



WASZP Queensland State Championships SAILING INSTRUCTIONS

Organising Authority
ROYAL QUEENSLAND YACHT SQUADRON LTD
578 Royal Esplanade, Manly, QLD 4179
For and on behalf of the WASZP Sailing Association of Australia

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation '[DP]' in a rule of the SIs means that a protest committee can award a penalty less than disqualification (including no penalty) at their discretion. This changes Rule 64.2

1. RULES

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing (RRS) except as altered by this Notice of Race (NOR) or by the SIs and/or the WASZP Class rules.
- 1.2. The WASZP Class rules will apply except:
 - 1.2.1. Rule D.2.9(g); an additional "in-line" cleat may be used.
 - 1.2.2. Lines / bungy for the rudder pull down system may be removed.
- 1.3. This is a WASZP Class Tier 3 event.
- 1.4. The Australian Sailing (AS) prescriptions and AS special regulations of Part 2 will apply.
- 1.5. RRS Appendix T – Arbitration will apply.
- 1.6. In the event of a conflict between the NOR and the SIs, the SIs shall prevail (this changes RRS 63.7).
- 1.7. Competitors must comply with applicable COVID-19 regulations and follow RQYS Club Policies (<https://www.rqys.com.au/policiesanddocuments/>).

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the SIs will be posted before 1000 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

3. COMMUNICATION

- 3.1. The Official Notice Board is located at <https://racehub.waszp.com/events>.
- 3.2. A Whatsapp Group may be used for timely non-official communication; this does not substitute for the Office Notice Board. The link for this may be published as part of Competitor Information on the Event page of RaceHub.
- 3.3. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. CODE OF CONDUCT

- 4.1. [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. [DP] Competitors and support persons shall handle anything provided by the OA with care, seamanship, in accordance with instructions for its use and without interfering with its function.

5. BERTHING [DP] [NP]

- 5.1. Rigging will be restricted to the Main Rigging Lawn (See NoR attachment A).
- 5.2. Restrictions may be placed on where vessels may be stored or rigged by the RQYS Sailing or Marina office.
- 5.3. No tie down restraints may penetrate the ground deeper than 300mm due to lawn irrigation systems.

6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed at the official flagpole located at the top of the Eastern Gangway of the Bill Kirby Docks.
- 6.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

7. [SP, NP] SIGNING ON/OFF

- 7.1. All boats must "Sign On" before leaving the shore and "Sign Off" as soon as practicable after returning to shore and within the time periods set out below. To Sign On and Sign Off each competitor shall complete and sign the declaration sheet located near the Sailing Office and Rigging Lawn 2.
 - 7.1.1. The Sign On period will close at the scheduled warning signal time of the first race for that session on that day. Competitors who wish to sign on for subsequent races in that session must advise the Regatta Office.
 - 7.1.2. The Sign Off period will close 60 minutes after the last boat has completed the last race of the session, or the race committee signals no more racing today, whichever is later.
- 7.2. On water Sign On or Sign Off will not be allowed without prior written approval of the Race Committee.
- 7.3. Competitors failing to comply with 7.1 will incur a 5 point penalty applied to the race(s) in closest proximity to the infringement(s), without a hearing (amends RRS 63.1).

8. VENUE

- 8.1. The Regatta will be conducted on the waters of Waterloo Bay.

9. COURSES

- 9.1. Championship Racing will be on windward/leeward courses with a single windward mark and leeward gate. See Attachment C.
- 9.2. If any gate mark is not laid, the mark that is laid shall be rounded to port.
- 9.3. No later than the warning signal, the Race Committee boat will display the course to be sailed and the approximate compass bearing of the first leg.
- 9.4. The course will not be changed during a Championship Race.

10. MARKS

- 10.1. The windward mark (Mark 1) will be an orange inflatable buoy.
- 10.2. The leeward gate marks (Gate 2) will be orange inflatable buoys.
- 10.3. The Start Mark will be an orange 'tear drop' inflatable buoy.
- 10.4. The Finish mark will be a black and white chequered inflatable buoy.

11. CLASS FLAG FOR CHAMPIONSHIP RACES

- 11.1. Black WASZP insignia on a white background.

12. START AND FINISH

- 12.1. To alert boats that a race or sequence of races will begin soon, the orange start line flag will be displayed with one sound at least three minutes before a warning signal is made.
- 12.2. Boats whose warning signal has not been made shall avoid the starting area during the start sequence for other races.
- 12.3. The start line will be between an orange flag on the Race Committee boat and the Start Mark (see Attachment C).
- 12.4. All races will be started using RRS 26, modified as follows:

Signal	Flag Movement	Sound Signal	Minutes
Warning	WASZP Class Flag displayed	1	3
Preparatory	P, U or Black Flag displayed	1	2
One-minute	Preparatory Flag removed	1 long	1
Starting	Class Flag removed	1	0

- 12.5. A boat that does not start within three minutes of her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 12.6. The finish line will be between a blue flag on the Race Committee boat and the Finish Mark (see Attachment C).
- 12.7. Refer to Attachment B for the description of the Grand Prix Finish.

13. PENALTY SYSTEM

- 13.1. The two-turns penalty in RRS 44.1 is replaced by a part-turn being a gybe and coming to close-hauled when on a windward leg or a tack and sailing below 90 degrees when on any other leg.

14. RACE TIMINGS

- 14.1.

Target Time	Mark 1 Time Limit	Race Time Limit (see RRS 35)	Finishing Window
20 minutes	10 minutes	35 minutes	10 minutes

- 14.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 14.3. If no boat Finishes within the Race Time Limit, the race will be abandoned.
- 14.4. Operation of the Finishing Window is set out in Attachment B.
- 14.5. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

15. SCORING OF THE CHAMPIONSHIP RACING

- 15.1. The Low Point System of RRS Appendix A will apply.
- 15.2. Three completed Championship races are required to constitute a series.

- 15.3. Discards:
- 15.3.1. When fewer than 4 Championship races have been completed, a boat's series score shall be the total of the boats' race scores.
 - 15.3.2. When 4 to 7 Championship races have been completed, a boat's series score shall be the total of the boats' race scores excluding the boats' worst score.
 - 15.3.3. When 8 Championship races have been completed, a boat's series score shall be the total of the boats' race scores excluding the boats' two worst scores.
- 15.4. RRS A5.3 applies.

16. PROTEST AND REQUESTS FOR REDRESS

- 16.1. Protest forms are available from the Sailing Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.2. The protest time limit is 1 hour after the last boat has finished the last race of the session 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 no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or names as witnesses and where the hearings will be held.
- 16.4. Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.5. On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted.

17. SAFETY REGULATIONS

- 17.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 17.2. A safety boat in close attendance to a craft or competitor in difficulty is an Obstruction.
- 17.3. [DP] Boats shall follow the instructions of Safety boats. Failure to do so will be reported to the Race Committee, which may protest the boat. Boats penalised under this instruction may be scored DNE, or such other penalty that the Protest Committee may decide. This changes rule 64.1(a).
- 17.4. [DP] Outside help shall be reported to the Protest Committee on a form available from the race office before the protest time limit of that session.
- 17.5. All Maritime Queensland Aquatic Event conditions must be followed including; competitors must not:
 - 17.5.1. Impede power driven vessels traversing Manly Boat Harbour and associated channels.
 - 17.5.2. Exceed the gazetted speed limit in Manly Boat Harbour (6 knots).
 - 17.5.3. Foil in the Manly Harbour 6-knot area.
- 17.6. No sailing vessel shall berth on or impeded traffic to / from the RQYS fuel dock.

18. REPLACEMENT OF CREW OR EQUIPMENT

- 18.1. [DP] Substitution of competitors is not allowed.
- 18.2. [DP] Competitors attention is drawn to Class Rule D.3.5.

19. EQUIPMENT AND MEASUREMENT CHECKS

- 19.1. A boat or equipment may be inspected at any time for compliance with Class Rules, NOR and / or SIs.
- 19.2. [DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

20. OFFICIAL VESSELS

- 20.1. Official vessels will be identified by display of a white flag with black "RC" or red "MEDIA".

21. [DP] COACHES AND SUPPORT TEAMS

- 21.1. Team leaders, parents, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 21.2. All support teams shall monitor the Race Officer nominated VHF channel for race committee communications.
- 21.3. All coaches and support teams shall render assistance when and as directed by the Race Officer.
- 21.4. When the Race Committee boat displays code flag 'W', all support boats must remain on water and provide safety assistance until code flag 'W' is lowered. The Race Officer will endeavour to notify support boats by radio when code flag 'W' is hoisted or lowered.

22. TRASH DISPOSAL

- 22.1. Trash may be placed aboard official or support vessels.

ATTACHMENT A

RQYS DIRECTORY



- | | | | |
|---|-------------------------------------|----------------------------------|----------------------------|
| 1 RQYS CLUBHOUSE
Reception, Bar, Cafe, Restaurant, Auditorium,
Commodore's Lounge, Girdis Room, Flags Room | 20 DAVID GLENN BOAT BUILDERS | 32 MAIN RIGGING
LAWN | 41 SLIPWAY RAMP |
| 2 MARINA & SAILING OFFICE | 21 ANDREW WOODFORTH MARINE | 33 RIGGING LAWN 2 | 42 RAMP 4 |
| 3 YACHTING QUEENSLAND | 22 SEADOG MARINE | 34 RIGGING LAWN 3 | 43 PUBLIC CAR PARK |
| 4 MANLY MARINA COVE MOTEL | 23 JSA MARINE | 35 RIGGING LAWN 4 | 44 MOTEL CAR PARK |
| 5 WINDSURFING CENTRE
OF EXCELLENCE | 24 PROFESSIONAL BOAT CARE | 36 RIGGING LAWN 5 | 45 MEMBERS CAR PARK |
| 6 MARINE RADIO MORETON BAY | 25 ELECTECH INDUSTRIES | 37 CAMPING AREA | |
| 7 THE BAY LOOKOUT | 26 UNOCCUPIED TRADES SPACE | 38 PUBLIC ACCESS RAMP | |
| 8 EASTERN BEACH | 27 DAVID'S CUSTOM TRIMMERS | 39 SAILING ACADEMY RAMP | |
| 9 DAVENPORT DRIVE LOOKOUT | 28 MULTIHULL CENTRAL | 40 MAIN LAUNCHING
RAMP | |
| 10 BILL KIRBY JETTY | 29 GREEN MARINE | | |
| 11 FUEL WHARF & LAND FUEL | 30 SUPERIOR YACHT SOLUTIONS | | |
| 12 GYM | 31 ACADEMY RIGGING LAWN | | |
| 13 TRAVELIFT & SLEWING CRANE | | | |
| 14 SLIPWAY 1 | | | |
| 15 SLIPWAY 2 | | | |
| 16 STORAGE SHEDS | | | |
| 17 QUEENSLAND MARINE
TRAINING SERVICES | | | |
| 18 QUEENSLAND MARINE
TRAINING SERVICES | | | |
| 19 UNOCCUPIED TRADES SPACE | | | |



ATTACHMENT B; Grand Prix Finish

For Championship Races:

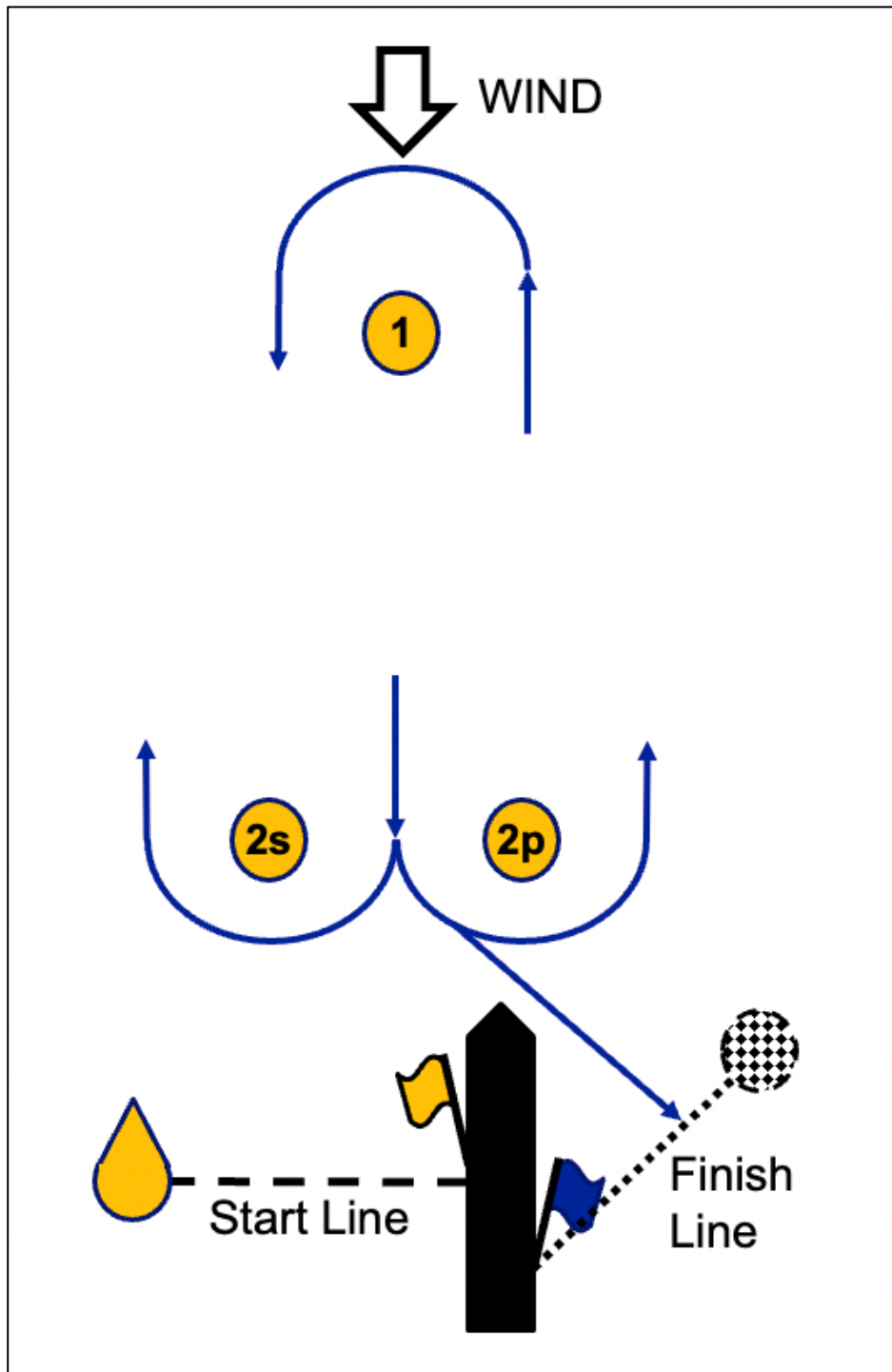
- a) Each race will consist of the number of laps designated by the course signal displayed as part of the starting sequence.
- b) A lap consists of:
 - Lap 1; sailing from the start, through Gate 1 and through Gate 2.
 - Subsequent laps; sailing from Gate 2, through Gate 1 and through Gate 2
- c) After completing the required number of laps, boats shall Finish between the Race Committee Boat displaying a blue flag and the finish mark (see Course Map).
- d) When the first boat completes the course and Finishes correctly, the Race Committee Boat shall display a red flag(s) with a sound signal. This indicates that the Finishing Window is open.
- e) All boats shall continue sailing the course and when are next completing a lap shall pass through Gate 2 and proceed to Finish regardless of the number of laps they have completed.
- f) All boats crossing the finish line while the Finish Window is open will be deemed to have Finished. Their race result will be determined from the finishing order and number of laps they correctly completed; those having completed the most laps being ahead of those with fewer laps completed. For example, boats with 2 laps completed will be ranked ahead those with 1 lap.
- g) Lowering the red flag(s) closes the Finishing Window.
- h) Boats not Finishing while the Finishing Window is open, will be scored after those Finishing. These boats will be scored according to their relative positions and number of laps completed as they last passed through Gate 2.
- i) Boats who have not completed one lap by the time the Finishing Window closes shall be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

ATTACHMENT C; Courses and Course Map

Course number (= # laps)	Course configuration and mark rounding order
2	Start – 1 – 2s/2p – 1 – 2p – Finish
3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2p – Finish

Notes:

- Mark 1 is to be rounded to port
- If any gate mark is not laid, the mark that is laid shall be rounded to port.



ATTACHMENT D; WSAA Light Air Guidance to Race Officers

WASZP Championship Races should be predominantly in foiling conditions.

To achieve this, Race Officers are requested to use their judgement within the following guidelines:

- a) Championship Races should not be started when it appears that less than 50% of the race distance will be foiling by the average competitor.
- b) A race completed where less than 25% of the race distance was foiling shall be considered a "Low Riding Race".
- c) Once a Low Riding Race has been completed, no further Championship Races should be started unless conditions have changed in line with (a) above.
- d) Ideally, no more than one Low Riding Race should be completed on any Championship Race day.
- e) Completing an event with only Low Riding Races is to be avoided.

Where alternative race formats have been agreed, the warning flag and rounding marks must be distinct from those for the Championship Racing. This is to avoid competitor confusion and potential protests.

It is appropriate to consider an alternative format for non-foiling conditions that keeps the competitors near the starting area and allows the course set up for Championship Racing to remain largely intact. One potential alternative format is a short (~200-300m) multi-lap windward leeward to a single top mark (possibly relaying the finish mark) with the start line as the (wide) leeward gate and finish line.

Alternative format races should be abandoned if foiling conditions take hold; Championship Races should be prioritised.