2026 Manly Cup

5th-6th December 2026

NOTICE OF RACE

Organizing Authority

RULES
The regatta will be governed by the rules as defined in the Racing Rules of Sailing 2025-2028 (RRS).

Australian Sailing Special Regulations - Part 2 (for off the beach boats) shall apply. It is the responsibility of all competitors to ensure that life jackets comply with a standard equivalent to those listed in the regulations.

It is recommended that competitors wear a safety helmet to the minimum standard of EN1385 or EN1077 whilst afloat.

1.1 **Gold Fleet**
AUS O'pen Skiff Umpiring Policy 2025-2028 for O'pen Skiff events shall apply. Refer to Attachment #3

1.2 **Silver Fleet**

1.3 AUS O'pen Skiff Umpiring Policy 2025-2028 for O'pen Skiff events shall apply. Refer to Attachment #3

1.4 **Green Fleet**
Refer to Attachment #2.

2 ELIGIBILITY AND ENTRY

2.1 The regatta is open to boats complying with the current O'pen Skiff class rules.

2.2 Open Skiff class boats will be available for charter. The charter fee is $399 and can be booked online here: https://openskiff.com.au/manly-cup-dec-5-6-2026-charter/

2.3 All sailors shall be financial members of a yacht club that is affiliated with Australian Sailing or their MNA.

2.4 Each boat shall be covered for a minimum of $10 million of third-party liability insurance. MYC requires all boats participating in aquatic events to provide evidence of insurance cover both on shore and while racing.

2.5 Competitors and guardians shall abide by the Australian Sailing Member Protection Policy and Procedures.

2.6 Entry into O'pen Skiff Silver and/or Green Fleet shall be approved by Manly Yacht Club.

2.7 Entry prior to (and including) 15th November 2026 is $110. Entry after 15th November 2026 is $130. Entries close on 30th November 2026

2.8 Boats shall enter online at: https://openskiff.org.au/whats-on/ and pay the relevant entry fee.

3 PROPOSED SCHEDULE (NOTE: An updated version may be available at registration)

Date	Time	Event
Friday 4th December	1600 - 1800	Registration & Charter boats available
Saturday 5th Dec.	0800 - 1000	Registration & Charter boats available
	1000	Competitor briefing
	1100	Racing/On water activities
	1800	Dinner at Manly YC. Free for sailors. Paid for friends and family.
Sunday 6th Dec	0930	Competitor briefing
	1000	On water activities
	Asap after sailing	Prize Giving

3.1 A number of non-scoring adventure races may be sailed during the event when conditions are appropriate.

3.2 No warning signal will be made after 1500hours on Sunday 6th December.

3.3 Our traditional Christmas dress up theme fun race (with prizes for best dressed) will occur on Sunday 6th December.

4 MEASUREMENT
A boat or equipment may be inspected at any time for compliance with the rules as defined in the RRS.

5 SAILING INSTRUCTIONS
Sailing Instructions (Sis) will be posted at https://openskiff.org.au/whats-on/ and via the 2026 Manly Cup WhatsApp Group prior to the event.

Following the link or scan the QR code below to join the group.



https://chat.whatsapp.com/FmCGP4FjocaBb38eaquMCT

6 VENUE AND COURSE AREA

6.1 The regatta will be conducted at Manly Yacht Club on the waters of Sydney Harbour as shown in Attachment #1.

7 COURSES

7.1 Will be a mixture of windward/leeward, trapezoid or slalom as described in the sailing instructions.
7.2 The target time for each race is 25 minutes.

8 SCORING

8.1 The Low Point Scoring system of RRS Appendix A will apply.
8.2 3 races shall be completed to constitute a series.
8.3 A boat may drop her worst score after 4 races and her worst 2 scores after 8 races are completed.

9 SUPPORT BOATS

9.1 All support boats shall register with Manly Yacht Club and may be required to display an identifying flag which will be provided at registration. Life jackets are to be worn by all personnel on registered support vessels.
9.2 Support boats shall be covered for a minimum of $10 million of third-party liability insurance. Proof of cover may be required at registration.
9.3 Support boats are requested to monitor the course VHF channel for safety information, help if requested and follow any instructions given by the race officer.
9.4 Support boats shall remain at least 50m outside the course area unless they are required to provide safety assistance to a competitor.
9.5 The Silver and Green fleet boats may receive coaching assistance from the official coach boat(s) and any such communication shall not be considered outside help. This changes rule 41.

10 BERTHING

10.1 All trailers may be stored in the areas designated by the Host Club. Any trailers left within the boat park may be moved / relocated at the discretion of the Organizing Authority/Host Club.

11 RADIO COMMUNICATIONS

Except in an emergency, a boat shall neither make nor receive radio transmissions, text messages or cellular phone calls while afloat except in an emergency or when using equipment provided by the race committee.

12 MEDIA RIGHTS

In participating in this event, a competitor or their guardian automatically grants to the organizing authority and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said event in which the competitor participates and in all material related to the said event without compensation.

13 PRIZES

Gold Fleet
Overall: 1st (winner of Manly Cup), 2nd, 3rd
U13 (as at 1st day of regatta): 1st , 2nd, 3rd
U17 (as at 1st day of regatta): 1st , 2nd, 3rd

Silver Fleet
Overall: 1st , 2nd, 3rd
U13 (as at 1st day of regatta): 1st , 2nd, 3rd
U17 (as at 1st day of regatta): 1st , 2nd, 3rd

Green Fleet – Prizes may be awarded for 'encouragement' and 'taking part' as well as placing for positions.

Other prizes may be awarded by the Organizing Authority.

14 DISCLAIMER OF LIABILITY

14.1 Competitors participate in the regatta entirely at their own risk. Attention is drawn to RRS 3 – Decision to Race.

14.2 Sailing is a potentially dangerous activity involving inherent risks, including strong winds, rough seas, sudden changes in weather, equipment failure, collisions and the risk of injury or death.

14.3 The Organising Authority, Manly Yacht Club, its officers, employees and volunteers will not accept liability for material damage, personal injury or death sustained in connection with the regatta, whether before, during or after the event, to the extent permitted by law.

14.4 By entering the regatta, each competitor and, where applicable, their parent or guardian acknowledges that:

(a) The boat complies with the entry requirements specified in this Notice of Race.

(b) The competitor understands and agrees to comply with the Racing Rules of Sailing 2025–2028, including Part 1 – Fundamental Rules.

(c) The competitor has the necessary skills and experience to participate safely in the regatta.

(d) Participation is voluntary and involves the acceptance of the inherent risks associated with sailing.

14.5 This risk warning is provided in accordance with the Civil Liability Act 2002 (NSW), including section 5M, relating to recreational activities.

15 FURTHER INFORMATION

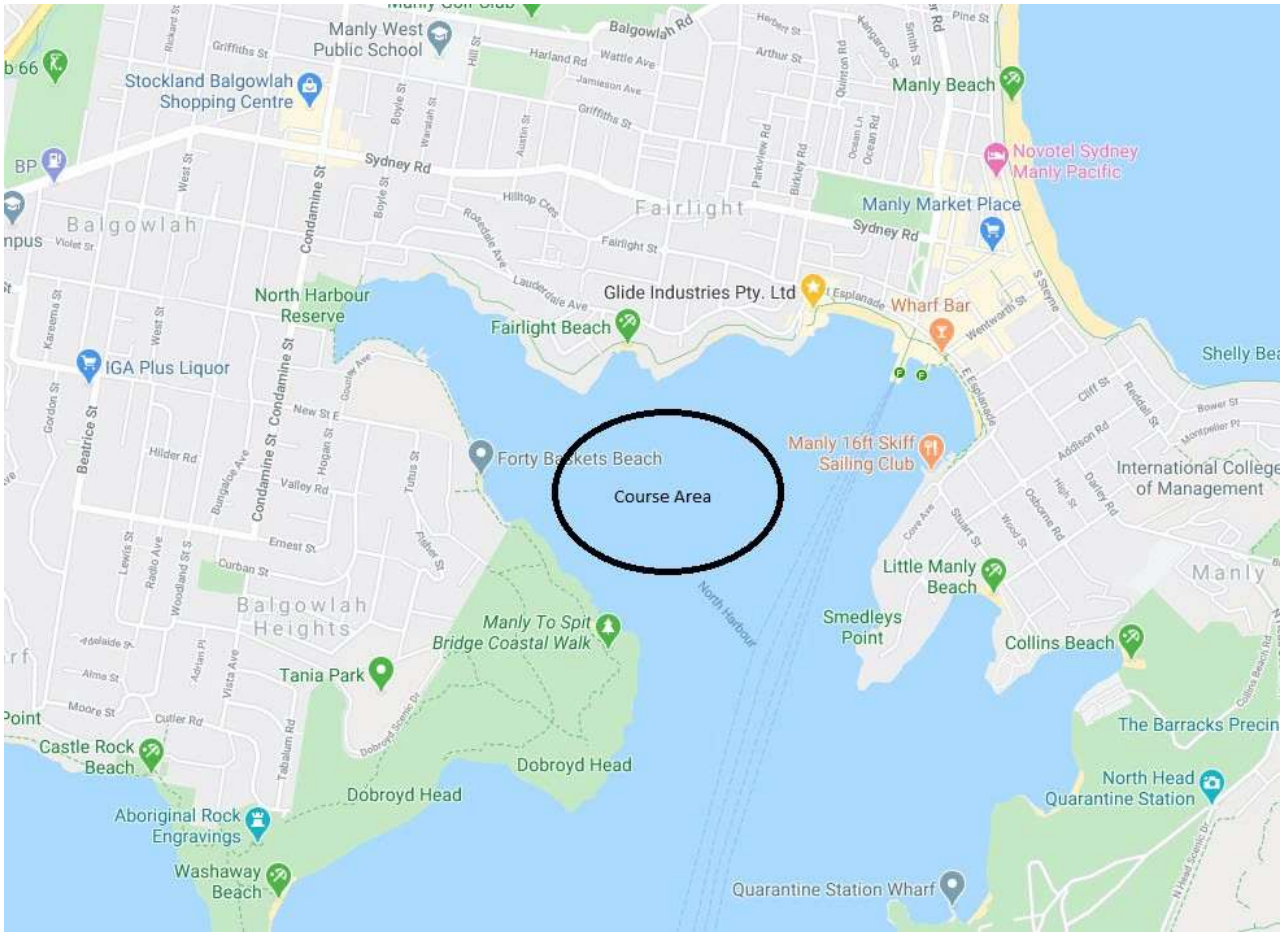
For further information, please contact:
Manly Yacht Club
Ph. (02) 9977 4949 or Email:info@myc.org.au or Bevan McKavanagh bevan@glideindustries.com

16 LIST OF ATTACHMENTS

Attachment #1 – Club location and sailing area
Attachment #2 – Green fleet Guidelines
Attachment #3 – AUS O'pen Skiff Umpiring Policy 2025-2028

Attachment 1:

Regatta Venue and Racing area



Attachment #2:

Green Fleet Guidelines

1. In the Green Fleet the emphasis is on fun. The objective of this regatta is to offer younger and less experienced sailors the opportunity to sail and participate at the O'pen Skiff events without feeling the need or burden to sail in the more competitive and arduous Gold and Silver Fleets.
2. Sailing will be a mixture of adventure sailing, racing, freestyle and any other form of sailing that the organizers deem fit.
3. Sailors will benefit from a high level of coaching throughout the event.
4. Sailors entering the Green Fleet should be of a level of sailing similar and/or equal to Tackers 2.
5. Green Fleet racing is intended to be run dependent on weather forecasts and prevailing winds. Should the conditions be such that racing is an option this will be conducted on a separate course.
6. The Green Fleet will consist of a variety of activities, led by appropriately qualified activity leaders/rules advisors (in an approximate ratio of 1:10 on the water). These activities may include both shore and on-water based skills, coaching and on-water games.
7. Prizes may be awarded for 'encouragement' and 'taking part' as well as placing for positions. Prizes will be awarded at the discretion of the Organizing Authority.
8. Parents, guardians and friends are encouraged to come and spectate but please refrain from coaching/communicating with sailors and allow the qualified coaches to deal with any issues/circumstances that arise.

Attachment #3:

AUS O'pen Skiff Umpiring Policy 2025-2028

(version: Sept. 2025)

Introduction

The spirit of Open Skiff is strongly linked to the processes of determining rules incidents on-water. This is an essential element of how our sailors experience and engage with the sport. Since 2008, the Open Skiff Class has successfully used umpiring and over the years, this system has proven to be an effective and fair method for ensuring high-quality racing.

To assist organisers to continue to provide the benefits of umpiring, this Policy is created so event organisers simply refer to this policy in their Notice of Race, therefore bringing into force the rules needed. An example of that could be added to the Notice of Race, in Section 1 – Rules:

This introduction only provides an informal background, and the Notice of Race rules proper begin below.

UP1. Umpire Observation

UP1.1. Umpires may observe the racing and provide advisory umpire signals. If an umpire observes an incident where a boat protests, one of the following signals may be made:

(a) A green and white flag with one long sound means 'The umpires saw the incident and believe that no rule was broken';

(b) A red flag with one long sound means 'The umpires saw the incident and believe that one or more boat has broken a rule'. The umpires will hail or signal each boat identified to have broken a rule; or

(c) A yellow flag with one long sound means 'The umpires do not have the facts to make a decision'.

(d) If a red flag is displayed the identified boat shall take the applicable penalty detailed in UP3.1 and the protesting boat shall not proceed with a protest. This penalty shall be applied without a hearing. This changes rules 44.1, 60.1. If a boat fails to take the penalty imposed, the umpires may inform the Protest Committee who, as allowed by rule 60.5(b)(3), may disqualify the boat without a hearing, this changes rule 60.5(a).

(e) If a green and white flag or the yellow flag is displayed, a boat may still protest, or a boat may choose to take the applicable penalty.

UP1.2. If a green and white flag is displayed for an incident, the protest committee will only protest a boat for an incident involving her that may have resulted in injury or serious damage, or if the protest committee learns during the hearing of a valid protest that the boat, although not a party to the hearing, was involved in the incident and may have broken a rule. This changes RRS 60.1 and 60.4(b).

UP1.3. When rule 20 applies, the following arm signals are required in addition to the hails:

(a) for 'Room to tack', repeatedly and clearly pointing to windward; and

(b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UP2. Propulsion (rule 42)

UP2.1. Appendix P5 applies (O or R Flag). No other section of appendix P applies.

UP2.2. A boat may not proceed with a protest for an alleged breach of rule 42. This changes RRS 60.1. Note: if a boat observes an alleged breach of rule 42, it may signal as detailed in UP4.1, therefore giving the other boat an opportunity to complete a penalty at the time of the incident.

UP3. Penalties at the time of an incident

UP3.1. Rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused injury or serious damage), rule 31, rule 42, or failed to complete the required Freestyle manoeuvre correctly. However,

(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31;

(b) if the boat gained an advantage despite taking a penalty, she should take another penalty until that advantage is lost, or retire; and

(c) if the boat broke a rule and caused injury or serious damage her penalty shall be to retire.'

UP3.2. A penalty in rule 44.2 is a 'One-Turn Penalty'.

UP3.3. When an umpire decides that a boat has:

(a) broken rule 31 and not taken a penalty.

(b) broken rule 42.

(c) BLANK

(d) gained an advantage despite taking a penalty

they will penalize the boat by signalling this as detailed in UP1.1(b). This penalty shall be applied without a hearing. This changes rule 60.5(a).

UP4. Protest by a boat

UP4.1. If a protest concerns an incident observed by the protestor in the racing area, Rule 60.2(a) (1) is changed to: 'she shall hail 'Protest' and raise an arm at the first reasonable opportunity for each. The arm should remain raised for enough time for an umpire to identify the protest.

UP4.2. If a boat wishes to proceed with a protest hearing for an alleged breach of a rule of Part 2, rule 28, or rule 31:

(a) Rule RRS 60.2 (Intention to Protest) is amended as follows: add new RRS 60.2(a)(3): "If the protestor is a boat, immediately after finishing or retiring, she shall inform the Race Committee of her intention to protest and the identity of the boat/boats it intends to protest. "

(b) 60.3 is deleted and replaced with: 'When arriving on shore after the last race the boat has raced in that day (or session if there are multiple times that boats leave the shore), the protesting boat shall promptly inform the Protest Committee of her intention to protest, confirming the identity

of the boat/boats she intends to protest and where the incident happened. The identity of the boats given to the Race Committee in 4.2(a) may be changed at this time. This may be done verbally. The Protest committee will maintain a written record of the protest details.

UP5. Protest Hearings and Decisions

UP5.1. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally. This changes rules 63.1, 63.2, 63.4, and 63.6.

UP5.2. The protest committee shall keep records of hearings and decisions.

UP5.3. As allowed in 60.5. The protest committee may apply a penalty other than disqualification (which may include no penalty.) As a guide:

(a) Failing to take penalty for breach of rule 31 or 42, should be 5 place penalty.

(b) BLANK

(c) Breach of a rule of Part 2 (other than rule 14) when Umpire signalled Green Flag or Yellow Flag under 1.1(a) or (c), or failed to see the incident, should be 5 place penalty.

(d) Breach of rule 14 should be disqualification from that race; and

(e) Breach of a rule of Part 2 (other than rule 14) when Umpire signalled Red Flag under 1.1(b) should be disqualification from that race,

UP5.4. As allowed in N1.4(b), the time limit for a party to request a hearing by a full panel is 5 minutes after being informed of the decision.

UP5.5. The protest committee is encouraged to:

(a) hold a hearing as soon as possible after all parties come ashore.

(b) If an International Jury, form a Panel as detailed in N1.4(b) to start the hearing processes promptly on coming ashore.

(c) hold a hearing in a style and location more used for Arbitration.

(d) allow a parent or guardian of each party to observe the hearing (but not speak or advise the parties).