



Baltimore Sailing Club,
Baltimore, Co. Cork

**The Irish Team Racing Association (ITRA)
National Championships 2024**
18-20th of October 2024

Notice of Race and Pre-Entry

Organising Authority (OA)

The Organising Authority is Baltimore Sailing Club (BSC) and is supported and authorised by the Irish Team Racing Association (ITRA).

1. 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) The right of appeal will be denied under RRS 70.5(a)
- d) RRS 40.1 shall always apply when afloat or on the pontoons.
- e) Competitors and their support persons will be made temporary members of Baltimore Sailing Club for the duration of the event and shall adhere to all club rules and bylaws.
- f) Each team and competitor agree to abide by Addendum A to this document, Damage Assessment.

2. Sailing Instructions

The Sailing Instructions will be published on the Official Noticeboard by Thursday 18h October 2024.

3. Communication

The Official Noticeboard will be at a dedicated WhatsApp group which will be joinable following Pre-Entry.

4. Eligibility and Entry

- a) The event shall be raced by teams of six sailors in Firefly type dinghies sailed by two people and supplied by the Organising Authority.



- b) The event is open to teams from Ireland and elsewhere.
- c) Entry is restricted to a maximum of 24 teams. 4 entries are allocated to teams where all competitors are younger than 18 years old on midnight the 31st of December 2024. 4 entries are to be allocated to international teams.
- d) Entries must be submitted through the online form available at <https://www.baltimoresailingclub.ie/product/itra-national-championships-registration/> no later than 23.59 UTC on 23rd September 2024.
- e) Initial payment at entry is €100. The initial payment at entry is nonrefundable unless a team is unsuccessful in their entry.
- f) The initial entry fee can be paid to the Organising Authority, which can be paid through the event webpage <https://www.baltimoresailingclub.ie/product/itra-national-championships-registration/> no later than 23.59 UTC on 23rd September 2024.
- g) Entry confirmation will be provided to competitors by no later than 23:59 UTC on the 25th of September 2024. This deadline may be extended at the discretion of the Organising Authority.
- h) 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.
- i) Decisions of the race committee about entry or eligibility shall not be cause for redress. This amends RRS 62.1.
- j) To be considered an entry in the event, a team shall complete all registration requirements and pay all fees.
- k) **All entries under the age of 18 as of October 17, 2024, must submit a fully completed and signed parent/guardian declaration during registration. Additionally, each team with a member under the age of 18 sailors shall have a parent/guardian present throughout the entire event. Parent/Guardians must be an adult and cannot be competing in the event. Teams may have multiple parents/guardians present during the event.**
- l) The organising authority can increase the maximum number of entries at their discretion.
- m) Allocations to teams will be on first come first served basis. All entries are at the discretion of the Organising Authority and the Irish Team Racing Association.

5. Fees

- a) The entry requires an initial payment of €100 at the time of submission, followed by an additional entry fee of €600 upon confirmation of entry.
- b) The entry fee can be paid to the OA, which can be paid through the event webpage. <https://www.baltimoresailingclub.ie/product/itra-national-championships-registration/>. Competitors must have all payments complete no later than 23:59 UTC on 30th September 2024.

- c) Late entries may be accepted at the discretion of the organising authority.
- d) The entry fee includes dinner for 6 team members on Saturday 18th October in the Baltimore Sailing Club. Dress code: Smart Casual.
- e) An early bird entry can be decided by the organising authority.

6. Advertising

The organising authority may provide bibs that competitors are required to wear as permitted by the World Sailing Advertising Code.

7. Schedule

- a) Registration will be available in the clubhouse on Friday 18th October, from 09.00 to 10.00.
- b) Details of the briefing will be published in the Sailing Instructions, and it may not be in person.
- c) The format of racing, whether round-robin, Swiss league, or knockout, will be detailed during the briefing. The organizing authority reserves the right to make changes to the format, and any such changes will be communicated to competitors in advance.
- d) Racing will be scheduled to start, and finish as follows:
 - i) On Friday 18th October racing will start at 11.00
 - ii) On Sunday 20th October 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.

8. Course

- a) The course to be sailed will be a "starboard digital N" course.
- b) The marks used will be described in the briefing.

9. Prizes

- a) The winning team will receive the ITRA National Champion Trophy which it will hold for one year, and the Team Racing National Champions Irish Sailing Medals.
- b) A Prize will be awarded to the top female helm.
- c) A Prize will be awarded to the top youth team.
- d) Other prizes will be awarded at the discretion of the organising authority.

10. Media and images

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.

11. Data Protection

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. Your personal information will be stored and used in accordance with the organizing authority's privacy policy. When required by the rules, personal information may be shared with Irish Sailing, your national authority and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

12. Risk Statement

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."

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:

- a) 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.
- b) They are responsible for the safety of themselves, their crew, and any property they may bring, whether afloat or ashore.
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- d) 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.
- e) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- f) 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.
- g) 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.
- h) It is their responsibility for ensuring all supplied equipment is carried on board.
- i) That they are fit to sail and that they believe the boat and crew can compete in the anticipated conditions.

Addendum A, Damage Assessment, is on the next page.



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, 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 authorities 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 set off 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:

4.4. Add an administrative fee of €50 per invoice to cover the costs of chasing payment.

4.5. Disqualify the team in question without a hearing, this changes RRS 63.1;

4.6. Report the team members to the Protest Committee for investigation under RRS 69

4.7. Reject any future entries from the; Team; or Team's club; or Team's organisation.

5. The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.