

The 42nd Annual Newport Regatta

July 10–12, 2026

Organizing Authority, Sail Newport

Sailing Instructions



Presented by



HAMMETTS
HOTEL

Sponsored by



1. RULES

- 1.1. The 2026 Newport Regatta will be governed by the rules as defined in the Racing Rules of Sailing.
- 1.2. The current Class Rules for all invited classes shall apply, except as noted in these sailing instructions.
- 1.3. For the IC37 Class: OA supplied Velocitek units must be installed as directed and the Velocitek System must be operational while racing.
- 1.4. The Race Committee (RC) will use the Vakaros RaceSense system for the Melges 24, Etchells and VX One classes, providing relevant information to all boats in those classes. See Addendum C.
- 1.5. Races for the Vakaros classes (Melges 24, Etchells and VX One) will be started using RRS 26 as modified by Addendum C.
- 1.6. RRS 60.4(a)(2) is changed as follows: “if it alleges a breach of a rule of Part 2 or RRS 31 and is from a boat that was not involved in and did not see the incident, or...”

2. NOTICES TO COMPETITORS, ANNOUNCEMENTS, VHF CHANNELS

- 2.1. Notices to competitors will be posted on the Official Notice Board on Yacht Scoring at yachtscoring.com/notice_board_summary/50639.
- 2.2. Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except in the case of a postponement ashore. In the case of a postponement ashore, a change may be posted up to 15 minutes before the lowering of ‘AP’. Any change to the schedule of races will be posted by 2000 on the day before it will take effect. Flag “Lima” will be flown to signify such posting.
- 2.3. Except in the case of a postponement ashore, the Race Committee will endeavor to announce the rendezvous locations as described in SI 4 at 0900 over each class’ respective VHF channel as described in SI 2.4. In the case of a postponement ashore, the RC will announce the rendezvous locations 15 minutes prior to the lowering of AP. The failure to make this announcement or for a boat to hear this announcement will not be grounds for redress. This changes RRS 61.1(a).
- 2.4. VHF Channels:

Circle One	79A
Circle Two	73
Circle Three	72

- 2.5. WhatsApp Group: The Organizing Authority and Race Committee will use a competitor WhatsApp group for event communications and updates; communications made on the group are official. It is strongly advised that one representative from each boat join using the link below: [Join the Newport Regatta WhatsApp Group](#)

3. SIGNALS MADE ASHORE

- 3.1 Signal flags will be displayed from the official flagpole on the East side of the Sail Newport building at 72 Fort Adams Drive.
- 3.2 When code flag “AP” is displayed ashore, “1 minute” is replaced with “not less than 60 minutes.” When a numeral pennant is displayed beneath code flag “AP,” the postponement is applicable to that numbered circle only. This changes Race Signal “AP.”
- 3.3 Signals designating the rendezvous locations for all circles will be displayed at 0900 each day from the Yardarm on the East side of the Sail Newport building by displaying the numeral pennant for the circle number above the code flag for the rendezvous location. Rendezvous locations will also be announced on each Circle’s VHF Channel. In the case of a postponement ashore, the rendezvous locations will be announced 15 minutes prior to the AP being lowered.

4. RENDEZVOUS LOCATIONS

Rendezvous locations are described below and shown in Addendum A.

Narragansett Bay:

- Area “A” – Between Rose and Goat Island
- Area “B” – In the vicinity of Potter Cove and Gould Island
- Area “C” – Between Halfway Rock and Gould Island

- Area “D” – In the vicinity of G ‘7’ QG off Quonset Point
- Area “G” – In the vicinity of Coaster’s Harbor Island, North of the Pell / Newport Bridge

Rhode Island Sound:

- Area “E” – 0.08 nautical mile ESE (100°mag) from R ‘2’ QR Whistle marking Brenton Reef
- Area “F” – 2.5 nautical miles ESE (120°mag) from R ‘2’ QR Whistle marking Brenton Reef

South Bay (S Class):

- The S Class may be sent to a navigator / chart course in the South Bay; the course will be provided at check-in and announced on the Circle Two VHF channel.

5. SCHEDULE

5.1 It is the intent of the Race Committee and Organizing Authority to sail as many races as practical each day.

5.2 Circle Two and Circle Three race Saturday and Sunday only. On Friday, July 10, ONLY Circle One races, for the Melges 24, Etchells and A-Class fleets.

Day	Time	Activity
Thursday, July 9	All Day	Boats may arrive at Sail Newport Alofsin Docks and dinghy field behind 60 Fort Adams Drive
	1630–1930	Mandatory Check-in (Melges 24, Etchells, A-Class), one representative per boat, at 72 Fort Adams Drive
	1630–1830	Etchells crew weigh-in — Ben Wilkinson, Sail Newport registration area
Friday, July 10	0900–1000	Check-in (Melges 24, Etchells, A-Class) at 72 Fort Adams Drive
	1200	First Warning Signal — Circle One (A-Class, Melges 24, Etchells)
	1630–1930	Check-in (all other classes) and social at 72 Fort Adams Drive
Saturday, July 11	0800–0930	Last Minute Check-in
	1100	First Warning Signal, All Circles
	1630–2030	Post-Race Social at Sail Newport
Sunday, July 12	1100	First Warning Signal, All Circles
	1500	No Warning Signal after this time
	After Racing	Awards at Sail Newport

6. CLASSES, FLAGS AND CIRCLES

Friday, July 10 — Circle One only

On Friday, July 10, ONLY Circle One will race, for the Melges 24, Etchells and A-Class fleets. These classes will start using the numeral-pennant class flags shown below.

Circle One — Friday (Melges 24, Etchells, A-Class) (VHF Channel 79 A)	
Melges 24	
Etchells	
A-Class	

Saturday & Sunday, July 11–12

Circle One (VHF Channel 79 A)	
IC37	
Melges 24	
Etchells	

Circle Two (VHF Channel 73)	
Herreshoff 12½	
Snipe	
S Class	

Circle Three (VHF Channel 72)	
F18	
A-Class	
505	
VX One	
Shields	

7. CHECK IN AND RETIREMENT

- 7.1** Prior to the first warning signal each day, each boat shall check in with the Race Committee signal boat by passing by the stern of the signal vessel and announcing their sail number.
- 7.2** Boats retiring shall inform the Race Committee on their circle VHF channel.
- 7.3** Etchells Weigh-In: The Etchells class crew weigh-in will be conducted by Ben Wilkinson at the Sail Newport registration area on Thursday, July 9 from 1630–1830. Before- and after-hours weigh-ins may be arranged directly with Ben Wilkinson at 860-460-8033. The drop-dead weigh-in time is the skippers' meeting on Friday, July 10 (0900).

8. COURSES AND MARKS

- 8.1** Courses and marks are described and shown in Addendum B.
- 8.2** S Class — Courses Using Government and Race Chart Marks: In addition to the courses in Addendum B, the S Class may be assigned a course using government marks and fixed racing marks as designated on the current South Bay Race Chart, which will be provided to competitors at check-in. No later than the warning signal, the Race Committee will display on a board the course to be sailed, listing the marks in the order to be rounded and the required side on which to leave each mark, and will endeavor to announce the designated course on the Circle Two VHF channel (73). Government marks shall have no required side except when designated as a rounding mark. Special inflatable race marks, if used, will be as designated on the current South Bay Race Chart. Failure to make the VHF announcement shall not be grounds for a boat to request redress. This changes RRS 61.4(b).

9. THE START

- 9.1** The starting line will be between a staff displaying an orange flag on the Race Committee signal vessel and an inflatable mark on the port-end of the Race Committee vessel as described in Addendum B.
- 9.2** Boats whose warning signal has not been made shall keep clear of the starting area from the time of the course signals for the first start in the sequence until the warning signal for their class.
- 9.3** The Race Committee will endeavor to hail boats observed to be OCS at the start over their respective circle VHF channel. For the IC37 class, the RC will attempt to notify OCS boats by radio and/or digitally via the Velocitek. For the Melges 24, Etchells and VX One classes, the RC will attempt to notify OCS boats by radio and/or digitally via the Vakaros unit. Failure to hail, the timing or order of any such hails, will not be grounds for redress. This changes RRS 61.1(a).
- 9.4** For the IC37 class, the Velocitek RTK Starting System described in Addendum D applies.
- 9.5** For the Melges 24, Etchells and VX One (Vakaros) classes, the starting line is described in Addendum C.

10. CHANGE OF COURSE

- 10.1** To change the next leg of the course, the Race Committee will lay a new mark or move the existing mark. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.
- 10.2** The Race Committee may change the course by up to five degrees in bearing and/or 0.2 nm in length without a signal or change of mark color. This changes RRS 33.
- 10.3** In addition to the requirements in RRS 33, the Race Committee will attempt to announce any course change on their respective circle VHF channel. Failure to make such an announcement shall not be grounds for redress. This changes RRS 61.1(a).

11. THE FINISH

- 11.1** The finishing line will be between a staff displaying a blue flag on the Race Committee signal boat and the course side of the finishing mark as described in Addendum B.
- 11.2** For Course 'W', with odd numbered legs, the finish line will be located to windward of the windward mark.
- 11.3** For Course 'W', with even numbered legs, the finish line will be located to leeward of the leeward mark and will be on the opposite side of the Race Committee signal boat as the starting mark.

12. PENALTY SYSTEM

- 12.1** For all classes except the IC37 and F18, US Sailing Prescription Appendix V shall apply.
- 12.2** For the IC37 class, A-Class and the F18 class, the first sentence of RRS 44.1 is changed so that a boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing.

13. TIME LIMIT

- 13.1** The time limit for the first boat to sail the course and finish is 90 minutes. Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Time Limit Expired (TLE) and scored points as described in SI 15.4. This changes RRS 35, A4 and A5.

14. PROTESTS AND REQUESTS FOR REDRESS

- 14.1** Protests shall be submitted to the Jury Secretary located on the middle floor of Sail Newport within the protest time limit.
- 14.2** The protest time limit is one hour after the Race Committee signal boat has docked for that circle.
- 14.3** Hearing times will be posted on the Official Notice Board as soon as possible after the protest time limit.

15. SCORING

- 15.1** The Low Point Scoring System as described in Appendix A shall apply.
- 15.2** One race shall constitute a series.

- 15.3** For all classes a boat's worst finish will be discarded after a class has completed six races. Two races may be discarded if a class completes twelve or more races. This changes rule A2.
- 15.4** Boats still racing after the finishing window expires will be assigned a score equal to one place more than the place of the last boat to finish within the finishing window.

16. PRIZES

- 16.1** Trophies will be awarded to the top 3 finishers in each class.
- 16.2** The Sally Helme Award perpetual trophy will be awarded to the top female skipper of the regatta based on a specific formula

17. WAIVER AND RELEASE OF LIABILITY

- 17.1** Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to rule 4, Decision to Race. The race organizers, including the OA, Race Committee, Protest Committee, the State of Rhode Island, sponsors, volunteers, or any other affiliated organization or official, will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of practice for or participation in this event on the water or ashore. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.
- 17.2** As a condition of entry, all skippers and crew must complete the Waiver of Liability Form available on [yachtscoring](http://yachtscoring.com)

18. REMINDER TO COMPETITORS

- 18.1** Restricted Channels: Competitors are reminded that Narragansett Bay and its approaches are considered restricted channels for commercial traffic and other vessels restricted in their ability to maneuver. Competitors must comply with the government right-of-way rules when in proximity to commercial or privileged marine traffic.
- 18.2** Newport Security Zone: Competitors should be aware of heightened security around the Navy base in Newport just to the north of the Newport Pell Bridge. The area may be defined by a series of white buoys marking the Newport Security Zone along the coast of the Naval Facilities from Coasters Harbor to the breakwater at the north end of Coddington Cove and the line defined by the buoys shall rank as an obstruction. Boats shall not enter this area. A Navy patrol boat monitors the area and vessels navigating in the Exclusionary Zone may face action by Coast Guard and Naval authorities.

19. FURTHER INFORMATION

For further information, contact Sail Newport:

Sail Newport, 72 Fort Adams Dr. Newport, RI 02840

Phone: 401-846-1983. Email: Diarmaid.Desmond@sailnewport.org — regattas@sailnewport.org

SUSTAINABILITY

Sail Newport is committed to reducing our landfill footprint by using alternatives to plastic where possible; encouraging recycling; diverting waste from landfill to compost; and educating sailors and the community. Please bring your re-usable water container! Water refilling stations are available at the grass triangle (boat park), inside the Sail Newport Sailing Center lobby at 72 Fort Adams Drive, and the Fort Adams Visitors Center at 90 Fort Adams Drive.

PLEASE JOIN US IN OUR COMMITMENT TO SAIL SUSTAINABLY!



Clean Ocean
Green Earth



LEED-COMPLIANT
HEADQUARTERS



SOLAR POWER



RAIN WATER
HARVESTING



RECYCLE



GREEN TEAM



STRAW FREE
CAMPUS



NO SINGLE-USE
PLASTIC BOTTLES



COMPOSTIBLE
FOODWARE



LOCALLY
SOURCED FOOD



OCEAN
CONSERVATION
EDUCATION



PAPERLESS REGATTA
MANAGEMENT



ELECTRIC
GPS-CONTROLLED MARKS



PROVISION
WITHOUT PLASTIC

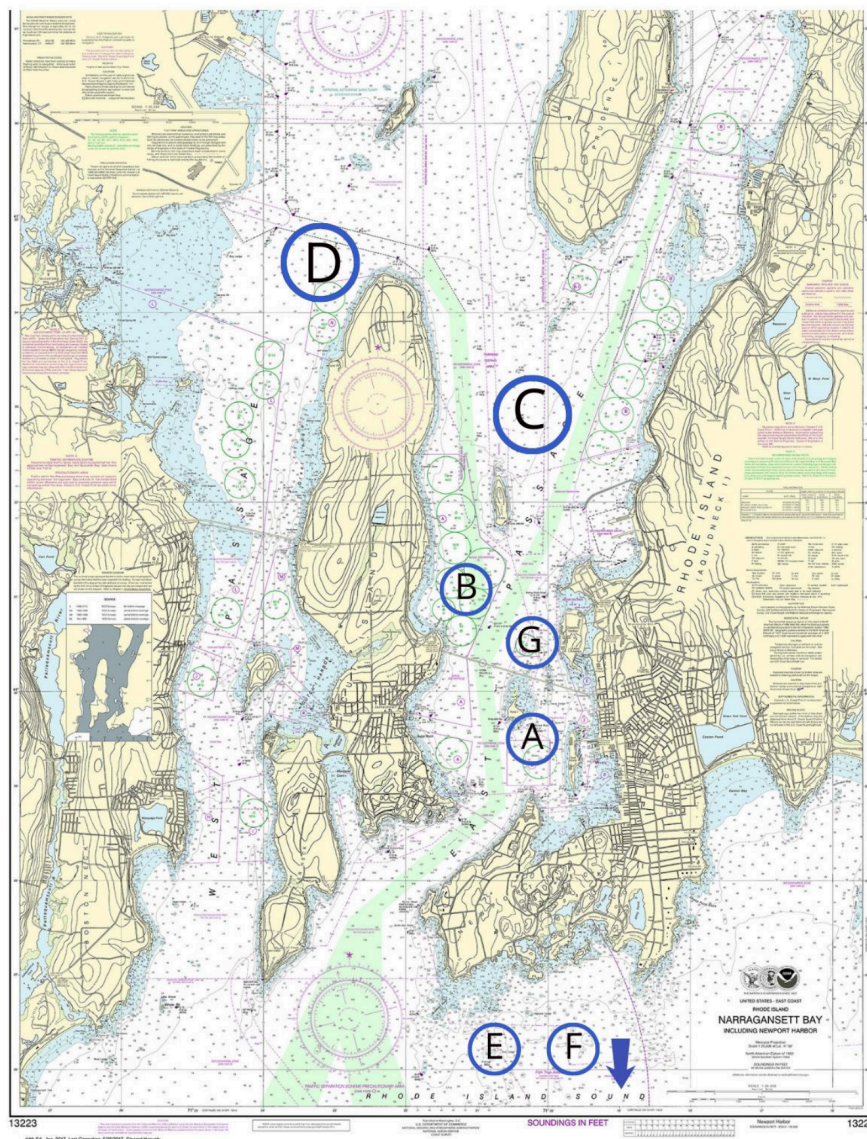


REUSEABLE
ICE PACKS



COMPOST
FOOD SCRAPS

ADDENDUM A — RENDEZVOUS LOCATIONS



ADDENDUM B — COURSES AND MARKS

B1. Course Descriptions

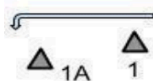
W2	Start-1-1A-Finish
W3	Start-1-1A-2p/2s-Finish
W4	Start-1-1A-2p/2s-1-1A-Finish
W5	Start-1-1A-2p/2s-1-1A-2p/2s-Finish

B1.2. In the event Mark 1A is not in place the boats shall round Mark 1 to port.

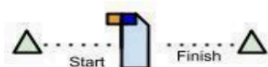
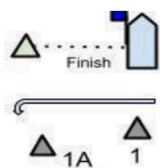
B1.3. In the event that the Gate is not in place, boats shall round the existing leeward mark to port.

B2. Course Diagrams

Course W- Even # of Legs



Course W- Odd # of Legs



B3. Marks

Circle	Original Marks	Long Windward	Starting Mark	Finishing Mark	Change Mark
Circle One	Orange MSB	Orange MSB	Yellow MSB	Yellow MSB	Original marks moved
Circle Two	Orange (drop)	Orange (drop)	Yellow (drop)	Yellow (drop)	Original marks moved
Circle Three	Orange MSB	Orange MSB	Yellow MSB	Yellow	Original marks moved

Circle One & Circle Three use MarkSetBots (MSB); Circle Two uses drop marks.

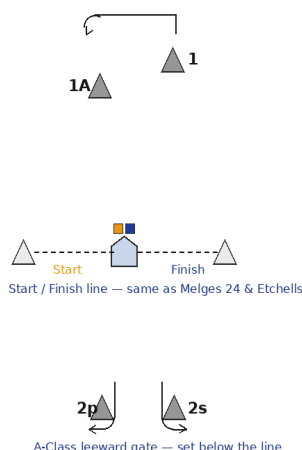
- B4. Limiting Mark** — For the IC37 Fleet only: The Race Committee may set a pink inflatable limit mark approximately 6–8 boat lengths to leeward of the windward mark. The limit mark shall be left to port on both the upwind and the downwind legs. In the event of a change of course to the windward mark after the first windward mark rounding in that race, the limit mark will not be set. The location of the limit mark or the failure to set it shall not be grounds for redress (this changes RRS 61.1(a)). No flag will be displayed to signal the limit mark.
- B5. Long Windward Mark** — For all “W” courses, the RC may set both a long windward mark without an offset, and a short windward mark and offset. The distances will be displayed on a course board. If flag “D” is displayed on a separate pole, that class will use the long windward mark; if not displayed, the short windward mark.



Flag D

- B6. A-Class Course (Friday, July 10):** On Friday the A-Class will sail a windward/leeward course using a windward mark and offset, and will use the same start/finish line as the Melges 24 and Etchells. The A-Class leeward gate will be set to leeward of (below) the start/finish line. A-Class races will have a downwind finish at the start/finish line. See the diagram below.

A-Class — Friday



- B7.** Closed Start/Finish Line (A-Class): The A-Class start/finish line is closed. A boat is scored as finishing only when she crosses the line while completing her final leg of the course; a boat that crosses the line on any earlier leg has not finished and shall continue to sail the course. On the legs between the windward mark(s) and the leeward gate, boats may leave the start/finish line, the Race Committee signal vessel and the pin to either side. For reasons of safety, on those legs the start/finish line, the Race Committee signal vessel and the pin are, taken together, one obstruction, and RRS 19 and 20 may apply.

ADDENDUM C — VAKAROS AND RACESENSE SYSTEM

RaceSense RRS changes [NP] — Rules and Instructions for Using the Vakaros and RaceSense System

Starting Line: For the Vakaros classes (Melges 24, Etchells and VX One), the starting line will be a digital representation of the line between a staff displaying an orange flag on the starboard end signal vessel and a staff displaying an orange flag on the port-end starting mark (or a staff displaying an orange flag on the port-end Race Committee vessel).

- C1.** Each boat shall have a working Vakaros Atlas 2 or Edge configured for RaceSense at check-in. Boats without a configured Atlas 2 or Edge may have one provided by the OA, for applicable fees. This shall be mounted as required by the class at all times while racing.
- C2.** The Vakaros RaceSense system will be used by the Race Committee and the relevant information will be available to all boats.
- C3.** Instructions for using the Atlas 2 or Edge device will be posted on the Official Notice Board on Yacht Scoring.
- C4.** Competitors shall take all reasonable measures to keep the Atlas 2 or Edge safe and operational and promptly notify Vakaros staff of any device issues.
- C5.** RRS 26 is changed. The countdown to the start on the Atlas 2 or Edge from RaceSense will be the official time. Race signals and flags will only be used for information purposes.
- C6.** The visual identification of boats infringing RRS 29 and 30 by the RC is replaced with electronic identification through the Vakaros RaceSense system, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4.
- C7.** Any failure of the Atlas 2 or Edge, RaceSense system, or communication systems will not constitute grounds to request redress. This changes RRS 41(c), 61.1(a), 61.1(c).
- C8.** If the RC vessel displays code flag O with one sound signal prior to the warning signal of a race, Addendum C, in its entirety, will not apply to that race.
- C9.** If the RC vessel displays code flag R with one sound signal prior to the warning signal of a race, competitors shall restart their Vakaros unit by switching it off, waiting 10 seconds and switching it back on. Code flag R will remain displayed for a minimum of 2 minutes and will be removed with the next warning signal.
- C10.** If firmware updates to Atlas 2 or Edge devices are required between scheduled race days, notice will be sent to all boats via email and/or WhatsApp.

ADDENDUM D — VELOCITEK RTK STARTING SYSTEM (IC37)

The following applies to the IC37 Class (Circle One).

D1. Velocitek Starting System (“Velocitek”):

- (a) The starting line will be a digital representation of the line between a staff displaying an orange flag on the starboard end signal vessel and a staff displaying an orange flag on the port-end starting mark.
- (b) When Velocitek is used, in addition to the race signals in RRS 29 (Recalls), individual OCS boats will be notified digitally via their Velocitek unit. Boats identified as OCS will also be notified digitally via their Velocitek unit upon returning to the pre-start side of the starting line. There will be no VHF hails. Failure of this equipment will not be grounds for a boat to request redress. This changes RRS 61.4(b). The countdown timer on the Velocitek equipment shall be the official time. Signal flags may be used for information purposes. This changes RRS 26. The visual identification of boats infringing RRS 29 and 30 by the RC is replaced with electronic identification through the Velocitek equipment, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4.
- (c) Competitors shall keep the Velocitek equipment safe and operational and promptly notify the Race Committee in the event of a system failure. Instructions for the use of the Velocitek equipment can be found in the Velocitek User Guide.

D2. Velocitek Starting System and OCS notification:

The Race Committee intends to utilize Velocitek for all race starts to provide a digital representation of the starting line and to identify OCS boats and notify them via digital signals to each boat’s Velocitek unit. If the Race Committee determines that the system will not be used, they will display Flag G prior to the warning signal.

D3. Flag G Starting System:

- (a) The starting line will be between a staff displaying an orange flag on the starboard end signal vessel and a staff displaying an orange flag on the port-end starting mark.
- (b) The Race Committee will endeavor to hail boats observed to be OCS at the start on VHF 79A as a courtesy. Failure of the hailing equipment, failure to hear a hail, delay in hailing or the order in which hails are given will not be grounds for a boat to request redress. This changes RRS 61.4(b).