

# WSAA WASZP Event STANDARD RACE DOCUMENTS (SRDs)

*To be supplemented by and read in conjunction with the event Notice of Race (NOR) and Sailing Instructions (SIs)*

Organising Authority (OA)

*Shall be the event's Club identified in the NOR in conjunction with the WASZP Sailing Association of Australia (WSAA)*

*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.*

## 1. RULES

- 1.1 The event is governed by the rules as defined in the current Racing Rules of Sailing except as altered by these SRDs, the NOR, the SIs and/or WASZP Class rules.
- 1.2 The order of precedent for resolving conflicts will be SIs over the NOR over SRDs.
- 1.3 The WASZP Class rules apply.
- 1.4 The WASZP Standard Support Vessel Regulations apply (see [SVRs](#)).
- 1.5 The Special Regulations of Australian Sailing Part 2 apply (see [AS Regs](#)).
- 1.6 RRS Appendix T (Arbitration; with associated scoring penalties) will apply.

## 2. COMMUNICATION

- 2.1 The Official Notice Board (ONB) is on the event page (see [racehub](#) and filter on "Australia").
- 2.2 A whatsapp group which may be identified in the NOR may be used for timely non-official communication; this does not substitute for the ONB.
- 2.3 [DP] Except in an emergency, a boat racing shall not make voice or data transmissions and shall not receive such communication not available to all boats.

## 3. SAILING INSTRUCTIONS, FORMAT & COURSES

- 3.1 The SIs will be available from the ONB prior to the event.
- 3.2 Racing will use course configurations set out in the NOR (i.e. Windward Leeward, Sprint or/and Distance) and further described in the SIs.
- 3.3 For Windward Leeward racing, four races are scheduled per day; a maximum of five races may be sailed in a day.
- 3.4 Other courses that may be used for fun races may be discussed at a competitor briefing or communicated whilst afloat. Such races will not form part of the series score nor contribute to the number of races for the purposes of determining discards.
- 3.5 All rig sizes will race together and will sail a single series of races.

#### 4. ELIGIBILITY & ENTRY

- 4.1 The event is open to all boats of the WASZP Class.
- 4.2 Competitors must be 2025/26 members of WSAA (see [membership](#)).
- 4.3 Eligible boats may enter by completing the entry form and submitting it, together with the required fee, via the event page by 2359hrs on the date listed in the NOR.
- 4.4 To be considered an entrant in the event, a boat shall complete all registration requirements and pay all fees including those listed in the NOR.
- 4.5 Late entries may be accepted at the OA's discretion.
- 4.6 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10 million (AUD) per incident or the equivalent.
- 4.7 All competitors who lodge an entry are deemed to have made a declaration that they hold such cover. Competitors may be required to produce evidence at registration.
- 4.8 A competitor who withdraws in writing before the Early Entry period ends will receive a refund of 50% of the fee they paid.

#### 5. PENALTY SYSTEM

- 5.1 The two-turns penalty in RRS 44.1 is replaced with a part-turn penalty where the incident occurs outside the zone. A part turn penalty consists of a gybe and coming to close-hauled when on a windward leg or a tack and sailing below 90 degrees on any other leg.
- 5.2 When a hearing concludes that a boat be disqualified for:
  - i. Breaking a rule of RRS Part 2 in the minute before or the minute after the starting signal, or in the vicinity of the starting line; or
  - ii. Breaking a rule and in doing so, caused injury or serious damage;
 then the boat shall be scored DNE for that race.

#### 6. SCORING

- 6.1 The number of completed races required to constitute a series will be stated in the NOR.
- 6.2 A boat's series score will be the total of her race scores discarding her worst scores based on the number of completed races with reference to the following table:

Completed races	1 - 3	4 - 7	8 - 11	12 - 15	16+
Discards	0	1	2	3	4

#### 7. SAFETY & CONDUCT

- 7.1 Boats shall sign on before going afloat and sign off at the first reasonable opportunity after returning ashore. Any penalty for a breach of this instruction shall result in a score no worse than the score for disqualification. [DP] [NP]
- 7.2 Upon arrival in the race area, boats are requested to slowly pass on starboard tack within 10-20m of the Signal Vessel's stern and attract the Race Committee's attention. Once acknowledged, boats should avoid this area until the orange flag is raised. [DP] [NP]
- 7.3 A safety boat in close attendance to a craft or competitor in difficulty is an Obstruction.
- 7.4 A boat that retires from a race shall notify the race committee at the first reasonable opportunity. [DP] [NP]
- 7.5 Boats shall follow the reasonable instructions of safety boats. Failure may be reported to the Race Committee which may protest. Boats penalised under this instruction may be scored DNE or another penalty.
- 7.6 Outside help reports shall be made using a protest hearing request form before the protest time limit.
- 7.7 Competitors and supporters shall comply with reasonable requests of measurers and other club or class officials. [DP]

## 8. CLASS RULES COMPLIANCE

- 8.1 Boats shall comply with RRS 78.1 (compliance with class rules) from the event's first scheduled activity in the NOR until signed off following the last race of the series. [DP]
- 8.2 A boat or equipment may be inspected at any time for compliance with the rules.
- 8.3 The technical or race committee may instruct a competitor to keep their boat fully rigged when they return to shore until released. Competitors shall comply with such instructions. [DP][NP]
- 8.4 Further details about measurement procedures may be posted on the ONB.
- 8.5 Penalties for breaches of Class Rules are [DP] if no other penalty is specified.

## 9. CHANGES TO AP & SIS

- 9.1 Race Signal AP is changed so that when flag AP is displayed ashore, the first warning signal shall be not less than 30 minutes from its removal or earlier if the Race Committee reasonably deems that all boats intending to compete are in the course area and ready.
- 9.2 Changes impacting the racing schedule will be posted by 2000hrs on the day before they take effect.
- 9.3 Any other SI changes will be posted 90 minutes before they take effect.

## 10. THE START

- 10.1 Where multiple course options are set out in the SIs, a numeral pennant indicating the course will be displayed from the stern of the Signal Vessel during the start sequence.
- 10.2 The class flag will be a gold flag with the class insignia.
- 10.3 The start line is between the staff displaying the orange flag on the Signal Vessel and the Start mark.
- 10.4 All races will use RRS 26, modified as follows:

Signal	Flag Movement	Sound Signal	Sequency Type	
			3 minute	5 minute
Attention	Orange Flag displayed	1	~5	~7
Warning	Class Flag displayed	1	3	5
Preparatory	P, U or Black Flag displayed	1	2	4
One-minute	Preparatory Flag removed	1 long	1	1
Starting	Class Flag removed	1	0	0

- 10.5 The Start Sequency Type to be used for the event will be nominated in the SIs.
- 10.6 A boat that does not start within five minutes after her starting signal will be scored DNS without a hearing. This changes RRS A5.1 and A5.2.

## 11. CHANGING & SHORTENING COURSE

- 11.1 Courses will not be changed after the start.
- 11.2 For Windward Leeward courses, when the Race Committee shortens the course by displaying flag S as the leader(s) approach Marks 2p/2s, all boats shall round Mark 2p and proceed to finish at the Finish Line. Changes RRS 32.2(c). SRD12.2 applies.

## 12. FINISH

- 12.1 The Finish Line is between the staff displaying the blue flag on the Signal Vessel and the Finish mark.
- 12.2 Grand Prix Finish, for Windward Leeward races:
- iii. When the leading boat is in the vicinity of Mark 2p for the final time, the Signal Vessel will display the chequered Finish Flag with a sound signal. The Finishing Window opens when the leading boat crosses the Finish Line. The Signal Vessel will close the Finishing Window by removing the chequered Finish Flag at the earlier of the end of the finishing window time limit or when the last boat finishes. Attention may be drawn to the state of the Finishing Window by a vessel near Marks 2s/2p unofficially replicating finish flag movements.
  - iv. All boats (a) completing a lap before the Finishing Window opens but failing to finish while it is open, or (b) crossing the Finish Line while the Finishing Window is open, shall be deemed to have finished irrespective of the number of completed laps. Their race positions will be based on the order they either completed their last lap or crossed the Finish Line, with those progressing furthest around the course placing ahead. This changes RRS 28.1 and A4.
  - v. [DP] While the Finishing Flag is displayed, all boats on a downwind leg shall round Mark 2p and sail to the Finish Line and shall not attempt a further lap.
  - vi. If a boat is asked by an official vessel, it shall return to the starting area. Such boats will be scored in their last known position. This changes RRS 28.1, A5.1 and A5.2.
- 12.3 [DP] [NP] After finishing, boats shall continue at least 100m before stopping.
- 12.4 [DP] [NP] After finishing and while the Finishing Window is open, boats should avoid boats racing and shall not sail near the Finish Line.

## 13. TIME LIMITS & TARGET TIMES

13.1 See table below (all times are in minutes)

Time Aspect	Mark 1 Time Limit	Target Time	Race Time Limit (see RRS 35)	Finishing Window (from time of 1 <sup>st</sup> Finisher)
<b>Windward Leeward courses</b>	12	20	40	10
<b>Sprint courses</b>	3	5	10	5

- 13.2 If no boat passes Mark 1 within the Mark 1 Time Limit, the race will be abandoned.
- 13.3 Failure to meet the Target Time will not be grounds for redress.
- 13.4 The protest time limit will be posted on the ONB and shall be 40 minutes after the later of the last boat finishing the last race of the day or no more racing today being signalled.

## 14. HEARING REQUESTS

- 14.1 Protest hearing request forms must be submitted within the protest time limit.
- 14.2 Notices will be posted no later than 20 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

## 15. ADVERTISING

- 15.1 Boats shall display advertising chosen and supplied by the OA. [NP] [DP]

## 16. DATA PROTECTION

16.1 The personal information you provide to the OA will be used to facilitate your participation in the event and will be stored and used in accordance with the OA's privacy policy. To facilitate your participation in the event, or when required by the rules, personal information may be shared with the WASZP Class, event officials, your national governing body and/or World Sailing. Relevant media, results and the outcome of any hearing or appeal may be published.

## 17. RISK STATEMENT

17.1 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.**

## 18. FURTHER INFORMATION

18.1 Charter or loaned boats; see the event page on Racehub

18.2 WSAA; [aus.waszp.association@hotmail.com](mailto:aus.waszp.association@hotmail.com)

18.3 Club; see the NOR

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*Version issued for use for events from; 7 November 2025*