

# WHITSTABLE YACHT CLUB

Founded 1902

Affiliated RYA

## WHITSTABLE WEEK SAILING INSTRUCTIONS

July 29 – Aug 2 2026

### 1. RULES

1.1. The racing shall be governed by *The Racing Rules of Sailing* (RRS) 2025-2029, the prescriptions of the Royal Yachting Association (RYA), the appropriate class rules, Canterbury City Council Water Safety Rules and these Sailing Instructions. In the event of conflict these Sailing Instructions shall prevail.

### 2. ENTRIES

2.1. **Eligibility and entry:** Members of Whitstable Yacht Club and visitors who are members of an RYA recognised sailing club may take part. Entrants shall complete the Declaration (signing on) sheet at the WYC course board on the veranda railing before going afloat to race and are required to sign in after coming ashore. An entry for a series shall be the boat and one sailor, who must sail on the boat for every race as helm or crew to be awarded an entry for those races.

2.2. **Entry fees:** Competitors may register at on-line at: <https://www.wyc.org.uk/sailing-event-entries/> . Entry fee is £60 for the week (£5 for cadets) or £18 for a day, with a 50% discount for either weekly or daily entry for young persons (18-25).

2.3. **Insurance cover:** 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.

### 3. SAFETY

3.1. **Personal responsibility:** Neither the provision of support boats and crews nor the decision of a Race Officer to start or continue a race shall absolve a boat of the personal responsibilities defined in RRS Fundamental Rules 1 and 3.

3.2. **Personal buoyancy:** Personal Floatation Devices (PFD) must be worn by competitors at all times when afloat. Wet suits and dry suits are not personal buoyancy and will not satisfy this instruction.

3.3. **Shipping:** Boats shall always keep well clear of shipping wherever it may be.

#### 4. NOTICES TO COMPETITORS

- 4.1. Notices to competitors will be posted on the sailing notice board in the Sea Room at least one hour before the start of the first race affected and remain there as long as they are in effect.
- 4.2. Temporary notices relating to one day will be posted on the course board on the veranda railings at least thirty minutes before the first warning signal of the day.

#### 5. CHANGES IN SAILING INSTRUCTIONS

- 5.1. Permanent changes to the Sailing Instructions will be posted on the sailing notice board at least one hour before the start of the first race affected and remain there as long as they are in effect.
- 5.2. Temporary changes to the Sailing Instructions relating to one day will be posted on the course board on the veranda railings at least thirty minutes before the first warning signal of the day.

#### 6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed at the clubhouse mast.

#### 7. SCHEDULE OF RACES

The first race warning signal will be no earlier than 10.54hrs on Wed 6<sup>th</sup> Aug. The programme is scheduled as follows:

|               |       |                                  |
|---------------|-------|----------------------------------|
| Wed 29th July | 12.45 | Briefing                         |
|               | 14.00 | Race 1/2 back-to-back            |
| Thu 30th July | 14.00 | Race 3/4 back-to-back            |
| Fri 31st July | 14.00 | Race 5/6 back-to-back            |
| Sat 1st Aug   | 14.00 | Race 7/8 back-to-back            |
| Sun 2nd Aug   | 14.00 | Race 9/10 back-to-back           |
|               |       | Prizegiving ASAP after last race |

Should race(s) be abandoned on any day prior to Sunday the race committee may add a further race(s) to one or more of the subsequent days.

The racing will be run as “all in” handicap so average lap times will be used. There will be one start for the main fleet with an additional start for cadets if numbers justify. Start times and courses will be described at the briefing and displayed on the course board.

#### 8. CLASS FLAGS

- 8.1. For starting the class/fleet warning signals are:

All-in-Handicap                      Flag G  
Cadets (if numbers allow)      Flag C

8.2. Individual class/fleet flags for shortening races are:

All-in-Handicap                      Flag G

Cadets (if numbers allow)      Flag C

## 9. GENERAL RECALLS

9.1. In the event of a General Recall the recalled classes will be restarted 3 minutes after the last scheduled class start.

9.2. If there are multiple recalls the recalled classes will be restarted in the sequence of their scheduled starts.

9.3. A recalled class preparatory signal will be displayed 3 minutes before the class restart.

9.4. Recalled restarts will not be given class/fleet warning signals.

## 10. RACING AREA

10.1. The racing area is in the Thames Estuary to the northwest of Whitstable Yacht Club.

10.2. The area of the oyster beds is a prohibited area which racing boats may not enter - it is designated an obstruction in accordance with RRS (Definitions) and is to be passed to seaward by all boats racing. Any boat entering the prohibited area, which is defined by the shore to the south and buoys and flags on the other boundaries, will be disqualified without a hearing. This alters RRS 63.1.

## 11. THE COURSE

11.1. **Course diagram:** The course diagram will be displayed on the Course Board on the veranda railings no later than thirty minutes before the first class warning signal. The order of mark rounding will also be written out in full and take precedence should the diagram differ.

### 11.2. Changing the course

11.2.1. After the start, should the course be changed, a new additional mark (a yellow or black inflatable ball) will be used. Any change of course will be signalled before the leading boat has begun the leg to the new mark, although the new mark may not then be in position. The new mark will be in position before the leading boat is adversely affected. The original mark will be lifted as soon as is practicable.

11.2.2. To signal a change of course, a Race Committee vessel near the mark preceding the new mark will display a red or green flag to indicate whether the new compass bearing is to port or starboard respectively of its previous bearing and will make repetitive sound signals. Any mark to be rounded after the new mark may be re-located, without additional signals, in order to maintain the original course configuration.

## 12. MARKS

12.1 The marks of the course will be described on the course board on the veranda railings.

## 13. STARTING

13.1. **Starting intervals:** Races will be started at three minute intervals.

13.2. **Class/fleet warning signals** (*Class flag*) will be displayed with one sound 6 minutes before Class starts.

13.3. **Class/fleet preparatory signals** (*Flag P*) will be displayed with one sound 3 minutes before Class starts.

13.4. **The normal class/fleet starting sequence** will be as shown in 8.1 above, with the first class/fleet starting at the time shown in the programme.

13.5. **Notwithstanding 13.4 above** the class/fleet starting times and sequence may be varied by instructions on the course board, excepting that no start shall be before the published time of the scheduled first start.

### 13.6. Starting line

13.6.1. **Club starting line:** The starting line will be a line projected seawards from the clubhouse mast through the inner transit pole (or IDM mark) and limited to seaward by the Outer Distance Mark (ODM). The ODM is not necessarily on the transit line.

13.6.2. **Committee boat starting line:** The starting line will be between a mast displaying an orange flag on the committee boat at the starboard end and a port-end starting mark **OR** between a mast displaying an orange flag on the committee boat at the port end and a starboard end mark. The starting mark is usually a black buoy or will be described in temporary instructions on the course board (see 4 above).

13.7. **Keeping clear:** Boats whose preparatory signal has not been made shall keep clear of the starting area and keep clear of boats whose preparatory signal has been made.

13.8. **Starting Time limitation:** A boat shall not start later than 4 minutes after her starting signal. An orange flag will be dropped without an audible signal at 4 minutes after the start.

## 14. FINISHING

14.1. **Club finishing line:** The finishing line will be the same definition as the start line for the class/fleet concerned, but courses may be defined which finish across the line in the opposite direction to the start.

14.2. **Committee boat finishing line:** The finishing line will be between a mast displaying a blue flag on a race committee boat and the nearby mark.

14.3. **Keeping clear:** Boats who have finished shall keep clear of the finishing area.

## 15. TIME LIMIT

15.1. The time limit and target time in minutes is as follows:

| <i>Time<br/>limit</i> | <i>Target<br/>time</i> | <i>Finishing<br/>window</i> |
|-----------------------|------------------------|-----------------------------|
| 60                    | 45                     | 15                          |

15.2 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, will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

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

15.4 The race committee may award a finishing place to a boat by flying flag W with a sound signal. The signalled boat shall be deemed to have finished, and the score awarded shall be the position she occupied at the time of the signal. If two or more overlapped boats are signalled, they shall be scored as if they were tied. This changes RRS 28.1 and A3.

15.5. At the discretion of the Race Officer, when a race has to be stopped due to lack of wind, positions and times taken on an earlier lap may be used.

## 16. PROTESTS

16.1. **Lodging of protests:** Protests and claims for redress shall be written on RYA Protest Forms available from the Race Hut and shall be delivered there within 45 minutes of the time of the last boat finishing the last race of the day.

16.2. **Protest hearings:** Protest hearings will be arranged by a member of the Sailing Committee and protests will be heard in the order of receipt as soon as possible. Hearings may be held at a later date.

16.3. **Reopening a hearing:** RRS 66.2 is changed by adding 'A party to the hearing may ask for a reopening no later than one hour after being informed of the decision made.

16.4. **Post-Race Penalty:** The Post-Race Penalty, Advisory Meeting and RYA Arbitration of the RYA Rules Disputes procedures shall apply (for information on the procedures, go to [www.rya.org.uk/go/rulesdisputes](http://www.rya.org.uk/go/rulesdisputes)). The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed.

## 17. SCORING SYSTEM

17.1. The Low Point scoring system, RRS Appendix A4.1, will apply. For all club series races RRS A5.3 will apply i.e. a boat that did not start but was afloat at its class preparatory signal, did not finish, retired after finishing or was

disqualified shall be scored points for the finishing place one more than the number of boats entered in that race. Any boat not competing in a race, or not afloat at its class preparatory signal, will score the number of entries in the series plus one.

17.2 There are 10 races scheduled of which at least 2 shall be completed to constitute a series. The Low Points Scoring System, RRS A4 will apply amended as follows: if 6 or more races are sailed there will be two discards. If 3 – 5 races are sailed there will be one discard. In the event of only 2 races being sailed both results will count.

## 18. LOCAL VARIATIONS

18.1. **Canterbury City Council Water Safety Rules:** Attention is drawn to the CCC Byelaws and Rules displayed at the public slipway or available from Canterbury City Council offices by post.

18.2. **Car Parking:** No car shall park on the beach.

18.3. **Lifeboat obstruction:** No boat, trailer or any other obstruction shall be placed so as to impede the route from the RNLI Lifeboat Station to the water at any time.

## 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.