C10.7
  - (b) In the event of a conflict between the NoR and the SI, the SI will govern. This changes RRS 63.5(c).
  - (c) A boat may not request redress under RRS 61.4(b)(1). The protest committee may call a hearing to consider redress under that rule if it believes that a redressible improper action or improper omission has occurred. This changes RRS 61.1(a) and 61.4(b)(1).

- (d) When the umpires proceed under RRS C8.7, they will follow the guidance in SI Addendum E.
- (e) 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 (Abandonment) and rule 32.3.

1.5 The following US national prescriptions do not apply: 63.1(b).

The US national prescriptions that do apply will be stated in full in English on the official notice board.

1.6 The event has applied for World Sailing Grade 4. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.

## 2 SAILING INSTRUCTIONS

The SI's will be available after 0800 on March 30, 2025 at [April Grade 5+](#), [May Grade 5+](#), [June Grade 5+](#), [August Grade 5+](#), [September Grade 5+](#), and [October Grade 5+](#).

## 3 COMMUNICATION

3.1 Notices to competitors will be posted on the online official notice board which is located at [April Grade 5+](#), [May Grade 5+](#), [June Grade 5+](#), [August Grade 5+](#), [September Grade 5+](#), and [October Grade 5+](#). Additional notices may be posted at [2025 Grade 5+ WhatsApp](#).

3.2 Signals made ashore will be displayed from the flag pole at the clubhouse at 4 South Street, Oyster Bay, NY and on WhatsApp for each event.

## 4 ELIGIBILITY AND ENTRY

4.1 Up to Eight (8) skippers will be invited. Skippers wishing to receive an invite may register their request with the OA using the [2025 Oakcliff Match Racing Invitation Request](#) form.

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. Invited skippers will have two (2) weeks to accept the invitation unless otherwise indicated in the invitation letter.

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 [WS Sailor ID](#). Skippers shall inform the OA of their World Sailing Sailor ID at registration.

4.5 To be considered an entry in the event, a boat shall complete all registration requirements to include paying all fees, arranging the damage deposit, and completing crew weighing on the date and during the time period listed in 8.1 below unless extended by the OA.

4.6 The non-refundable entry fee for each event is USD \$150. The entry fee shall accompany the acceptance of the invitation and shall be paid by registration, no later than four weeks prior to the event. 2025 Oakcliff Supporters receive a \$50 discount.

4.7 All payments inclusive of damage deposit must be made by credit card in US Dollars.

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 An initial damage deposit of USD \$2500 shall be paid by completion of registration.
- 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.

**NOTE: The total amount collected per incident could total as much as USD \$5000, the sum of BOTH skippers' damage deposit.**

- 5.3 The OA will refund any remaining damage deposit within 30 days after the event.
- 5.4 In the event of damage or breakdown, the OA may in its discretion substitute another boat for the one with the damage or breakdown.

## **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 (5) or six (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 CU may authorise an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the CU 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., 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 was checked prior to racing, at any re-weighing the total weight limit is increased by 22 lbs. Any crew weighing in excess of this increased limit shall not be penalised, 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. Boats will not be swapped in a knock out stage unless the RC requires them to do so.
- 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 61.1(a) and 61.4(b)(1).
- 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 with starboard rounding, finishing downwind.
- 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 the latest World Sailing ranking list dated at least 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 The event will consist of the following stages:

(a) First Stage - Round Robin(s)

- (1) All skippers will sail a single round robin.
- (2) The eight (8) highest scoring skippers shall qualify for the Knock-Out Quarterfinal stage.
- (2) The four (4) highest scoring skippers shall qualify for the Semi-Final stage; the other skippers shall qualify for the Fifth to Eighth Place stage.

(b) Second Stage - Knock-Out Quarterfinals

- (1) The first skipper of each series to score at least three (3) points shall proceed to the Knock-Out Semi-Finals stage.

(c) Third Stage – Fifth to Eighth Place

- (1) In each series, the first skipper to score at least one point will be the winner.
- (2) The two winners in each series shall sail against each other for fifth and sixth places.
- (3) The other two skippers in each series shall sail against each other for seventh and eighth places.
- (4) This stage will be run concurrently with stages Fourth through Sixth.

(d) Fourth Stage - Knock-Out Semi-Finals

- (1) The skipper finishing first in Stage One shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.
- (2) The first skipper of each series to score at least three (3) points shall proceed to the Final Stage; the other skippers shall proceed to the Third and Fourth Place Stage.

(e) Fifth Stage – Knock-Out Third and Fourth Place

- (1) The skippers in this stage shall race to determine third and fourth place.
- (2) The first skipper to score at least two (2) points shall be awarded third place; the other skipper shall be awarded fourth place.

(f) Sixth Stage – Knock-Out Final

- (1) The first skipper to score at least three (3) points shall be awarded first place; the other skipper shall be awarded second place.

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 PROGRAM

### 8.1 Schedule

- (a) Race office open from 1000 until 1700..
- (b) Registration from 1000 until 1700 on the clinic dates and until 1030 on race days.
- (c) Crew weighing from 1000 until 1700 on the clinic dates and until 1030 on race days.
- (d) Clinic (practice with coaching) days are scheduled as April 5, May 17, August 30, September 20, and October 4 from 1000 to 1630 – Classroom session/debriefs at Oakcliff Sailing Center. If a majority of teams participate in the clinic, the RC may attempt to begin racing at 1430, to upgrade from a Grade 5 to Grade 4.
- (e) First briefing and meeting with umpires at 0945 on April 6, May 18, August 31, September 21, and October 5.
- (f) Racing days from April 6, May 18, August 31, September 21, and October 5.
- (g) Time of the first attention signal each day will be 1130.
- (h) The latest time for an attention signal on the last day of racing will be 1600.
- (i) Awards (bragging rights) as soon after racing as is possible
- (j) Mandatory debriefs daily as soon after racing as is possible.

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

- (a) Initial briefing for skippers.
- (b) Daily briefing, for skippers.
- (c) Awards for the final skippers and crews.

## 9 ADVERTISING

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

## 10 [NP] [DP] 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 or 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] [DP] SUPPORT PERSON

- 11.1 The OA will provide vessels from which coaches and support may observe racing and communicate with their teams between matches. Individual support person vessels will not be permitted.
- 11.2 Support persons shall comply with reasonable requests from officials.
- 11.3 The OA will not provide berths for support person vessels.

## 12 [NP] [DP] 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 Event participants automatically grant to the OA, without payment, the right in perpetuity to make, use and show any images [motion pictures, still pictures and/or other live, taped or filmed images] relating to the event.

### 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 Prizes will be given as follows:  
Bragging rights in magnitude of finish order will be awarded to all teams.

### 15 FURTHER INFORMATION

For further information please contact:

Patrice Gallo Rachlin, Regatta Director

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