



**Western Australian  
International Dragon Association**  
In conjunction with  
**Royal Freshwater Bay Yacht Club**



**TEAM RACING  
INTERPORT REGATTA  
FOR THE CANNONBALL TROPHY**

**Friday 24 to Sunday 26 April 2026**

**SAILING INSTRUCTIONS**

Team Racing Interport  
Western Australian International Dragon Association  
In conjunction with the Royal Freshwater Bay Yacht Club  
Friday 24<sup>th</sup> April to Sunday 26<sup>th</sup> April 2026  
Freshwater Bay and Melville Water West

## SAILING INSTRUCTIONS

### 1 RULES

- 1.1 The race is governed by the rules as defined in the Racing Rules of Sailing (RRS) and as listed in Notice of Race (NoR)
- 1.2 In event of conflict between any conflict between the class rules, the NoR and the Sailing Instructions (SIs), the SIs will take precedence. This changes RRS 63.5 (c)(2).
- 1.3 Rule D2.1b – replace “display a red flag” by “display a Y flag”.
- 1.4 Boats will be provided by the organising authority. They will be equalised as much as possible and shall be deemed to be equal. Boats shall not be changed by teams – see also Appendix C.
- 1.5 [DP] A boat shall remain the responsibility of the competitor until handed over to a race official or the next competitor who will use that boat. Any defects shall be reported to the umpires and/or the officers on the committee vessel.

### 2 SIGNALS MADE ASHORE

- 2.1 Signals made ashore will be displayed from the main flag pole on the top lawn at RFBYC.
- 2.2 When flag AP is displayed ashore, “1 minute” is replaced by “not less than 20 minutes”.

### 3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the SIs ashore will be posted at least 90 minutes prior to the first affected race. If the change involves an alteration to the start time of the first race of a day, the change will be posted by 1900hrs the day before.
- 3.2 Changes to a sailing instruction may be made on the water by displaying flag L on the committee vessel with three sound signals. The race committee will communicate such changes on VHF Channel 72. An umpire may also communicate these either verbally or in writing.

### 4 SCHEDULE OF EVENTS

- 4.1 A morning briefing will be held at 0900hrs on each race day on the main wharf at RFBYC.
- 4.2 The scheduled time of the first warning signal on each race day is 1000hrs. See also NoR 8.
- 4.3 On the last scheduled day of racing no warning signal will be made after 1630hrs.

### 5 EVENT FORMAT

- 5.1 Teams are identified by the colour of their streamers. Each boat shall attach their team’s streamers to their backstay.
- 5.2 Appendix A shows the boat allocation. Boats will be rotated after the first race day.
- 5.3 A maximum of 20 races will be sailed in the event.
- 5.4 The number of matches sailed each day will be determined by the race committee. The race committee may terminate any match of the event when, in its opinion, it is impractical to attempt to hold further racing under existing weather conditions or in the remaining scheduled time available.

## 6 RACING AREA

The racing area will be in Freshwater Bay.

## 7 THE COURSE

7.1 Appendix B shows the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

7.2 The race committee may move the marks of the course to suit prevailing conditions, or time constraints. RRS 33 does not apply.

## 8 MARKS

8.1 Marks of the course are orange inflatable buoys.

8.2 The starting and finishing marks are a committee vessel at one end of the line and a black and white cylindrical buoy at the other end in accordance with the diagram in Appendix B.

## 9 PROHIBITED AREAS AND OBSTRUCTIONS

9.1 The following objects and lines are designated as obstructions. A breach of this Sailing Instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS D2.3. This changes RRS D1.2.

Imaginary straight lines connecting the ends of the marina jetties, the navigation posts that identify Karrakatta Bank, West Point Spit to North Point Walter Spit and North Point Walter Spit to North Point Walter Buoy. See Appendix C

## 10 THE START

10.1 Races will be started using RRS 26 modified such that the warning signal (code flag D) will be displayed 3 minutes prior to the start, the preparatory signal 2 minutes prior to the start, preparatory signal removed with 1 minute to the start and the Class flag (Code flag D) removed at the start.

10.2 The starting line is between the staff displaying an orange flag on the committee vessel at the starboard end and the course side of the starting mark at the port end of the line.

10.3 For individual recalls, flag X, accompanied by a single sound signal, will be displayed for no longer than one minute after the starting signal. This changes RRS 29.1.

10.4 A boat that does not start within two minutes after her starting signal will be scored Did Not Start without a hearing.

10.5 Starts will not be delayed for boats that do not proceed to the start area as quickly as possible. Re-sails will not be granted in such circumstances.

## 11 THE FINISH

The finishing line is between the staff displaying a blue flag on the committee vessel at the starboard end and the course side of the finishing mark at the port end of the line.

## 12 TIME LIMITS

12.1 There is no time limit for races.

12.2 The race committee may abandon a race for any reason after consulting with the chief umpire when possible. This changes RRS 32. Abandoned races may be restarted or re-sailed.

## 13 PROTESTS, REQUESTS FOR REDRESS AND PENALTIES

13.1 The protest committee may refuse to hear a protest or request for redress unless its outcome is relevant to progress, but not seeding, in the next round of the competition. This changes RRS 61.4(a) and 63.2(a).

13.2 When RRS D2.3 applies and the protest committee together with one other umpire (when available) decide that a boat has broken RRS 14 and there is damage or injury, they may penalise her team by half a race win without a hearing. This changes RRS D3.3(a). The boat will be informed as soon as practical and may request a hearing. Any penalty after a hearing will be in accordance with RRS D1.2(a). This changes RRS 60.5(b).

13.3 When a protest committee decides that a breach of a rule has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a resail or to impose no penalty. This changes RRS D3.3.

13.4 Parties to a protest may be limited to one witness each when the protest committee decides that further witnesses will not assist it in finding facts. This changes RRS 63.4(b).

## 14 BREAKDOWNS

14.1 Competitors are responsible for inspecting their boats before racing.

14.2 RRS D5 applies. When a boat is unable to continue racing, she shall retire immediately and report to the race committee, which will decide what action to take, but may seek advice from the chief umpire.

14.3 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall retire immediately.

## 15 SAFETY REGULATIONS [DP]

15.1 Competitors are reminded to be aware at all times of the boats around them and should be prepared to avoid collisions with any boat in an emergency, even if they have the right of way.

15.2 A boat that retires from a race shall notify the race committee or an umpire as soon as possible.

## 16 RADIO COMMUNICATION

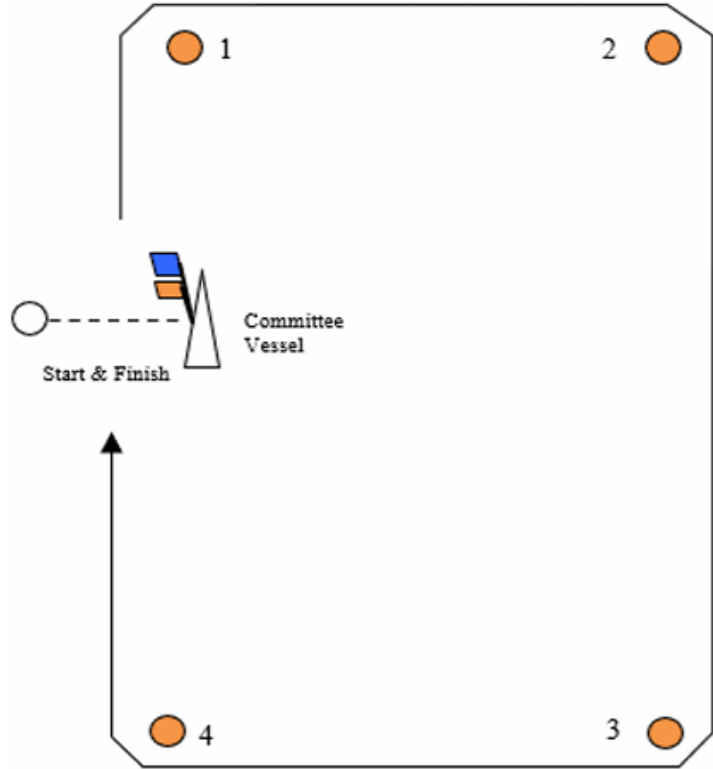
16.1 On the water, the race committee intends to monitor and may give information on VHF radio channel 72. Failure of equipment or failure to hear race committee transmissions will not be grounds for redress. This changes RRS 61.4(b)(1).

16.2 [DP] 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.

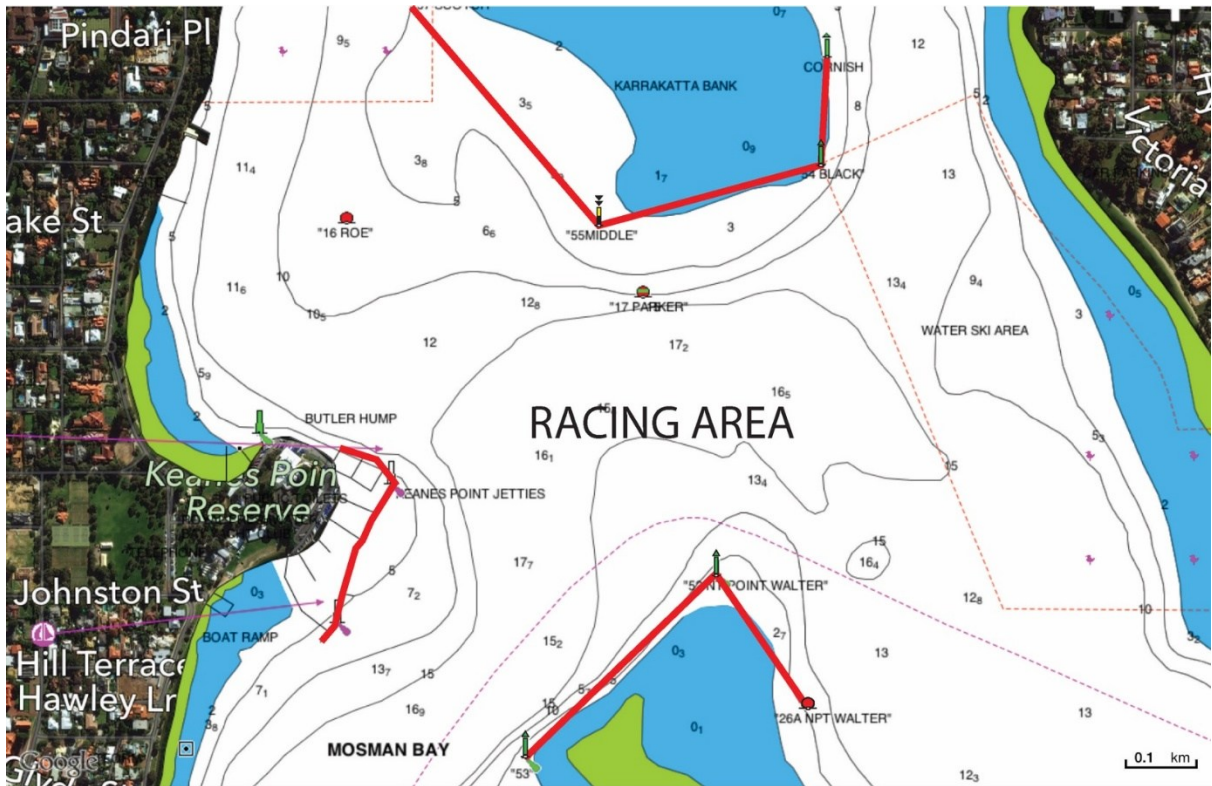
## APPENDIX A - BOAT ALLOCATION

	RFBYC	RHKYC
Saturday 25 <sup>th</sup> April	Streamer blue GBR600, AUS191, AUS190	Streamer yellow AUS201, AUS184, AUS219
Sunday 26 <sup>th</sup> April	Streamer yellow AUS201, AUS184, AUS219	Streamer blue GBR600, AUS191, AUS190

# APPENDIX B – THE COURSE



# APPENDIX C - OBSTRUCTIONS



## APPENDIX C – HANDLING OF BOATS

### 1 GENERAL

While all reasonable steps are taken to provide equal boats, variations will not be grounds for redress. This changes RRS 61.1(a).

### 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 race committee.

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.

2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the race committee, or, on race days, while flag AP is displayed ashore.

2.8 Marking directly on the hull or deck with permanent ink.

2.9 Use of any tape that leaves a residue / use of duct tape.

2.10 Perforating sails, even to attach tell tales.

2.11 Use of radio transmission (including mobile telephones) among competitors, except in an emergency or to report damage or in response to a request from the race committee.

2.12 The use of electronic equipment not permitted under class rules, unless permitted by Appendix C3.

### 3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

3.1 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, watches, timers and small personal video devices such as GoPro;

(g) shackles and clevis pins;

(h) velcro tape;

(i) spare flags; and

(j) PFDs when not supplied by the organising authority.

(k) VHF radio (see also SI 16.1) 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 RRS D2.1 and D5.2; and

(g) personal safety.