

2026 LIPTON CHALLENGE CUP

Question & Answer Service – 2026.06

Question 1:

Since this regatta is governed by the RRS, how has the Organizing Authority guaranteed that they comply with the guidelines set out by world sailing under regulation 34? Also, are there any conflicts that need to be declared, considering none have been published, for key roles in this regatta, primarily Protest Chairman and Race Officer? If there are any conflicts with those positions, how will key decisions be made where a conflict may have substantial effect, such as abandoning a race, shortening a course, altering a course, declaring a Z-flag penalty and many others?

Answer 1:

Regulation 34 was withdrawn in 2024 by World Sailing, and as such is no longer applicable. If there was a particular aspect of the old Regulation 34 that you were concerned with, please let us know in order to assist you in a more focused and accurate manner.

With regards to clarifying potential for conflict of interest:

Race Officers Answer:

As far as the RO is concerned, he has placed on record that he has 3 family members and more than three very close friends sailing in the fleet. As was the case in the 2025 Lipton Challenge, on-the-water decisions will be taken jointly by the race committee members onboard the race committee vessel, and there will be three people calling the starting line when this is necessary.

International Jury Chairs Answer:

Until very recently I had no conflict of interest. With the OA's decision to accept RaceCom's sponsorship of the Vakaros units for the Race Committee and the use of the MarkSetBot's, I have a conflict of interest. I am actively involved with RaceCom, in a non-financial manner. For every hearing that I am involved in, I will declare this conflict and should a competitor object to me being on the panel for a hearing relating to RaceCom's products/services or competitors associated with RaceCom, I will let the panel decide on my level of conflict for that hearing in line with RRS 63.3.