

# The Royal Saint George Yacht Club



## The George Invitational

25th & 26th May 2024

### NOTICE of RACE

#### 1) Organising Authority (OA)

- a) The OA is the Royal St George Yacht Club (RSGYC) and is supported and recognised by the Irish Team Racing Association (ITRA).

#### 2) Rules

- a) Racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules.
- b) All races will be umpired. The World Sailing Call Book for Team Racing will apply.
- c) RRS 40.1 shall always apply when afloat or on the pontoons.
- d) Competitors and their support persons will be made temporary members of Royal St George Yacht Club for the duration of the event and shall adhere to all club rules and bylaws.
- e) In accordance with RRS 70.5(a) the right of appeal will be denied.
- f) Each team and competitor agree to abide by Addendum A to this document, Damage Assessment.

#### 3) Sailing Instructions

- a) The Sailing Instructions will be published on the Official Noticeboard by Thursday 23<sup>rd</sup> May 2024.

#### 4) Communication

- a) The Official Notice Board will be at a dedicated event page at [www.rsgyc.ie](http://www.rsgyc.ie) and may be supplemented by an event WhatsApp group.

#### 5) Eligibility and Entry

- a) The event shall be raced by teams of six sailors in Firefly dinghies sailed by two people and supplied by the Organising Authority.
- b) The event is an invitational event to senior teams. Suitably experienced Youth Teams may be allowed to enter at the discretion of the OA.
- c) Teams may apply for invitation by using [this link](#):
- d) The number of entries is limited to 24 teams, though this may be increased/decreased at the

organizing authority's discretion.

- e) Entries must be submitted through the online form available at [www.rsgyc.ie](http://www.rsgyc.ie) up to and **no later than 23.59 UTC on 3<sup>rd</sup> May 2024.**
- f) Invitation is at the discretion of the organising authority. Decisions of the OA about entry or eligibility shall not be cause for redress. This amends rules 62.1 and 63.1.
- g) No competitor may sail for more than one team. After an entry has been accepted, the nominated helms or crews shall not be changed without the prior written approval of the race committee.
- h) To be considered an entry in the event, a team shall complete all registration requirements and pay all fees.

## 6) Youth Teams

- A) A Youth team is defined as being comprised of all sailors under 19 years of age on 31<sup>st</sup> December 2024.
- B) Each Youth team member shall provide at registration a fully completed and signed parent/guardian declaration form. Failure to do this will result in the team not being permitted to sail.
- C) **Each Youth Team must always have an Adult Team Representative in attendance during the event including the Dinner on the Saturday Night.** The cost for dinner for the Adult Team Representatives is covered by the entry fee.
- D) Adult Team Representatives may not be a competitor on the team and must be an adult.
- E) Adult Team Representatives must complete a Declaration of attendance on each day of racing available from the Race Office.
- F) Teams may have multiple Adult Representatives in attendance.

## 7) Fees

- a) The entry fee of €540 is to be paid online to the Royal St George Yacht Club.
- b) Late entries may be accepted at the discretion of the Organising Authority for an added fee €50.
- c) The entry fee shall be paid in full by **23.59 UTC on 3<sup>rd</sup> May 2024.** In case of cancellation, no refunds may be made.
- d) The entry fee includes dinner for 6 team members on Saturday 25<sup>th</sup> May in the Royal St George Yacht Club. Dress code: Smart Casual.

## 8) Advertising

- a) The Organising Authority may provide bibs that competitors must wear as permitted by the World Sailing Advertising Code.

## 9) Event Format and Schedule

- a) Registration will be available in the clubhouse on Saturday 25<sup>th</sup> May, from 08.00 to 08.50.
- b) Details of the briefing will be published in the Sailing Instructions, and it may not be in person.
- c) The format of the event will be Swiss league followed by a knockout series, unless stated otherwise by the organising authority. Changes to the format are at the organising authority's discretion and will be communicated to competitors.
- d) Racing will be scheduled to start, and finish as follows:

- i) The first warning signal on Saturday the 25<sup>th</sup> of May will be at 0930.
  - ii) The first warning signal on Sunday the 26<sup>th</sup> of May will be at 0800.
  - iii) On Sunday 26<sup>th</sup> May no new stage (see RRS D4.1) will be started after 15.30.
- e) Prize giving will be as soon as possible after the conclusion of racing.

#### **10) Course**

- a) The course to be sailed will be described at the briefing on the Saturday morning.
- b) The marks used will be described in the briefing.

#### **11) Prizes**

The prizes include but are not limited to:

- a) The George Invitational perpetual trophy presented to the winning team & prizes for the second and third placed teams.
- b) A prize for the overnight leaders, presented at the event dinner on Saturday night.
- c) A prize for the first overall mixed team (at least one male helm and one female helm on the team).
- d) A special prize may be awarded to the winning Youth team.

#### **12) Buoyancy and Clothing**

- a) Adequate personal flotation devices (PDF) and appropriate sailing gear shall be always worn by all competitors when afloat, allowances will be made in the case of competitors briefly removing their PDF to adjust their gear.

#### **13) Media and images**

- a) Competitors automatically grant to the Organising Authority without payment, the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of, or relating to, the event.

#### **14) Data Protection**

- a) The personal information you provide to the organizing authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest.
- b) Your personal information will be stored and used in accordance with the organizing authority's privacy policy.
- c) When required by the rules, personal information may be shared with Irish Sailing, your national authority and/or World Sailing.
- d) The results of the event and the outcome of any hearing or appeal may be published.

#### **15) Risk Statement**

- a) Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- b) 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:
  - i. They are aware of the inherent element of risk involved in the sport and accepts

responsibility for the exposure of themselves and their crew to such inherent risk while taking part in the event.

- ii. They are responsible for the safety of themselves, their crew and any property they may bring, whether afloat or ashore
- iii. They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- iv. The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- v. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- vi. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention any rules and information produced for the venue or event and to attend any safety briefing held for this event.
- vii. It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation.
- viii. It is their responsibility for ensuring all supplied equipment is carried on board.
- ix. That they are fit to sail and that they believe the boat and crew are capable of competing in the anticipated conditions.

#### **Addendum A – Damage Assessment**

Competitors should show due care and attention to the boats that are provided for their use during the event. Damage to boats causes conflict, delay and impacts everyone involved. This Addendum intends to help minimise damage while ensuring that penalties are consistent; ultimately providing more racing at less cost for everyone.

RRS D2.3 and D3.1 permit 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.

##### **1. DAMAGE AGREEMENT**

- 1.1. By entering the event, the team expressly agrees to follow and comply with this system without delay or dispute. A failure to comply with an instruction or invoice issued may result in disqualification from the series without a hearing. This changes RRS 63.1.
- 1.2. Each team is liable for up to €500 of damage associated costs per incident (this includes boats, equipment and property). A deposit for this amount will be required at registration and before a team may sail.
- 1.3. Any decision on the allocation and quantum of any damage associated costs is solely for the Organising Authorities to determine. Subject to rule 62, the decision of the Organising Authority is final, and teams agree to accept it without dispute.

##### **2. DAMAGE ASSESSMENT**

- 2.1. An initial assessment of the damage level will be made on the water as soon as possible following a racing incident.
- 2.2. The initial assessment is for the purpose of Penalties only and is not linked to any damage associated costs which may subsequently be allocated to a Team. Onward assessment of

the damage level after further inspection, whether it turns out to be higher or lower, will have no effect on the penalty given by the protest committee but may affect any damage associated costs.

### **3. PENALTIES**

- 3.1. The protest committee may impose a Penalty to the team of boats that break rule 14. Penalties of half a race win or more may be applied to a team's race score in the race in which damage occurred or the race sailed nearest in time to that of the incident.

### **4. DAMAGE COSTS**

- 4.1. The Race Committee may require a team to make an intermediate payment, to the amount defined in this addendum; against allocated damage costs before the team may sail another event boat.
- 4.2. If a team is required to pay damage costs, and these are not paid at the event, the Organising Authorities will issue an invoice to the skipper. Invoices must be paid (without setoff or deduction) within 14 days unless an extension is agreed with the Organising Authorities.
- 4.3. Failure to pay a damage invoice within 14 days (or any extension period) is a breach of this addendum and the Organising Authorities may:
  - a) Add an administrative fee of €50 per invoice to cover the costs of chasing payment.
  - b) The RC may disqualify the team in question without a hearing, this changes RRS 63.1.
  - c) Report the team members to the Protest Committee for investigation under RRS 69.
  - d) Reject any future entries from the; Team; or Team's club; or Team's organisation.
- 4.4. The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.