



## **Weston Series and Cup Racing**

**Organising Authority:** Weston Sailing Club (WSC)

**Dates:** *As published on [WSC Calendar](#)*

**Location:** Abbey Hill, Netley Abbey, Southampton, SO31 5FA

## **Sailing Instructions (SIs)**

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).

## 1. Rules

- 1.1. The Series/Cup Racing will be governed by the rules as defined in *'The Racing Rules of Sailing'*.
- 1.2. Competitors should note that WSC:
  - 1.2.1. [DP] implements and expects competitors to sail in compliance with the RYA Racing Charter;
  - 1.2.2. shall apply the Post-Race Penalty and the Advisory Hearing of the RYA Rules Disputes procedures;
  - 1.2.3. [DP] expects competitors to sail in accordance with the Southampton Water by-laws for Racing.

## 2. Changes to Sailing Instructions

- 2.1. Any change to the Sailing Instructions will be posted on the Official Notice Board (ONB) at least one hour before the warning signal of the day it will take effect.
- 2.2. [NP] Changes to the Sailing Instructions (including the course) may be made on the water by drawing competitors' attention by a hail, or whistle, or horn from a Patrol Boat and verbally communicated to a boat before her warning signal.

## 3. Communications with Competitors

- 3.1. The Race Office is located at WSC, Abbey Hill, Netley Abbey, Southampton, SO31 5FA, between the WSC Club room and the Changing rooms. When not open please telephone: 023 8045 2527.
- 3.2. Notices to competitors will be posted on the Official Notice Board (ONB) located between the doors to the ladies and gents Changing rooms.
- 3.3. Race signals for this event will be by boards displayed on the Race Box balcony and sound signals may also be provided.
- 3.4. [DP] While racing from the first warning signal until the end of the last race of the day, 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 any equipment, or place advertising, provided by the Organizing Authority with care, in accordance with any instructions for its use, and without interfering with its functionality.

## 5. Signals Made Ashore

- 5.1. Signals made ashore will be displayed on the WSC Race Box balcony.
- 5.2. When flag 'AP' is displayed ashore, before the '15' (Fifteen minute warning), the next signal to be displayed 1 minute after 'AP' removal, will be the '15' (i.e. not the Fleet warning signal). This changes the RRS Race Signals.
- 5.3. [DP] Flag K with one sound means *'Boats shall not leave the shore until this signal is removed. The warning signal will not be made before the scheduled time or less than 15 minutes after flag K is removed and a further sound.'* (IC flag K has yellow and blue vertical stripes).

## 6. Schedule

- 6.1. The WSC Series and Cup events will be held on dates and start times as published (and amended) in the relevant WSC Calendar: <https://members.weston.org.uk/events>.
- 6.2. [DP] Signing on must be completed for each day that racing is scheduled before the warning signal of the race being entered. Signing on sheets are provided in the WSC Club room. When racing 'Back-to-Back' (B2B) there is no need to sign on again for the second or third races of that day. For racing to occur, an overall minimum of 3 boats must sign on.
- 6.3. To alert boats that the first race, or sequence of races, will begin soon, the '15' signal board will be displayed with one sound, ten minutes before the first warning signal is made.
- 6.4. Racing will normally be 'Back-to-Back' (B2B), subsequent races shall follow immediately after the preceding race. The '15' signal board will not be used between B2B races.
- 6.5. For Series Racing - 2 races per day are usually planned and do not count for Cup events.
- 6.6. For Cup weekends - 3 races per day are usually planned and do not count towards a Series.

## 7. Fleet flags

- 7.1. The Fleet warning signals will be Numeral boards displayed on the Race Box balcony.
  - 7.1.1. Series Racing (except Evening Series)
    - 7.1.1.1. Numeral 1: Fleet 1 - PN 969 and faster (excluding RS300)
    - 7.1.1.2. Numeral 2: Fleet 2 - PN 970 and slower (including RS300)
  - 7.1.2. Evening Series
    - 7.1.2.1. Numeral 1: Single fleet
  - 7.1.3. Cup Weekend Racing
    - 7.1.3.1. Numeral 1: Fleet 1 - PN 942 and faster (including Cats and Monohulls but excluding IC and RS600)
    - 7.1.3.2. Numeral 2: Fleet 2 - PN 943 to 1009 inclusive (including IC and RS600)
    - 7.1.3.3. Numeral 3: Fleet 3 - PN 1010 and slower
- 7.2. Changes to the PN splits or class allocations to the Fleets will be advised at a briefing and posted on the ONB.

## 8. Racing Area

- 8.1. The racing area is Southampton Water, within approximately a 1 mile radius of WSC.
- 8.2. [DP] Competitors must keep clear of the commercial shipping channel in Southampton Water.

## 9. Courses

- 9.1. The race course, number of laps, start line, and finish line, will be displayed on boards on the lower SE wall of the WSC Race Box at least 15 minutes before the first fleet start time.
- 9.2. Boats must pass through the finish line at the end of each lap from the direction of the last mark on their race course.
- 9.3. After the first boat has finished, a boat may be finished on a leg of the course if the Race Committee points IC Flag W at her, or verbally communicates this decision to her. If racing is B2B she should return to the starting area immediately. She will be given the number of laps and time she had completed the last time she crossed the finish line/gate. This changes RRS 28, 35, A5.1, A5.2 and A10.

## 10. Marks

- 10.1. Racing marks shall be:
  - 10.1.1. Large yellow or orange inflatable triangular buoys, and/or,
  - 10.1.2. Orange inflatable cylindrical buoys, and/or,
  - 10.1.3. Any of the fixed Southampton Water buoys/posts.
- 10.2. The approximate positions of Southampton Water buoys are shown on the WSC course board on the Race Box or please see <https://www.weston.org.uk/club-racing>.

## 11. Obstructions

- 11.1. [DP] Competitors must keep clear of commercial shipping in Southampton Water.
- 11.2. Other objects or areas will be advised during any briefing or by the RO on request.

## 12. The Start

- 12.1. Races will be started as follows and this changes RRS 26:
  - 12.1.1. A sound signal will be made 15 minutes before the first start and a '15' board displayed.
  - 12.1.2. Each Fleet will start separately unless a combined start is indicated on the boards on the lower SE wall of the WSC Race Box.
  - 12.1.3. If there is more than one start, the warning signal for each succeeding Fleet will be the starting signal of the preceding Fleet.
- 12.2. The starting line is an extension of the inner and outer transit mast on the WSC Race Box.
- 12.3. Boats must start between the WSC Race Box and the Outer Distance Mark (ODM).
- 12.4. An Inner limit mark may be laid close to the shore and shall be a small spherical or pillar buoy. If used, no boat shall pass between this limit mark and the shore after her warning signal.
- 12.5. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other Fleets.
- 12.6. If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee may attempt to hail her via the Patrol Boat. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed, will not be grounds for a redress for request. This changes RRS 62.1(a).
- 12.7. A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.
- 12.8. General Recalls
  - 12.8.1. If the recalled Fleet is not the last Fleet in the start sequence, other subsequent Fleet starts will proceed as normal, and the warning signal for the recalled Fleet will be made with the starting signal of the last Fleet in the start sequence.
  - 12.8.2. If the recalled Fleet is the last in the start sequence a new warning signal will be displayed 1 minute after the first substitute flag has been removed and the start will be 5 minutes later.

### 13. Change of the course

- 13.1. To change the course, race signal 'C' and, if applicable, the relevant Fleet numeral board will be displayed on the WSC Race Box with repetitive sounds. If no Fleet numeral board is displayed, race signal 'C' applies to all Fleets in that race. No other signal will be displayed. This changes RRS 33.
- 13.2. [NP] The new course(s) will be displayed on a 'wipe board' held on a WSC Patrol Boat near the ODM (See also SI 2.2). Alternatively, if this is not practical, the new course(s) will be communicated verbally by a Patrol Boat. This changes RRS 27.1.
- 13.3. The race committee may move the original mark, or, replace it with a Patrol Boat displaying race signal 'M' and making repetitive sounds.

### 14. The Finish and Finishing

- 14.1. The finishing line is between the course side of the finish buoy, which may also be the ODM, and the inner transit mast on the Race Box.
- 14.2. Races may be shortened, RRS 32 is changed as follows:
- 14.2.1. Race signal 'S' and if applicable the Fleet numeral board will be displayed on the Race Box and two sound signals will be made when a boat in the Fleet for which the course is to be shortened is approaching the finish (see also SI 9.2). If no Fleet numeral board is displayed race signal 'S' applies to all Fleets.
- 14.2.2. When a boat in the Fleet has finished, the rest of that Fleet will finish on the next occasion of crossing the finishing line irrespective of the number of laps completed (Average Laps will be used). The boat finished first may not be the leading boat.

### 15. Penalty system

- 15.1. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 15.2. RRS Appendix P applies with the Two-Turns penalty replaced by the One-Turn Penalty.

### 16. Time Limits

- 16.1. The Mark 1 Time Limit, Target Time, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Target Time	Race Time Limit	Finishing Window
30 minutes	45 minutes	90 minutes	30 minutes

- 16.2. If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 16.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, will be scored Did Not Finish (DNF) without a hearing. A boat scored DNF shall be scored points for their finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35.
- 16.4. Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).
- 16.5. The Race Officer's finishing position decisions are final and will not be grounds for a competitor to seek redress. This changes RRS 35.

### 17. Hearing Requests

- 17.1. The Exoneration penalty and Advisory Hearing (but not Arbitration) of the RYA rules disputes procedures will be available.
- 17.2. The protest time limit is 30 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later.
- 17.3. Hearing request forms are available from the Race Box or the Race Office at WSC.
- 17.4. Notices will be posted on the Official Notice Board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 17.5. A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.
- 17.6. Request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## 18. Scoring

- 18.1. Results will be calculated using handicap corrected average lap times.
- 18.2. Scoring shall be in accordance with the low point scoring system as defined in RRS A4.
- 18.3. Three races are required to be completed to constitute a series.
- 18.4. When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
- 18.5. When 4 or more races have been completed, a boat's series score will be the total of her race scores, but excluding one or more of her worst scores as set out in the table below:

Races Completed	R4	R5	R6	R7	R8	R9	R10	R11	R12
Discards	1	1	2	2	2	3	3	3	4

- 18.6. Rule A5.3 applies
- 18.7. [NP] Members volunteering for Roster roles that are recorded and approved on the WSC member's portal are able to request 'average points' for that days' race(s). The request must be made in person to the Race Officer to add the scoring code 'OOD' to the 'WSC Lap Chart(s)' before the results are published as 'final' and is the average of the member's scores for other races they have participated in for that series (excluding DNCs). Only one boat/class can be specified per event/series and changes cannot be made retrospectively. The member's results are adjusted retrospectively as their average changes over the series. Note: If the member has no other scores at the time of volunteering, the Sailwave initially defaults to the number of boats in that race +1; but is adjusted as soon as the competitor obtains a valid score in a subsequent race.

## 19. Safety Regulations

- 19.1. Competitors shall wear personal flotation devices adequate for the conditions at all times whilst afloat. International code flag Y will not be displayed. This changes the preamble to Part 4 of the RRS.
- 19.2. Parents, guardians, and those acting 'in loco parentis', are solely responsible for ensuring that young competitors in their care comply with this instruction and RRS 40.
- 19.3. A boat that retires from a race shall notify the Race Officer at the first reasonable opportunity.

## 20. Replacement of crew or Equipment

- 20.1. [DP] Substitution of competitors is not allowed after signing on without prior written approval of the Race committee.

## 21. Equipment and Measurement checks

- 21.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race, and sailing instructions.

## 22. Supplied Boats

- 22.1. Not Applicable.

## 23. Official Vessels

- 23.1. [DP] Official vessels must be identified directly to the Race Officer (or via a WSC Patrol Boat) before they communicate with or assist a competitor (unless in an emergency).

## 24. Support Teams

- 24.1. [DP] Team leaders, coaches, and other support persons shall stay outside areas where boats are racing from the time of the warning signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall, or abandonment.

## 25. Trash Disposal

- 25.1. [DP] Trash may be placed aboard official or support vessels but must not be dropped overboard.

## 26. Berthing

- 26.1. [DP] Boats shall be kept in their assigned places while in the boat park and not moved without prior written approval of the Race committee or Pound Manager.

## 27. Haul-out Restrictions

- 27.1. Not Applicable.

## 28. Diving Equipment and Plastic Pools

- 28.1. Not Applicable.

## 29. Prizes

- 29.1. WSC Club Prizes will be given for the first place for each Fleet in a Series or Cup event.
- 29.2. Additional prizes may be made available by WSC or by Class associations participating in, or alongside, WSC racing by prior arrangement with the OA.
- 29.3. The prize giving for WSC Series and Cup prizes will be held as soon as possible after completion of the last race of the event in, or around, the WSC clubhouse.

## 30. Risk Statement

- 30.1. 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 the 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.**

## 31. Insurance

- 31.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

### Addendum 1 – WSC Race Area



Note: Not for navigation and mark positions for guidance only

### Addendum 2 – Example WSC Start Sequence (for 3 Fleets)

Description	Flag Signal	Sound signal	Minutes to Class start
Warning - Fleet 1	Numeral 1 displayed	1 sound	5
Preparatory - Fleet 1	P displayed	1 sound	4
One Minute - Fleet 1	P removed	1 long sound	1
Start - Fleet 1	Numeral 1 removed	1 sound	0
Warning - Fleet 2	Numeral 2 displayed	1 sound	5
Preparatory - Fleet 2	P displayed	1 sound	4
One Minute - Fleet 2	P removed	1 long sound	1
Start - Fleet 2	Numeral 2 removed	1 sound	0
Warning - 3	Numeral 3 displayed	1 sound	5
Preparatory - 3	P displayed	1 sound	4
One Minute - Fleet 3	P removed	1 long sound	1
Start - Fleet 3	Numeral 3 removed	1 sound	0