



Classic Yacht Association of Australia

THE CUP REGATTA

30th October to 2nd November 2026

Notice of Race

On behalf of the Classic Yacht Association of Australia (CYAA) the Royal Melbourne Yacht Squadron (RMYS) as the Organising Authority invites entries from Classic Yachts, Cota Boats and Modern classic Yachts to the 20th Classic Yacht Association of Australia The Cup Regatta.

1 Rules .

- 1.1 The event is governed by the rules as defined in the Racing Rules of Sailing including the prescriptions of Australian Sailing (RRS)
- 1.2 The Australian Sailing (AS) Special Regulations Part 1 will apply.
- 1.3 [DP} Denotes a rule for which a penalty is at the discretion of the Protest committee. This changes RRS 63.5.
- 1.4 RRS Appendix T (Arbitration) shall apply.
- 1.5 [SP] Denotes a rule for which a standard penalty may be applied by the race committee or Technical Committee without a hearing. This changes RRS A5
- 1.6 [NP] Denotes a rule that shall not be grounds for protests by boats. This changes RRS 60.1

2 Equipment and Entry.

- 2.1 Boats shall comply with AS Special Regulations Part 1, Category 7 (plus a working VHF radio)
- 2.2 Boats shall carry no anchor forward of the stem or any part of it outboard, except when anchoring.
- 2.3 All crews on boats without lifelines shall always wear a personal flotation device (PFD) whilst afloat.
- 2.4 All boats entered shall be on the CYAA register and the register of a keel boat Yacht Club affiliated with Australian Sailing. CYAA Registration requirement will be waived for boats invited to compete in the 2026 Cup Regatta.
- 2.5 All crews on competing boats shall be members of a club affiliated with Australian Sailing or purchase a Sail Pass via the RMYS office.
- 2.6 Eligible boats may enter and pay the required fee of \$50 by completing the online entry form available on the RMYS website. <https://topyacht.com.au/db/kb2/1824>
- 2.7 Entries close at midday on Wednesday October 28th 2026. Late entries may be accepted at the discretion of the Race committee .

3. Advertising.

3.1 Boats may be required to display advertising chosen and supplied by the organising authority

4 Racing in Divisions

4.1 Racing will be in divisions. The organising authority reserves the right to amend divisional breakpoints to adjust fleet sizes dependent on entries.

Division Class	Description	Class (Perpetual Scoring by PHS)	Class Flag
Division 1	Boats with a PHS over 0.680	PHS	Lt Blue
Division 2	Tumlarens	PHS	Green
Division 3	Boats with a PHS of 0.680 or less	PHS	Yellow
Division 4	Couta Boats	PHS	Sand
Division 5	Modern classics	PHS	Lavender

4.2 Modern Classic Yacht

For the purposes of this event a Modern Classic is a yacht that

Was originally designed prior to 31st December 1975.

Is built to retain the spirit and style of that original design, and

Has a hull form, rig, and aesthetic typical of its original era rather than incorporating radical modern design features.

Replica builds and restorations faithful to the original pre-1975 design are also eligible.

The Organising Authority reserves the right to refuse entry to any yacht it deems ineligible under this definition.

5 Schedule

Date	Division	Races Scheduled	First Warning Signal	Course Type
30 th October	2 only	3	1455	Invitational Windward/Leeward
31 st October	1 - 5	2	1055 1325	Race 1 Laid Marks Race 2 1881 Inter colonial Regatta re-enactment
1 st November	1 - 5	1	1155	RYCV Passage Race 1907 Sayonara Cup Re-enactment
2 nd November	1 - 5	1	1055	PPNYC Pursuit Non scoring Trophy

5.1 On the last scheduled day of racing no warning signal will be made after 1300.

6 Sailing Instructions

The Sailing Instructions will be available by Friday 30th October 2026 on the RMYS Classic Yachts Website page.

7 Venue

Racing will be conducted on the waters of Hobsons Bay and Northern Port Phillip.

8 The Courses

The courses will be described in the Sailing Instructions.

9 Scoring

- 9.1 There shall be a minimum of three (3) entries to constitute a division or handicap class.
- 9.2 For each division two (2) races are required to be completed to constitute a series.
- 9.3 For each division or class a boats series score will be the total of her races 1,2 and 3 scores.
- 9.4 RRS A5.3 will apply

10 Radio Communications

- 10.1 **{DP}** Except in an emergency, a boat that is racing shall not make a voice or data transmissions and shall not receive voice or data communication that is not available to other boats

11 Prizes

- 11.1 Subject to at least three entries per division being received, the following perpetual trophies shall be awarded.
 - COL BANDY TROPHY.** Awarded to the Classic Yacht with the lowest aggregated points score for all 2026 Cup Regatta points scoring races.
 - RYCV TONY BLAKE PERPETUAL TROPHY** Awarded to the classic yacht with the best overall corrected time result for the RYCV Sayonara Passage Race.
 - STRADBROKE II TROPHY** Awarded to the Couta Boat with the lowest aggregated point score or all 2026 Cup Regatta points scoring races.
 - RGYC DIGBY TROPHY** for the best performing classic yacht in the 2026 Cup Regatta from Corio Bay.
 - JOE WHITE BEQUEST TROPHY** for the best restoration and maintenance of a classic yacht or boat in the 2026 Cup Regatta.
 - RYCV WAITANGI TROPHY** Awarded to classic yacht with best overall corrected time.
 - RMYS RACE COMMITTEE TROPHY** Awarded to the classic yacht deemed to have the best finishing line performance in a Cup Regatta race.
 - CYAA HANDICAPPERS TROPHY** Awarded to the classic yacht deemed to have the best performance after overcoming problems endured during the 2026 Cup Regatta.
- Sponsored by [Ferdie Darley shipwrights](#), [Marine Plus Yachting](#) and the [RYCV](#).

11.2 2026 Cup Regatta Prizes

NON SCORING 2026 CUP REGATTA RACE. Awarded to the first boat home in the 2nd November pursuit start race.

Division best on corrected time for trophies.

Further prizes may be awarded at the discretion of the Organising Authority.

12 Risk Statement

RMYS Risk mitigation statement for CYAA The Cup Regatta 2026.

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 competing in the CYAA 2026 Cup Regatta is required by Special Regulations Category 6 and 7 to carry a VHF radio in working order. The Race Committee will be communicating to competitors on Ch 72 which may include important race information and navigational warnings. It is highly recommended that VHF radio is switched on and monitored while racing

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 50 m, if in doubt assume it is over 50 m, 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."

13 Insurance

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

14 Berthing at RMYS

- 14.1 Berthing by visiting 2026 Cup Regatta competitors at the RMYS marina will be available on a non charge basis for the nights from the 30th October to 2nd November.

Use this link to access the [Casual Marina Berth \(Short Term\)](#) form to apply for a marina berth. RMYS office will provide each applicant with a marina access FOB key.

- 14.2 {NP} It is required that all competitors boats will berth overnight on the 30th October to be eligible for the Joe White Bequest Trophy for Best Restoration and Maintenance Trophy. Judging for this trophy will take place during the morning of 31st October at the RMYS marina, prior to racing. RMYS Marina will be open for public access between the hours of 9:00am and 11:00am on Saturday 31st Oct

15 Further Information

Food and Beverages, including breakfasts will be available from the RMYS caterers on race days.

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