



Dublin Match Cup 2026

SAILING INSTRUCTIONS (SI)

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.7 they will be guided by SI Addendum E.
- 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 30 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 10:00 on the day it will take effect, except that any change to the schedule of races will be posted by 21:00 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 Race Committee Vessel ('RCV'). An umpire may communicate these RC changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

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

4 BOATS AND SAILS

- 4.1 Boats will be identified by Sail and/or hull number as well as the colour assigned in the pairing list.
- 4.2 At least one bib displaying a letter may be provided by the OA to each team. Teams shall wear the bib(s) assigned to them at all times while racing.



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- 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	Full Main, Jib, Spinnaker
Code Flag R	Reefed Main
Code Flag T	Reefed Main, Jib only (No Spinnaker)

- 4.4 While all reasonable steps will be taken to equalise the boats, variations will not be grounds for redress. This changes RRS 61.
- 4.5 A frame made of PVC Pipe or similar, may be placed on the stern of the boats which, if used, will be considered part of the boat's equipment in normal position.

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 may be displayed on the RCV and may also be communicated to the skippers via VHF on Channel 69.
- 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 Should SI 5.3 not be applied and 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 Code Flag D will be displayed from the time of the warning signal to the starting signal for the blank start.

6 COURSES

- 6.1 Configuration (not to scale)

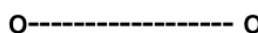
Windward Mark - 'W'



Leeward Gate 'L'



Start/Finish Line



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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.

Signal

No Signal
S

Course

Start - W - L - W - Finish
Start - W – Finish

7 MARKS / STARTING AND FINISHING LINE

7.1 Mark W is a Yellow Cylindrical Mark, Marks L are Yellow Cylindrical Marks.

7.2 The replacement marks detailed in SI 8 are White and Black Marks.

7.2 When looking up the course, the starting and finishing line is between a red and white striped pole displayed on the RCV at the starboard end and the course side of the starting/finishing mark at the port-end. This changes Race Signals.

8 CHANGE OF THE NEXT LEG OF THE COURSE

8.1 To change the next leg of the course, the RC will signal the colour of what mark is now ending the next leg.

RRS 33 and Race Signals is changed as follows:

- (a) Flag C with a coloured flag means: ‘The windward mark has been changed. Sail to a mark the same colour as the flag or board.’ The meaning of Black Flag is changed, this changes rule 30.4 and Race Signals.
- (b) When a change of course is made for the first leg, the signal will be displayed from the RC signal vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals. This changes RRS 27.1.
- (c) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- (d) One mark of the leeward gate or the finishing line may be moved without any signal to square the gate or line to the wind direction prior to boats being on that leg.



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9 OBSTRUCTIONS

9.1 The following object(s), line(s), are designated as obstructions.

- 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. A buoy may be attached to the RCV stern. Boats shall not pass between this buoy and the RCV at any time.

9.2 The Dun Laoghaire Piers are a hazard to navigation for boats sailing. A number of small orange buoys may be placed in a line parallel to the Dun Laoghaire Pier creating a restricted area.

- (a) No part of a boat's hull shall enter the restricted area and its extensions.
- (b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) The buoys defining the restricted area are part of the restricted area.

9.3 A breach of SI 9.1 and 9.2 is not open to protest by a boat but while racing is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2. A breach of this sailing instruction while not racing is subject to action by the PC. However, if a boat is penalized for breaking a rule of Part 2, and if in the same incident part of the boat's hull enters the restricted area, she shall not be penalized for entering the restricted area.

10 BREAKDOWN and TIME FOR REPAIRS

10.1 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 a L Flag 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.

10.2 The time allowed for repairs will be at the discretion of the RC.

10.3 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 10.1.

10.4 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.

11 TIME LIMIT

11.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course has retired from that race.

12 RISK STATEMENT



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12.1 Refer to NoR 14.



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

Skipper Name	Team Name	Ranking*	MNA
Timotheé Rossi	Sudistes Sailing Team	12	FRA
Tom Foucher	APCC Sailing Team	14	FRA
Ruairi Finnegan	Craic'n'Racing	21	IRL
Victorien Eon	FCJ Pornic Sailing Team	25	FRA
Lennard Bal	Team Lowlands Racing	29	NED
Martin Allix	Sail in Blue	30	FRA
Patryk Zbroja	YKP Team	32	POL
Julian Fung		40	GBR
Tom Higgins	Higgins Racing	64	IRL
Jan Ølholm Mortensen	Widex Team Ølholm	69	DEN
Daniel Copithorn	Moxie Racing	88	IRL
Victor Christian Melchior	Melchior Racing	90	DEN
Jon Eriksson	Eriksson Racing	99	FIN
Alexander Brorsson	Momentum Racing	561	SWE



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SI ADDENDUM B - RACE FORMAT

Stage 1 - Round Robins

Skipper will be seeded into two groups (A and B) of eight based on the most recent World Sailing Rankings.

(a) Groups shall be seeded as follows:

A	B
1	2
4	3
5	6
8	7
9	10
12	11
13	14

(b) Each skipper is scheduled to sail every other skipper in their group once.

(c) The top four placed skippers in each group progress to Stage 3.

(d) Skippers placed 5th - 7th in each group progress to stage 2.

Stage 2 - Consolation Round Robin

(a) Skippers placing 5th - 7th in each group shall sail a round robin where each skipper will sail every other skipper once to determine 9th to 14th place.

Stage 3 - Quarter Finals

(a) The highest placed skipper from each group in Stage One shall sail against the 4th placed skipper in the opposite group. The 2nd placed skipper in each group shall sail the 3rd place skipper in the opposite group.

QF #	Yellow	Blue
QF 1	Round Robin A 1st	Round Robin B 4th
QF 2	Round Robin A 2nd	Round Robin B 3rd
QF 3	Round Robin B 1st	Round Robin A 4th
QF 4	Round Robin B 2nd	Round Robin B 3rd

(b) The first skipper of each quarter final pairing to reach at least 2 points shall proceed Stage 5.

(c) The remaining skippers shall proceed to stage 4.



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Stage 4 - Fifth to Eighth Place:

- (a) The losing quarter-finalists shall sail for 5th to 8th places.
- (b) In each series the first skipper to score at least 1 point will be the winner
- (c) The two winners in each series shall sail against each other for 5th and 6th places
- (d) The two losers in each series shall sail against each other for 7th and 8th places

Stage 5 - Semi Finals

- (a) The winning skipper from QF1 shall sail against the winner of QF3.
- (b) The winning skipper from QF2 shall sail against the winner of QF4.
- (c) The first skipper in each Semi Final to score at least 3 points shall proceed to Stage 7. The losing skippers shall progress to Stage 6

Stage 6 - Petit Finals

- (a) The losing semi-finalists shall race to determine third and fourth place
- (b) The first skipper to score at least 2 points shall be awarded 3rd place, the losing skipper awarded 4th place

Stage 7 - Finals

- (a) The first skipper to score at least 3 points shall be awarded first place, the losing skipper awarded second place.



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SI ADDENDUM C – 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 [NP] PROHIBITED 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 supplied 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 Modifying or sailing the boat in a manner that it is reasonable to predict that damage, or 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, using duct tape or using any tape that leaves a residue.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Cross winching foresail sheets.
- 2.12 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 The use of the spinnaker halyard, non-working spinnaker sheets and the spinnaker twinning lines for hiking is prohibited.
- 2.16 Radio transmission and using a mobile telephone while racing, except to report damage, or to communicate with the RC, or in an emergency.
- 2.17 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 block on the cockpit floor, and the vang..
- 2.18 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.
- 2.19 .Using the spinnaker pole to wing out the foresail



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- 2.20 While the spinnaker pole is attached to the mast the pole downhaul must be attached to the pile at all times, save for temporary removal for no more than a few seconds to perform a necessary task.
- 2.21 - *Blank*
- 2.22 Fixing a spinnaker sheet catcher at the bow that extends the length of the boat more than 100 mm or requires any repair after removal. Note: a spinnaker sheet catcher that satisfies this rule is allowed.
- 2.23 A breach of SI B 2.15, 2.17, 2.18, 2.19, 2.20 or 2.21 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 **PERMITTED ITEMS**— only the following are permitted:

3.1 Taking on board the following equipment:

- (a) Clothing and personal items suitable for the conditions and time on the boat.
- (b) Food and drink suitable for the conditions and time on the boat.
- (c) basic hand tools
- (d) adhesive tape
- (e) line (elastic or otherwise of 4 mm diameter or less)
- (f) marking pens
- (g) telltale material
- (h) hand held compasses, watches, timers and small personal video devices such as GoPro
- (i) shackles, halyard clips, and clevis pins
- (j) velcro tape
- (k) bosun's chair
- (l) spare flags
- (m) Items to make a spinnaker sheet catcher at the bow.
- (n) Items with the approval of the OA, Race Committee or Umpires.

3.2 Changing the number of mainsheet purchases.



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4 MANDATORY ACTIONS – the following are required:

- 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
- 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.



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SI ADDENDUM D – 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
- Jib
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Sail bags and covers
- Spinnaker Twinning Lines
- Yankee Flag
- Red Flag
- Lima Flag
- Blue and Yellow Boat Identification Flags

MOORING LINES and FENDERS

Two mooring lines

Two fenders



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SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.7 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 C8.7);

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.



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