



WASZP NSW State Championships

25 – 26 February 2023

Organising Authority
TERALBA AMATEUR SAILING CLUB
First St, Booragul NSW 2284

For and on behalf of the WASZP Sailing Association of Australia

The notation '[NP]' in a rule 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 means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification. 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 the Notice of Race (NOR) or by these SIs.
- 1.2. The WASZP Class rules will apply except:
 - 1.2.1. Rule D.9.2(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 Part 2 for Off the Beach Boats" will apply.
- 1.5. In the event of a conflict between the NOR and the SIs, the SIs shall prevail (this changes RRS 63.7).

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. The rigging area is indicated in Attachment A.
- 5.2. Restrictions may be placed on where vessels may be stored or rigged by OA.

6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed at the official flagpole located in front of the clubhouse.
- 6.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

7. [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 inside the clubhouse lower level.
 - 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 radio operator inside the clubhouse.
 - 7.1.2. The Sign Off period will close 45 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.
- 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 North Lake Macquarie. A general indication of the racing area is provided in Attachment A. Race areas further south may be used as appropriate and as notified by the race committee.

9. SCHEDULE

- 9.1. Schedule of activities

DATE	ACTIVITY	TIME
Sat 25 February	Registration	0930 hrs
	Competitor Briefing	1030 hrs
	First Warning	1200 hrs
Sun 26 February	Competitor Briefing	1030 hrs
	First Warning	1200 hrs
	Presentation	Approximately 30-60 minutes after the protest time limit.

- 9.2. A maximum of five (5) Championship races will be sailed on any day.
- 9.3. A maximum of eight (8) Championship races are scheduled for the regatta.
- 9.4. On the last scheduled day of racing, no warning signal will be made after 1530 hrs.

10. COURSES

- 10.1. Championship Racing will be on windward/leeward courses with a single windward mark and leeward gate. See Attachment C.
- 10.2. No later than the warning signal, the Race Committee boat will display the course to be sailed.
- 10.3. The course will not be changed during a Championship Race.

11. MARKS

- 11.1. The windward mark (Mark 1) will be a red inflatable buoy.
- 11.2. The leeward gate marks (Gate 2) will be cylindrical white inflatable buoys.
- 11.3. The Start Mark will be a red inflatable buoy.
- 11.4. The Finish mark will be a cylindrical inflatable black and white chequered buoy.

12. CLASS FLAG FOR CHAMPIONSHIP RACES

- 12.1. Black WASZP insignia on a white background.

13. START AND FINISH

- 13.1. To alert boats that a race will begin soon, the orange start line flag will be hoisted and displayed with one sound three minutes before the warning signal is made.
- 13.2. The start line will be between the orange flag on the Race Committee boat and the Start Mark (see Attachment C).
- 13.3. 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

- 13.4. The orange will be removed 3 minutes after the start.
- 13.5. 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.
- 13.6. The finish line will be between a blue flag on the Race Committee boat and the Finish Mark (see Attachment C).
- 13.7. Refer to Attachment B for the description of the Grand Prix Finish.
- 13.8. The start sequence for a subsequent race will commence (orange flag raised) approximately 5 minutes after a race's Finishing Window closes. It is each competitor's responsibility to determine when to return to the start area for the subsequent race. Race Committee action or inaction in relation to this schedule will not be grounds for Redress.
- 13.9. [NP] While the finishing window is open, competitors are not to pass through the Finishing Line unless Finishing.

14. PENALTY SYSTEM

- 14.1. 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.

15. RACE TIMINGS

15.1.

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

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

15.3. If no boat Finishes within the Race Time Limit, the race will be abandoned.

15.4. Operation of the Finishing Window is set out in Attachment B.

15.5. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

16. SCORING OF THE CHAMPIONSHIP RACING

16.1. The Low Point System of RRS Appendix A will apply.

16.2. Three completed Championship races are required to constitute a series.

16.3. Discards:

16.3.1. When fewer than 4 Championship races have been completed, a boat's series score shall be the total of the boats' race scores.

16.3.2. When 4 to 6 Championship races have been completed, a boat's series score shall be the total of the boats' race scores excluding the boats' worst score.

16.3.3. When 7 or more 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.

16.4. RRS A5.3 applies.

17. PROTEST AND REQUESTS FOR REDRESS

17.1. Protest forms are available from the Regatta Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

17.2. The protest time limit is 1 hour after the last competitor has finished the last race of the session or the Race Committee signals no more racing today, whichever is the latter. The time will be posted on the official notice board.

17.3. 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 named as witnesses and where the hearings will be held.

17.4. Notices of protests by the Race Committee or Protest Committee will be posted to inform competitors under RRS 61.1(b).

18. SAFETY REGULATIONS

18.1. [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

18.2. A safety boat in close attendance to a craft or competitor in difficulty is an Obstruction.

18.3. [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).

18.4. [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.

19. REPLACEMENT OF CREW OR EQUIPMENT

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

20. EQUIPMENT AND MEASUREMENT CHECKS

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

21. OFFICIAL VESSELS

- 21.1. Official vessels will be identified by display of a TASC club burgee.

22. [DP] COACHES AND SUPPORT TEAMS

- 22.1. 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.
- 22.2. All support teams shall monitor the Race Officer nominated VHF channel for race committee communications.
- 22.3. All coaches and support teams shall render assistance when and as directed by the Race Officer.
- 22.4. 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.

23. TRASH DISPOSAL

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

24. Sponsors



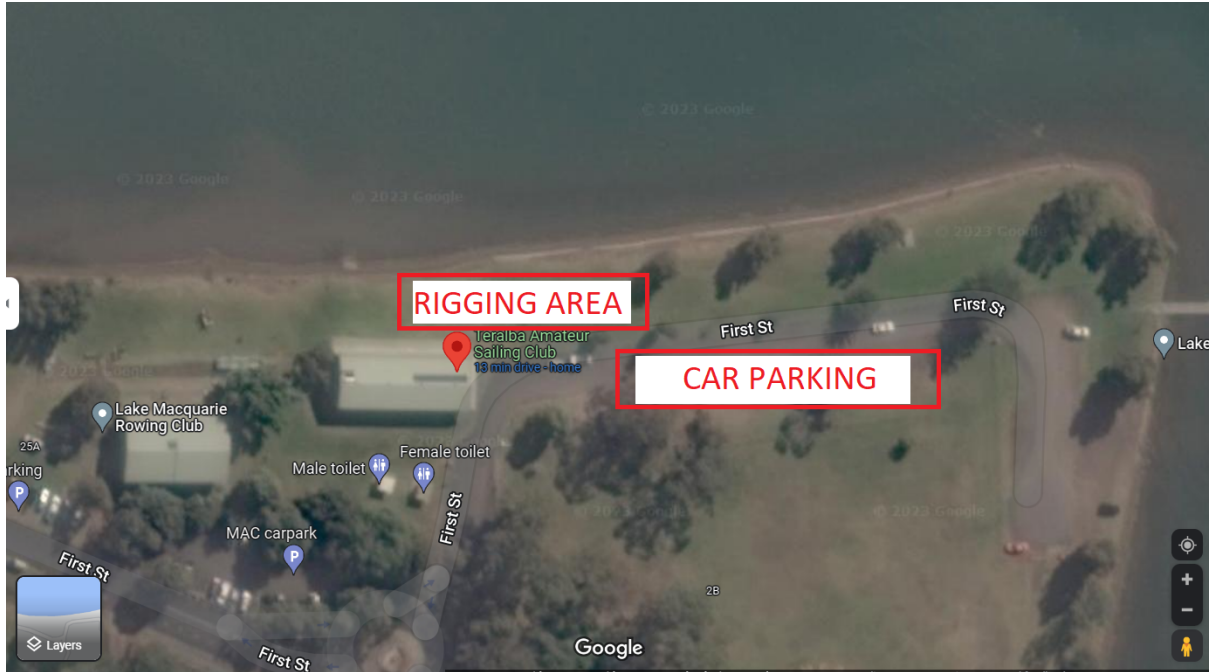
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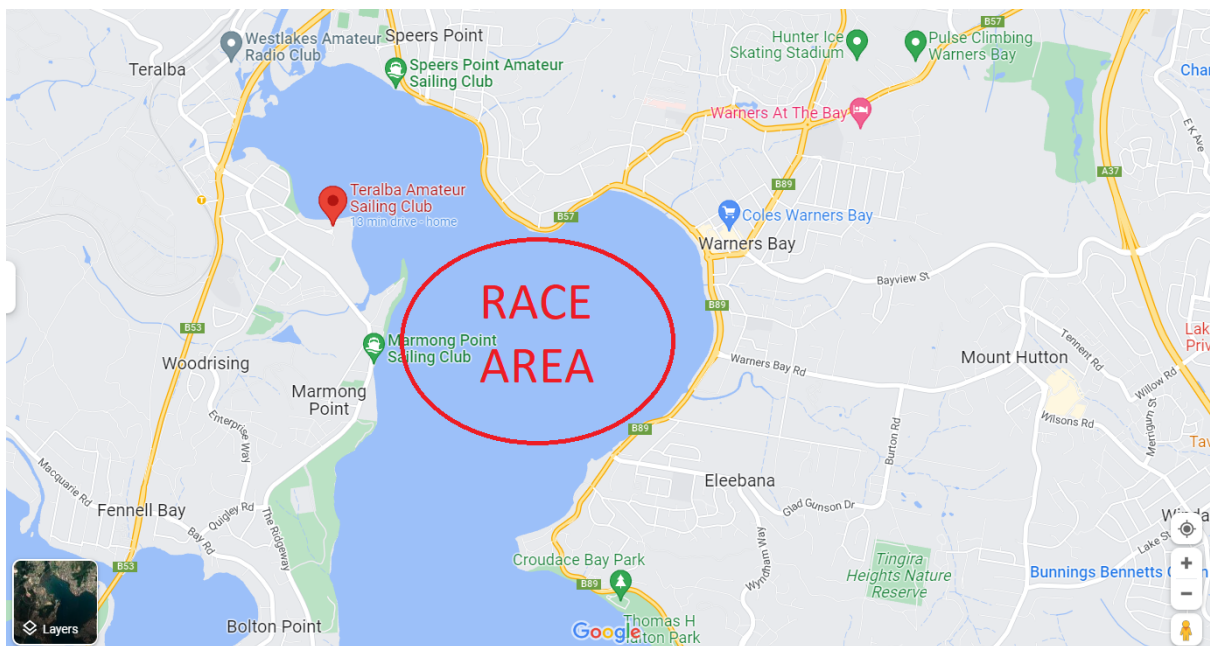
Contact Jervis on 0449 603 854 for all WASZP sales, spares and servicing before, during and after the NSW states

ATTACHMENT A

Plan of the event venue



Indicative Race Area



ATTACHMENT B; Grand Prix Finish

For Championship Races:

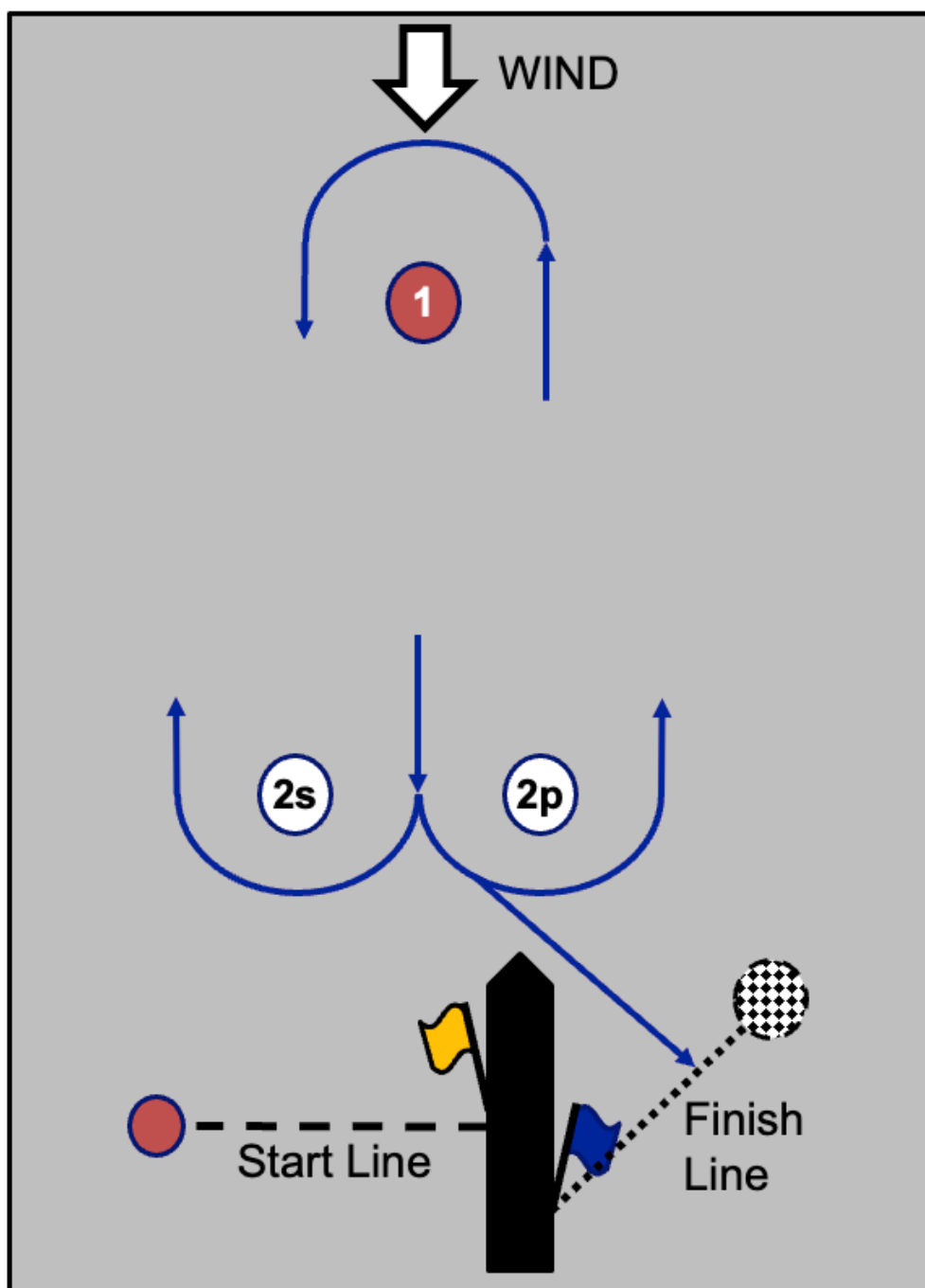
- a) Each race will consist of the number of laps designated by the course signal displayed as part of the starting sequence.
- b) A lap consists of:
 - Lap 1; sailing from the start, around Mark 1 and through Gate 2.
 - Subsequent laps; sailing from Gate 2, around Mark 1 and through Gate 2
- c) After 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 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 may be scored according to their relative positions and number of laps completed as they last passed through Gate 2 or have a place allocated by the Race Committee based on progress around the course or be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5. The decision of the Race committee about the method to use will not be grounds for redress as long as the same method is used for all boats in a particular race.
- 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 – 2s/2p – Finish
3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2s/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.