Waitangi Cup
Royal Melbourne Yacht Squadron
24 & 25 October 2026

SAILING INSTRUCTIONS

Royal Melbourne Yacht Squadron
2026 Waitangi Cup
Sailing Instructions:

1. **Crew Declarations**
   1.1. It is mandatory that all boats complete their Crew Declarations on the forms provided in the appendix of the Notice of Race. Crew declarations **MUST be completed after midnight** on the day of the race and **at least** 1 hour prior to the warning signal of the first race on each day.
   1.2. Failure to do so may result in the Race Committee scoring the boat Disqualified (DSQ) without hearing. This changes RRS 63.1, A4 and A5.
2. **Notices to Competitors**
   2.1. Notices to competitors will be posted on the RMYS Website located at rmys.com.au Competitors/skippers may be notified by SMS and/or email.
3. **Changes to Sailing Instructions**
   3.1. Any change to the Sailing Instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 18:00 on the day before it takes effect
   3.2. Changes to the Sailing Instructions will be available at https://www.rmys.com.au/sailing/Waitangi/
   3.3. Competitors/skippers may be notified by SMS and/or email
4. **Signal Made Ashore**

   4.1. Signals made ashore will be displayed on the RMYS flagpole.

   4.2. When flag AP is displayed ashore '1 minute' is replaced with 'not less than 45 minutes' in the race signal AP.

5. **Schedule**
   5.1. Registration: Saturday 24 October 2026 from 09:30 to 10:00
   5.2. Boat Draw & Briefing: Saturday 24 October 2026 from 10:00 to 10:30
   5.3. Boat Familiarisation: Saturday 24 October 2026 from 10:30 to 12:00
   5.4. Dates of racing:

   Saturday 24 October: Up to 4 races commencing at 13:00

   Sunday 25 October: Up to 2 races commencing at 1200

   5.5. A maximum of 6 races may be sailed.
   5.6. The scheduled time of the warning signal for the first race on Saturday is 12:55. The scheduled time of the warning signal for the first race on Sunday is 11:55.
   5.7. On the last scheduled day of racing no warning signal will be made after 15:00.
6. **Class Flag**

   The Class flags will be the R (Romeo) Flag.

7. **Racing Areas**

   Racing will be on Port Phillip, to the east side of the main shipping channel.

8. **Courses**
   8.1. See attachment 1 to these Sailing Instructions.
   8.2. The Sailing Committee will display a numerical pennant indicating the number of the course to be sailed, no later than the warning signal.
   8.3. The bearing to the first mark will be displayed on the Race Committee boat.
9. **The Start**
   9.1. Races will be started by using RRS 26 with the warning signal made five minutes before the starting signal
   9.2. The starting line will be between a staff displaying an orange flag on the Race Committee Vessel at the starboard end and the course side of the 'port-end' starting mark, a yellow cylindrical buoy or fixed mark
   9.3. A boat that does not start within five (5) minutes after the starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 63.1, A4 and A5

10. Changes to the next leg of the Course.

10.1. When changing the course after the start the Race Committee will lay a new mark and then lift the original mark as soon as practicable. A replacement mark will be an orange buoy with a black band. Any mark to be rounded after rounding the replacement mark may be relocated to maintain the original course configuration

10.2. When in a subsequent change of course a new mark is replaced, it will be replaced with a mark displaying the same characteristics as the original.

11. The Finish

The finish line will be between a staff displaying a blue flag on the Race Committee Boat and a yellow cylindrical buoy.

12. Penalty System

Penalties are as per the RRS.

13. Time Limit

13.1. Time limits and target times are as follows:

Class	Time limit	Mark 1 Target Time	Time Limit
Adams 10	90 mins	30 mins	50 mins

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

13.2. Boats failing to finish within 10 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

14. Protests and Requests for Redress

14.1. Protest forms are available from the RMYS website at https://www.rmys.com.au/wp-content/uploads/2019/03/Protest-Form-Template.pdf.

14.2. The Protest Time limit is 90 minutes after the last boat has finished in the last race of the day or the Race Committee signals no more racing on the day. On the last day of racing, the protest time limit is 60 minutes. The same time limit applies to requests for redress protests and protests by the Race Committee and Protest Committee about incidents they observe in the racing area and to requests for redress. This changes RRS 61.3 and 62.2.

14.3. Protest hearing schedule will be posted within (30) minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

14.4. On the last scheduled day of racing a request for redress based on a Protest Committee decision shall be delivered no later than (30) minutes after the decision was posted. This changes Rule 62.2.

15. Arbitration

15.1. All protests involving a rule of Part 2 or rule 31 a short arbitration hearing may be held prior to a protest hearing. This changes Part 5, Section B.

15.2. Arbitration will be conducted in accordance with RRS Appendix T

16. Safety Regulations

16.1. Attention is drawn to World Sailing Fundamental Rules 3 and 4.

16.2. AS Addendum A, Special Regulations Category 7 shall apply.

16.3. Marine VHF radios capable of receiving and transmitting on channels 16 and 72 shall be carried on all boats.

16.4. Boats and their equipment, including safety equipment, may be subject to random inspection, at the discretion of the Race Committee.

16.5. Boats intending to race shall report to the committee vessel prior to their first warning signal, on starboard tack, with mainsail hoisted, to confirm their intention to race. Boats that cannot be identified may be scored 'DNC'.

16.6. No races shall be started or continued if the average wind (measured over the previous 10 mins) is less than 5 knots or more than 25 knots, if a Gale Warning issued by the Bureau of Meteorology is current, or if the Race Committee otherwise believes current and forecast conditions are inappropriate.

16.7. A boat that retires from the race shall notify the Race Committee as soon as possible on the applicable VHF Channel (ref. Radio Communication).

16.8. A boat found to have interfered with commercial shipping shall be disqualified without a hearing. This changes RRS 63.1, A4 and A5.

16.9. A boat may use its engine to avoid commercial shipping but shall lodge details to the Race Committee at the finish line within one hour of finishing the race. A boat using its engine shall not benefit from the use of its engine. Any boat using its engine shall bring the boat to a complete stop before continuing the race.

16.10. The Race Committee, at its discretion, may allow such use with or without further penalty. This changes RRS 42.

17. Radio Communication

17.1. Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

17.2. The Race Committee may make Race Management announcements on VHF Channel 72 or as per appendices and/or any issued 'Notice to Competitors'.

17.3. The Committee Boat (Start Boat) shall be called 'William Paterson'

17.4. The land-based station shall be called 'Squadron Base'

18. Scoring

18.1. The scoring system is Appendix A except that no race scores will be excluded.

18.2. The team with the lowest combined score after all completed races wins the series.

18.3. Three (3) races are required to be constituted a series

19. Replacement of Crew or Equipment

19.1. Substitution of competitors will not be allowed without prior written approval of the race committee.

19.2. Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

20. Equipment And Measurement Checks

On the water, a boat can be instructed by a member of the race committee or the technical committee to proceed immediately to a designated area for inspection. Ashore, equipment may be inspected or measured at any at the discretion of the race committee.

21. Breakdowns And Time for Repairs

21.1. Before the warning signal, a boat may display a green 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 close to leeward of the RC vessel and remain there, unless otherwise directed.

21.2. The time allowed for repairs shall be at the discretion of the RC.

21.3. After the warning signal, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 21.1.

21.4. Except when RRS 62.1(b) applied, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. The changes RRS 62.

22. Team Identification

22.1. While racing, NSW teams shall fly a yellow backstay flag provided by the OA.

22.2. While racing, VIC teams shall fly a blue backstay flag provided by the OA.

23. Insurance

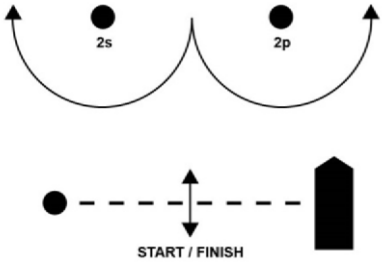
Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of $10 Million per incident or the equivalent.

24. Further Information

RMYS Boating Administrator – Ann Rogers boating@rmys.com.au

Or On Water Race Officer David Taylor via 0419 604 196 or Ch 72.

Attachment 1: Laid Courses



COURSE MARKS	MARK DESCRIPTIONS
Start & Finish Mark	Yellow Inflatable Mark
Mark 1	Orange Inflatable Mark
Mark 1a	Yellow Inflatable Mark
Gate Marks 2s/2p	Orange Inflatable Mark/s
Change Of Course Mark	Orange Inflatable Mark with Black Band

COURSE SIGNAL	COURSE
1	Start – 1 – 1a –Finish
2	Start – 1 – 1a – Gate 2s/2p – 1 – 1a –Finish
3	Start – 1 – 1a – Gate 2s/2p – 1 – 1a – Gate 2s/2p – 1 – 1a –Finish

Note:

- The Sailing Committee will display a numerical pennant indicating the number of the course to be sailed, no later than the warning signal.
- The bearing to the first Mark from the Start may be displayed prior to or with the Warning Signal.
- The Gate will be laid approx. 50-100m to windward of the Start Line and may be laid after the starting signal.
- If only one Gate Mark is laid, all boats shall round that Mark to Port.
- When Mark 1 is changed, Mark 1a will not be laid.

Addendum A

Boats Provided By The Organizing Authority

A.1 Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way except that

a. a compass may be tied or taped to the hull or spars;
b. wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;
c. hulls and rudders may be cleaned, but only with water;
d. adhesive tape may be used anywhere above the water line; and
e. all fittings or equipment designed to be adjusted may be adjusted, provided that the class rules are complied with.

A.2 The sail wardrobe provided (main and jibs) shall be the regular sails used on that boat and not a downgraded version. Owners should only remove the spinnakers.

A.3 All equipment provided with the boat for sailing purposes shall be in the boat while afloat.

A.4 The penalty for not complying with one of the above instructions will be disqualification from all races sailed in which the instruction was broken.

A.5 Competitors shall report any damage or loss of equipment, however slight, to the organizing authority's representative immediately after securing the boat ashore. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.

A.6 Where an insurance claim needs to be lodged, the skipper agrees to cover the excess and any associated costs not covered by insurance.

A.7 Damage Deposit

a. An initial damage deposit of $1250 (as per the NOR per boat shall be paid by the skipper at registration, unless extended by the OA. This deposit is the maximum payable by the skipper as a result of any one incident. Payment may be in cash or by providing a valid credit card.
b. If a deduction from the damage deposit is decided by the OA, it may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.
c. Any remaining deposit after the event will be refunded within 10 days after the event.