



2025 Dublin Match Cup

24th - 28th September 2025

The National Yacht Club

Dun Laoghaire Harbour, Dublin, Ireland

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 [DP] denotes a rule for which a discretionary penalty may be applied by the IJ. This penalty may be less than disqualification. This changes RRS 64.
- 1.5 RRS C8.6 will be changed in the SI
- 1.6 If there is a conflict between languages the English text takes precedence.
- 1.7 The event has applied for World Sailing Grade 2. This grading is subject to review by World Sailing. The event may be re-graded when there is a clear reason to do so.
- 1.8 An International Jury will be appointed in accordance with RRS 91.B and RRS Appendix N. The right of appeal will be denied in accordance with RRS 70.5.

- 1.9 The Dun Laoghaire Harbour By-Laws shall apply to all competitors.
- 1.10 The OA shall be the National Yacht Club in conjunction with the Irish Match Racing Association

2 SAILING INSTRUCTIONS

- 2.1 The SI's will be available after on Monday 22nd September 2025 on the Online Notice Board.

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the online official notice board which is located at <https://www.irishmatchracingassociation.com/onb/wmrt-dublin-match-cup>
- 3.2 Signals made ashore will be displayed from the yard arm of the National Yacht Club flag staff.

4 ELIGIBILITY AND ENTRY

- 4.1 Twelve (12) skippers will be invited. Skippers wishing to receive an invitation may register their request with the OA by submitting the RFI here: <https://forms.gle/Jb8zjHzLREZeTifP9> by 23.59 on Friday 30th June 2025.
- 4.2 Only skippers invited by the OA, and who confirm acceptance as detailed in the letter of invitation, will be eligible to enter this event. Submission of the entry form, and payment of the non-refundable entry bond in the amount of €500 shall accompany the acceptance of the invitation.
- 4.3 The skipper shall complete registration, pay the entry fee of €850 (inclusive of the entry bond in NOR 4.2), the damage deposit outlined in NOR 5.2 and ensure that all crew members complete crew weighing in to be considered an entry in the event, the skipper shall complete all registration requirements and pay all fees in EUR.
- 4.4 All competitors shall meet the eligibility requirements of World Sailing regulation 19.4.
- 4.5 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 of their World Sailing Sailor ID at registration..
- 4.6 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.

- 5.2 An initial damage deposit of 500 EUR shall be paid at registration, unless extended by the OA. The deposit is the maximum payable by the skipper as a result of any one incident.
- 5.3 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.
- 5.4 The OA will refund any remaining damage deposit within 30 days after the event.

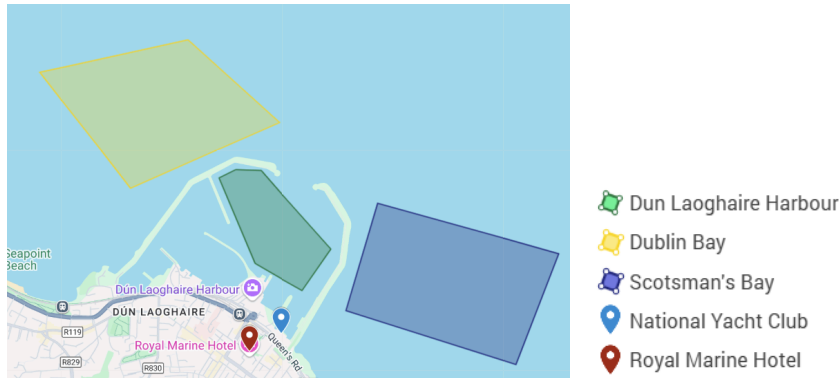
6 CREW (INCLUDING SKIPPER)

- 6.1 The number of crew (including the skipper but excluding persons placed on board by the OA) shall be 4 or 5. 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 OA may authorise an original crew member to substitute.
- 6.4 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.
- 6.5 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 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 was checked prior to racing, at any re-weighing the total weight limit is increased by 10 kg. 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 8 J80 Type Boats type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib, Symmetric 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 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 in the waters of Dun Laoghaire Harbour, Scotsman Bay or Dublin Bay and is shown below.



- 7.8 (a) Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.
- (b) For each knockout stage, the following will apply:
- (1) 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.
 - (2) Crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
 - (3) 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) Stage 1 - One Full Round Robins
 - b) Stage 2 - Repechage Round Robin
 - c) Stage 3 - Quarter Finals
 - d) Stage 4 - Semi Finals
 - e) Stage 5 - Peti Finals
 - f) Stage 6 - Finals
 - g) Stage 7 - King of the Castle
- 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 September 24th at 0900
- (b) Registration from September 24th at 0900 to 1100
- (c) Crew weighing from September 24th at 0900 to 1700 & September 25th 0800 - 0930
- (d) Practice sessions allocated on September 24th between 1100-1700
- (e) Opening reception at NYC on September 24th at 1700
- (e) Initial briefing for Skippers briefing at September 25th at 0930
- (f) First meeting with umpires - immediately after first briefing
- (g) Daily Briefing at 0900
- (h) Racing days from September 25th - 28th 2025
- (i) The intended time of the first attention signal each day will be 1030 or as announced at the daily briefing
- (j) The latest time for an attention signal on the last day of racing will be 1700.
- (k) Prize giving as soon as practicable after racing on the final day.

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.
- (d) Regatta dinner, for skippers.
- (e) Prize giving for the final skippers and crews.
- (f) Daily umpire debriefing

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, cooperation with event sponsors and shall behave so as 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] SUPPORT PERSON

11.1 No support person vessels will be permitted.

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 By participating in this event, competitors automatically grant to the organising authority the unconditional, perpetual right and authority to publish for any purpose and in any media, the names, photographs, and video footage taken of the boat and its crew prior to, during, and after the race without compensation.

13 DATA PROTECTION

13.1 There are no specific data requirements at this event or venue.

14 RISK STATEMENT

14.1 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.

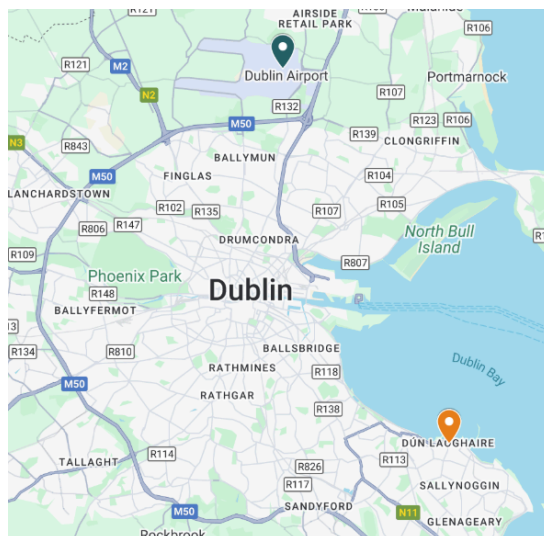
15 PRIZES



Prizes may be given to First, Second and Third Place

16 FURTHER INFORMATION

16.1 For further information please contact the Irish Match Racing Association at Hello@irishmatchracingassociation.com

16.2 Several Transport options are available from Dublin Airport including a direct bus to Dun Laoghaire. See Aircoach Route 702 here: <https://www.aircoach.ie/timetables/702>. Taxi costs are variable but would be approximately €60.



-  Dublin Airport (1)
-  Dún Laoghaire (1)