



NOTICE OF RACE

CLASSIC YACHT ASSOCIATION of AUSTRALIA INC.

VICTORIAN DIVISION

2025/2026 SUMMER SERIES

Sailed from 5th October 2025 to 15th March 2026

The scheduled races listed in this Notice of Race will be organised and conducted by the

ROYAL MELBOURNE YACHT SQUADRON

On behalf of the

CLASSIC YACHT ASSOCIATION of AUSTRALIA INC.

Registered Association A0034323W



**Enter 2025/2026
Summer Series**

[HERE](#)

1. RULES

The races will be governed by the rules as defined in the Australian Sailing Racing Rules of Sailing 2025 - 2028 as amended and the Victorian Port Corporation (Melbourne) Harbour Master Regulations and Directions.

2. ELIGIBILITY and ENTRY

- 2.1 The series is open to CLASSIC YACHTS, defined as yachts under CYAA 2014 Rule 2
- 2.2 The entered yacht must be listed on the CYAA yacht register.
- 2.3 The owners and skipper must be paid up members of the CYAA and be a member of a yacht club affiliated with Australian Sailing,
- 2.4 The owner has completed and lodged a separate 2025 Declaration of Compliance and Safety Equipment Checklist at the home yacht club of the entered yacht. Minimum Safety, Category 7 for Coutu boats and Tumlarens, Category 6 for other Classic yachts.
- 2.5 Entry for this no entry fee series is via the <https://topyacht.com.au/db/kb2/1824> (TES)
- 2.6 Entry in this series indicates the entry skipper or owner agrees to be governed by the Racing Rules of Sailing as amended the prescriptions and safety regulations of Australian Sailing, applicable to this series and the CYAA rules and the PoMC regulations.

3. SCHEDULE of RACES

CYAA (Vic) 2025/2026 Summer Series on Port Phillip

Race 1	5 th October	2025	RMYS	10:30 AM	AEA-
Race 2	19 th October	2025	RMYS	10:30 AM	AEA-
Race 3	23 rd November	2025	RMYS	10:30 AM	AEA-
Race 4	7 th December	2025	RMYS	10:30 AM	AEA-
Race 5 (PURSUIT)	14 th December	2025	RYCV	10:00 AM	AEA-
Race 6	1 st February	2026	RMYS	10:30 AM	AEA-
Race 7	1 st March	2026	RMYS	10:30 AM	AEA-
Race 8 (PURSUIT)	15 th March	2026	RYCV	10:00 AM	AEA-

Changes to the scheduled start time of any race will be notified by a Notice of Race amendment.

4. SAILING INSTRUCTIONS

The sailing instructions and allocated/adjusted handicaps for eligible yachts for each race will be available on CYAA and RMYS Websites at least 24 hours prior to each race.

5. VENUE

Waters in the northern end of PORT PHILLIP.

6. THE COURSES

The courses to be sailed in this series will be described in the RMYS Sailing Instructions 2024-2025 V1.1 pages 13-14.

7. PROTESTS

- 7.1 A protest or request for redress must be lodged on the prescribed ISAF form with the office of the conducting club before 12 noon on the day (Monday) after the race of the day.
- 7.2 The prescribed ISAF Protest or Request for Redress form is available from the conducting clubs office.
- 7.3 All protests and requests for redress shall be strictly in accordance with RRS applicable to this series Rule 61 and 62.
- 7.4 A deposit of twenty five dollars shall accompany all protests.

8. SCORING

- 8.1 The “LOW POINT SYSTEM will be used.
- 8.2 When SIX or fewer races have been completed, a boat’s series score will be the total of her race scores.
- 8.3 When SEVEN or more races have been completed, a boat’s series score will be the total of her race scores excluding her two worst score.s
- 8.4 RRS Appendix A part 5.3 will be applied.
- 8.5 The series must comprise at least four races for there to be a result.

9. HANDICAPPING

- 9.1 Handicaps will be adjusted on a past performance basis by the CYAA designated handicapper.
- 9.2 Boats that sail infrequently or are new to the fleet may be given a ”provisional” -P handicap.

10 PRIZES

The CYAA Summer Series trophy for the best performing classic yacht.

11. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 3, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

12. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10,000,000.

13. FURTHER INFORMATION

For further information please contact –
email peter.costolloe@gmail.com

RMYS Risk mitigation statement for CYAA 2025/2026 Summer Series.

Due to the density of traffic, shipping channels and their approaches are areas where the interaction between large ships and small craft can be particularly hazardous. Small boat operators should exercise caution in the vicinity of these areas and must avoid impeding the passage of vessels which can safely navigate only within the confines of a shipping channel or fairway. This is true when yacht racing and when travelling to and from the event.

Due to the speed of approach of commercial shipping it is important to keep a good lookout astern as well as ahead. Constant bearings between vessels are an indicator of a collision course.

When taking action to avoid a collision, avoid small alterations of course and speed, make bold alterations to make it readily apparent to the commercial vessel you are keeping well clear – do not leave action to the last minute as when sailing close to a large vessel its size could well rob a yacht of the wind, making it difficult to manoeuvre at a potentially critical moment in the interaction between the two vessels.

If you are hearing 5 or more short horn blasts from a commercial vessel, you are already too close and/or your intentions are not clear. Regarding communication, each boat is required by Special Regulations Category 6 to carry a VHF radio in working order. The Race Committee will be communicating to competitors on Ch 69 which may include important race information and navigational warnings. It is highly recommended that it is switched on and monitored.

If a competitor wishes to communicate with a ship or listen to traffic information from Melbourne VTS, they may do so on Ch 12. If a boat is fitted with Automated Identifying System (AIS) it is highly recommended that it is switched on and monitored.

Attention is drawn to Harbour Master's Directions Section 5 which states among other things that all recreational vessels shall keep clear of all commercial vessels over 50m, if in doubt assume it is over 50m, and all tugs and line boats assisting in the movement and berthing of another vessel.

Attention is also drawn to International Rules for the Prevention of Collision at Sea Rule 5. Rule 5 requires that "every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."