

Guidance on restarting racing and COVID-19

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Version Control

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Introduction

The COVID-19 outbreak continues to be a rapidly evolving situation. This document has been provided by the RYA Racing Department as a supplement to the [Club Guidance on Restarting Boating Activity and Managing Covid-19](#) and therefore only addresses the issues specific to racing.

Since a return to boating was permitted in England on 13th May it is clear that clubs are taking different approaches with some still closed, some offering free sailing and some offering informal and more formal racing.

The RYA is aware that clubs & classes will have different challenges to manage in terms of pressure from members; local authority, landlord or harbour authority requirements; and insurance issues. It is therefore to be expected that approaches will vary from club to club and at the RYA we see that our role is to provide advice and guidance to clubs & classes and help you to make your own informed choices. With a return to pre-Covid style racing unlikely for a significant time clubs will need to adapt their offering to members and stakeholders to ensure as much engagement as is safe and practicable.

As soon as two or more boats are on the same patch of water, human nature is such that it's likely that some of them will want to line-up against each other and race. This document contains some suggestions about how sailors and clubs can satisfy their competitive nature, whilst taking into account restrictions caused by Covid-19.

The suggestions provided in this document may be appropriate for different organisations at different phases of the government's recovery strategy. Each organisation should consider their own circumstances as part of their risk assessments.

It is intended that this document will continue to be updated as the situation develops and more organised activity becomes more appropriate. Any feedback should be provided to racing@rya.org.uk and will be considered for future revisions.

RYA Guiding Principles

The RYA's guiding principles will underpin all guidance across the boating community.

1. The RYA will always follow Government advice. The Covid-19 preventative measures are vital to protecting health and wellbeing and to minimise pressure on frontline services. We all have a role to play by following the Government guidelines.
2. We will, as a boating community, take a **considerate** and **conservative** approach
 - **Considerate:** be mindful of the potential impact that you could have on other water users and 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.

For racing this means

- We will follow any **Government advice** relating to amateur events or sporting competitions
- When planning competitive activity we will **consider** others who may be using the water at the same time for other activity

- We will **consider** how we can safely enjoy the water together whilst remaining socially distant
- We will be **considerate** by using racing formats which encourage and enable social distancing
- We will be **conservative** by minimising the risks through ensuring we remain within the comfort levels of all participants
- We will be **conservative** by ensuring we do not promote or encourage gatherings before or after racing

Contact

The RYA offer affiliated clubs & classes access to a number of highly experienced volunteers who may be able to provide further advice on specific technical aspects should that be required.

Any clubs or classes requiring further guidance or advice are requested to contact racing@rya.org.uk.

Socially Distanced Competitive Sailing

Racing is by its nature generally socially distanced and it is likely that the main challenge that will be faced by those wishing to run racing will be preventing or minimising gatherings onshore before launching and following recovery.

In particular fixed start times and similar finishing times will likely lead to congestion on launching and recovery.

There are a number of ways in which clubs could consider mitigating this risk and different means may be appropriate at different phases of the Covid-19 recover process.

- Offering opportunities for competitive sailing that allows people to sail at a time to suit;
- Running multiple racing sessions with reduced numbers i.e. Mon – Fri night racing instead of just Thurs night racing;
- Staggered start times

Guidance on some possible race formats is given on page 9. Initiative and ingenuity will be required to allow opportunities for competitive sailing at this time.

Further guidance on considerations for reducing the risk of shoreside gatherings and managing boat parks is given in [Club Guidance on Restarting Boating Activity and Managing Covid-19](#).

Risk Assessments

Guidance on the considerations for 'On the water safety' are contained on page 8 of the [Club Guidance on Restarting Boating Activity and Managing Covid-19](#).

An increasing number of clubs & event organisers use some form of daily risk assessment before delivering racing (or other organised activity) as a supplement to their higher level safety plans and club risk assessments. More details can be downloaded from a recent presentation [here](#).

Those considering offering racing activity, should give consideration to changes from standard or additional items as a result of Covid-19. Further guidance is provided below on the additional risks that may need consideration which are specific to racing rather than general club activity.

Criteria	Covid-19 considerations?
RC vessel or hut manning	Is there a process for cleaning? Can we use household groups to crew? Can we use technology or different systems to help reduce requirements for personnel on RC vessels?
Social distancing of competitors	Do our necessary communication processes comply with current social distancing requirements? Consider processes for entering, viewing notice board, handling disputes, seeing results etc. If there is a need for briefing can it be done through digital channels or social media? How do sailors remain distant whilst rigging? How do sailors remain distant whilst launching and recovery? Will the racing format lead to congestion or 'pinch points'?
Race management equipment	Is there a cleaning process for race marks, course boards etc.?
Entanglement when mark-laying (<i>higher risk if single manning</i>)	Where possible use fixed marks Consider requiring wearing of life-jacket (150N) rather than buoyancy aid Consider requiring carriage of easily accessible safety knife Consider reducing weight of ground tackle Consider using smaller marks requiring lighter ground tackle

Further guidance on some of the specific risks associated with running sailing events and Covid-19 has been provided by World Sailing. This includes a document titled Guidance for Event Organizers for the Protection of the Health of Sailing Communities.

This can be accessed via their [Medical page](#).

Phases of Return to Racing

Phase	Step 1 (Status Quo) Until at least 1 st June	Step 2 Earliest 1 st June until at least 4 th July	Step 3 Earliest 4 th July
What's Allowed / Event Guidance	Take part in outdoor activity or exercise outdoors with members of your family or one other person whilst staying 2 m apart at all times. Organised events or competitions unlikely at this time.	Phased return for Primary Schools Non-essential retail Government are considering allowing people to expand their household group to include one other household in the same exclusive group.	Places of worship Leisure facilities Hospitality Social distancing will likely remain.
What it means for racing & race training	Level of activity to be considered by club committee following risk assessment and consideration of government advice. If providing club organised activity has the club prepared for the additional onus of responsibility that brings.		
Suggested Activities See page 9	Informal, self-organised competitive sailing. Individual challenges or time trials. Set course with pre-booked start times.	As in step 1 but potentially with larger groups as social mixing becomes increasingly allowed	Socially distanced club racing likely to be allowed Reduction in standard volunteer numbers Consider gate starts with no RC vessel (see Appendix A); shore based starting to allow for distancing; self-recorded race times.
Resource Required	Initiative, Creative thinking, Trust – no formal rules likely Watch App for tracking speed, distance & time	As per step 1 plus potentially increased course setting	Dependent on racing format chosen
*Note the phases, steps and dates referred to above are from OUR PLAN TO REBUILD: The UK Government's COVID-19 recovery strategy, May 2020. Home Countries may produce their own strategies with different steps and dates.			

Considerations for Self-managed and Simple Club Racing

Consideration	Self-managed competitive sailing	Simple club racing
Sailing area	Closer to base	
Patrol boat cover	Covered by club 'free sailing' policy where available	Club risk assessment needed See further Guidance in RYA Club Guidance on Restarting Boating Activity and Managing Covid-19
Philosophy	<p style="text-align: center;">Be Considerate</p> <ul style="list-style-type: none"> - Are the benefits worth the extra risks to you and others <p style="text-align: center;">Be Conservative</p> <ul style="list-style-type: none"> - Are boats and crew well prepared - Are the conditions within your limits - Do not allow racing to encourage risk taking 	
Self-sufficiency	Carry all equipment to be self-sufficient as required (tow line, paddle, anchor, VHF, phone etc.) Consider setting a maximum wind speed - be conservative	Consider setting a maximum wind speed - be conservative. Encourage competitors to consider if their skill level is appropriate to the conditions.
Limited entry number	No - covered by club activity level limits	Club to decide based on risk assessment. Consider an online booking system
People needed for race management	None	Minimum one
Organising authority	No - not official racing	Yes - club
Notice of Race	No - not official racing	Combined simple document to meet RRS 25, 89 & 90 requirements (see Appendix B)
Sailing Instructions	No - not official racing	
Activity risk assessment	No – covered by club risk assessment (see General Club Guidance)	Yes - with extra Covid considerations (see page 4)
Formats	See page 9	
Launch & recovery	<p style="text-align: center;">Can sailors rig, launch & recover on their own?</p> <p style="text-align: center;">Is there suitable space to ensure social distancing in dinghy park and on ramps?</p> <p style="text-align: center;">Would staggering start times prevent gatherings at launch ramps?</p>	
Start	Competitors to be their own committee Fixed start between two buoys or shore based line Competitors take own times	Rabbit run/gate (see Appendix A) can be considered if going upwind Shore-based to an Outer Distance Mark. Could be downwind if not a rabbit run/gate start.

Consideration	Self-managed competitive sailing	Simple club racing
		Or use committee vessel with one person or those from single household onboard
Marks	Fixed marks, virtual marks (see World Sailing Guidance on Racing Around Waypoints), or set by competitors	Fixed, virtual (see World Sailing Guidance on Racing Around Waypoints) or laid by patrol boat if necessary
Course & number of laps	By discussion between competitors – consider use of digital channels / social media	On boards by clubhouse? Via VHF. Don't use physical notice board as it encourages congestion
Start timing	By agreement Some formats may require competitors to note their own start time or to start within a 'window'	RC Managed Consider sound signals each minute - at 3 (warning - three short sounds), 2 (prep - two short sounds), 1 (one minute - one long sound), 0 (start - one short sound). Record start time hh:mm:ss
	Competitor Managed With no VHF - competitors start stopwatches at 0 on count up on shore. Start on water at (say) 15 minutes. With VHF - '3 minute, 2 minute, 1 minute, Go' countdown from 'competitor-race-officer' Syncing watches to GPS time can be useful	
OCS	Honesty policy	Extra hoot, or apply RRS 30.3 'U Flag' and no recalls
Finish line	By discussion	Same as start line
Finishing	One-design - record places	One design - record places
	Handicap - record own finish time	Handicap - record finish times hh:mm:ss
Results	Handicap - simple spreadsheet (see Appendix C)	Handicap - simple spreadsheet (see Appendix C) - or use normal club process
Protests etc.	No – not official racing Could hold advisory hearing (see page 12)	Arbitration preferred - but can't deny right to use protest process. Use online protest process (see page 12)

Formats for Competitive Sailing

Format	Time trials / furthest distance sailed in an hour	Interval starts as used for Superyacht racing <i>Include allocated slip times, fastest boat first to avoid congestion (golf tee-time model)</i>
Format	<ul style="list-style-type: none"> - Constant fixed course using permanent marks (could be laid marks if required and laid using GPS) - Individuals log their fastest lap of the course or through agreed method within club (digital/social channels) - Can be done on an honesty system which just requires a stop watch or using GPS tracking through an app - If an app is used distance logging can be completed as well as lap times 	<ul style="list-style-type: none"> - Works best with courses that don't have multiple roundings of the same mark or courses that give space to the start - Starts are allocated for each individual on a fixed separation to ensure boats do not congregate at pinch points - Starting becomes more relevant as the clock starts at a specific time not when the sailor crosses the start line - Results can be self-recorded and communicated with results coordinator
Benefits	<ul style="list-style-type: none"> - Can be done in isolation with no other boats around - Requires no support beyond that for normal free sailing 	<ul style="list-style-type: none"> - Spreads fleet out to avoid congestion - Allows for validation of competing at approximately the same time in the same location and in the same conditions
Negatives	<ul style="list-style-type: none"> - Could encourage sailors to go afloat in strong winds to get the record - ensure a conservative approach is maintained 	<ul style="list-style-type: none"> - Great care is need to ensure fleet remains spread out, especially at finish time to avoid crowding on slipways
Opportunities	<ul style="list-style-type: none"> - Could encourage those who have not engaged in racing to try competitive sailing as there is less pressure from onlookers/competitors and start line chaos - Could be linked in to national result tables if time/mile was calculated 	<ul style="list-style-type: none"> - Could encourage those who have not engaged in racing to try competitive sailing as there is less pressure from start line chaos - Could be self-managed with competitors taking own start/finish times just as a lone golfer would do
Threats	<ul style="list-style-type: none"> - Could be viewed as organised sporting activity by outsiders and viewed negatively in press or social media 	<ul style="list-style-type: none"> - Consider the gap between starts. Too short and congestion may occur, too long and capacity is diminished - Requires accurate time-keeping by competitors
Aimed at	<ul style="list-style-type: none"> - One design classes - Any rating / handicap system - Yachts & keelboats 	<ul style="list-style-type: none"> - One design classes - Any rating / handicap system - Yachts & keelboats
Requirements	<ul style="list-style-type: none"> - A standard, easily identified course for sailors to use - A watch to record start/finish time - A volunteer to record the times sent to them to collate league table 	<ul style="list-style-type: none"> - A start line, manned or unmanned - A watch to record start/finish time if self-managed

	Time gate start	Pursuit racing	Courses which never use the same mark
Format	<ul style="list-style-type: none"> - Most applicable to tidal venues for races to a single point and return but could be adapted for other venues to consider wind factors etc. instead of tide - A start line is opened for a period of time, usually half an hour to two hours but can be varied depending on the course - Boats then decide when they want to start to give them the best chance of reaching the turning mark as the tide turns for the race back - To start a boat sails the wrong way through the start line then turns and starts normally - Times can be recorded by a single spotter or by the sailors themselves 	<ul style="list-style-type: none"> - Essentially a race in reverse - A course is set and then a race duration decided, this can either be an estimate of the time taken for the slowest boat to complete the course or on shorter courses a fixed time with multiple laps. - Boats start in reverse order with the slowest boats starting first then progressively faster boats until the fastest boat starts. - Start times are calculated based on the race time, a spreadsheet for calculating this can be found on the RYA website here - On a fixed course results are based on when boats cross the finish line - On a multi-lap course results are based on positions on the course at the expiry of the race time 	<ul style="list-style-type: none"> - Can be done with either permanent or temporary marks - Courses can be set to include beating, running and reaching - Care should be given to ensure that legs don't come too close or worse, cross each other - Courses like the digital N in team racing or trapezoid with a separate finish line are good examples
Benefits	<ul style="list-style-type: none"> - Spreads fleet out to avoid too many boats in congested areas - Encourages sailors to launch at separate times - In tidal areas places emphasis on planning to ensure making the most of favourable currents - No need for signalling starts, requires fewer volunteers - Reduced numbers of boats at start/finish requiring fewer volunteers 	<ul style="list-style-type: none"> - Naturally spreads fleet out for launching - Gives sailors someone to chase/overtake 	<ul style="list-style-type: none"> - Keeps fleet separated to avoid too many boats in congested areas - Can be used for any of the other methods mentioned here to provide increased social distancing - Keeps finishers away from starters so allows for more race starts
Negatives	<ul style="list-style-type: none"> - Could lead to crowding if a single turning mark is used but unlikely 	<ul style="list-style-type: none"> - Not suitable for one-design only racing 	<ul style="list-style-type: none"> - Requires additional marks

	Time gate start	Pursuit racing	Courses which never use the same mark
Opportunities	<ul style="list-style-type: none"> - Could encourage those who have not engaged in racing to try competitive sailing as there is less pressure from start line chaos - Could be self-managed with competitors taking own times 	<ul style="list-style-type: none"> - Could encourage those who have not engaged in racing to try competitive sailing as there is less pressure from start line chaos - Could be self-managed with competitors taking own times 	<ul style="list-style-type: none"> - Gives sailors a chance to try alternative courses to standard Windward/Leeward
Threats	<ul style="list-style-type: none"> - Many sailors may want to start at the same time, could be avoided by sailors booking their start times by agreement 	<ul style="list-style-type: none"> - Could lead to congestion after racing – plan for keeping sailors distanced required - Requires accurate time-keeping by competitors to ensure they don't miss their slot 	<ul style="list-style-type: none"> - Consideration is needed to the gap between starts. Too short and congestion may occur, too long and capacity is diminished - Requires accurate time-keeping by competitors
Aimed at	<ul style="list-style-type: none"> - Any rating / handicap system - Yachts & keelboats 	<ul style="list-style-type: none"> - One design classes (as part of a handicap fleet only) - Any rating / handicap system - Yachts & keelboats 	<ul style="list-style-type: none"> - One design classes - Any rating / handicap system - Yachts & keelboats
Requirements	<ul style="list-style-type: none"> - A start line, manned or unmanned - A watch to record start/finish time if self-managed <ul style="list-style-type: none"> - A line spotter/recorder if run by club - A volunteer to record the results 		

Technology

In order to help facilitate competitive sailing without reliance on others to run the racing it may be useful to consider how technology may be of assistance. A summary of a range of applications which may be useful is provided below.

The list below is not necessarily complete but consists of those apps currently available that the RYA are aware of. It is suggested that clubs & classes review the apps which are available and decide which may suit their purposes best.

App	Considerations
Beat Racing	<ul style="list-style-type: none"> - Set your own races - Each route / race logged takes 100m & 500m Sprint times which go into a global leaderboard - Classes have their own filters so challenges can be set around the UK
RYA SafeTrx	<ul style="list-style-type: none"> - Quickly start recording using the Track Only mode to begin tracking at a touch of a button - Choose from continuous, 5 minute, 10 minute or 30 minute recording intervals - Review performance analytics after recording your track - Sail plan mode records a starting point, a destination and an ETA. Sends a text message to your emergency contact(s) if you exceed ETA
Sail Insight (available from 1 st July 2020)	<ul style="list-style-type: none"> - Used for both short & longer races - Clubs can set-up courses - Send your current position on the water to SAP Sailing Analytics - Track your course over ground and speed throughout the race - Allow others to follow your racing live - Compare and analyse your performance post-race
SailRacer	<ul style="list-style-type: none"> - Clubs can create their own informal races, setting a course - The clock automatically starts for each boat when they cross the start line - The clock automatically stops when a boat crosses the finish line, with an average lap time calculated and corrected to PY - Times are automatically uploaded to the club website with leaderboard and performance stats
Strava	<ul style="list-style-type: none"> - No sailing function but you can use it in windsurf mode - The option to use different modes to create segments - Records time, average speed, fastest speed via GPS on a phone or smart watch - Is a familiar app to many who may use it for cycling & running

Rules Disputes

Sailing is a self-policing sport and relies on trust that individual's race in compliance with the rules and follow the Basic Principles.

It is, however, inevitable that when people are competitive there will be disagreements and disputes.

As part of the RYA Racing Charter, the RYA recommends adoption of the RYA Disputes Process consisting of:

- a) A Post-Race Penalty which is less severe than disqualification, and is available after racing for many infringements; and

- b) An Advisory Hearing and/or RYA Arbitration, two alternative ways of resolving disputes.

Further advice on the RYA Disputes Process can be found in the RYA Racing Rules Guidance booklet.

It is possible for advisory hearings, arbitration and protest hearings to all be conducted remotely, avoiding the need for people to be in the same location. The RYA has provided guidance on how 'virtual' hearings can be held and this is also contained in the RYA Racing Rules Guidance booklet.

The RYA Racing Rules Guidance booklet is available through the World Sailing App or by pdf download from [here](#).



Appendices

Appendix A Guidance: Running gate starts without external race management

This format allows us to go racing in either dinghies or keelboats/cruisers without the need for a committee boat and race management team and can be used for handicap racing. It helps to have a few fixed marks so there is no need for anyone to lay marks. By its nature this is informal, fun racing but the Racing Rules of Sailing still apply provided a Notice of Race & Sailing Instructions have been published. The process is a little different for dinghies and needs to be a little simpler than for yachts & keelboats so they will be described separately.

The basic idea is that at the start signal the “Rabbit” starts near a fixed mark and sails close-hauled on port tack ‘opening the gate’. Other boats can then start by sailing on starboard tack between the Rabbit and the fixed mark – they can’t call ‘starboard’ on the Rabbit! There will be no visual signals. The Rabbit will make the sound signals.

A few things to do before sailing:

- Decide on boat to be the Rabbit (at least for the first race)
- For Yachts & Keelboats, decide on a VHF Channel to use. Be considerate – don’t block a channel that could be used by organisations providing safety cover.
- For Dinghies – All sailors should be carrying a whistle for safety purposes which the Rabbit can use to make clear sound signals.

Yachts & Keelboats

- The Rabbit will be the committee boat – ideally choose a mid-handicap boat for this job.
- Rabbit decides on the course and announces on VHF Channel prior to the sequence start.
- Start Sequence can be normal 5-4-1-Go or simplified system (see Appendix 2).
- Give countdown to each signal on VHF.
- Agree a duration for the gate to be open to allow all boats to start – boats must start during this time or be scored DNS.
- The Rabbit can tack off onto Starboard after the time agreed above or earlier if all boats have started.
- Boats take their own times and radio/telephone to scorer (who could be Rabbit or someone ashore)

It works – have fun!

Dinghies

- Rabbit decides on the course and announces orally to the fleet. (Should be done ashore before sailing if breeze consistent).
- Very simplified start sequence – see Appendix 2, or set stopwatches on count-up on shore and agree to start at (say) ‘15 minutes’.
- Rabbit starts sailing 10 seconds before Start Signal.
- The gate will only be open for an agreed time – boats must start during this period or be scored DNS.
- The Rabbit can tack off onto Starboard after this time or earlier if all boats have started.
- Boats should note their own finishing place plus boat in front and boat behind.

- If handicap racing - finish could be off the club with a shore person taking times.

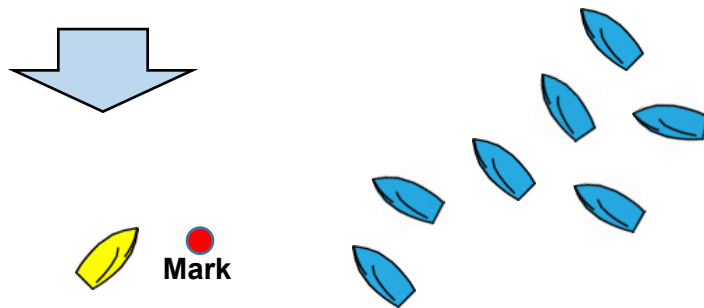
Notes

- If no mark handy could just start by crossing behind Rabbit.
- If running more than one race – the new Rabbit could be the boat that finished say 20% from front of first race and so on.

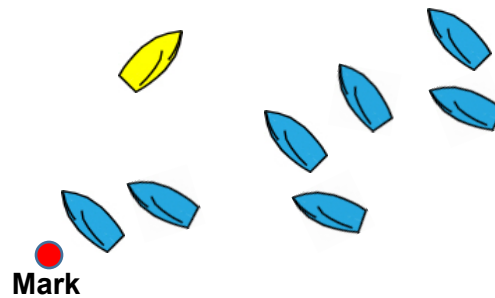
What it looks like

WIND

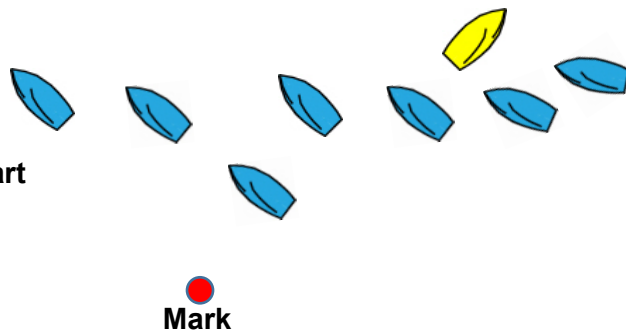
30 seconds to start



10 seconds after start



30 seconds after start



Appendix B Tool: Combined NoR & SIs for 'simple club racing'

The suggested template below contains the minimum information that is needed to be included in the Notice of Race and Sailing Instructions in order for them to be compliant with the requirements of Appendix J of the Racing Rules of Sailing.

RRS requirement		Insert																				
<i>Name of race(s) and location – date(s) of racing</i>																						
Organising Authority		<i>Club name</i>																				
Rules	Racing will be governed by the rules as defined in the Racing Rules of Sailing																					
Rule changes	(If applicable) RRS 26 is changed as follows:																					
	<table border="1"> <thead> <tr> <th>Minutes before starting signal</th> <th>Visual signal</th> <th>Sound signal</th> <th>Means</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>None</td> <td>Three short</td> <td>Warning signal</td> </tr> <tr> <td>2</td> <td>None</td> <td>Two short</td> <td>Preparatory signal</td> </tr> <tr> <td>1</td> <td>None</td> <td>One long</td> <td>One minute</td> </tr> <tr> <td>0</td> <td>None</td> <td>One short</td> <td>Starting signal</td> </tr> </tbody> </table>	Minutes before starting signal	Visual signal	Sound signal	Means	3	None	Three short	Warning signal	2	None	Two short	Preparatory signal	1	None	One long	One minute	0	None	One short	Starting signal	
Minutes before starting signal	Visual signal	Sound signal	Means																			
3	None	Three short	Warning signal																			
2	None	Two short	Preparatory signal																			
1	None	One long	One minute																			
0	None	One short	Starting signal																			
	<ul style="list-style-type: none"> • Times shall be taken from the beginning of the sound signals. • Races will be started as if the 'P' visual signal had been displayed at the preparatory signal (or replace 'P' with 'U' for a simpler life!) 																					
Eligibility and entry	Racing is open to all boats of the	<i>Classes</i>																				
	Eligible boats may enter by	<i>Describe appropriate process. Avoid a process that requires queuing or crowding – online would be ideal.</i>																				
	Entry limit	<i>State maximum number if applicable. Ideal if online entry system has limit in it.</i>																				
Handicap system	The handicap system will be	<i>N/A or PY, NHC or local name</i>																				
Fees		<i>If applicable</i>																				
Schedule	Date(s) of racing	<i>Date(s)</i>																				
	Number of races	<i>Number</i>																				
	Time of warning signal for first race (If applicable)	<i>Time Follow-on races will start as soon as practical after completion of the previous race</i>																				
	No warning signal will be made after	<i>Time</i>																				
Course	The course will be displayed	<i>Describe process</i>																				
Marks	The starting marks will be The finishing marks will be	<i>Description Description</i>																				
Lines	The starting line will be	<i>Description</i>																				

	The finishing line will be	<i>Description</i>
Time limits	The time limit for starting will be The time limit for finishing will be	<i>Description</i> <i>Description</i>
Protests	The Post-Race Penalty and the Advisory Hearing 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.	
Insurance	Boats are required to be adequately insured including insurance against third party claims of at least	<i>State required insurance level</i>
Risk Statement	RYA Addendum A of RRS Appendix J shall apply	
Privacy Statement	RYA Addendum B of RRS Appendix J shall apply	
Other	The ONB will be located	<i>Location – online is ideal</i>

Appendix C Tool: Handicap Spreadsheet

This simple spreadsheet can be used for calculating handicap results if you don't have access to results software (e.g. Sailwave) or can't access your usual club results processing system.

A few things to note:

- The spreadsheet will deal with results for up to 25 boats.
- It requires input in 'clock time' in the format hh:mm:ss and not 'stopwatch time'.
- Download the spreadsheet [here](#) and save it to your computer.
- 'Macros' need to be enabled when you open the spreadsheet.

This spreadsheet will calculate corrected times and sort them in order for up to 25 boats. It can only be used for one type of handicap system at a time i.e. PN or NHC or IRC TCC but not a combination of systems

INSTRUCTIONS

1. Enter the start time in the box provided in the format hh:mm
2. Enter Sail numbers in Sail Number column A (Sail Number) Only for Finishers
3. Enter the Handicap Number in column B (PN/NHC/IRC)
4. Enter the Finish Time in column C (Finish Time) in the format hh:mm:ss
5. Click on the Sort button to sort into finish order
6. Print results as required

Race Number						
Start Time	15:00	SORT				
Sail Number	PN/NHC/IRC	Finish Time	Elapsed Time (ET)	ET Seconds	Corrected time	Place