

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 13.55 hrs on Wed 29th July. 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.

8. CLASS FLAGS

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

All-in-Handicap

Flag G

9. RACING AREA

- 9.1. The racing area is in the Thames Estuary to the northwest of Whitstable Yacht Club.
- 9.2. 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.

10. THE COURSE

- 11.1. **Course diagram:** The course diagram will be displayed on the Course Board on the veranda railings. The order of mark rounding will be written out 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. STARTING

- 12.1 Starting Procedures: will be in accordance with Rule 26 with warning signal 5 minutes before the start. The race officer may alert competitors that he is about to make the warning signal by sounding a number of short blasts.
- 12.2 Start Line: is defined as the line between the mast displaying an orange flag on the committee boat and the centre of the port end starting mark which is a black cylindrical buoy. The committee boat at the starting line may hold station using engines.
- 12.3 An Inner Distance Mark (IDM): may be laid to mark the starboard end of the line. The IDM may not be on the line. When an IDM is laid boats must start between the IDM and the port end starting mark.
- 12.4 A boat shall not start later than 5 minutes after her starting signal. An orange flag will be dropped without an audible signal at 5 minutes after the start.

- 12.5 **Black Flag:** After a general recall, Rule 30.4 shall apply to all subsequent starts of that race.

13. FINISHING

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

13.2. Boats who have finished shall keep clear of the finishing area.

14. TIME LIMIT

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

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

14.2 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.

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

14.4 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.

14.5. 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.

15. PROTESTS

15.1. **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.

15.2. **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.

15.3. **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.

15.4. **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). The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed.

16. SCORING SYSTEM

- 16.1. 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.
- 16.2 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.

17. LOCAL VARIATIONS

- 17.1. **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.
- 17.2. **Car Parking:** No car shall park on the beach.
- 17.3. **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.

18. RISK STATEMENT

- 18.1. 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.