



ROYAL IRISH YACHT CLUB
Dun Laoghaire, County Dublin

2015 Irish Match Racing Nationals

5th & 6th December 2015
Notice of Race

1. ORGANISING AUTHORITY

1.1. The Organising Authority (OA) is Royal Irish Yacht Club.

2. VENUE

2.1. The venue will be Royal Irish Yacht Club, Dun Laoghaire, Dublin, Ireland

3. EVENT GRADING

3.1. The event has applied for Grade 3.

3.2. This grading is subject to review by the ISAF. The event may be re-graded when there is clear reason to do so.

4. PROVISIONAL PROGRAMME

4.1. Schedule

4.1.1. Race office will be open Friday, December 4th from 1700 to 2000 and Saturday December 5th 0700 - 0800.

4.1.2. Registration and crew weigh-in will take place Friday, December 4th from 1700 to 2000 and Saturday December 5th 0700 - 0800.

4.1.3. Opening Ceremony will take place on Friday, December 4th at 2000.

4.1.4. First briefing will be Saturday, December 5th at 0800.

4.1.5. First meeting with umpires will be immediately

4.1.6. Racing days are Saturday December 5th and Sunday December 6th.

4.1.7. Time of the first race each day will be 0900.

4.1.8. It is the intention of the OA to have a dinner for competitors and race officials on Saturday

even at the Royal Irish Yacht Club.

4.1.9. Prize giving will take place Sunday, December 6th approximately 30 minutes after docking.

4.1.10. It is the intention of the race committee to have no Attention Signal after 1500 on December 6th.

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

4.2.1. Daily briefing for skippers.

4.2.2. Prize giving for the final skippers and crews.

4.2.3. Opening Ceremony for at least 1 crew member.

5. SKIPPERS ELIGIBILITY

5.1. Applications for invitations will be accepted via email to ellencahill@gmail.com until the 1700 on Friday the 6th of November.

5.2. 10 skippers will be selected to enter and informed by email on Monday 9th November. Only skippers invited by the OA will be eligible to enter this event.

5.3. To remain eligible a skipper shall confirm acceptance of the invitation in writing, (e-mail is acceptable) to be received by the date specified on the letter of invitation.

5.4. A non-refundable entry bond of €100 shall accompany the acceptance of the invitation for the acceptance to be valid, and will be credited towards the entry fee upon completion of registration.

5.5. Up to A minimum of 5 Irish skippers will be selected. The remaining places will be allocated based on Open and Women's ISAF match racing rankings. Mixed teams are encouraged.

5.6. The registered skipper shall helm the boat at all times while racing, except in an emergency.

5.7. ISAF Eligibility as required by ISAF Regulation 19 is required of all competitors.

5.8. All competitors shall obtain an ISAF Sailor ID by registering online at www.sailing.org/isafsailor. Skippers shall inform the Organising Authority of their ISAF Sailor ID at registration.

6. ENTRIES

6.1. Entering

6.1.1. The skipper shall be entered on completion of registration, crew weighing and the payment of all fees and deposits. All payments shall be made by credit card or local currency.

6.2. Entry Fee

6.2.1. A non-refundable entry fee of €350 shall be paid at registration.

6.3. Withdrawal

6.3.1. When a skipper accepts an invitation and later withdraws within two weeks 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 the ISAF. (ISAF Regulation 27.2)

6.4. Damage deposit

6.4.1. An initial damage deposit of €1000 shall be paid at registration. This deposit is the maximum payable by the skipper as a result of any one incident.

6.4.2. If a deduction from the damage deposit is decided by the OA, it may be require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.

6.4.3. Any remaining deposit after paying for damage and other costs for which the OA deems the skipper responsible will be refunded within 10 days after the event.

6.5. Insurance

6.5.1. All competitors are required to have adequate third party insurance.

7. RULES

7.1. The event will be governed by the rules as defined in the RRS, including Appendix C.

7.2. The SailFleet rules for the handling of boats will apply, and will also apply to any practice sailing and sponsor races. J80 Class rules will not apply.

7.3. The Prescriptions of the ISA will apply.

7.4. Major Alterations to the RRS

7.4.1. Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

7.4.2. RRS C8.6 and C6.3 will be changed in the sailing instructions.

7.4.3. Under RRS 86.2, this event will test a package of test rules proposed for match racing. See detailed wording for these rule changes in NOR Appendix A

8. BOATS AND SAILS

8.1. The event will be sailed in the SailFleet J80s.

8.2. 6 boats will be provided.

8.3. The following sails will be provided for each boat: Mainsail, Jib, Spinnaker.

8.4. Boats will be allocated by draw for each round as decided by the Race Committee.

9. CREW (INCLUDING SKIPPER)

9.1. The number of crew (including the skipper) shall be four or five. All registered crew shall sail all races.

9.2. The maximum total crew weight, determined prior to racing shall be 350 kg, when wearing at least shorts and shirts.

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

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

10. EVENT FORMAT

10.1. The event will consist of four stages: One or more round robins, quarter-final, semi-final, petit final and Final.

10.2. The OA may change the format, terminate or eliminate any round, when conditions or the remaining time scheduled do not permit the completion of the intended format.

11. COURSE

- 11.1. The course will be windward/leeward with starboard rounding, finishing downwind.
- 11.2. The racing area will be in Dun Laoghaire Harbour. The OA may choose to move the race area to outside the harbour if conditions are considered too dangerous to sail inside the harbour.

12. ADVERTISING.

- 12.1. As boats and equipment will be supplied by the OA, ISAF regulation 20.4 applies. Each boat will be required to display advertising as supplied by the OA
- 12.2. Competitors may be permitted to display advertising ashore at the venue, but this is subject to individual negotiation with the OA.
- 12.3. Boats shall not be permitted the right to protest for breaches of any rules regarding advertising (amends RRS 60.1).

13. PRIZES

- 13.1. The top ranked Irish team will be awarded the title of Irish Match Racing National Champions.
- 13.2. Prizes will be awarded to the top three places.

14. MEDIA, IMAGES and SOUND

- 14.1. If required by the OA:
- 14.2. Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- 14.3. Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- 14.4. Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 14.5. Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 14.6. The OA have the right to use any images and sound recorded during the event free of any charge.

15. COACH BOATS

- 15.1. No coach boats will be permitted.

16. RISK STATEMENT

- 16.1. Competitors participate in the regatta entirely at their own risk and they are reminded of the provisions of RRS 4, Decision to Race. Sailing is by its nature an

unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- 16.1.1. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and the boat supplied to them to such inherent risk whilst taking part in the event.
- 16.1.2. They are responsible for the safety of themselves, their crew, their supplied boat and their other property whether afloat or ashore.
- 16.1.3. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- 16.1.4. By participating in any race, they are satisfied that their supplied boat is in good order, equipped to sail in the event and they are fit to participate.
- 16.1.5. The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities.
- 16.1.6. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

NOR APPENDIX A – PACKAGE OF TEST MATCH RACING RULES version 1**

Below are the details of the changes to the RRS:

A. Add new RRS 7 to Part 1:

7 LAST POINT OF CERTAINTY

When there is doubt as to the relationship or change of relationship between *boats*, the last point of certainty will apply.

B. Delete RRS 18, C2.6 and C2.7 and replace with:

18 MARK ROOM

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it.

18.2 Giving Mark-Room

- (a) When the first boat reaches the *zone*,
 - (1) if boats are *overlapped*, the outside boat at that moment shall thereafter give the inside boat *mark-room*.
 - (2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required.
- (c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

18.3 Tacking or Gybing

When an inside *overlapped* right-of-way boat must tack or gybe at a *mark* to sail her *proper course*, until she tacks or gybes she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3 does not apply at a gate *mark*.

C. Change definition of Mark-Room to:

Mark-Room Room for a boat to sail her *proper course* to round or pass the *mark*.

D. Add the following new rule:

C2.14 Rule 17 is changed to 'After the starting signal, if a boat *clear astern* becomes *overlapped* within two of her hull lengths to *leeward* of a boat on the same *tack*, she shall not sail above her *proper course* while they remain on the same *tack* and *overlapped* within that distance, unless in doing so she promptly sails astern of the other boat.'

This rule does not apply if the right-of-way boat is on a leg to a leeward *mark* or the finishing line, or if the overlap begins while

- (a) the right-of-way boat is on a leg to a leeward *mark*,
- (b) the *windward* boat is required by rule 13 to *keep clear*, or
- (c) both boats are OCS.'