



Etchells Corinthian Cup

(for the love of sailing)

17th – 19th April 2026

SAILING INSTRUCTIONS

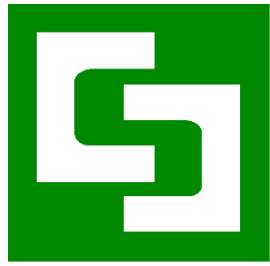
(SI)

INCLUDING **AMENDMENT 1**

ORGANISING AUTHORITY

ROYAL QUEENSLAND YACHT SQUADRON LTD
578 Royal Esplanade, Manly, QLD 4179

In conjunction with the
International Etchells Class Association Brisbane Fleet Inc.



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The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

The notation '[DP]' in a rule of the sailing instructions (SI's) means that a protest committee can award a penalty in accordance with RRS 64 and World Sailing guidelines (including no penalty) at their discretion. This changes RRS 60.5. |

The notation '[SP]' in a rule of the NoR and/or SIs means that a standard penalty may be applied by the race committee without a hearing per RRS60.5(b)(3).

1. SCHEDULE

1.1.

DATE	EVENT	FIRST WARNING SIGNAL or TIME
Thursday 16 th April 2026	Registration & Weigh-in in the Auditorium	1600 – 1800 hrs
Friday 17 th April 2026	Registration & Weigh-in in the Auditorium	0800 – 0900 hrs
	Skippers Meeting in the Auditorium	1000 hrs
	First Warning Signal (3 Races)	First Warning 1200 hrs
Saturday 18 th April 2026	First Warning Signal (2 Races)	First Warning 0900 hrs
	Etchells Long Lunch	From 1300 hrs
Sunday 19 th April 2026	First Warning Signal (2 Races)	First Warning 1100 hrs
	Presentation in RQYS Members Lounge	ASAP after racing

- 1.2. A maximum of seven (7) races are scheduled.
- 1.3. No warning signal will be made after 1500 hours on the last scheduled day of racing.
- 1.4. The race committee at its discretion may elect to sail more than the scheduled number of races on any day and as a result may amend the time of the warning signal for the first race of that particular day.
- 1.5. If the race committee decides to sail another race after completion of the day's scheduled races this will be signalled by flying Code Flag "L" from the finish boat.
- 1.6. This event includes a Long Lunch on Saturday. This is included in the cost of entry for all regatta entrants; all other attendees will pay a contribution of \$70 per person.
- 1.7. No warning signal will be made after 1100 hours on 18th April 2026.

2. SIGNALS MADE ASHORE

- 2.1. Signals made ashore will be displayed at the official flagpole located at the top of the Eastern Gangway of the Bill Kirby Docks.
- 2.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

3. CLASS FLAGS

- 3.1. The Class Flag will be the Etchells Class insignia on a white background.

4. COURSES

- 4.1. The diagrams in SI Attachment A show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

5. MARKS

- 5.1. Marks shall be as described in SI Attachment A.

6. THE START

- 6.1. The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 6.2. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 6.3. The Race Committee will attempt to notify OCS, UFD and BFD boats by bow number or sail number by VHF radio approximately one minute after the starting signal. Failure of equipment, failure to hear a hail, delay in hailing or the order in which hails are given will not be grounds for redress.
- 6.4. RRS 30.4 is changed to permit the race committee to display the sail number and/or bow number.
- 6.5. A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and RRS A5.2.

7. CHANGE OF THE NEXT LEG OF THE COURSE

- 7.1. To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

8. THE FINISH

- 8.1. The finishing line is between staff displaying a blue flag on the Race Committee vessel and the course side of the finishing mark.

9. TIME LIMITS AND TARGET TIMES

- 9.1. The Mark 1 Time Limit, Race Time Limit (see RRS 35), Target Time, and the Finishing Window are shown in the table below.

Course	Mark 1 Time Limit	Race Time Limit	Target Time	Finishing Window
Course 1	60 minutes	90 minutes	65 minutes	15 minutes
Course 2	60 minutes	60 minutes	45 minutes	15 minutes

- 9.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 9.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, RRS A5.1, RRS A5.2 and RRS A10.
- 9.4. Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.4(b)(1).

10. HEARING REQUESTS

- 10.1. The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
- 10.2. Hearing request are to be lodged online at https://www.racingrulesofsailing.org/protests/new?event_id=13765 or alternatively a written form may be submitted to the race office adjacent to the Main Rigging Lawn.
- 10.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at a time and place advised on the hearing notice.
- 10.4. For the purpose of RRS 63.5 (d) the 'authority responsible' is those members of the Brisbane Etchells Fleet Governing Committee present at the regatta.
- 10.5. Arbitration:
 - 10.5.1. Protests lodged in accordance with these Sailing Instructions may be subject to an Arbitration Hearing in accordance with RRS Appendix T.
 - 10.5.2. RRS Appendix T. 1(b) is deleted and replaced with "A Post-Race Penalty is a 40% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies".
 - 10.5.3. Arbitration hearings will be held subsequent to the protest being lodged and prior to a protest hearing.

11. [NP][DP]SAFETY REGULATIONS

- 11.1. All skippers shall SIGN ON before racing each day and SIGN OFF once returned to dock/anchored. Electronic Sign On/ Off shall be sent via SMS to the skipper.
 - 11.1.1. If competitors have any issue Signing On / Off they shall report to the Sailing Office ASAP to notify of the possible error & confirm the boats Sign On / Off status.
- 11.2. [SP] Failure to SIGN ON shall result in that boat being penalised three (3) points for the first race of the session (but not worse than DNF). Failure to SIGN OFF shall result in that boat being penalised three (3) points for the last race of the session (but not worse than DNF). Penalties will be applied without a hearing.
- 11.3. The skipper of a boat that retires or does not intend to continue racing shall advise the Race Committee via VHF Radio or, if reasonably practicable, pass close enough to a race committee vessel to signal its retirement, or advise the Regatta Office immediately on return to shore. They shall also SIGN OFF immediately on return to shore.
- 11.4. All Maritime Queensland Aquatic Event conditions must be followed including:
 - 11.4.1. All Participating ships are not to impede power driven vessels traversing Manly Boat Harbour and associated channels.
 - 11.4.2. All Participating ships are to obey the gazetted speed limit in Manly Boat Harbour (6 knots).
- 11.5. No Spinnakers are to be flown in the Manly Harbour 6-knot area.
- 11.6. No sailing vessel shall berth on or impede traffic to/from the RQYS fuel dock without permission from the RQYS Sailing or Marina Office.

12. REPLACEMENT OF CREW OR EQUIPMENT

- 12.1. [DP] Substitution of competitors is not allowed without prior written approval of the Race Committee.
- 12.2. [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Technical Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.
- 12.3. After measurement until completion of racing, no boat, sail or any item of measured equipment shall leave the venue without being posted on the Official Equipment Sign-out Sheet on the Official Notice Board. It is the sole responsibility of each skipper to ensure proper recording.
- 12.4. After measurement until completion of racing, no sail shall be recut or altered. Repairs to sails pursuant to all applicable rules are permissible only upon written approval of the Race Committee. All such sails may be subject to re-measurement on completion of repairs.

13. EQUIPMENT AND MEASUREMENT CHECKS

- 13.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 13.2. [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

14. CREW WEIGHING

- 14.1. The weights and total combined crew weight of each crew including skipper shall be determined prior to racing.
- 14.2. Crew substitutions shall not be permitted for the purpose making the weight limit.
- 14.3. Weighing scales will be available on Thursday 16th April from 1600 to 1800 hours and Friday 17th April 0800 to 0900 hours in the RQYS Auditorium.

15. OFFICIAL VESSELS

- 15.1. Official vessels will be identified by displaying a black & white 'RC' or Red & White 'MEDIA' flag.

16. [DP] SUPPORT TEAMS

- 16.1. All registered coach and support vessels will carry on board and operate while on the water a VHF radio capable of transmitting and receiving on VHF Channels 72 and 77 and agree to assist the Race Committee if directed to do so.
- 16.2. Competitors shall have no communication with, and boats shall not be tied to, coach or support vessels from the first Warning Signal (or any other time the Organising Authority considers appropriate) of the day until racing has been concluded for the day. Between races, coach and support vessels shall not approach, communicate with or transfer provisions or equipment to or from their supported boats unless in a medical or emergency requirement threatening the health of the crew or the flotation of the boat.
- 16.3. Registered coach and support vessels and their personnel shall stay at least 200 metres below the starting line from the time of the Preparatory Signal until the orange flag (attention signal) is lowered on the starboard Race Committee vessel. After this time, coach and support vessels may then proceed parallel to the course on the starboard side of the course facing the wind at a distance of at least 200 metres outside areas where boats are racing.
- 16.4. Competitors or support crew who intend to use drones during the conduct of racing are requested to register the drone and its intended pilot with the Regatta Office. Drones may not operate within 50 metres of any competitor at all times. Upon request by the protest committee, users must present all footage captured by the drone and declare that no footage has been deleted or altered.

17. BERTHING

- 17.1. Restrictions may be placed on where vessels may be stored or rigged by the RQYS Sailing or Marina office.
- 17.2. In water berthing shall be provided for the duration of the regatta on VIP berths 2, 3, 4 & 5.

18. TRASH DISPOSAL

- 18.1. Trash may be placed aboard official or support person vessels.

19. RISK STATEMENT

- 19.1. 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.**
- 19.2. All participants are required to comply with any safety provisions as mandated under the Racing Rules of Sailing, the Australian Sailing Special Part 1 for Racing Boats, and any Class Rules that may apply. The Squadron encourages and supports competitors who believe it is appropriate to exceed the above requirements (such as the wearing of helmets, body armour, impact vests, etc.) if they or their guardian believe that conditions and their personal circumstances warrant. All competitor's attention is drawn to the Risk Statement - Section 19.1 of the Notice of Race.

20. INSURANCE

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

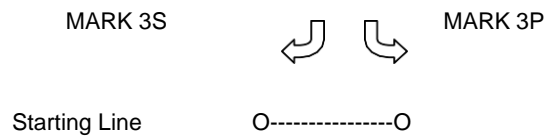
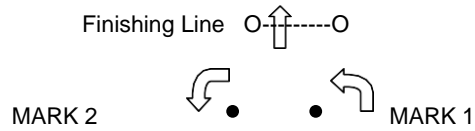
SI ATTACHMENT A

MARKS

- Mark 1 will be a Yellow inflatable buoy.
- The Start Pin & Mark 2 will be an Orange Teardrop.
- Marks 3S & 3P will be Yellow inflatable buoys.
- New marks, as provided in SI 7, will be Orange buoys.
- The Finish Pin will be a White inflatable buoy.

Course 1

Start – 1 – 2 - 3P/3S – 1 – 2 - 3P/3S – Finish



Course 2

Start – 1 – 2 – 3P/3S – 1 – 2 – Finish

