

**ROYAL PRINCE ALFRED  
YACHT CLUB**

# **DAVID LUKINS MEMORIAL MATCH RACING REGATTA**

**Saturday 13 – Sunday 14 September 2025**

# **SAILING INSTRUCTIONS**

Published Friday 12 September 2025

## **ORGANISING AUTHORITY & HOST CLUB**

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## **REGATTA WEBSITE**

[rpayc.com.au/david-lukins-memorial-match-racing-open-regatta/](http://rpayc.com.au/david-lukins-memorial-match-racing-open-regatta/)

### 1. RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.4, the RRS is changed as follows;
  - (a) AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the Race Signals AP.
  - (b) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.
  - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.
  - (d) [NP] [Damage Report Forms](#) shall be completed by each team after each day of practise or racing, no later than two (2) hours after the completion of practise or racing.

### 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted before 1000hrs on the day it will take effect, except that any change to the schedule of races will be posted by 1800hrs on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed the dock.
- 2.3 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel. An umpire may communicate these race committee changes either verbally or in writing.

### 3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Further to NoR 3, when on the water, the Race Committee intends to monitor and communicate with competitors, via the on-water Umpires.

### 4. BOATS AND SAILS

- 4.1 Boats will be identified by bow numbers.
- 4.2 The sail combination to be used will be signalled from the Race Committee Vessel with or before the attention signal. The signals will have the following meanings:

SIGNAL	SAIL COMBINATION TO BE USED
No signal displayed	Mainsail, Jib & Spinnaker
Code Flag 'R'	Mainsail, & Jib

### 5. FLIGHTS AND MATCHES

Further to NoR 7 (including amendment No.1 to the NoR)

- 5.1 The match pairing lists will be provided separately as an addendum to these Sailing Instructions.
- 5.2 The next flight number will be displayed on the Race Committee Vessel.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.
- 5.4 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. A **white** flag will be displayed from the time of the warning signal to the starting signal for the blank start.
- 5.5 **Starting Signals:** C3.1 is changed so that Flag F (Attention Signal) is displayed one (1) minute before the first Warning Signal of each flight.

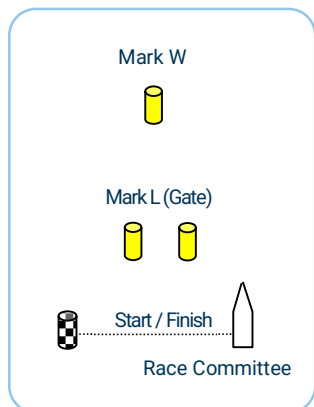
### 6. COURSES

#### 6.1 Signals and Course to be sailed

Course signals will be displayed from the Race Committee Vessel, at or before the Warning Signal.

Mark W (windward) shall be rounded to Starboard.

Mark L will be a gate and may be laid approx. 50m to windward of the starting line. Boats shall pass between the marks of the gate from the direction of the previous mark. In the event one gate mark is missing, the remaining mark shall be rounded to Starboard.



Course Configuration (not to scale)

SIGNAL	COURSE
No Signal	START – W – L – W – FINISH
Code Flag 'W'	START – W – L – W – L – W – FINISH
Code Flag 'S'	START – W – FINISH

### 7. MARKS / STARTING AND FINISHING LINE

7.1 Mark W and Marks L (Gate) will be **yellow** inflatable buoys.

7.2 The replacement marks, as provided in SI 8 are **red** or **green** inflatable buoys.

7.3 When looking up the course, the starting and finishing line is between a staff displaying an **orange** flag on the Race Committee Vessel at the starboard end and the course side of a **black & white** inflatable buoy at the port end.

### 8. CHANGE OF THE NEXT LEG OF THE COURSE

8.1 To change the next leg of the course, the RC 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.

8.2 RRS 33 and Race Signals is changed as follows:

- Flag C and a coloured flag or board, means: 'The windward mark has been moved. Sail to a mark of the same colour as the flag or board.'
- When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- When a change of course is made for the first leg, the signal will be displayed from the Race Committee Vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of Mark L.

### 9. [NP] OBSTRUCTIONS

- 9.1 The following areas are designated as obstructions. A breach of this Sailing Instruction is subject to action by umpires in accordance with RRS C8.2.
- (a) A buoy may be attached to the Race Committee Vessel anchor line at just below keel depth. Boats shall not pass between this buoy and the Race Committee Vessel at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark
  - (b) While racing, no part of a boat's hull shall sail within the area bounded by an imaginary line between two adjacent moorings and the adjacent shoreline. All navigational marks shall be passed on their designated side when boats are racing.

### 10. BREAKDOWN AND TIME FOR REPAIRS

- 10.1 Before the attention signal of a flight or within two (2) minutes of finishing or within five (5) minutes of changing into a new boat, whichever is later, a boat may display a **green** flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the Race Committee Vessel and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.1.
- 10.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

### 11. TIME LIMIT

- 11.1 A boat that does not finish within five (5) minutes after her opponent has Sailed the Course, will be scored zero points. This changes RRS 35.

### 12. RISK STATEMENT

- 12.1 Refer to NoR 14.

## SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

	SKIPPER	CLUB	COUNTRY	WS ID	WS RANK
1	Daniel KEMP	Royal Prince Alfred Yacht Club	AUS	AUSDK25	87
2	Alistair READ	Royal Prince Alfred Yacht Club	AUS	AUSAR25	232
3	Bayley TAYLOR	Royal Prince Alfred Yacht Club	AUS	AUSBT27	664
4	Louis TILLY	Royal Prince Alfred Yacht Club	AUS	AUSLT21	Not Ranked
5	Patrick LANGLEY	Royal Prince Alfred Yacht Club	AUS	AUSPL1	Not Ranked

## SI ADDENDUM B – HANDLING of BOATS

From World Sailing's *Standard Match Racing Sailing Instructions 2022* document.

### 1 GENERAL

- 1.1 [NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

### 2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission, including coaches and support persons.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue/use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 ~~(Removed) Adjusting lifeline tension.~~
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or any turning block before sheeting.
- 2.14 Adjusting or altering the tension of standing rigging.
- 2.15 Using a winch to adjust the mainsheet, vang, or cunningham.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 The use of electronic equipment, unless permitted by SI C3.1.
- 2.21 ~~(Removed) After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.~~

- 2.22 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.23 ~~(Removed) Having the head of the spinnaker above the main boom gooseneck on a leg of the course between marks WP and WS until her bow is within two boat lengths of the mark at the end of the leg.~~
- 2.24 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.25 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.
- 2.26 Making adjustments to sails, fittings and rigging, other than registered skippers and or crew.
- 2.27 A breach of SI B 2.16, 2.21, 2.22, 2.23, 2.24 or 2.25 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

### 3 PERMITTED ITEMS and ACTIONS – the following are permitted

- 3.1 Except Taking on board the following equipment:
  - (a) basic hand tools
  - (b) adhesive tape
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell tale material
  - (f) hand held compasses and watches
  - (g) shackles and clevis pins
  - (h) ~~(Removed) velcro tape~~
  - (i) ~~(Removed) bosun's chair~~
  - (j) spare flags
- 3.2 Using the items in 3.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per Appendix C6
  - (g) personal safety
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 ~~Removed~~

### 4 MANDATORY ITEMS and ACTIONS – the following are permitted:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
  - (a) folding, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) ~~(Removed) releasing backstay tension~~
  - (d) cleaning the boat (cabin and decks), removing all trash, and removing all tape and marks
  - (e) remove any water from within the bilge

- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 ~~(Removed) Leaving the engine gear lever in the reverse position while racing.~~
- 4.7 A breach of item 4.2 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

## ADDENDUM C – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

### SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Spinnaker (Asymmetrical 2025)
- Spinnaker sheets
- Headsail sheets
- Tiller extension
- Two Jib cars
- Green damage Flag
- Yellow Flag
- Blue Flag
- Red protest Flag
- Y Flag
- Towing Line

### SAFETY GEAR

- 5 x PFD 1's
- 2 x Bucket with lanyard
- 2 x Paddles
- 1 x Knife
- 1 x First aid kit
- 1 x Sound device
- 1 x Torch
- 1 x Storage Container
- 1 x Bilge Pump System

### GROUND TACKLE

- 1 x Anchor and warp

## SI ADDENDUM D – DAMAGE PENALTIES

### Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general appearance, or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

### Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

### Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.



## ADDENDUM E – PAIRING LIST

First Round Robin - Stage 1				
Flight 1				
Matc h	Boat s	Blue	Boat s	Yellow
1	6	Louis TILLY	4	Daniel KEMP
2	1	Alistair READ	7	Bayley TAYLOR
Bye	8	Pat LANGLEY		
Flight 3				
Matc h	Boat s	Blue	Boat s	Yellow
1	6	Louis TILLY	8	Pat LANGLEY
2	4	Daniel KEMP	1	Alistair READ
Bye	7	Bayley TAYLOR		
Flight 5				
Matc h	Boat s	Blue	Boat s	Yellow
1	1	Alistair READ	6	Louis TILLY
2	8	Pat LANGLEY	7	Bayley TAYLOR
Bye	4	Daniel KEMP		

First Round Robin - Stage 1				
				Flight 2
Matc h	Boat s	Blue	Boat s	Yellow
1	4	Daniel KEMP	8	Pat LANGLEY
2	7	Bayley TAYLOR	6	Louis TILLY
Bye	1	Alistair READ		
				Flight 4
Matc h	Boat s	Blue	Boat s	Yellow
1	7	Bayley TAYLOR	4	Daniel KEMP
2	8	Pat LANGLEY	1	Alistair READ
Bye	6	Louis TILLY		

Second Round Robin - Stage 2				
Flight 1				
Matc h	Boat s	Blue	Boat s	Yellow
1	0	Daniel KEMP	0	Louis TILLY
2	0	Bayley TAYLOR	0	Alistair READ
Bye	0	Pat LANGLEY		
Flight 3				
Matc h	Boat s	Blue	Boat s	Yellow
1	0	Pat LANGLEY	0	Louis TILLY
2	0	Alistair READ	0	Daniel KEMP
Bye	0	Bayley TAYLOR		
Flight 5				
Matc h	Boat s	Blue	Boat s	Yellow
1	0	Louis TILLY	0	Alistair READ
2	0	Bayley TAYLOR	0	Pat LANGLEY
Bye	0	Daniel KEMP		

Second Round Robin - Stage 2				
				Flight 2
Matc h	Boat s	Blue	Boat s	Yellow
1	0	Pat LANGLEY	0	Daniel KEMP
2	0	Louis TILLY	0	Bayley TAYLOR
Bye	0	Alistair READ		
				Flight 4
Matc h	Boat s	Blue	Boat s	Yellow
1	0	Daniel KEMP	0	Bayley TAYLOR
2	0	Alistair READ	0	Pat LANGLEY
Bye	0	Louis TILLY		