2026 Open Match Racing Regatta

12 and 13 September 2026

Sailing Instructions

The venue will be the RGYC, at 25 Eastern Beach Road, Geelong, VIC, 3220.
Racing will be conducted on Corio Bay, Geelong, Australia.

The Organising Authority (OA) will be the Royal Geelong Yacht Club (RGYC).

2026 Open Match Racing Regatta

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 D.

1.3 Further to NoR 1.5, the RRS is changed as follows:

1.3.1. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

1.3.2. 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.'

1.3.3. 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 0900hrs on the day it will take effect, except that any change to the schedule of races will be posted by 2000hrs 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.

2.3 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

3.1 When on the water, the RC intends to monitor and communicate with competitors on radio channel 71.

3.2 During the event a messaging service (WhatsApp, SMS or other) may also be used to contact registered mobile numbers for each skipper providing notifications and RC communications. Further details will be provided at registration. Failure to receive messages shall not be grounds for redress and changes RRS 61.4(b)(1).

4. BOATS AND SAILS

4.1 Boats will be identified by hull numbers located on the bow.

4.2 Boats will be exchanged in accordance with the pairing list and race schedule. Boat swaps will be carried out as directed by the RCV Marshalls without delay.

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:

Signal	**Sail combination to be used**
No signal	Jib, full main and gennaker
Naval Numeral 1	Jib and full main only (no gennaker)
Naval Numeral 2	Jib, reefed main and gennaker
Naval Numeral 3	Jib and reefed main only (no gennaker)

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 and matches to be sailed in that flight will be displayed in order of starting on the RCV.

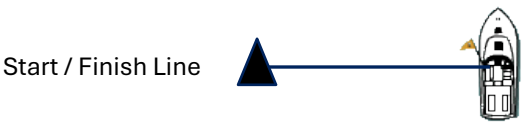
5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.

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 pink flag will be displayed from the time of the warning signal to the starting signal for the blank start.

6. COURSES

6.1 The RCV will be identified at the first briefing.

6.2 Configuration (not to scale)



6.2 **Signals and Course to be Sailed**

The course to be sailed will be displayed from stern of 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	**Course**
Course 1	Start - W - Finish
Course 2	Start - W - L - W - Finish
Course 3	Start - W - L - W - L - W - Finish
Course 4	Start - W - L - W - L - W - L - W – Finish

6.3 A corresponding coloured flag shall be flown alongside the P flag during the start sequence to identify which windward mark (w) shall be used for that match.

Pink Flag = Pink WP Mark

Orange Flag = Orange W Mark

Black Flag = Black WS Mark.

7. MARKS / STARTING AND FINISHING LINE

7.1 Mark W and L are orange cones.

7.2 Mark WP is a pink cone and Mark WS is a black cone.

7.3 The Start / Finish Mark is a black cone.

7.4 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the start / finish mark at the port-end.

7.5 When Red is flown with P during the sequence, use the WL, when green goes up use WS.

8. OBSTRUCTIONS

8.1 Wangim Walk is designated as an obstruction. A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

8.2 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.

9. BREAKDOWN and TIME FOR REPAIRS

9.1 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 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 a position just to leeward of the RCV and remain there, unless otherwise directed.

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

9.3 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.

9.4 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.

10. TIME LIMIT

10.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored in accordance with RRS C10.1.

10.2 When advised by the RC or umpire that the time limit has expired a boat shall immediately return to the starting area.

12 RISK STATEMENT

Refer to NoR 14**.**

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

Skippers

Skipper	Club
Louis Tilly	Royal Prince Alfred Yacht Club
Digby Taylor	Mornington Yacht Club
Jorja Mahoney	Royal Geelong Yacht Club
Grace Hooper	Royal Geelong Yacht Club
Michael Parks	Sandringham Yacht Club

Round Robin Pairing List

The Round Robin draw will be provided at the first competitor briefing.

SI ADDENDUM B – 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 Adjusting or altering the tension of standing rigging, excluding the backstay.

2.11 Changing the mainsheet purchase.

2.12 Attaching lines to the fabric of spinnakers.

2.13 Perforating sails, even to attach tell tales.

2.14 Radio transmission and using a mobile telephone while racing, except to report damage, or to communicate with the RC, or in an emergency.

2.15 The use of any halyard, non-working sheets or lines for hiking is prohibited.

2.16 The gennaker shall only be hoisted/lowered from/to the gennaker bag.

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 BLANK

2.20 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.

2.21 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.

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 2.17, 2.18, 2.18, 2.19, 2.29 or 2.21 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

2.24 Sailing the boat in a manner that is reasonable to predict that significant further damage would result.

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.

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) rolling, 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 (bilge 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 Removing and stowing the engine throttle, if fitted, while racing.

4.7 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.

SI ADDENDUM C – 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 and set of battens

Headsail and set of battens

Spinnaker

One spinnaker pole

One spinnaker sheets

One headsail sheets

Tiller extension

Sail bags and covers

SAFETY GEAR

Torch

Boat hook

First Aid kit

Bucket and lanyard

Flares

MOORING LINES and FENDERS

Two mooring lines

Two fenders

SI ADDENDUM D – 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.