

2020

## Notice of Race Amendment -V1

07 August 2020

### **KEELBOAT RACING OVERVIEW & NOTICES OF RACES 2020**

**This overview is intended to function as a guide for SYC boats and as Notice of Race for each of the individual events and series.**

The races described in the overview are organised by the Sussex Yacht Club and are governed by the World Sailing Racing Rules of Sailing 2017-2020, the World Sailing Equipment Rules of Sailing, the SYC Keelboat General Sailing Instructions and the IRC Rules.

Skippers intending to enter the IRC division should produce a valid IRC certificate; those entering NHC or Pursuit races do not require this but may be asked to provide some details of their boat to the Keelboat Race Committee for the purposes of setting a handicap. Please send a copy of your 2020 current or revised IRC rating certificate to the SYC Keelboat Sailing Section via e-mail to [sailing-section@sussexyacht.club](mailto:sailing-section@sussexyacht.club) as soon as possible and at the very latest by Friday 24<sup>th</sup> April 2020 for those wishing to be scored for the Spring series and at least 48 hours in advance of the first race of every other series.

Boats racing within the IRC class shall comply with the IRC rules as prescribed by their rating certificate. Should a competitor have reason to believe that this is not being complied with, the competitor can arrange a protest under rule 10 of the IRC Rules.

Boats in the IRC division shall not change their rating during the course of a series. They can however choose to race under their Non-Spinnaker Rating. Boats sailing in the NHC division, Pursuit and Christmas Cracker races may have their handicaps changed after each race according to the particular rules of each division.

### **Emails, WhatsApp, Texts and Notices**

Any changes to these races will be communicated to owners/skippers by means of email, WhatsApp or text messages so it is vital that all owners/skippers lodge valid email and mobile details with the SYC Keelboat Sailing section at [sailing-section@sussexyacht.club](mailto:sailing-section@sussexyacht.club). It is the owner or skippers' responsibility to ensure that messages can be received through these routes. The primary keelboat racing WhatsApp group is "SYC Racing" and pursuit racing is "SYC Pursuing", pursuits also use the Southwick notice board on race days. All races will use VHF Ch. 37 when on the water.

### **Classifications and Eligibility**

The classifications given for each event refer to the race division, series or group and the safety classification. Participants must comply with the safety requirements.

Unless described as an open event **all SYC racing events are for SYC boats only**. Those wishing to join in with our racing should note that new racing crews & non-SYC boat skippers wishing to participate in an SYC race or series should apply for membership of the club at the earliest opportunity; details are on the SYC website [www.sussexyachtclub.org.uk/](http://www.sussexyachtclub.org.uk/).

## 2020

### Covid-19 Guidance

All racing organised by Sussex Yacht Club will, until further notice follow the current guidance from the RYA as approved by The Department of Digital Culture Media & Sport.

A full copy of this guidance is included below.

Boats participating in any races will be subject to a crew number limit as follows:

- IRC Rule 22.4.2 is deleted and replaced by "The maximum number of crew while racing shall be the Crew Number printed on her certificate;
  - Under 9.0m LOA **Minus 1**. There is no weight limit
  - Over 9.0m LOA **Minus 2**. There is no weight limit
- This notice does not apply to boats sailing under rule 8.2.1 "short-handed certificate"
- For a boat that does not hold a current IRC Certificate, then the crew number will be derived by referencing a similar size boat that does hold a current IRC Certificate
- The crew number limit will be reviewed frequently and may be adjusted in due course. Either as part of SYC Keelboat Section refinement or changes in Government Guidance

# RYA Guidance on sailing & racing with participants from different households during COVID-19 in England



## Introduction

This document provides measures for participants when sailing and racing with other households. It should be read alongside the latest Government regulations. Clubs and event organising authorities should refer to the RYA Guidance on Restarting Boating Activity and Managing COVID-19 in England and RYA Guidance for Major Events and COVID-19 on the [RYA Return to Boating hub](#). This document is designed for participants only.

Wherever possible, the relevant UK Government social distancing guidance should be adhered to. In circumstances afloat where social distancing is not feasible, mitigations should be implemented in line with the advice within this document. This document has been prepared as part of the RYA's guidance in conjunction with the UK Government Return to Team Sports Framework.

This document refers to current UK Government guidance for England only and is subject to change in response to the current COVID-19 Alert Level, community prevalence of COVID-19 and/or updated UK Government guidance.

## Essential first steps

All participants prior to sailing with people from other households

- Self symptom check before leaving home
- Assess personal risk and that of your team
- Limit car sharing
- Register your attendance with the host club for test and trace
- Arrive in sailing kit where possible
- Sanitise hands on arrival and prior to touching any shared surface
- Maintain social distancing at all times whilst ashore before launching and after recovery

## Remember RYA COVID-19 Principles

**Considerate:** be mindful of the potential impact that you could have on other water users and local communities. Do not place unnecessary extra strain on the RNLI and emergency services

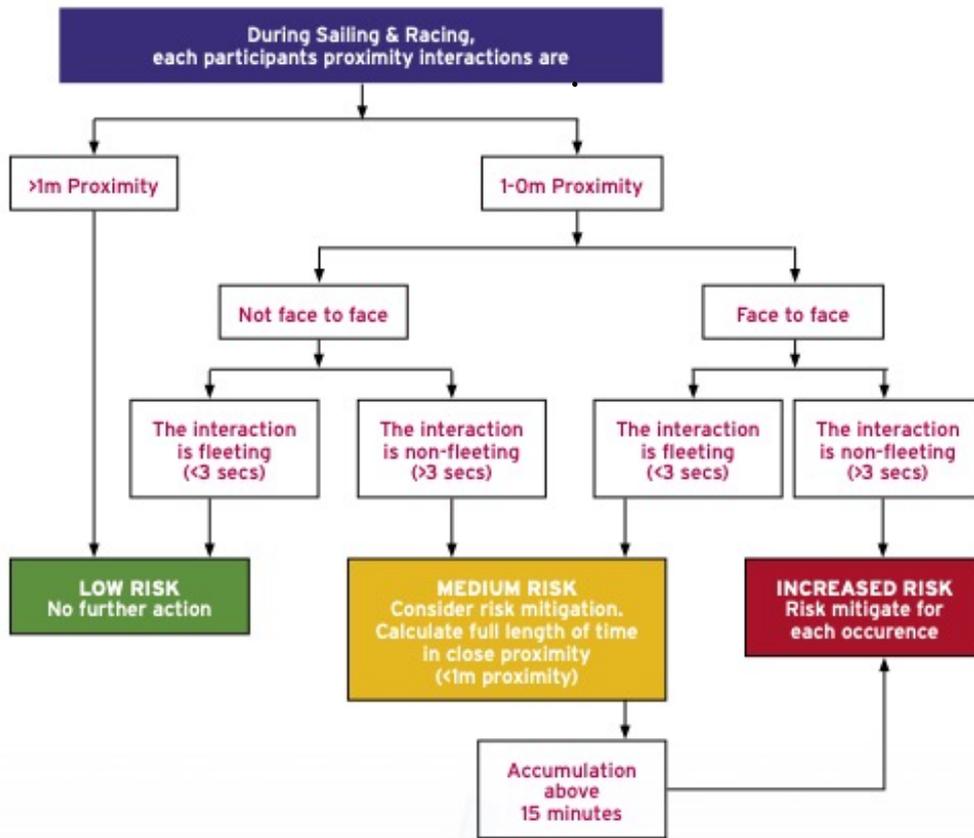
**Conservative:** help to minimise risk by taking an extra conservative approach to your boating.

## Understanding the risk

Whilst sailing, there will be particular times where you will likely come into closer contact with those you are sailing with. This may be for a relatively short period of time or it may be for longer. If the interaction is relatively fleeting or short-term, the risk is relatively low. However, if the interaction is for a longer period of time and face to face, the risk is much higher and mitigations will need to be considered to lower the risk of transmission of Coronavirus.

It is important that all participants take personal responsibility for evaluating any potential risks to themselves or others. Skippers or those with responsibility for multiple crew may want more detailed guidance on any risks and associated mitigations. They should view Appendix 1: RYA's Risk Assessment for Sailing & Racing in with participants from different households at the end of this document.

Here is a flow diagram to help you to understand and mitigate the risk:-



If you are within the medium or increased risk category, you will need to introduce mitigations to control the risk. Here are some mitigations we advise you follow:-

No.	Mitigation	Applies To	Conducted By
1	Pre-attendance Symptom Check	All participants	All participants
2	Maintain record of participant contact details for 21 days	All participants	Organising Authority (may be delegated to skippers)
3	Normal social distancing protocols to be followed onshore	All participants	All participants
4	When sailing, if unable to maintain more than 1m separation then maintain at least 0.5m separation between crew with other non-face to face mitigation	Competitors	Competitors
5	Organise manoeuvres to maximise social distancing and avoid face to face where this would normally occur	Competitors	Competitors
6	For 2-person winches use with 1 person or wear a face covering	Competitors	Competitors
7	When >1 person below deck, limit duration to less than 5 minutes & regularly clean shared surfaces	Yacht racers	Yacht racers
8	For races of a duration to require sleeping onboard crew should not sleep in communal areas. Separate & dedicated cabins to be available for those from different households (no hot bunking).	Yacht racers	Organising Authority to impose crew limit via NoR
9	Ensure numbers onboard Committee Boats are limited dependent on size of boat to allow minimum 1m spacing	Race Management team	Organising Authority
10	At end of day or before use by another person clean down equipment	All participants	All participants
11	At end of each race and more frequently where practicable, practice hand hygiene	All participants	All participants

### Face coverings

If you do choose to use a face covering as mitigation, please ensure you understand the [Government guidance](#) on face coverings. We appreciate face coverings may not be suitable for all boats and in all situations.

### Test & Trace Contacts

Based on our risk assessments, the RYA believe that the following should be considered as close contacts for the purpose of test & trace in the context of sailboat racing.

1. Those who have sat within 1m of each other on the side deck for more than 15 minutes;
2. Those who have been below deck at the same time for a total of more than 5 minutes;
3. Those who have recovered someone or been recovered from the water;
4. Those who have had a non-fleeting face to face interaction within 1m of another crew member



## Appendix 1: RYA Risk Assessment for sailing and racing with participants from different households

**Table 1: Droplet transmission**

*The risk associated with each action in an activity based on duration and proximity of participants.*

Activity	Proximity between sailors	Face to Face?	Interaction time	Risk Level	Accumulation time (if medium risk)	Cumulative Risk Level	Additional Mitigations Required	Final Risk Level
<b>Small Sailboats</b>								
Rigging	>1m	No	N/A	Low Risk	N/A	Low Risk	None	Low Risk
Pre-start & post race	>1m	No	N/A	Low Risk	N/A	Low Risk	None	Low Risk
Sailing straight line - sitting on the deck - not face to face	<1m	No	Non-fleeting	Medium Risk	>15 mins	Increased Risk	No shouting. Min 0.5m separation Face coverings considered when conditions permit	Medium Risk
Sailing straight line - trapezing	>1m	No	N/A	Low Risk	N/A	Low Risk	None	Low Risk
Manoeuvring	<1m	Possibly	Fleeting	Medium Risk	<15 mins	Medium Risk	Face to face to be avoided. Organise manoeuvres to maximise social distancing	Low Risk
Mark Rounding (Spinnaker hoist & drop)	>1m	No	N/A	Low Risk	N/A	Low Risk	None	Low Risk
<b>Yachts</b>								
Rigging	>1m	No	N/A	Low Risk	N/A	Low Risk	None	Low Risk
Pre-start & post-race	>1m	No	N/A	Low Risk	N/A	Low Risk	None	Low Risk
Sailing straight line (sitting on the rail)	<1m	No	Non-fleeting	Medium Risk	>15 mins	Increased Risk	Min 0.5m separation. Use face coverings when conditions permit	Medium Risk
Manoeuvring	<1m	Possibly	Fleeting	Medium Risk	<15 mins	Medium Risk	Face to face to be avoided. Organise manoeuvres to maximise social distancing	Low Risk
Mark Rounding (Spinnaker hoist & drop)	<1m	No	Non-fleeting	Medium Risk	<15 mins	Medium Risk	Avoid shouting. Min 0.5m separation	Low Risk
Winch operation by >1 person	<1m	Possibly	Non-fleeting	Increased Risk	<15 mins	Increased Risk	Consider single person use where possible. Where not face coverings to be mandatory.	Low risk
Below deck during, before or after racing	>1m	Enclosed space	Non-fleeting	Increased Risk	<15 mins	Increased Risk	Maximise ventilation where safe to do so. Regular cleaning of shared surfaces. >1 person below deck only for short (<5 mins) duration or where required for safety	Medium Risk
Below deck Offshore >1 person (races of a duration where it is necessary to sleep aboard)	>1m	Enclosed space	Non-fleeting	Increased Risk	>15mins	Increased Risk	Crew should not sleep in communal areas. Separate & dedicated cabins to be available for those from different households (no hot bunking). Maximise ventilation where safe to do so.	Medium Risk
<b>Official Boats - RIBs (2 persons onboard)</b>								
Normal operation - driving at speed	Dependent on size of RIB may be <1m	No	Non-fleeting	Medium Risk	>15 mins	Increased Risk	Utilise same household crews OR Single Manning OR Face covering where >1m cannot be maintained	Low Risk
Mark Laying	>1m	No	N/A	Low Risk	N/A	Low Risk	None	Low Risk
Rescue of person in water	<1m	No	Non-fleeting	Medium Risk	<15 mins	Medium Risk	Wear face covering. Ensure casualty is facing away from safety boat. If able casualty to self-rescue using strop or ladder. If casualty conscious and able they should wear face covering once aboard safety boat	Medium Risk
<b>Official Boats - Committee Vessel (CV)</b>								
Transit to / from race area	>1m	N/A	N/A	Low Risk	N/A	Low Risk	None	Low Risk
Normal operation - start & finishing	Varies dependent on size of CV	No	Non-fleeting	Medium Risk	>15 mins	Increased Risk	Ensure numbers are limited dependent on size of CV to allow >1m spacing at all times	Low Risk

Note: proximity is taken as distance between heads

**Table 2: Fomite Transmission*****The risk associated with the handling and transfer of equipment in the sport.***

There are various items of equipment which may be used onboard a sailboat which have been identified below. Many items of equipment, such as ropes, may be manufactured from specialist materials which would be degraded by using bleach or other harsh chemicals. Therefore the manufacturer's recommendations for cleaning of specialist fabrics, fibres and materials should be followed. For materials that are not liable to degradation then either warm soapy water being sponged down and then flushed with fresh water prior to being allowed to dry is recommended or being sprayed with a 60 - 90% alcohol based solution.

Item	Material	When	Use	Other Mitigations	RAG Rating
<b>Competitor Equipment</b>					
Sheets, guys and running rigging	Rope - various types	End of day	Potentially all crew	Regular hand cleaning	Medium Risk
Wheel or tiller	Metal, composite or plastic	End of day	Helm only	If necessary to change helm clean first	Low Risk
Winch Handles	Metal & plastic	Between races	Trimmers & pitman	Ensure each trimmer has their own winch handle	Low Risk
Clutches	Metal & plastic	End of day	Pitman only	If necessary to change pitman clean first	Low Risk
Sails	Various	End of day	Foredeck crew	Regular hand cleaning	Low Risk
<b>Officials Equipment</b>					
Flags, poles & halyards	Fabric; wood metal or plastic; rope	End of day	Dedicated individual	Each flag to be dedicated to an individual and not used by anyone else unless cleaned	Low Risk
Radios	Plastic	End of day	Dedicated individual	Except in emergency if radio to be used by someone else handset to be wiped down first	Low Risk
Sound Signals	Plastic or metal	Between races	Dedicated individual	Manual air trumpets not to be used. Whistles and gas canister or electric type air horns acceptable	Low Risk
Race Marks & associated tackle	Fabric	When recovered ashore	Mark Layers	Marks & tackle to be handled by dedicated individual when loaded into mark laying boat. Once put in the water then considered to have been washed	Low Risk

It is expected that where there is a change of crew on a vessel then either all fomites listed above will be cleaned or a period of 72 hours will be left before a new crew boards the vessel.

