



Oakcliff Clagett Grade 4 Clinegatta

***Hosted at Seawanhaka Corinthian Junior Yacht Club, Centre Island,
NY***

August 25-27, 2023

Clinic Date – August 25, 2023

Racing Dates – August 26-27, 2023

Coaches: Dave Perry & David Dellenbaugh

SAILING INSTRUCTIONS (SIs)

1 RULES

- 1.1 The event is governed by the rules as detailed in the 2023 Oakcliff Clagett Grade 4 NoR.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.8, the RRS are 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) 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 1900 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. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally in person or via VHF channel 69. Flag 3rd substitute is not required.

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 The event will be sailed in Sonar-type boats.
- 4.2 Boats will be identified by bow number.
- 4.3 Boats will be allocated by the OA as set forth in the pairing list in SI Addendum A.
- 4.4 The sail combination to be used is Main and Jib.
- 4.5 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 4.6 The OA may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

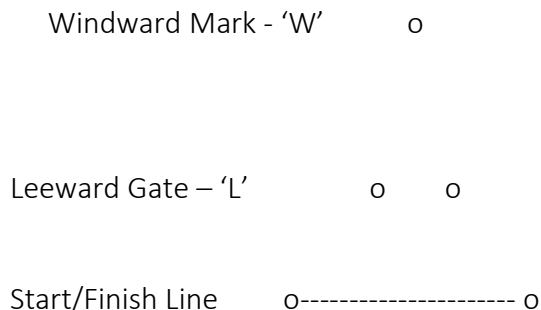
5 FLIGHTS AND MATCHES

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 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. A numeral pennant corresponding to the blank start match number will be displayed from the time of the Warning signal to the Starting signal for the blank start.
- 5.5 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.

6 COURSES

- 6.1 Configuration (not to scale)



- 6.2 Signals and Course to be Sailed

The course will be Start – W – L – W - Finish

Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

7 MARKS / STARTING AND FINISHING LINE

- 7.1 Marks:
 - a. the race committee vessel (RCV) will be *Tashtego* or *Tomahawk* unless otherwise notified.
 - b. the starting/finishing line mark will be a yellow buoy.
 - c. Mark W will be a green, red or white buoy.
 - d. when Mark L is a gate, it will be between two orange buoys.
 - f. when Mark L is a single mark, it will be an orange buoy.

- 7.2 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 the yellow buoy at the port-end.
- 7.3 Modify RRS 33: A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.

8 STARTING PROCEDURE

The preparatory signal will be either a White flag or a “C” flag with a colored 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 colored flag and multiple sound signals, Mark W will be a buoy that is the same color as the colored flag displayed with the “C” flag. This changes 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 multiple sound signals (see SI 8).
 - (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 that is not the RCV.

10 OBSTRUCTIONS

The following object(s), line(s), and area(s), are designated as obstructions. 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) The three-hull length area around commercial fishermen and clammers is designated as an “obstruction”. Boats shall not sail into this area.

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 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the Attention signal shall not be grounds for redress. This changes RRS 62.

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 14.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

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

SI ADDENDUM B – HANDLING of BOATS

1 GENERAL

- 1.1 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.
- 1.2 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 [NP] 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 permanent ink or using any tape that leaves a residue/ use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Adjusting lifeline tension.
- 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 the spinnaker pole to wing out the foresail.
- 2.16 Attaching lines to the fabric of spinnakers.
- 2.17 Perforating sails, even to attach tell tales.
- 2.18 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.19 The use of electronic equipment, unless permitted by SI B3.1.
- 2.20 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 ratchet block, the traveler, and the vang.
- 2.21 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.
- 2.22 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.23 Interfering with commercial fishermen. Be aware that clambers have long rakes.
- 2.25 A breach of SI B 2.20 through 2.24 are 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.

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
- (e) tell-tale material
- (f) handheld compasses, watches, timers
- (g) shackles and clevis pins
- (h) Velcro tape
- (i) spare flags

3.2 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

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) securing the boat to its mooring or the dock as directed
- (c) stowing equipment on the boat in its proper location
- (d) securing the boat to its mooring as directed
- (e) leaving the boat cleaner than you found it

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 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

Jib

Sail bags

Mainsail cover

Two headsail sheets

FLAGS

Yellow, Blue, Red, Lima (Breakdown) Flag backstay flags

One handheld Y Flag

GROUND TACKLE

Anchor and chain

Anchor line

SI ADDENDUM D – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats
2023 Oakcliff Clagett Grade 4 Clinegatta
SI v1 – June 15, 2023

Appendix C6.6 and C8.6 permits 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. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A Minor Damage	- Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B Damage	- Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C Major Damage	- The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

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

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, will have no effect on the points penalty given on the water.