



MYA Guidance for the Resumption of Competitive Radio and Free Sailing

09/08/2020

Definitions

Except in a heading, a term used as stated below is shown with bold print.

DCMS is the UK government [Department for Digital, Culture, Media & Sport](#)

Regulations are set by Governments and are legally enforceable obligations.

Guidelines and **Guidance** is a recommended way of applying those **Regulations**.

Teams is a term used in Government **Guidance**. For the purposes of this document, "Teams" refers to **MYA** affiliated **Clubs**.

RYA is the Royal Yachting Association. It is the UK National Governing Body providing training, publications and performance for all forms of British Boating.

MYA is the Model Yachting Association. It is the National Authority for Radio and Free sailing in the UK and is affiliated to, and recognised by, the **RYA** and the International Radio Sailing Association (IRSA) providing direct links to World Sailing enabling it to have influence on the rules governing the sport.

Club and **Clubs** are as defined by **MYA** Constitution. E.g. Deemed by **MYA** Council to be in Good Standing and composed of members also in good standing and who have paid all fees which are due and not subject to suspension or any other disciplinary measure.

Introduction and Preface

The UK is transitioning from full COVID-19 virus lockdown. The governments of England, Scotland, Northern Ireland and Wales have individual road maps with different timings and different prevailing **Regulations**. As a consequence, there is not a “one size fits all” set of UK-wide **Guidelines** that the **RYA** and hence the **MYA** can provide to its members.

This document is designed to provide **Clubs** and individuals access to resources where up to date government **Guidance** for England, Scotland, Northern Ireland and Wales can be found.

It is the responsibility of each **Club** and individual to ensure they comply with the prevailing laws and **Regulations** that apply to them. In addition, **Clubs** and individuals may also be required to observe rules applied by water authorities, landlords, etc.

Therefore, it is incumbent on each Club and individual member to:

- **Assess their circumstances to reach a decision whether to resume sailing** and in doing so:
- **What measures they will need to have in place that are consistent with the existing laws, Regulations, Guidance and rules where they reside and sail.**

To help and support these decisions, the **RYA** (UK National Governing Body) is liaising with UK governments to provide **Guidance** supporting resumption of sailing activities. Due to the evolving nature of the different road maps in each UK country, a “current snapshot of **Guidance**” as of 25th July 2020 is listed on page 3 although the specific details will change as prevailing circumstances evolve.

As part of that liaison, the **MYA** (National Authority for Radio and Free sailing in the UK) has worked with **RYA** England to construct this “**MYA Guidance for the Resumption of Competitive Radio and Free Sailing**”. The **MYA** has written this **Guidance** to enable **Club** organised racing to fulfil the **DCMS** requirements of meeting in groups larger than the English limit of 6 different households.

Clubs and members need to be aware that if there is an instance where there is an insurance claim against the **Club** due to someone contracting COVID-19 through the decision of the **Club** to resume sailing and any part of that process is deemed to be outside of the government law/**Regulations**, then the **MYA** third party insurance policy may be invalid. Further if the claim is made against the **Club** committee, then they need to be aware that there is no indemnity cover for the directors/committee as it is the responsibility of each **Club** as a separate legal entity to make its own provision for that specific area of cover.

Current Guidance - Status as of 25th July 2020

There is no denying that the ramifications of COVID-19 are challenging - it is still out there and it is still potentially deadly. This is why each **Club** must make its own decisions whether it is appropriate to resume competitive sailing. These **Guidelines** are proposed to support a Club and its members make informed, low-risk decisions.

Listed below are links to the relevant resources for both government and **RYA** in each country within the UK. The information is updated as and when government **Regulations** change although the **RYA** interpretations and **Guidelines** may lag by several days or even weeks.

England

England government COVID-19 **Guidance**: [click here](#)

RYA England COVID-19 **Guidance**: [click here](#)

Scotland

Scottish government COVID-19 **Guidance**: [click here](#)

RYA Scotland COVID-19 **Guidance**: [click here](#)

Northern Ireland

Northern Ireland government COVID-19 **Guidance**: [click here](#)

RYA Northern Ireland COVID-19 **Guidance**: [click here](#)

Wales

Welsh government COVID-19 **Guidance**: [click here](#)

RYA Wales COVID-19 **Guidance**: [click here](#)

Note:

The following information **only relates to Clubs in England** and is subject to change in response to the COVID-19 Alert Level, community prevalence of COVID-19 and/or to reflect additional or updated Government **Guidance**.

It is recommended that **Clubs** take a gradual approach to the resumption of competitive sailing. It may be appropriate to start with the maximum number racing to be 6 and then increase to 8 or 10. Only then if the **Club** and sailors are both happy that social distancing is being met and the site can cope, you may be able to gradually increase to the maximum allowed number in a race (currently 13 to meet this guidance).

In particular, **Clubs** must also monitor local lockdowns in their area and review the numbers allowed to sail and race appropriately. This document is for **Guidance** only and does not give **MYA** approval for all **Clubs** in England to hold events.

Clubs in Scotland, Northern Ireland and Wales might start to consider their potential future plans (using these **Guidelines**) as and when guiding principles evolve.

Follow the RYA COVID-19 principles

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

Be Conservative: help to minimise your risks by taking an extra conservative approach to your sailing activity

FOR ENGLAND ONLY AT THIS STAGE

1 Suggested Adaptations for Radio and Free Sailing Events

This plan provides measures that must be taken by **Clubs**, competitors, officials and volunteers, before, during and after all sailing activity as well as specific guidance relating to **Clubs**. It must be read in conjunction with the latest **Government Guidance prevailing in England** and the **RYA Guidance for Clubs** and their **FAQ's**.

It is currently proposed that events with a total of no more than 30 participants (sailors, officials and volunteers) are organised. This will allow gatherings that comply with the current legally allowed maximum number for a gathering of 30 in England. In addition, individual races must have no greater than 13 competitors to ensure that social distancing may be complied with (thus a maximum of 15 in the "field of play"). It is possible that a 3 Heat event and 4 boat promotion could theoretically be held using these numbers (28 competitors and 2 officials, max of 13 in one heat (Race 2)), but a **Club** would have to ensure that there is sufficient room surrounding the start control area and to allow waiting competitors to keep to 2m social distancing **Guidelines**. This may require the identification of waiting areas and methods to call the next heat to sail.

During racing and the pre and post racing periods, participants must adopt the appropriate social distancing **Guidance** (currently 2m) at all times (including boat assembly and set-up). It is recognised that for limited periods during racing (typically for less than 5 minutes) some participants may be closer together (again only in England) where **social** distancing of 1m+ is permitted if 2m is not possible, such as:

- 1) During the start countdown
- 2) At the finish especially between competitors and finish team members

Organisers and participants must refer to the Risk Analysis template in Section 7 (Appendix A) on page 11 to determine if additional measures to mitigate risk need to be made during racing. For example finish team members could stand back to back which minimises risk if they need to stand less than 2m apart. Additionally, if the racing is for extended periods (more than 4 hours) or with larger numbers in a confined control area resulting in reduced social distancing face coverings should be considered. (There is further reading at the end of the document for those who may require assistance with writing suitable Risk Assessments for their **Clubs**)

For England, social distancing **Guidance** can be found [here](#). It is recommended that a two minute countdown is used for larger events (and one minute for **Club** racing) and that boats are requested to launch without delay. **Clubs** must ensure that they minimise close participant contact between races by keeping social interaction times to a minimum and during the pre-start process.

It is recommended that racing is conducted in a conservative manner and shouts of "starboard", "mark contact" etc. are either eliminated altogether or certainly reduced.

2 Prior to all sailing/racing activity

- a) All participants (sailors, volunteers and officials) intending to sail at an event, must check for symptoms of COVID-19 before travelling. In line with current Government **Guidance**, if an individual is symptomatic and/or living in a household with a possible COVID-19 infection, they must remain at home and follow current Government **Guidance**. In addition, any participants who have been asked to isolate by NHS Test and Trace because they are a contact of a known COVID-19 case, must not exercise outside their home or garden and must not exercise with others and must therefore also not attend.
- b) Participants must follow Government **Guidance** on shielding and protecting people who are clinically extremely vulnerable from COVID-19 (found in the social distancing **Guidance**) if it applies to them.
- c) Participants must comply with all public health restrictions and avoid high risk behaviour outside of the sailing setting to reduce the risk to their fellow participants when they do attend a **Club** or sailing venue.
- d) Personal hygiene measures (such as hand washing) must be carried out at home before and after sailing activity and regularly at the **Club** where facilities are available. It is recommended that **Clubs** make every effort to provide hand washing facilities using soap and water or using proprietary wash and sanitise all-in-one products that do not use water.
- e) Participants must bring their own hand sanitiser and maintain strict and frequent hand hygiene measures at all times.
- f) Participants must follow Government **Guidance** on best practice for travel, including minimising the use of public transport and avoiding car sharing.
- g) Use of the clubhouse and toilets must adhere to the latest Government **Guidance**.
- h) For **Guidance** on reducing the risk of infection when outside your home see [here](#).
- i) **Club** representatives must ensure that their clubhouse is compliant with current Government legislation and **Guidance** related to COVID-19. A risk assessment must have been completed and risk mitigation measures put in place.
- j) Participants must enter the site and prepare their boats whilst maintaining social distancing.
- k) A **Club** representative or the Race Officer must make all participants aware of expected social distancing to be used before, during and after racing together with potential hygiene measures to follow whilst on site.
- l) A **Club** representative or the Race Officer must make all participants aware of the increase in transmission risk associated with partaking in even socially distanced sailing activity. They must ensure that all participants are clear they are opting into participating in this activity at their own risk.

- m) **Clubs** must endeavour to limit the time sailors spend gathering at a venue before sailing begins. A maximum of one hour to prepare a boat and test sail should be more than sufficient. Anyone who feels vulnerable would be best advised to either a) arrive later and minimise contact with others on site or b) take the pragmatic decision not to participate.

3 During all sailing activity

- a) Sailing and Racing can operate as long as the **total participants** on site are limited to a maximum of 30, including all volunteers and race officials. Spectators would obviously increase these numbers but cannot easily be controlled by the host **Club**. The host **Club** however must make every reasonable effort to separate casual spectators from both competitors and race officials by a minimum of two metres. Spectators must be encouraged to adhere to the maximum group numbers allowed (for their country).
- b) The Control Area must have sufficient space to allow all competitors to either be fixed in location (drawing lots or rotating location in each race) or to traverse the bank whilst maintaining social distancing in both directions. This may require route demarcation for each direction.
- c) All **Clubs** and participants must recognise the potential risks in organising and participating in an event and a Risk Analysis template is included within Section 7 - Appendix A on page 11 to help understand the potential risks and mitigations that may be required. It is recommended that sailors must not share equipment (boats and transmitters etc.). If they do, they must practise strict hand hygiene before and after use and the equipment must be cleaned before use by another person. **Clubs** will need to decide if face coverings will need to be used during racing to reduce the risk to participants and potentially to members of the public (where the racing is held in a public park).
- d) Shouting is actively discouraged due to the increased droplet transmission. It is recommended that competitors sail in a competitive but friendly way, acknowledging rule infringements without the need for protest calls. This should be reinforced at any briefings made before sailing.
- e) Boats that require two persons to lift into or out of the water may be used as long as each person sanitises their hands before and after handling the boat, minimising their time in close contact. Consideration should be given to the use of gloves and must use hand sanitising before and after handling of boats.
- f) All competitors must sanitise their hands after preparing their boat. Officials must also sanitise their hands prior to and after handling equipment used for the sailing/racing (marks, start timers, clipboards and writing implements). Again, consideration should be given to the use of gloves and hand sanitising before and after handling of equipment.
- g) Hand sanitiser must be used at all breaks in sailing and prior to consuming any

food or drinks.

- h) If required, boat repairs must be undertaken whilst following social distancing measures, using their own tools and equipment or if borrowed with all tools or equipment sanitised before and after use.

4 After all sailing activity

- a) All participants must sanitise their hands after the completion of sailing.
- b) Participants must leave the site whilst maintaining social distancing.
- c) Social gathering after the activity must only be undertaken in line with current Government **Guidelines** and social distancing must be maintained.
- d) Any **Club** equipment that is used and moved to the sailing area must always be moved by the same **Club** representative and only after using hand sanitiser. If that person is unable to move the equipment after sailing, then they may be moved by another nominated person who must then wash their hands thoroughly and use hand sanitiser.
- e) It is recommended that the score sheet is only handled by the scorer and not by competitors. Final scores must be viewed at a distance or shared electronically.
- f) Regular cleaning of equipment and the **Club** facility must take place, particularly after one sailing group finishes, and prior to the next sailing group use the site.
- g) **Clubs** must encourage all participants who attend an event to report any post event infection within their household to both a **Club** representative and the NHS Test and Trace system to limit the spread of the virus ([click here for more information](#)).

5 Additional Guidance for Clubs & Club Representatives

Prior to re-opening for any sailing, **Club** representatives must ensure that their facility is compliant with current Government legislation and **Guidance** related to COVID-19. A risk assessment must have been completed and risk mitigation measures put in place and monitored. **Clubs** must produce operating and safety plans and have copies in place in a visible location at the **Club**. For further help, see the **RYA** links on page 3. **Clubs** must review how social distancing will be observed if members of the public use the same control area as sailors. This may influence how sailing may be conducted (and the maximum numbers possible) to ensure social distancing can be observed by both sailors and members of the public. **Guidance** to sailors must be published by each **Club** based upon their own situation and how close contacts (below the recommended social distance) may be mitigated or even eliminated.

It is recommended that **Clubs** must not prepare or sell food and drink for participants unless they have assessed all current Government **Guidance** and have appropriate safety measures in place. Individuals should be recommended to bring their own food and drink for any breaks that are taken. Water bottles or other refreshment containers

must not be shared.

On any day of sailing, **Club** representatives and volunteers must ensure that all COVID-19 measures are in place according to the **Club** operating and safety plans whilst maintaining social distancing – developing an ‘opening up checklist’ is helpful for this. This must include:

- Set-up of public health operating procedures and any access signage required (primarily for visiting sailors).
- Safe set-up of all equipment required for racing (where applicable).
- The duty of care that any **Club** already owed to members and visitors remains and therefore other matters such as First Aid must continue to be provided. First Aid equipment (including AEDs where available) and suitable PPE for First Aid must be made available. Guidance on First Aid during the COVID-19 is available from [St John Ambulance](#).
- **Clubs** must make hand washing facilities and/or hand sanitiser available for all site users. Wherever possible, access to hand washing and toilet facilities should follow a one way system to minimise or eliminate social distancing measures being compromised. If this is not possible **Clubs** must implement a scheme to limit the numbers who access the facilities at the same time.
- **Clubs** must have entry and exit, and parking arrangements at their venue which ensures social distancing can be maintained and implement traffic flow systems where possible and appropriate.
- **Clubs** must ensure that all accessible provision within the site and the facility are still available with COVID-19 provisions in place.

Clubs must support NHS Test and Trace efforts by keeping a temporary record of all participants in any sailing activity for 21 days and support NHS requests for data if needed. For the latest information in relation to NHS Test and Trace and what your **Club** needs to do in relation to this [click here](#).

Many **Clubs** already have systems for recording participants in their sailing activities. If you do not already do this however, please ensure that this is done and in line with data protection legislation. This is essential if there are any visiting sailors, where names and contact details must be recorded so that Track and Trace may be easily implemented. This must include all race team and other volunteers on site for any event.

Additional detailed information for **Clubs** organising Events is included in Appendix B on page 12.

6 Additional Guidance for socially distanced sailing

Sailors must not handle the equipment or boats or other sailors unless absolutely necessary (for safety or boat recovery reasons). If this does occur, then it is recommended that boats or other equipment must be cleaned and sanitised before use by the owner.

If sailors are "walking the bank" during any sailing activity, it is recommended that "up" and "down" walking lanes are defined prior to sailing starting. These two lanes must be separated by at least 2m. If sailors are observed by the Race Officer or other event volunteers not to be adhering to the **Guidelines**, a reminder must be made at the earliest opportunity by re-briefing all participants. If during racing specific sailors continue not to observe the **Guidelines**, then they may be subject to protest by the Race Committee.

It is however expected that no events will be run that require two finishing teams whilst 2m social distancing rules are in place, especially as this increases the total number on site and potentially reduces the maximum number of competitors. If an event requires two finish scoring teams, social distancing must be maintained with each pair at least 2m apart.

Social distancing must always be maintained including during food/drink breaks and between races.

Any spectators at an event must remain socially distanced at all times from all participants (and preferably more than the 2m **Guidance**) and refrain from all contact with equipment in use. Any spectator groups must be restricted to the separate six person gathering limits and spread out, in line with wider Government **Guidance**. A **Club** representative or the Race Officer must request spectators to move location if they do not observe the social distancing requirements or impede the sailors movements during racing.

Use of the clubhouse, and toilets must adhere to the latest Government **Guidance** and be regularly cleaned and sanitised. Clubhouses must not be used for boat set-up and rigging or for sheltering from inclement weather. In the event of rain, participants must in the first instance return to their own vehicle if there is insufficient outdoor cover from the rain to maintain social distancing. In extreme circumstances, a **Club** may temporarily allow this if there is sufficient room to achieve the 2m social distancing requirement at all times. It is recommended that face coverings be worn if sheltering in a clubhouse takes place. Time spent in the clubhouse must be minimised and it is always preferable for participants to shelter in their cars rather than the clubhouse.

7 Appendix A - Risk analysis of Droplet Transmission

(Note Accumulated Time is for a 4 hour sailing session)

Activity	Proximity to others	Face to Face?	Interaction Time (per race or activity)	Risk Level	Accumulated Time (per 4hr session)	Cumulative Risk Level	Additional Mitigation Measures?	Final Risk Level (with Mitigation)
Registration	0.5-2m	Yes	2 mins	High (if indoors)	N/A	High (if indoors)	Avoid physical contact with documents (boat cert, PSN, etc.). Face Coverings needed especially for indoor situations OR use online registration (and payment) processes	Medium Risk
Measurement	1-2m	Yes	5-10 mins	Medium	N/A	Medium	Face Coverings needed especially for indoor measurement	Low Risk
Rigging & pack away	2m+	No	5-10mins	Low	<20 mins	Low	None	Low Risk
Practice	2m+	No	0-10 mins	Low	N/A	Low	None	Low Risk
Pre-Start & Countdown	1-2m	No	2-3mins	Low	<30 mins	Medium	Suggest Face Coverings for longer racing sessions or when numbers result in proximities as low as 1m	Low Risk
Racing from fixed locations	2m+	No	10 mins	Low	2 hours	Low	None	Low Risk
Racing - "Walk the Bank"	1-2m	No	20-30 secs	Low	20 mins	Medium	Consider Face Coverings for longer racing sessions or when numbers result in proximities are often as low as 1m	Low Risk
Finishing	1-2m	No	5-10 secs	Low	2 mins	Low	None	Low Risk
Between Race Socialising	2m+	Yes	5 mins	Low	6<60 mins	Low	None	Low Risk
Between Race Socialising	1m+	Yes	5 mins	Medium	6<60 mins	High	Face Coverings must be used if socialising takes place with distances approaching 1m	Medium Risk

8 Appendix B

Detailed Event Guidance for Clubs which may run Open Events

Approaches for England only at this stage

8.1 Event Registration

Registration is best conducted outdoors by one **Club** representative (consider using cover from the wind and rain), otherwise if indoors, then face coverings may need to be worn due to problems with social distancing. The main threats to avoid are physical handling of documents (i.e. boat certs, PSN's, personal medical information forms, entry fees, etc.). Wherever possible, and to avoid registration on the day, entry and payment should be made electronically prior to the event to avoid handling cash. The **MYA** can provide a payment service although there is a small transaction fee (<2%) and any event wishing to do this needs to request first with the **MYA** DCO. If proof of certificates are required (for the boat or a Personal Sail Number or PSN) then determine if an electronic copy can be submitted as part of the entry process.

Alternatively for payment, **Clubs** could consider investing in a contactless card reader system to use on-site and avoid the use of cash. Such a system might cost between £30 and £150 (depending upon manufacturer and capabilities) and charge a fixed fee per transaction (typically less than 2%). Suppliers such as [iZettle](#) or [Sumup](#) are popular although many others exist and a **Club** must investigate what works best for them. If there is no alternative to cash, then consider an entry fee that is a round number of £5 (£5, £10 etc.), have a quantity of spare £5 notes as change that competitors take and use a container that the fee is placed into. If cash is taken and when counting takings, it is suggested to use gloves and take other appropriate hygiene precautions before and after counting the takings.

8.2 Event Measurement

If boats must be measured and can also be measured and then quarantined for a period of three days before the event starts, then that would be preferable. However, there are very few instances where this can be used. A more realistic approach if measurement is essential, is for the measurer to use gloves and sanitiser before and after handling a boat and its equipment being measured. The owner must also use hand sanitiser and clean the boat or equipment with hard surface anti-bacterial wipes prior to handing all items to the measurer.

Alternatively and whilst these restrictions are in place, limited or no measurement may need to be undertaken (especially considering the level of competition likely). Limited measurement could take the form of weight measurement where the items are placed on the scales by the owner (after using hand sanitiser to minimise cross infection) and consider the use of a set of sail outline templates (if the sail plans are limited and fixed

e.g. IOM, DF65, DF95 etc.) and rigs placed on top of them by the owner. For some events self-certification may be necessary and **Clubs** will need to work with COG's to establish what may be required and allowed for the event in question.

8.3 Event Briefings

Briefings must be conducted outdoors, unless the weather absolutely precludes this AND a covered area is available which allows all participants to be accommodated whilst still maintaining appropriate social distancing. It is also recommended that face coverings are used if an indoor location is used. The NoR must mention if a **Club** will require the use of face coverings at any time so that competitors are forewarned. It may be necessary to use a megaphone or PA system to ensure that all participants can hear the briefing. If there is not sufficient space to keep to appropriate social distancing at the briefing, then the organisers must consider splitting competitors into two groups. In this case, the RO or **Club** representative running these briefings must ensure that the same information is imparted to both groups.

8.4 Event Starts and Start Lines

The event participant limit of 30 suggests a maximum limit of 28 competitors. A two heat (4 promotion) event would support 21 competitors, with a heat maximum of 13. For a 3 heat event, there would be a maximum of 13 boats for Race 2 (heats A and B) and then a maximum of 12 boats in any subsequent heat. For **Club** racing it is suggested that races are run with a maximum of 13 boats and that fleets are split into 2 heats if larger numbers wish to race.

A **Club** must ensure that there is sufficient room at the racing location in both the start and control areas and to allow waiting competitors to keep to social distancing **Guidelines** and ideally a minimum of 2m.

When there are 13 competitors for a start, it is expected that a reduced social distance of at least 1m+ may be necessary, but competitors must be requested to keep separation to the recommended 2m distance whenever possible. For open events it is expected that a 2 minute countdown would be used and for **Club** racing a 1 minute countdown is suggested to minimise interaction between competitors. It is possible that individuals could remain at 2m distance until towards the start time which would also reduce the likely interaction time between individuals.

8.5 Event Control Areas

The Control Area may take the form of either:

- a) A fixed location with participants standing or sitting at a predefined location with ideally a minimum of 2m separation. The location of a fixed area may be best nearer to the start line, but a **Club** will have to decide based upon its foreshore area and the wind direction seen when racing.
- b) Walking the bank where a wide enough route is available to allow social

distancing measures to be met on both the upwind and downwind legs. Consideration must be given to establishing "Up" and "Down" routes with 2m separation, which may need to be marked in some way, although it is recognised that this would require additional setup time. Advise competitors at the briefing of the routes to use and request that these are adhered to. If the sailing is conducted in a public park, **Clubs** must consider how interactions with members of the public will be minimised and adhere to social distancing requirements.

8.6 Use of a boat for course laying and boat recovery

If a boat is essential for laying the course marks and boat recovery, then unless it is large enough to maintain social distancing for two people, it will need to be operated by one person or two, each using face coverings. On any specific day, the boat must be operated by the same person(s) to avoid the potential for cross contamination. It is advisable to use gloves and if the boat has been used by others within the last 72 hours, then it will need a full sanitising clean. If the boat is likely to be used several times in a week, then a record of use, would need to be kept and checked before each use to see if cleaning is required. This could take the form of a book or a laminated sheet with the boat which can be marked with the last time and day of use.

8.7 Keeping to social distance separation

Wherever possible, all participants must adhere to current social distancing requirements (2m). If reduced distances are required, then make every effort to keep that interaction as short as possible and eliminate face to face contact. The Risk Analysis Template in Appendix A (page 11) should help identify where the largest risk will occur.

8.8 Event Race Protests

Protests are one instance where face to face contact is more likely. These must be conducted outdoors if at all possible including under rain cover if the weather is wet. Use of SYRPH must always be attempted to potentially reduce the time spent in close proximity. Social distancing of at least 2m must be used for the hearing and minimise voice levels to avoid droplet transmission. It may be appropriate to consider the use of the **RYA** Arbitration scheme to minimise proceedings where the protest is heard by a sailor or **Club** official (not directly involved in the protest) who is aware of the rules and able to reach a decision. This minimises the risks and numbers involved in any hearing.

8.9 Further Reading:

The **MYA** knowledge Base has documents and **Guidance** on Health and Safety matters for **Clubs** and individuals which can be read and downloaded at:

<https://mya-uk.org.uk/kb/health-and-safety-information/>