



HYC Match Race - IMRA Qualifier 2

Howth Yacht Club

11- 12 April 2026

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 Instructions

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.
- 1.3 The notation '[NP]' in a rule of the NoR or SI means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 1.4 RRS 40.1 (Personal Flotation Devices) applies at all times while afloat, except briefly when changing or adjusting clothing
- 1.6 If there is a conflict between the Notice of Race and the Sailing Instructions, the sailing instructions will take precedence
- 1.7 The event is a 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.
- 1.8 Class rules will not apply, however RRS 49.2 applies.

2 SAILING INSTRUCTIONS

The SI will be available on April 10th on the Irish match Racing Association Website, they may also be posted on the Howth Yacht Club Website and distributed to competitors via a Whatsapp group

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the online notice board which is located at <https://www.irishmatchracingassociation.com/events/hyc-match-race-q2>
- 3.2 Signals made ashore will be displayed from the flag pole at the top of the HYC Marina access ramps.
- 3.3 [NP] All boats shall carry a VHF radio capable of communicating on 69 and 72.
- 3.4 On the water, the RC may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SI's and/or the initial briefing with skippers.
- 3.5 [NP] From the first attention signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 ELIGIBILITY AND ENTRY

- 4.1 8 skippers will be invited.
Skippers wishing to receive an invite may register their request with the OA by Submitting their interest via this form <https://forms.gle/Svz1ywm3dXWamci19> prior to 21st March 2026.
- 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.
- 4.3 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.
- 4.4 The skipper shall complete registration, pay any entry fee of 400 Euro, arrange the damage deposit of 500 Euro and shall ensure that all crew complete crew weighing, unless extended by the OA. To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 4.5 When a skipper accepts an invitation and later withdraw within two months of the event, or leaves the event before the end without the written approval from the OA, it is possible for a zero score to be applied to the skipper's Ranking points for that event by World Sailing (World Sailing Policy H1 5.3).

5 DAMAGE / DAMAGE DEPOSIT

- 5.1 Each supplied boat is insured by the OA for third-party liability insurance
- 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.
- 5.3 The OA will refund any remaining damage deposit within 10 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 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.

7 EVENT FORMAT

- 7.1 The OA intends to provide 4 J80 type boats for racing in the event. Each boat will have the following sails: Mainsail, 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. 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.
- 7.4 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 61.
- 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 north of Ireland's Eye
- 7.8 (a) Skippers will be seeded into a round robin based on ranking, where skipper(s) do not have a ranking they will be seeded through a random draw.
- (b) In a knockout stage the following will apply:
- (1) Skippers will be paired based on ranking in stage one with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.
 - (2) The highest ranked skipper from the first stage shall be starboard entry for the first match and boats shall alternate thereafter.
 - (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) First Stage - Round Robin

- (1) All skippers will sail a round robin.
- (2) The highest three scoring skippers shall proceed directly to Stage 3.
- (2) The remaining skippers shall proceed to Stage 2.

(b) Second Stage - Repechage Round Robin

- (1) The remaining five skippers shall sail a round robin. Skippers will be seeded into this round robin based on ranking from Stage 1.
- (2) The highest scoring skippers shall proceed to Stage Three

(c) Third Stage - Knock - Out Semi Finals

- (1) The skipper finishing first in Stage One shall select their opponent when requested by the RC to do so. The remaining two skippers shall race each other.
- (2) In each series the first skipper to score at least two points will be the winner.
- (3) The two winners in each series shall progress to Stage 5
- (4) The two losers in each series shall progress to Stage 4

(d) Fourth Stage – Knock-Out Petit Finals

- (1) The losing semi-finalists shall race to determine third and fourth place.
- (2) The first skipper to score at least 2 point shall be awarded third place, the losing skipper awarded fourth place.

(f) Fifth Stage – Knock-Out Final

- (1) The first skipper to score at least 2 points shall be awarded first place, the losing skipper 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 PROGRAMME

8.1 Schedule

- (a) Race office open from 08:00 on Saturday 11th April
- (b) Registration from date and time until 08:00 - 08:45
- (c) Crew weighing will take place at registration
- (d) First briefing at 08:45
- (e) First meeting with umpires following the first briefing
- (f) Time of the first race each day is intended to be 10:30.
- (g) Prize giving on as soon as practical after racing on Sunday

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

- A. Initial briefing for skippers.
- B. Daily briefing, for skippers.

C. Prize giving for the final skippers and crews.

D. Daily Umpire Debriefing.

9 ADVERTISING

9.1 [NP] Boats shall display advertising chosen and supplied by the OA.

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, co-operation 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 OA with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

11 DATA PROTECTION

11.1 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 RISK STATEMENT

13.1 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.**

14 PRIZES

14.1 Prizes may be given to, First Second and Third placed skippers

15 FURTHER INFORMATION

15.1 For further information please contact Chairperson@Irishmatchracingassociation.com or Events@Hyc.ie