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

- Check with your club or organising authority that they are permitting sailing and or racing with participants from different 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:

During Sailing & Racing, each participant's proximity interactions are:

- **>1m Proximity**
  - Not face to face
    - The interaction is fleeting (<3 secs)
    - **LOW RISK**
      - No further action
  - Face to face
    - The interaction is non-fleeting (>3 secs)
    - **MEDIUM RISK**
      - Consider risk mitigation.
      - Calculate full length of time in close proximity (<1m proximity)
      - Accumulation above 15 minutes

- **1-0m Proximity**
  - Not face to face
    - The interaction is fleeting (<3 secs)
  - Face to face
    - The interaction is non-fleeting (>3 secs)
    - **INCREASED RISK**
      - Risk mitigate for each occurrence
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:

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

**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.

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

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.

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

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.