



# UKWA Super 8 Festival Sailing Instructions 2026



Version 1: 1<sup>st</sup> June 2026

*The Organising Authority is the United Kingdom Windsurfing Association (UKWA)*

## 1. RULES

- 1.1. The events and the series will be governed by the *rules* as defined in *The Racing Rules of Sailing 2025-2028*. These include Appendix B (windsurfing fleet racing rules), Appendix WF Wing foiling Racing Rules, the Prescriptions of the RYA, the RYA Racing Charter, this Notice of Race, these Sailing Instructions, and the rules of the relevant International classes as amended by national class rules where applicable.
- 1.2. Club or council byelaws apply if displayed on the premises of the host club.

## 2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the Virtual Official Notice Board located at <https://ukwindsurfing.com/racing/policies-docs/> a link is available from the UKWA Website event page.

## 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any change to the Sailing Instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races shall be posted before 18:00hrs on the day before it will take effect.
- 3.2. Flag L will be displayed to draw the attention of the competitors to any change of the Sailing Instructions or any Notice to Competitors.

## 4. BRIEFING

- 4.1. There will be a competitor briefing at 10.15 on Saturday and 9:15hrs on Sunday.

## 5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the Official flagpole, located on the UKWA events trailer. Signals displayed with a class flag apply to that class only.
- 5.2. Boards may not launch to race until their class flag is displayed with one sound signal. The warning signal will be made not less than 20 minutes after the class flag is displayed or not before the scheduled time, whichever is later.
- 5.3. When flag AP is displayed ashore competitors shall not go afloat. "1 minute" is replaced with "not less than 10 minutes" in the race signal AP. This changes RRS race signals.
- 5.4. For all competitors aged 17 and under on 31<sup>st</sup> December 2026, RRS 40 is amended such that personal flotation devices shall be worn at all times whilst afloat except briefly when changing or adjusting clothing or personal equipment, excluding windfoils and wingfoils. For all other competitors, when flag Y is displayed RRS 40 applies at all times whilst afloat except briefly when changing or adjusting clothing or personal equipment. This changes part 4 preamble. A personal flotation device may include an impact vest with a minimum of 50 Newtons.
- 5.5. When **numeral 3** is displayed, every competitor shall wear a wetsuit or drysuit while afloat. A wetsuit is defined as a neoprene garment covering at least the shoulders, torso and legs.

## 6. SCHEDULE OF RACES

- 6.1. The programme for each fleet will be advised at the briefing.
- 6.2. The scheduled time of the first start signal is 10.55 on the first day of each event and 09.55 on each subsequent day.
- 6.3. On the last day of the event no warning signal will be made after 15:00

## 7. CLASS FLAGS

- 7.1. Class flags will be:

Class	Description
Foil Fleet	Flag D
Wing Foil	Flag J
Fin Fleet	Flag E

## 8. IDENTIFICATION

- 8.1. All competitors shall clearly display the sail number registered on entry on each sail being used, including any change down sail. See NoR 3.9.
- 8.2. Competitors shall make every effort to display their sail number. Sailors without a number displayed will be asked to fabricate a number on the day onto their sail. Excluding wingfoils

**8.3.** Wing Foil competitors shall wear a numbered rash vest available from the race office. A £10 cash returnable deposit is charged. It is the wingers responsibility to make sure this number is visible at all times. See NOR 3.9.

## **9. COURSES**

The course will be detailed at the briefing

## **10. COURSE AREA**

The racing area is an area extending 75meters beyond the course including the starting line, the finishing lines, and their extensions in which a board normally sails whilst racing.

## **11. MARKS**

**11.1.** Course marks will normally be large orange inflatable buoys.

**11.2.** A board shall not touch a starting or finishing vessel, including any buoy, object or boat attached to it. This changes RRS B3.

## **12. THE START**

Races will be started as detailed at the briefing

## **13. THE FINISH**

**13.1.** The finishing line will be advised at the briefing

**13.2.** Boards who have finished shall at all times keep clear of the finish area.

## **14. TIME LIMITS AND TARGET TIMES**

Are at the race officer's discretion.

## **15. PENALTY SYSTEM**

### **15.1. Exoneration Penalty**

**15.1.1.** A board that may have broken a rule of Part 2 (when boats meet) may, after finishing the race concerned and before the start of a related protest hearing, notify the Race Committee that she accepts a 20% scoring penalty as stated in RRS 44.3(c), except that the minimum penalty is five places if that does not result in a score worse than DNF. This penalty does not reverse an OCS score, or a disqualification under RRS 30.3. It is not available for a breach of RRS 2 or of class rules or for gross misconduct under RRS 69. Nor is it available to a board that caused injury or serious damage, or gained a significant advantage by her breach; in these circumstances, her penalty is to retire.

**15.1.2.** When an Exoneration Penalty is accepted:

- a) Neither the board nor a protest committee may then revoke or remove the penalty.
- b) The board shall not be penalized further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.
- c) When a board accepts an Exoneration Penalty, the designation DPI (Discretionary Penalty Imposed) will be used. If she retires, she will be scored RET.

### **15.2. Advisory Hearing**

**15.2.1.** When there is an incident that will not result in the lodging of a protest or a request for redress, a board, protest committee or race committee may request an advisory hearing with the race office, and notify any board involved in the incident. An adviser will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which board. A board may as a result notify the race office that she accepts an Exoneration Penalty when it applies to the incident, or choose to retire, although there is no requirement for her to do either. Redress is not available

### **15.3. RYA Arbitration**

**15.3.1.** When a protest or request for redress is lodged, a board may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.

- a) If the parties and a member of the protest or race committee agree that RYA Arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call a hearing. When the arbitrator decides that a board that is a party to the arbitration hearing has broken a rule for which the Exoneration Penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested board, the protesting board will be allowed to withdraw the protest, changing RRS 63.1.
- b) When there is not an agreement to use RYA Arbitration, or when, after RYA Arbitration, a protest is not withdrawn or the Exoneration Penalty is not applicable to the facts, there will be a normal protest hearing, at which the arbitrator may be a member of the protest committee. RRS 66 and 70 will not apply to the arbitration decision. A board may still accept an Exoneration Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

- c) When a protest or request for redress is lodged, a board may at the same time request RYA Arbitration, or the protest committee or race committee may offer it.
- 15.4. Breaches of sailing instructions 5.4, 5.5, 8.1, 8.2, 8.3, 12.4, 18 and 19 will not be grounds for a protest by a board. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the protest committee so decides.
- 15.5. On the last scheduled day of racing a request for reopening a hearing shall be delivered:
  - a) By 12:00 if the requesting party was informed of the decision on the previous day;
  - b) No later than 10 minutes after the requesting party was informed of the decision.

## 16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. Boards intending to protest must inform the race committee finishing boat upon finishing the race.
- 16.2. Once a protest has been lodged with the race committee they will jointly display flag O and flag AP. Whilst displayed, racing is postponed and all sailors should remain in the course area. Any sailor involved in the said protest shall report to the committee boat immediately. If flag O, H and a class flag are jointly displayed sailors in that class should return to shore whilst the protest is heard. After 5 minutes flags will be lowered and racing will continue for any unaffected fleet. During this process flag AP will be displayed with the affected class flag, once removed sailors should return to the race course immediately.
- 16.3. A protest shall be made orally immediately following the heat in which the incident occurred.
- 16.4. Following receipt of protest or request for redress, a hearing will be called as soon as possible. Competitors involved in an incident afloat are advised to ascertain the status of any possible hearing for which they may be required. A competitor may retire before a protest hearing commences.
- 16.5. When a board takes a penalty or retires under RRS 44.1, the penalty is changed to include completion of an acknowledgement form at the race office.

## 17. EVENT SCORING

**The event will be made up of up to 4 sessions. Saturday am, Saturday pm, Sunday am, Sunday pm**  
**A session may be a single race or made up of a number of individual races as advised at the briefing.**  
**Each session will count as 1 individual round**  
**The completed rounds will be collated into a series**  
**If 4 rounds are completed one discard will be applied.**  
**The competitor with the lowest score will win the overall event in each fleet.**

- 17.1. The Low Point scoring system of Appendix A will apply.

Rule A8 is changed to:

- a) A8.1 If there is a series-score tie between two or more boards, they shall be ranked in order of their best excluded race score.
- b) A8.2 If a tie remains between two or more boards, each board's race scores, including excluded scores, shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best score(s). These scores shall be used even if some of them are excluded scores.
- c) A8.3 If a tie still remains between two or more boards, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boards' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

- 17.2. Each board starting and finishing and not thereafter retiring, being penalized or given redress shall be scored points as follows:

- a) First                0.7
- b) Second            2
- c) Third               3
- d) Each place there after add one point

- 17.3 To request correction of an alleged error in posted results or series results, a boat shall complete a scoring enquiry form at the Race Office.

- 17.4 Once published the event results or revisions of, become final after 10 minutes. No further changes will be made to either the event or series scores. It is the sailors responsibility to check their results in this time window.

## 17. TALLY SYSTEM

- 18.1. A manual tally system may be used to record each competitor going afloat, and to record their safe return. Tallies are numbered coloured wristbands and shall be taken just before going afloat, when authorised by the beach master and shall be returned immediately on returning to shore. Any competitor who does not comply with the system will be issued a 20% scoring penalty for that race. In the case of back to back races the penalty will apply to the first race only.

- 18.2.** An electronic tally system may be used to record each competitor going afloat, and to record their safe return. Tallies are plastic cards and shall be issued at registration and retained throughout the event. Competitors tap out before going afloat, when authorised by the beach master, and shall tap in immediately on returning to shore. Any competitor who does not comply with the system will be issued a 20% scoring penalty for that race. In the case of back to back races the penalty will apply to the first race only.
- 18.3.** Competitors who are already afloat and who realise they have forgotten their tally must inform an official boat at the first opportunity and the race office upon returning to shore.
- 18.4.** The tally system, to check-out and check-in competitors, will be located on the UKWA events trailer.
- 18.5.** Tallies shall be worn visibly over clothing.
- 18.6.** Manual tally bands, number and colour will be allocated after registration, with tally numbers for individual sailors posted on the official notice board at [ukwindsurfing.com/racing/sailing-instructions/](http://ukwindsurfing.com/racing/sailing-instructions/). When used electronic tallies will be issued at registration

## **19. SAFETY**

- 19.1. Mandatory Instructions on the Water - Boards and Competitors in Difficulty.** When the race committee considers that a board, its equipment or crew are not adequate for the existing or anticipated conditions, or that a board or crew member is in difficulty, it may instruct the board or crew not to launch, or to retire or to sail ashore or to accept outside help. The board and crew shall comply with such instructions without delay.
- 19.2.** Boards shall not jump within the racing area. A competitor failing to comply will be scored a DSQ without a hearing. For an incident in a race the penalty shall be applied for that race. For an incident outside of a race the penalty shall be applied to the preceding race.

## **20. EQUIPMENT AND MEASUREMENT CHECKS**

- 20.1A** A board or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a board can be instructed by the technical committee equipment inspector to proceed immediately to a designated area for inspection.

## **21. SUPPORT BOATS / PERSONS**

- 21.1.** Team leaders, coaches and other support personnel shall stay outside areas where boards are racing from the time of the preparatory signal for the first class to start until all boards have finished or retired or the race committee signals a postponement, general recall or abandonment.
- 21.2.** Coach and support boats with approval of the Head of Racing, must keep out of the racing area at all times, unless given permission to enter by a race official.
- 21.3.** Coach and support boats shall comply with any reasonable request from a race official
- 21.4.** If the protest committee learns of a possible breach of a rule by a support person through any source, including the Race Committee, it may call a hearing under rule 60.2

## **22. LITTER DISPOSAL**

- 22.1.** Boards shall not put litter in the water.

## **23. RADIO COMMUNICATION**

- 23.1.** A board shall neither make nor receive radio or mobile telephone transmissions while racing.

## **24. PRIZES**

- 24.1.** Prizes will be awarded at the discretion of the event sponsor.

## **25. DISCLAIMER OF LIABILITY**

### **Risk Statement**

- 25.1** RRS 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

- g) It is their responsibility to familiarise themselves with any risk specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event, in person or virtually.

## 26. INSURANCE

26.1. Each participating board shall be insured with valid third-party liability insurance with a minimum cover of £5,000,000 per event or the equivalent.

## APPENDIX

### BEACH STARTS

Beach starts may apply and will be detailed at the briefing

### UKWA START SEQUENCE (Flag)

Races shall be started by using the following signals. Times shall be taken from the visual signals; in the absence of a sound signal, this shall be disregarded.

Signal	Flag & Sound	Minutes before Start
Warning	Red Flag Displayed; 1 Sound	3
Preparatory	Yellow Flag Displayed; Red Flag Removed; 1 Sound	2
	Yellow Flag Removed; 1 Sound	1
Starting	Green Flag Displayed; 1 Sound	0
	Green Flag Removed; Start Line Closed; No Sound	+1

### UKWA Start Sequence Gate Start (Boat)

Signal	Flag & Sound	Minutes before Start
Warning	Red Flag Displayed; 1 Sound	3
Preparatory	Yellow Flag Displayed; Red Flag Removed; 1 Sound	2
	Yellow Flag Removed; 1 Sound	1
Starting	A moving rib flying a green flag, All sailors shall start behind the rib as it crosses the fleet	0+