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 following will apply:

- WASZP Class rules (see Class Rules).
- WASZP Standard Support Vessel Regulations (see SVRs).
- Special Regulations of Australian Sailing Part 2 (see AS Regs).
- RRS Appendix T (Arbitration; with associated scoring penalties).

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] While racing, except in an emergency or in support of the use of RaceSense, a boat shall not make voice or data transmissions and shall not receive voice or data 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, Leeward Windward, Sprint or/and Distance) and further described in the SIs.

3.3 For Windward Leeward and Leeward Windward 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 Unless otherwise stated, 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 a current Member of a National Class Association affiliated with the WAZSP International Class Association (WICA) (this includes WSAA (see membership)) or a current Direct Member of WICA.

4.3 Additionally, for:

- Teir 3 events, competitors must be current members of WICA or hold a WICA Teir 3 Event Pass
- Teir 4 events, competitors may substitute the requirement for membership set out in section 4.2 by obtaining a WSAA Teir 4 Event Pass.

4.4 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.

4.5 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.

4.6 Late entries may be accepted at the OA's discretion.

4.7 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.

4.8 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.

4.9 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:

- 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
- 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 target number of races for the series and 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 The sign on and off procedure will be stated in the SIs.

7.2 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]

7.3 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]

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

7.5 A boat that retires from a race shall notify the race committee at the first reasonable

opportunity. [DP] [NP]

7.6 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.

7.7 Outside help reports shall be made using a protest hearing request form before the protest time limit.

7.8 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 for the event.

8.5 Penalties for breaches of Class Rules are set out in the WASZP Standard Penalties (see here) and are [DP] if no other penalty is specified.

9. CHANGES TO AP & SAILING INSTRUCTIONS

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. START; GENERAL

10.1 Where multiple course options are set out in the SIs, a numeral pennant indicting the course will be displayed from the stern of the Signal Vessel no later than the warning signal.

10.2 The class flag will be a gold flag with the class insignia.

10.3 To alert boats that a race will begin soon, the orange start line flag will be displayed with one sound at least 1 minute before the Warning signal.

10.4 A boat that does not start within two minutes after her starting signal will be scored DNS without a hearing. This changes RRS A5.1 and A5.2.

10.5 All races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

Meaning	**Visual Signal**	**Sound Signal**	**Sequency Type**; Minutes before Starting signal	
			3 minute	**5 minute**
Warning signal	Class Flag displayed	one	3	5
Preparatory signal	P, U or Black Flag displayed	one	2	4
One minute	Preparatory Flag removed	one long	1	
Starting signal	Class Flag removed	one	0	

This changes RR as 26.

10.6 The Start Sequency Type to be used will be nominated in the SIs.

11. STARTS WITH RACESENSE

When stated in the Notice of Race, the Vakaros Hybrid RaceSense system will be used.

11.1 [NP] A Vakaros unit (Vakaros Atlas 2 or Atlas Edge) may be registered by each boat before the end of registration.

11.2 The RaceSense system may be used by the Race Committee for race management and officiating functions. Time and starting line information will be available on all registered Vakaros units.

11.3 The race committee will be responsible for identifying boats on the course side of the starting line, or boats that did not comply with RRS 30.3 or 30.4. The RaceSense system may be used by the race committee as a method to confirm such boats but may not be used to identify additional boats.

11.4 The starting line will be between the RaceSense unit attached to the staff displaying an orange flag on the race committee vessel and either:

- The course side of the laid starting mark with a RaceSense unit attached, or
- the RaceSense unit attached to the staff displaying an orange flag on the race committee pin-end vessel.

11.5 When the race committee displays flag ROMEO (R) with one long sound, competitors shall restart their Vakaros device (switch off, wait 10 seconds and switch on). Flag R will be displayed for no less than 2 minutes. The next start sequence will not be given while Flag R is displayed.

11.6 After the Orange flag has been displayed, a race will not be postponed or abandoned to allow replacement of a Vakaros unit.

11.7 When requested by the OA, competitors shall perform a firmware update to their registered Vakaros device prior to the next scheduled racing session.

11.8 Alleged failure, inaccuracy or malfunction of the RaceSense system or a Vakaros device shall not be grounds for a request for redress by a boat. This changes RRS 61.1(a).

11.9 When flag OSCAR (O) with one long sound has been displayed on the race committee vessel before the warning signal of a race, SRD11.2 to 11.8 will not apply to that race.

12. STARTS WITHOUT RACESENSE

When the Vakaros RaceSense system will not be used, or when the race committee displays flag OSCAR:

12.1 The starting line will be between a staff displaying an orange flag on the race committee vessel and either:

- The course side of the laid starting mark, or
- A staff displaying an orange flag on the race committee pin-end vessel.

13. CHANGING & SHORTENING COURSE

13.1 Courses will not be changed after the start.

13.2 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). SRD14.2 applies.

13.3 For Leeward Windward courses, when the Race Committee shortens the course by displaying flag S as the leader(s) approach Marks 1p/1s, all boats shall round Mark 1s and proceed to finish at the Finish Line. Changes RRS 32.2(c). SRD14.2 applies.

14. FINISH

14.1 The Finish Line is between the staff displaying the blue flag on the Signal Vessel and the Finish mark.

14.2 Grand Prix Finish, for Windward Leeward (W/L) and Leeward Windward (L/W) races:

- When the leading boat(s) has rounded the second last mark of the course, the Signal Vessel will display the red, black and white chequered Finish Flag with a sound signal.
- [DP] While the Finishing Flag is displayed, boats shall not attempt a further lap and shall instead finish as set out below even if that means finishing ahead of the race leaders. For:
    - W/L races, boats on a downwind leg (approaching Marks 2p/2s) shall round Mark 2p and sail to the Finish Line and finish.
    - L/W races, boats on an upwind leg (approaching Marks 1p/1s) shall round Mark 1s and sail to the Finish Line and finish.
- The Finishing Window opens when the leading boat (i.e. the race winner) 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 chequered Finishing Flag by a vessel near the last mark of the course unofficially replicating the signal vessel's Finish Flag movements.

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 chequered Finishing Flag is displayed, 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.

- 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 as reasonably determined by the race committee. This changes RRS 28.1, A5.1 and A5.2.

14.3 [DP] [NP] After crossing the Finish Line, boats shall continue at least 100m before stopping.

14.4 [DP] [NP] After finishing and while the Finishing Window is open, boats should avoid boats racing and shall not sail near the Finish Line.

15. TIME LIMITS & TARGET TIMES

15.1 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 1st Finisher)*
Windward Leeward courses	12	20	40	10
Leeward Windward courses	3	20	40	10
Sprint courses	3	5	10	5

15.2 If no boat passes Mark 1 within the Mark 1 Time Limit, the race will be abandoned.

15.3 Failure to meet the Target Time will not be grounds for redress.

15.4 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.

16. HEARING REQUESTS

16.1 Protest hearing request forms must be submitted within the protest time limit.

16.2 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.

17. ADVERTISING

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

18. DATA PROTECTION

18.1 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.

19. RISK STATEMENT

19.1 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**.

20. FURTHER INFORMATION

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

20.2 WSAA; aus.waszp.association@hotmail.com

20.3 Club; see the NOR

Version issued for referencing in the NOR of events to be held after 1 October 2026