



**Australian 2.4 mR Association Incorporated**  
*in conjunction with*  
**Royal Freshwater Bay Yacht Club**  
*Presents the*

**2026 Australian  
2.4mRClass National  
Championship**

**Thursday 2<sup>nd</sup> to Sunday 5<sup>th</sup> April 2026**

**SAILING INSTRUCTIONS**

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The Organizing Authority is the Royal Freshwater Bay Yacht Club (Inc), Perth, Western Australia in conjunction with the Australian 2.4mR Class Association Incorporated.

## **2026 Australian International 2.4mR Class National Championship and WA State Championship Thursday 2<sup>nd</sup> to Sunday 5<sup>th</sup> April 2026**

*The notation '[NP]' in a rule in this Notice of Race (NOR) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).*

*The notation (SP) in a rule in this Notice of Race (NOR) means that a standard penalty will be applied by the Race Committee without a hearing.*

*The notation (DP) in a rule in this Notice of Race (NOR) means that a penalty is at the discretion of the Protest Committee.*

### **1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS) 2025-2028*.
- 1.2 The Australian Sailing (AS) Prescriptions and Special Regulations Part 2 "Off the Beach Boats" will apply.
- 1.3 [DP] The International 2.4 mR Class Rules will apply.
- 1.4 RRS Appendix T, Arbitration will apply.

### **2 CHANGES TO THE SAILING INSTRUCTIONS**

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

### **3 NOTICES TO COMPETITORS**

- 3.1 The Race Office is the Sailing and Boating Office located inside the RFBYC Dinghy Club.
- 3.2 Notices to competitors will be posted on the official notice board located online at <https://rfbyc.asn.au/2.4mr-australian-championship>
- 3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72.

### **4 CODE OF CONDUCT**

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

### **5 SIGNALS MADE ASHORE**

- 5.1 Signals made ashore will be displayed on the mast in front of the main clubhouse.
  - 5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the race signal AP.
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## 6 SCHEDULE

6.1 The dates and times of racing are as follows:

Day	Date	Time of First Race Warning Signal	Location
Thursday	2 <sup>nd</sup> April 2026	1200 – Invitation Race	Freshwater Bay or Melville Water West
Friday	3 <sup>rd</sup> April 2026	1300 - 1 <sup>st</sup> Heat. Heats 2 and 3 to follow.	Freshwater Bay or Melville Water West
Saturday	4 <sup>th</sup> April 2026	1300 – 4 <sup>th</sup> Heat. Heats 5 and 6 to follow	Freshwater Bay or Melville Water West
Sunday	5 <sup>th</sup> April 2026	1100 – 7 <sup>th</sup> Heat. Heat 8 to follow	Freshwater Bay or Melville Water West

6.2 Eight (8) races are scheduled for the series.

6.3 The scheduled number of races is based on favorable wind conditions. Should races not be started or abandoned, the number of races in a day may be adjusted.

6.4 When more than one race is held on the same day, the warning signal for each succeeding race will be made as soon as practicable after the finish of the previous race. To alert competitors that another race is to be sailed in a session, code flag Q will be displayed as boats are finishing the previous race. This flag will be removed with multiple sound signals one minute before the warning signal is displayed for the ensuing race.

6.5 No warning signal will be made after 1500 hours on Sunday, 5th April 2026.

## 7 CLASS FLAG

7.1 The class flag will be the International 2.4mR class flag.

## 8 RACING AREA

8.1 The racing area will be Freshwater Bay or Melville Water West as per the diagram in Appendix A.

## 9 COURSES

9.1 The diagram in Appendix B shows the courses, including the approximate angles between legs, the order in which mark are to be passed, and the side on which each mark is to be left.

9.2 The course to be sailed will be designated by displaying a numeral pennant from the race committee vessel no later than the warning signal.

9.3 A sonic signal may be adjacent to the top mark for visually impaired competitors as classified by World Sailing.

## 10 MARKS

10.1 Marks 1, 2, 3s and 3p will be yellow inflatable buoys.

10.2 A new mark, as provided in instruction 12 will be a red inflatable buoy with a yellow band.

## 11 THE START

11.1 Races will be started using RRS 26 with the warning signal made five minutes before the starting signal.

11.2 The starting line will be between a staff displaying an orange flag on the Race Committee vessel at the starboard end and a black and white checkered buoy.

11.3 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rule A5.2.

**12. CHANGE OF THE NEXT LEG OF THE COURSE**

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.

**13. THE FINISH**

The finish line will be between a mast displaying a blue flag on the committee vessel at the port end and a red buoy with a yellow stripe at the starboard end.

**14. PENALTY SYSTEM**

14.1 The penalty for breaking a rule of Part 2 shall be a One Turn Penalty (one tack and one gybe in the same direction) except that for infringements within the Zone, as defined in the RRS, shall be a Two Turns Penalty (two tacks and two gybes in the same direction). This changes RRS 44.1 and 44.2.

14.2 If Mark 2 (offset) is set, a boat may take a penalty for an incident in the Zone around Mark 1, or on the leg between Mark 1 and Mark 2, or as soon as possible after leaving the zone around Mark 2. This changes RRS 44.2.

**15. TIME LIMITS AND TARGET TIMES**

15.1 The Mark 1 Time Limit, Race Time Limit (See RRS 35), and the finishing window are shown in the table below:

TARGET TIME	MARK 1 TIME LIMIT	RACE TIME LIMIT	FINISHING WINDOW
45 minutes	20 minutes	60 minutes	15 minutes

15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

15.3 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, being 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, A5.2 and A10.

15.4 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.1(a)

**16. PROTESTS AND REQUESTS FOR REDRESS**

16.1 Protest forms are available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

16.2 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.

16.3 Notices will be posted within 30 minutes of a protest or request for redress being filed. This is intended to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the JESS room, located inside the RFBYC Dinghy Club as soon as possible.

16.4 Notices of protests by the Race Committee or the Protest Committee will be posted to inform boats under rule 60.2(a) (2).

**17. SCORING**

12.1 The scoring system is the Low Point System of Appendix A.

12.2 Eight races are scheduled, four races are required to be completed to constitute a series.

- 12.3 (a) When fewer than five races have been completed, a boat's series score will be the total of her race scores.  
(B) When five or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

**18 [DP] SAFETY REGULATIONS**

- 18.1 A boat that retires from a race shall notify the race committee vessel as soon as possible.

**19 [DP] SUBSTITUTION OF EQUIPMENT**

- 19.1 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity.

**20. [DP] EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat may be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection. A breach of a measurement issue will not be grounds for protest by a boat. This changes rule 60.1(a).

**21. TRASH DISPOSAL**

Trash may be placed aboard support or official boats though it is recommended that it be kept aboard to be placed in a shore container.

**22. [DP] BERTHING**

Boats shall be kept in their assigned places within the RFBYC Hard standing.

**23. [DP] RADIO COMMUNICATION**

- 23.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.  
22.2 All competitors are required to have VHF Channel 72 in listening watch for Race Committee communication.

**24. PRIZES**

Perpetual trophies and prizes will be awarded as advised in the Notice of Race. Other trophies and prizes may be awarded at the discretion of the Organizing Authority.

**25. RISK STATEMENT**

- 25.1 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.

**26. INSURANCE**

- 16.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10,000,000 per incident or the equivalent.
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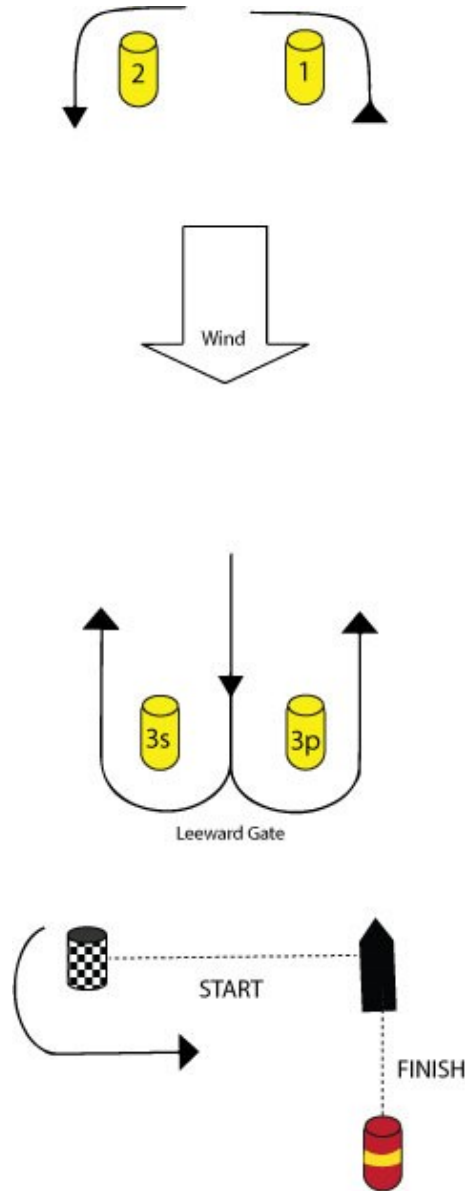
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**APPENDIX A – RACE AREA**






**2026 Australian International 2.4mR Class National Championship**  
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**APPENDIX B – COURSES**



**Windward – Leeward Course**  
 All mark left to port except gate marks.

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