ROYAL PRINCE EDWARD YACHT CLUB

Sailing Instructions

66th Annual Wednesday Afternoon Series 2026/2027

7 October 2026 to 21 April 2027

Incorporating Amendment No. 1 issued 19 October 2026 and Amendment No. 2 issued 11 November 2026

The Organising Authority is the Royal Prince Edward Yacht Club (RPEYC)

1. RULES

1.1 The event is governed by the rules as defined in the World Sailing Racing Rules of Sailing (RRS) and the Special Regulations of Australian Sailing (AS) applicable to races of Category 7 and above, as amended.

1.2 Any person on board who is not a financial member of an AS recognised sailing club must apply for and receive a SailPass before racing to comply with RRS 46, AS prescription.

2. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted before 1000 hours on the day it will take effect, except that any change to the schedule of races will be posted by 1800 hours on the day before it will take effect.

3. COMMUNICATION WITH COMPETITORS

3.1 Notices to competitors will be posted on the official noticeboards located at RPEYC and the Royal Sydney Yacht Squadron (RSYS). Notices may also be made available to competitors on each club's website.

3.2 The list of entries will be placed on the RPEYC website no later than two hours before the start of each race.

3.3 The race office contact details are:

RPEYC email: secretary@rpeyc.com.au
Telephone: (02) 9363 5809
Mobile: 0460 362 878 (race days only)

3.4 All boats shall carry an operating marine band VHF radio capable of receiving the normal marine international channels. The radio shall be switched on at all times while racing and tuned to the Race Committee channel.

3.5 The Race Committee intends to monitor and communicate with competitors on VHF radio channel 73.

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

4. SCHEDULE OF RACES

4.1 Racing will be conducted on every Wednesday from 7 October 2026 to 21 April 2027, excluding 23 December 2026 and 30 December 2026, for a total of 27 races.

4.2 Race 7, on Wednesday 18 November 2026, will be the RPEYC Centenary Regatta. That race will include spinnaker divisions, for that race only. A classic yacht sailing without a spinnaker will sail in the non-spinnaker division she would normally occupy; a classic yacht flying a spinnaker shall sail in Division 1S or 2S under the separate sailing instructions for that race. Classic yachts will be eligible for the Classics Prize. All boats in Race 7 will be scored using PHS, and also using IRC if they hold a valid IRC certificate. Separate sailing instructions for the spinnaker divisions in the Centenary Regatta will be issued by 11 November 2026.

4.3 Races abandoned will not be re-sailed.

5. DIVISIONS AND HANDICAPS

5.1 There will be four divisions: Division 1, Division 2, Division 3 and Division 4. The Race Committee will allocate boats to divisions and may add or delete divisions depending on entry numbers. Due to the low number of boats competing in Division 5, that division has been deleted with effect from Race 3 on Wednesday 21 October 2026, and all boats previously allocated to Division 5 have been placed into Division 4. Scoring of those boats for Races 1 and 2 is set out in SI 20.5.

5.2 Divisions and handicaps will be advised on the list of entries available from the RPEYC website.

5.3 Performance Handicap (PHS) is the default handicapping system applied to all boats entered. PHS handicaps are determined by the Race Committee and are applied as a Time Correction Factor (TCF) to a boat's elapsed time. Handicaps will be reviewed having regard to all previous races sailed and may be subject to adjustment.

5.4 Results will also be calculated under the International Rating Certificate (IRC) for weekly prizes only; there is no IRC series pointscore. A boat electing to compete under IRC shall hold a valid IRC Standard (or endorsed) certificate for the current year. The IRC Rules Parts A, B and C current at the time of each race shall apply, and IRC Rule 22.4 shall not apply.

5.5 Determinations or decisions by the Race Committee about allocation to divisions or handicaps shall not be grounds for redress. This changes RRS 62.1.

6. SAILS AND EQUIPMENT

6.1 Boats shall not fly spinnakers. In Race 7 (the Centenary Regatta) this does not apply to boats sailing in the spinnaker divisions under the separate sailing instructions for that race. Headsails may be poled out but shall be tacked to the foot of the forestay and fully hanked or attached to the forestay by a luff groove device. The forestay is as defined in the current World Sailing Equipment Rules of Sailing. Couta boats and similar craft are exempted from this provision where the forestay is integrated in the headsail luff.

6.2 RRS 52 is changed so that it does not apply to the adjustment and operation of sails or the adjustment of movable appendages on any boat.

7. STARTING SIGNALS AND TIMES (This changes RRS 26)

7.1 1350 – Warning/Preparatory signal for Division 1. An Orange banner will be displayed from the centre opening of the club veranda for five minutes.

7.2 1355 – Start signal for Division 1, Warning/Preparatory signal for Division 2. A Blue banner shall be displayed from the centre opening of the club veranda for five minutes.

7.3 1400 – Start signal for Division 2, Warning/Preparatory signal for Division 3. A Grey banner shall be displayed from the centre opening of the club veranda for five minutes.

7.4 1405 – Start signal for Division 3, Warning/Preparatory signal for Division 4. A Red banner shall be displayed from the centre opening of the club veranda for five minutes.

7.5 1410 – Start signal for Division 4. The Red banner will be removed from the centre opening of the club veranda.

7.6 In Race 7 (the Centenary Regatta) the spinnaker divisions will start five minutes before Division 1, with their warning signal at 1345. The starting sequence for those divisions is set out in the separate sailing instructions issued for the Centenary Regatta. The starting signals for Divisions 1 to 4 in SI 7.1 to 7.5 are unchanged.

8. RACING AREA

Racing shall be conducted on Sydney Harbour.

9. COURSES

9.1 Courses are described in Appendix 1.

9.2 Courses will be signalled by a numeral board at the western end of the centre opening of the club veranda.

10. SHORTENED COURSES

10.1 Shortened Courses are described in Appendix 1.

10.2 The course for any Division may be shortened after rounding or passing mark WS or SM. The shortening of the course will be signalled by the display of coloured boards in the following locations:

DIVISION 1	ORANGE	Eastern end of the eastern veranda opening
DIVISION 2	BLUE	Centre of the eastern veranda opening
DIVISION 3	GREY	Western end of the eastern veranda opening
DIVISION 4	RED	Eastern end of the centre veranda opening

10.3 In the event all Divisions are shortened the four coloured boards will be displayed.

10.4 A flashing orange light on the club veranda may be used to draw attention to shorten course or abandonment. An announcement may be made on VHF Channel 73.

11. MARKS

Marks are described in Appendix 2.

12. OBSTRUCTIONS

12.1 Cardinal marks – boats shall not sail within the areas bounded by Cardinal Marks.

12.2 Moorings – except for naval moorings, boats shall not sail within mooring areas.

12.3 Shark Island – boats shall not sail between the AS Shark Mark (SM) and the Cardinal Mark south of Shark Island or between Shark Island and the Shark Island Light (north of Shark Island).

12.4 Garden Island and Chowder Bay – boats shall not sail within the yellow markers in the vicinity of Garden Island or near the naval wharf in Chowder Bay.

13. THE START

13.1 The starting line is between the Flag Mast of RPEYC and the western edge of the wharf on Shark Island crossing from East to West to start.

13.2 Boats intending to race should manoeuvre with sails up as close as possible to the moored boats in Felix Bay to register sail numbers with the Race Committee.

14. THE FINISH

14.1 The finishing line is between the flag mast of RPEYC and the western edge of the wharf on Shark Island crossing from West to East.

14.2 The finish of the leading boat in each division may be acknowledged by the waving of a flag from the club veranda opening.

15. RECALL

There will be no recall signal. Any boat over the line at the starting signal and not returning and starting correctly will have its finishing time increased by one minute or more at the discretion of the Race Committee. This changes RRS 29.

16. TIME LIMIT

The race time limit is 1700 hours.

17. PENALTY SYSTEM

Penalties shall be in accordance with RRS 44.1 and 44.2 only. RRS 44.3 shall not apply.

18. PROTESTS AND REQUESTS FOR REDRESS

18.1 Protests and Requests for Redress are to be lodged, in accordance with RRS 61, at the RPEYC Office or by email to secretary@rpeyc.com.au by 1000 hours on the first working day after the event.

18.2 Protests will be heard at the RPEYC club house on the following Wednesday unless otherwise decided by the Protest Committee. The hearing date and time will be advised to the parties involved, in accordance with RRS 63.2.

19. ARBITRATION

Arbitration may take place in accordance with RRS Appendix T.

20. SCORING

20.1 The scoring system in RRS Appendix A4 and RRS A5.3 will apply.

20.2 Pointscores are open to series entries only. Casual entries do not score points but are eligible for the weekly prize presentation.

20.3 Boats that have not started at least once in the first 8 races will be excluded from the series pointscore. This changes RRS A2.2.

20.4 A boat's series score will be the total of her race scores, excluding her worst scores in accordance with the following table. The number of races completed is the number of races in the series that are sailed and scored.

Races completed	Scores discarded
23 or more	7
21 to 22	6
19 to 20	5
17 to 18	4
14 to 16	3
11 to 13	2
8 to 10	1
7 or fewer	Nil

20.5 Boats placed into Division 4 from Division 5 under SI 5.1 will, for each of Races 1 and 2 in which they started, be scored points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of their points in all races in the series except Races 1 and 2. A boat that did not start Race 1 or Race 2 will be scored DNC for that race. As there are no Division 4 scores yet from which to calculate the average, these boats will initially be shown with a score of 1 point for each of Races 1 and 2. That score will be recalculated after each race and will change according to the boat's performance in the remainder of the series. This changes RRS A4 and A5.

21. RETIREMENT

Yachts that retire from the race shall contact the Race Officer on VHF 73 or phone 0460 362 878 within the race time limit. Yachts failing to do so may be scored DNE. This changes RRS 63.1 and A5.

22. SKIPPERS BRIEFING

Each nominated helmsman of a boat entered shall have attended a safety briefing held by a yacht club located on Sydney Harbour for the current sailing season. Entries will not be accepted for any race or the series without a declaration by the person who signs or authorises the entry that every nominated helmsman has attended a safety briefing session.

23. SAFETY REGULATIONS

23.1 Boats shall comply with the following regarding commercial shipping.

(a) Boats shall not pass between the bow of any Seagoing Ship and a dedicated Ports Authority escort vessel whilst on escort duty and within 500 metres from the bow and 30 metres from the side or stern of the Seagoing Ship.

(b) Boats shall maintain a minimum distance of 200 metres from the bow, and 30 metres from the sides or stern of any ferry displaying the Orange Diamond.

(c) Boats must abide by traffic directions of NSW RMS Boating Service Officers. Any yacht directed to stop or alter course by NSW RMS Boating Service Officers because of an anticipated breach of the above rules, incident/collision or complaint shall do so immediately.

(d) Boats reported by NSW RMS as having contravened NSW RMS regulations shall be scored DNE without a hearing. This changes RRS 63.1 and A5.

23.2 Boats shall report any incident involving injury or Significant Damage likely to cost more than $5,000 to the Race Committee at the first reasonable opportunity. Emergency services contact details are listed in Appendix 2.

23.3 Boats shall not carry anchors protruding beyond the bow while racing.

24. CHANGES AFFECTING PERFORMANCE

Any change to the hull, propeller, trim, spars or sails, or any significant change to onboard skill level, shall be notified in writing to RPEYC by email to secretary@rpeyc.com.au no later than 1500 hours on the day prior to the race affected by the change. This may result in a change of handicap.

25. INSURANCE

Each participating boat shall be covered by current third-party property liability insurance and third-party personal liability insurance of not less than $10,000,000 (ten million dollars) for each incident. All insurance cover shall be maintained during the period of racing.

26. PRIZES

26.1 Series prizes will be awarded to 1st, 2nd and 3rd in each PHS division. Weekly prizes may be awarded to 1st, 2nd and 3rd in each division at the discretion of RPEYC. Weekly prizes for IRC results may be awarded if sufficient entries are received.

26.2 Perpetual trophies will be awarded as listed in the Notice of Race.

26.3 Prize winners in the Centenary Regatta for the RPEYC Centenary Cup, the Windward Shield and the Classics Prize will be determined using PHS, standardising each applicable boat's corrected time (elapsed time multiplied by the boat's TCF) to a standard course length, based on the course lengths published in Appendix 1 of the sailing instructions that apply to the division sailed.

26.4 In the Centenary Regatta, the Overall IRC Winner will be awarded to the boat with the best IRC result across all divisions, and the Overall IRC Winner (Classics) placings to the classic yachts placed 1st, 2nd and 3rd on IRC across all divisions, provided that at least three classic yachts holding a valid IRC certificate start. These prizes will be determined by standardising each eligible boat's IRC corrected time (elapsed time multiplied by the boat's IRC TCC) to a standard course length, based on the course lengths published in Appendix 1 of the sailing instructions that apply to the division sailed. Ties will be decided in favour of the boat with the better place in her own division and then the shorter elapsed time. Owners should ensure that their IRC certificate reflects whether the boat will sail with or without a spinnaker.

26.5 The series pointscore awards will be presented at the RPEYC Annual Prizegiving on Friday 14 May 2027.

Appendix 1 – Courses

Division	Course Number														Approx Length
1	1	Start	N2	LB	WS	N2	CBS	SM	N2	N3				Finish	12.0 nm
	1 short	Start	N2	LB	WS*	N2	N3							Finish	8.2 nm
	2	Start	N2	OB	RB	DB	CBS	RB	DB	TB	WS(P)			Finish	12.3 nm
	2 short	Start	N2	OB	RB*	DB	CBS	WS(P)						Finish	9.3 nm
2	1	Start	N2	BB	EC	WS	N2	TB	SM	N2	N3			Finish	10.5 nm
	1 short	Start	N2	BB	EC	WS*	N2	N3						Finish	7.3 nm
	2	Start	N2	CBS	RB	DB	CBS	SM	DB	TB	WS(P)			Finish	10.2 nm
	2 short	Start	N2	CBS	RB*	DB	TB	WS(P)						Finish	7.0 nm
3	1	Start	N3	BB	EC	WS	N3	BB	EC	DB(P)				Finish	10.1 nm
	1 short	Start	N3	BB	EC	WS*	N2	N3						Finish	6.8 nm
	2	Start	N2	CBS	RB	DB	CBS	SM	TB	WS(P)				Finish	9.5 nm
	2 short	Start	N2	CBS	RB*	WS(P)								Finish	5.0 nm
4	1	Start	N2	OB	BB	EC	SM	N2	N3					Finish	8.0 nm
	1 short	Start	N2	OB	BB	EC	SM*	PP						Finish	6.4 nm
	2	Start	N2	CBS	RB	DB	CBS	WS(P)						Finish	7.8 nm
	2 short	Start	N2	CBS	RB*	DB								Finish	5.6 nm

* indicates the mark after which shortened course may be signalled

Appendix 2 – Mark Descriptions and Chartlet

Mark Descriptions

BB	Beashel Mark – AS buoy, southwest of Sow and Pigs.
CBS	Chowder Bay Mark (South) – AS buoy off southern shore of Chowder Bay (the southernmost buoy of the two AS buoys in Chowder Bay).
DB	Double Bay Mark – Orange inflatable mark between Point Piper and Clarke Island.
EC	Eastern Channel Mark – AS buoy approx. 100 m north of the Eastern Channel Pile Light.
LB	Lady Bay Mark – AS buoy off northern end of Lady Bay.
N2	Naval Buoy No. 2 – Approximately 250 m NW of Clarke Island.
N3	Naval Buoy No. 3 – Approximately 200 m North of Clarke Island.
NP	Neilsen Park Mark – AS buoy approximately 100 m N of Steele Point.
OB	Obelisk Bay Mark – AS buoy E of Obelisk Bay.
PP	Point Piper Mark – AS buoy north of Point Piper.
RB	Rose Bay Mark – AS buoy approximately 200 m off the eastern shore of Rose Bay, in front of the convent.
SM	Shark Island Mark – AS buoy approximately 30 metres south-east of the South Cardinal mark at Shark Island, passing Shark Island to starboard.
TB	Taylor Bay Mark – AS buoy in the middle of Taylor Bay.
WS	West of Shark Mark – Orange inflatable mark near Point Piper.

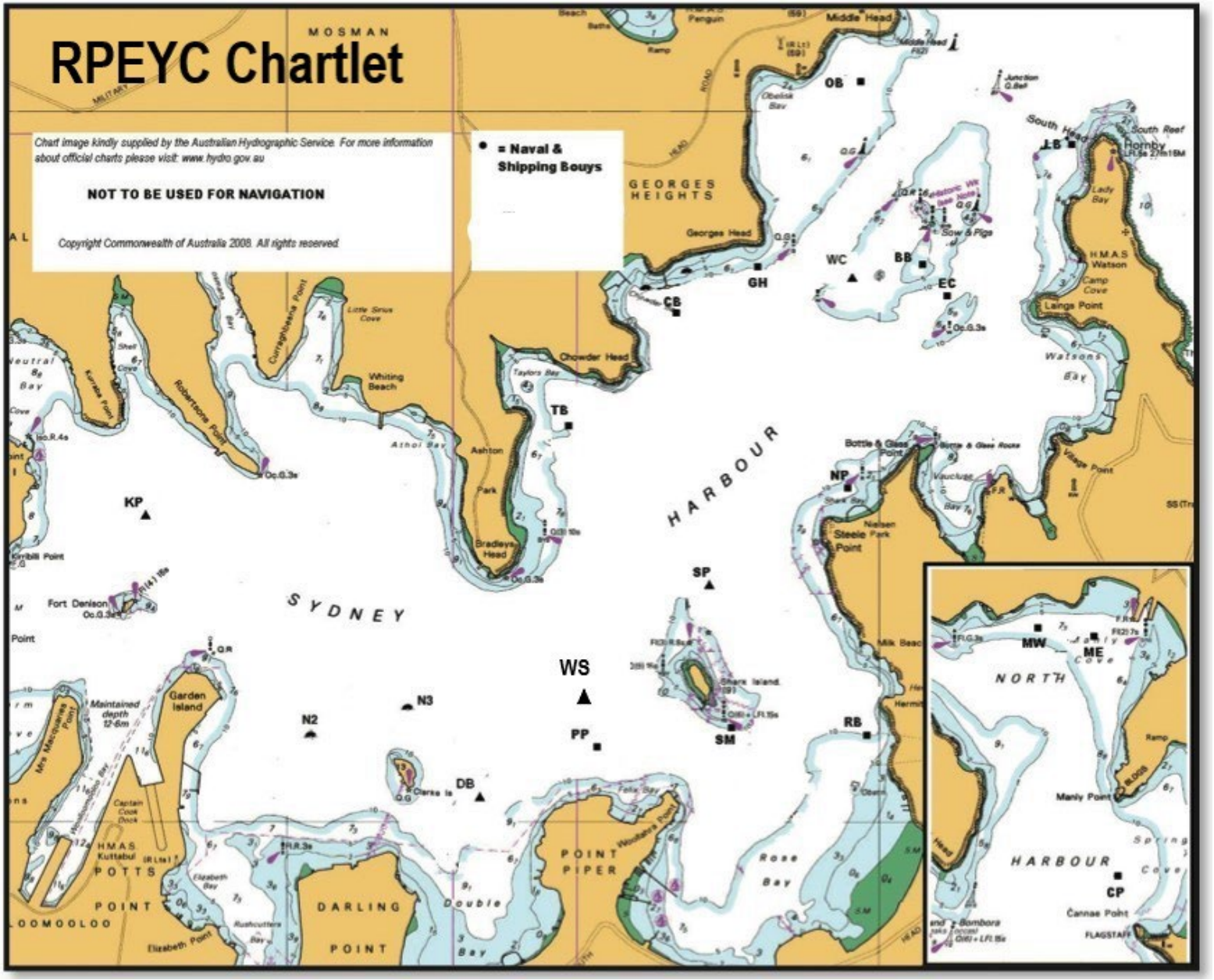
Emergency Contact Details

Medical Emergency	000
Marine Rescue	9471 8300 VHF Ch 16
Water Police	9320 7499
RMS	13 12 36

Medical Evacuation Locations

Rose Bay Wharf
Taronga Zoo Wharf

NOTE: AS buoys referred to in these instructions may be yellow spherical, cylindrical or spar shaped buoys and may be replaced with a different mark without warning.


RPEYC Chartlet
MOSMAN
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● = Naval & Shipping Bouys
GEORGES HEIGHTS
Middle Head
Georges Head
Chowder Head
Whiting Beach
Ashton Park
Bradleys Head
Fort Denison
HARBOUR
SYDNEY
Garden Island
HMAS Kuttabul
POTTS POINT
DARLING POINT
POINT PIPER
Rose Bay
Double Bay
Shark Island
Clarke Is
Steele Point
Bottle & Glass Point
Watsons Bay
Lady Bay
Hornby
South Head
South Reef
HMAS Watson
Camp Cove
Laings Point
Slow & Pigs
Manly Cove
NORTH HARBOUR
Manly Point
Cannae Point
OB
LB
WC
BB
EC
GH
CB
TB
KP
NP
SP
WS
PP
SM
RB
DB
N2
N3
MW
ME
CP