



SAILING INSTRUCTIONS

CYAA 2026 Winter Series @ RMYS CLASSIC YACHT ASSOCIATION of AUSTRALIA

2026 WINTER SERIES

3rd May 2026- 30th AUGUST 2026

Organised and conducted by the ROYAL MELBOURNE YACHT SQUADRON
on behalf of the Classic Yacht Association of Australia Inc. A0034323W

2026 Winter Series
Entries and Results

Issue 3.0
16th June 2026

Top Yacht Boat sign on
with PoB info for each
race

Amendment 1.0 Top Yacht Sign on URL updated. 14th May 2026

Amendment 2.0 Para 8 Top yacht sign URL on amended. Para 9.3 Div 1 start interval

1 RULES.

The RMYS 2026 Winter Series of CYAA races will be governed by:

- 1.1 The Australian Sailing Racing Rules of Sailing ([RRS 2025-2028](#)).
- 1.2 The Special Regulations and Prescriptions of Australia Sailing Part 1 For Racing Boats apply.
- 1.3 The [requirements of the Port of Melbourne Harbour Master 13.1 Sept 29 2023](#)
- 1.4 Any Skipper subject of a complaint by a Ship's Master for any reason whatsoever may be disqualified.
- 1.5 AS Safety Category 6 shall apply. AS Safety Category 7 yachts may be accepted with the express permission of the Organizing Authority.
- 1.6 Boats shall lodge an appropriate Safety Compliance Declaration with their home club for years 2025
- 1.7 Crews on yachts without lifelines and on yachts with lifelines in wind conditions over 15 Knots must wear PFD1 – Failure to do so will result in boats being scored DSQ
- 1.8 [DP] Boat sign on and crew on board declarations **MANDATORY** for all participating boats on each of the CYAA 2026 Winter Series of races to register their Crew on board and their contact emergency contacts declarations via the TopYacht Entry System 15 minutes prior to race warning signal via the following link - https://topyacht.com.au/db/kb2/mob_crew_login.php
- 1.9 RRS Rule 44.1 is changed. The two turns penalty is replaced by the one turn penalty

2 NOTICES TO COMPETITOR.

- 2.1 Notices to competitors will be posted on the RMYS Website [Classic's Notice Board](#).

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 20:00 on the day before it will take effect.
- 3.2 Amendments to these Sailing Instructions will be available at [Classic's Notice Board](#).

4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be made visible from the RMYS Starting tower.

6. RACING AREA

- 6.1 Racing area will be in the northern waters of Port Phillip.

7 CLASS FLAG

- 7.1 The Class flag is the CYAA Burgee. Division flags Div 1 Blue, Div 2 Yellow, Div 3 Green

8. SIGNING ON

- 8.1 [DP] All boats shall report their intention to start the race via the following link
https://topyacht.com.au/db/kb2/mob_crew_login.php
- 8.2 Boats not indicating their intention to start by 1015 hrs. to start will be deemed not starting.
- 8.3 A boat that retires from this race shall notify the RMYS race committee at the first reasonable opportunity by VHF Channel 72.

9 THE START.

- 9.1 CYAA class and international flags will be used as signals for on water started races.
- 9.2 Each division race will be started using RRS 26 with the warning signal made five minutes before the division starting signal. Pursuit start race will use the CYAA burgee as the class flag.
- 9.3 **Subsequent division 2 start warning signal will follow the start of prior division 3 with a 5 minute interval and a 10 minute interval between the divisions 2 and 1 start.**
- 9.4 The RMYS Race committee boat start line is between the displayed orange flag and an orange mark.
- 9.5 The RMYS Race committee may use a countdown sequence for the start on Channel 72.
- 9.6 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule Appendix A5.

10 THE COURSES.

- 10.1 CYAA Courses for this series are included in these sailing instructions and also described in the [Port Phillip North Yacht Clubs Courses and Marks V9.0 Pages 22 to 27 Course 60 to 92](#)
- 10.2 The selected course for each race shall be announced 15 minutes before the scheduled start time on channel 72 and displayed by international flags and numerals on the signal mast of the RMYS Committee Boat.

11. MARKS

- 11.1 Location details of RMYS marks are included in these sailing instructions page 3

12 OBSTRUCTIONS

- 12.1 Waters between the St. Kilda Breakwater and RMYS Mark H.

13 SHORTENING or ABANDONING RACE AFTER START

- 13.1 The race committee may shorten or abandon this race in accordance with RRS.
- 13.2 When code flag S is displayed on a RMYS committee vessel signal mast, the finish is between the the RMYS committee vessel signal mast and the adjacent on water rounding or passing mark. The finish line shall be passed through in the same direction as leaving the previous rounding mark of the allocated course.

14 THE FINISH.

- 14.1 The RMYS Race committee boat finish line is between the displayed blue flag and the adjacent on water orange mark
- 14.2 [DP] A boat no longer racing shall promptly clear the finish area and not interfere with another boat that is racing

15 PENALTY SYSTEM

- 15.1 For Classic Yachts RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16 TIME LIMIT

- 16.1 The time limit for this race (race one) shall be 180 minutes after the actual start. Boats crossing the finish line after this time has expired will be scored DNF.
- 16.2 At the expiry of the time limit, the RMYS Race Officer may advise on channel 72 that the time limit for the race has expired.

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Protests or Requests for redress shall be notified to a RMYS Race Official within two hours of the protesting yacht's finishing time and lodged in writing on the proscribed form by 11:00 am by the following Monday.
- 17.2 Protests and request for redress will be heard at RMYS, Pier Road, St Kilda 3182 at a time set by RMYS.
- 17.3 The protest committee will consist of two members of the organising club and one member the Classic Yacht Association of Australia.

18. SCORING.

- 18.1 The scoring system is the Low Point System with modifications in accordance with the Notice of Race.
- 18.2 Series Aggregate Points will be allocated for the best corrected time performance based on each series entry
- 18.3 One race score drop after six scoring races. Two worst score drops after nine scoring races

19. SAFETY.

- 19.1 The race will start and continue at the Race Directors discretion. Upper wind limit for classic yacht racing is a sustained wind strength of 20 knots.
- 19.2 A boat that retires from the race is requested to notify the RMYS race committee as soon as possible on VHF Channel 72

20 OFFICIAL BOATS

- 20.1 Official RMYS Race Committee vessels will display the RMYS burgee.

21. RADIO COMMUNICATION.

- 21.1 The RMYS Race Committee will monitor VHF radio channel 72.
- 21.2 Skippers are required to maintain a dual listening watch on VHF Channels 72, 12 and 16 before, during and after racing.
- 21.3 Except in an emergency a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- 21.4 [DP] All boats, without exception, shall carry a VHF radio capable of receiving and transmitting on Channels 12, 16 and 72. .
- 21.5 If calls to the race committee on channel 72 receive no response VHF Channel 16 is to be used to establish communication and for switching over to an agreed working channel.

22 RISK STATEMENT

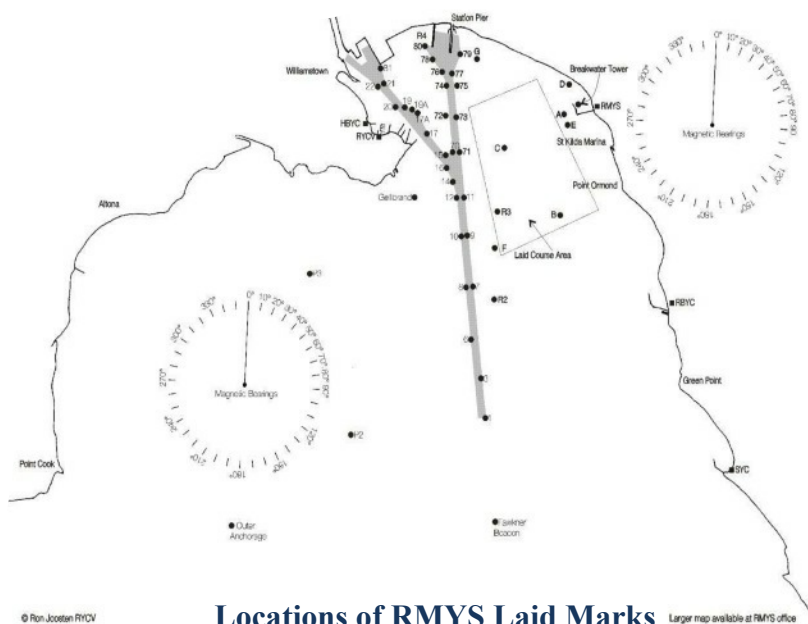
22.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

23. INSURANCE

- 23.1 Each participating boat shall be insured with valid third party liability insurance with a minimum cover of \$10,000,000 per incident or the equivalent.

24 FURTHER INFORMATION

Ann Rogers RMYS Email
boating@rmys.com.au





CYAA 2026 Winter Series courses V2.0 16th April 2026

RMYS Squadron Courses

Yachts shall not pass between Mark H and the Tower.

After correctly starting, a boat shall not pass between Mark A & the Tower, unless Mark A is a mark of the course or finishing.

Rounding Red shaded marks to Port, Green Shaded marks to Starboard:

Course	Start direction	Course Description										nm	
56+laps	south	E (s)	C (s)	D (s)	A (s)	FIN						3.0x	
57+laps	north	D (p)	C (p)	E (p)	A (p)	FIN						3.0x	
58+laps	south	B (s)	A (s)	D (s)	A (s)	FIN						3.4x	
59+laps	north	D (p)	A (p)	B (p)	A (p)	FIN						3.4x	
60	north	D (p)	C (p)	B (p)	A (p)	B (p)	FIN					6.9	
61	south	B (s)	C (s)	D (s)	A (s)	B (s)	A (s)	D (s)	FIN			7.7	
62	south	B (s)	C (s)	D (s)	A (s)	B (s)	C (s)	D (s)	FIN			8.3	
63	north	D (p)	C (p)	B (p)	A (p)	D (p)	C (p)	B (p)	FIN			8.3	
64	north	G (p)	C (p)	E (p)	A (p)	G (p)	A (p)	E (p)	FIN			7.6	
65	south	R2 (s)	C (s)	D (s)	A (s)	B (s)	A (s)	D (s)	FIN			10.3	
66	north	D (p)	C (p)	R2 (p)	A (p)	D (p)	A (p)	B (p)	FIN			10.3	
67	north	D (p)	GB(s)	P3 (p)	R2 (p)	FIN						10.3	
68	south	B (s)	C (s)	D (s)	A (s)	B (s)	D (s)	A (s)	B (s)	D (s)	FIN	11.4	
69	north	D (p)	C (p)	B (p)	A (p)	D (p)	B (p)	A (p)	D (p)	B (p)	FIN	11.4	
70	south	B (s)	C (s)	D (s)	A (s)	B (s)	D (s)	A (s)	B (s)	C (s)	D (s)	FIN	11.9
71	north	D (p)	C (p)	B (p)	A (p)	D (p)	B (p)	A (p)	D (p)	C (p)	B (p)	FIN	11.9
72	north	G (p)	R2 (p)	A (p)	R3 (p)	E (p)	FIN					10.8	
73	north	G (p)	C (p)	E (p)	A (p)	G (p)	E (p)	A (p)	G (p)	C (p)	E (p)	FIN	11.6
74	south	R3 (s)	P3 (s)	GB(p)	D (s)	A (s)	B (s)	C (s)	D (s)	FIN		13.0	
75	south	R2 (s)	D (s)	A (s)	R2 (s)	D (s)	FIN					12.8	
76	south	R2 (s)	G (s)	A (s)	R3 (s)	G (s)	FIN					12.8	
77	north	G (p)	R2 (p)	A (p)	G (p)	R3 (p)	FIN					12.8	
78	north	G (p)	GB(s)	P3 (p)	R2 (p)	A (p)	G (p)	FIN				13.7	
79	north	G (p)	R2 (p)	A (p)	R2 (p)	A (p)	G (p)	FIN				13.3	
80	south	R2 (s)	A (s)	R2 (s)	G (s)	FIN						13.3	
81	south	F (s)	C (s)	D (s)	A (s)	F (s)	D (s)	A (s)	F (s)	C (s)	D (s)	FIN	15.0
82	south	E (s)	R2 (s)	G (s)	F (s)	G (s)	A (s)	F (s)	C (s)	D (s)	FIN		
85	north	G (p)	R2 (p)	A (p)	G (p)	R2 (p)	A (p)	G (p)	R3 (p)			20.6	
88	south	R2 (s)	G (s)	A (s)	R2 (s)	G (s)	A (s)	R3 (s)	G (s)	FIN		20.6	
89	south	R2 (s)	OA (s)	P3 (s)	D (s)	A (s)	R2 (s)	D (s)	FIN			21.9	
90	south	E (s)	R3 (s)	P3 (p)	P2 (p)	P3 (p)	OA (p)	A (p)	G (p)	R2 (p)	FIN	27.4	
91		D (p)	R2 (p)	A (p)	D (p)	P3 (p)	OA (p)	R2 (p)	E (p)	FIN		22.1	
92		R2 (s)	G (s)	A (p)	OA (p)	P3 (p)	P2 (p)	P3 (p)	R3 (p)	E (p)	FIN	22.1	