



UKWA National Slalom Series

Sailing Instructions 2025



Version 1: 08 April 2025

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 10:15hrs on Saturday and 09:15hrs on Sunday.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the Official flag pole, located on the UKWA events trailer. Signals displayed over 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 31st December 2025, 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 16:00.

7. CLASS FLAGS

- 7.1. Class flags will be:

Class	Description
International – fin	Flag D only
International – foil (beach only)	Flag D with Flag Z
National	Flag E
Master Blaster	Flag V
Light Wind Windfoil National Fleet	Numeral 0
Foil	Formula insignia on a yellow background
Wingfoil	Flag J

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.
- 8.4.** All sailors shall wear a sponsor's rash vest when afloat.

- International fleet – Yellow
- National – Blue
- Masterblaster fleet – Orange.
- Wingfoils - Numbered Grey (hire only)
- Foil - None

The rash vest shall be worn over any other clothing / wetsuit and remain visible at all times; however, they may be worn under any personal flotation device if preferred. Excluding wingfoils see 8.3. Rash vests may be purchased from the race office.

- Purchase £20
- Wingfoil hire only £10 cash deposit

9. HEATS AND FINALS

- 9.1.** Competitors shall be allocated to heats by the Race Committee, who shall take into account seeding on results in previous or current years and known ability or experience. The Race Committee decision is final and cannot be protested.
- 9.2.** For races started afloat, the number of the heat to be sailed may be displayed on the start vessel before the warning signal. See appendix C.
- 9.3.** Heat boards will remain displayed until the starting line is closed for that heat.
- 9.4.** It shall be the sole responsibility of each competitor to ascertain in which heat they are to compete and to get to the starting area in adequate time.
- 9.5.** A board failing to compete in, or complete a heat may progress straight to the losers (silver or bronze) final.
- 9.6.** Heats may be designated as straight finals. If straight finals are to be raced, the heat board may not be displayed.
- 9.7.** When heats and finals are sailed, the number of boards progressing to gold, silver or bronze final will be indicated on <https://ukwindsurfing.com/racing/policies-docs/> a link is available from the UKWA Website event page.

10. COURSES

- 10.1.** Appendix A to these SI's shows most of the courses likely to be used. If other courses are to be sailed they will be described at a briefing.
- 10.2.** The course to be sailed and its direction of start will be displayed on the course board located aboard the race committee boat (start boat). See appendix C.
- 10.3.** The course will not be changed during a heat, but marks may be repositioned to maintain a satisfactory course configuration relative to the wind and tide.

11. 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.

12. MARKS

- 11.1.** Course marks will normally be large orange inflatable buoys.
- 11.2.** The starting marks will be a race committee boat (including any buoy, object or boat attached to it) and a red inflatable pillar buoy.
- 11.3.** The finishing marks will be a race committee boat and a black inflatable pillar buoy.
- 11.4.** A board shall not touch a starting or finishing vessel. This changes RRS B3.

12. THE START

- 12.1.** Races will be started in accordance with the UKWA Start Sequence as in appendix B. This changes WF3.26.
- 12.2.** The warning signal for any succeeding fleet start will normally be made at least 1 minute after the preceding starting signal.
- 12.3.** The starting line will be between a staff displaying a class flag on the race committee signal boat and a red pillar buoy.
- 12.4.** Boards whose heat number has not been displayed shall avoid the starting area.

12.5. A board starting later than 1 minute after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

12.6. The normal order of heats within a series of starts will be in numerical order indicated on the virtual Official Notice Board at <https://ukwindsurfing.com/racing/policies-docs/> a link is available from the UKWA Website event page.

12.7. A boat flying an orange flag may be positioned on the extension of the starting line beyond the pin end buoy. During the start sequence no board shall sail between this boat and the pin end buoy.

12.8. Recall for a slalom race

12.8.1. When at a board's starting signal for a slalom race or heat any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall signal a general recall.

a) If the race committee acts under rule 29.2 and the board is identified, she shall be disqualified without a hearing, even if the race or heat is abandoned. The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race or heat is restarted or re-sailed, she shall not sail in it.

b) If a slalom race or heat was completed but was later abandoned by the protest committee and if the race or heat is re-sailed, a board disqualified under rule 29.2 may sail in it.

c) If a board is disqualified as OCS during a heat, the excluded board may proceed to the losers final.

d) If a board is disqualified as OCS during a final, the excluded board will be scored in last position + one in that final.

13. THE FINISH

13.1. The finishing line will be between a staff displaying an orange flag on the race committee finish boat and a black pillar buoy or the finishing line will be between a staff displaying a flag on the shore and a black pillar buoy.

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

14. TIME LIMITS AND TARGET TIMES

14.1. There is no time limit for a race

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

- 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 thereafter add one point
- 17.3.** Each board's event score shall be the total of her race scores excluding her:
 - a) Worst score when 3 to 5 rounds are completed,
 - b) Two worst scores when from 6 to 9 rounds are completed,
 - c) Three worst scores when 10 or more rounds are completed.
- 17.4.** One gold final is required to be completed to constitute a regatta for all boards in that fleet. In the event that the silver (and or) bronze final is not sailed, points will be awarded equally.
- 17.5.** In the event of insufficient wind for championship racing, therefore no racing has taken place for a particular fleet, competitors will be awarded series points as follow:
 - a) If the event does not qualify as a valid series event then each absent competitor will incur 2 "non-attendance" points.
 - b) If the event does not qualify as a valid series event then each attending competitor will incur 0 "non-attendance" point.
 - c) Non-attendance points cannot be discarded and will be added to the series score to give an overall score.
- 17.6** A competitor who has in advance with a minimum of 1 weeks' notice advised sue@windsports.uk of their intention to compete in and having fulfilled this obligation any PWA, IFCA World, IFCA Continental Championships event or other

approved international event on one occasion only, shall receive a series score equal to their average for the season.

Approval shall be granted by the Event Absence Committee and their decision shall be final and not subject to protest.

17.7 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.

17.8 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.

18. TALLY SYSTEM

18.1. A tally system will 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. 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.

18.3. The tally system, to check-out and check-in competitors, will be located on the UKWA events trailer.

18.4. Tallies shall be worn visibly over clothing.

18.5. Tally numbers will be allocated after registration, with tally numbers for individual sailors posted on the virtual official notice board at <https://ukwindsurfing.com/racing/policies-docs/> a link is available from the UKWA Website event page.

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

20.1 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:

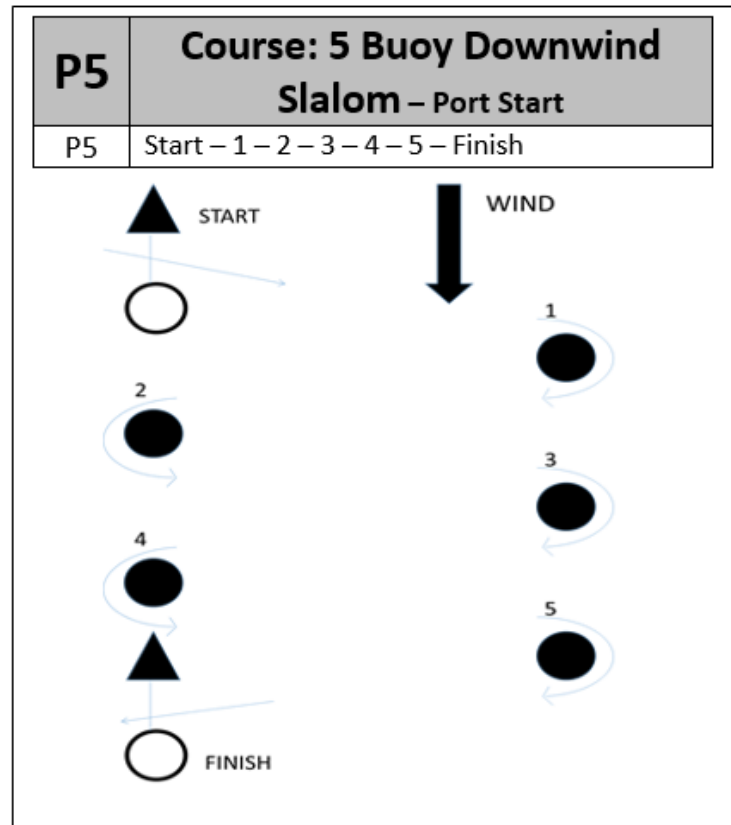
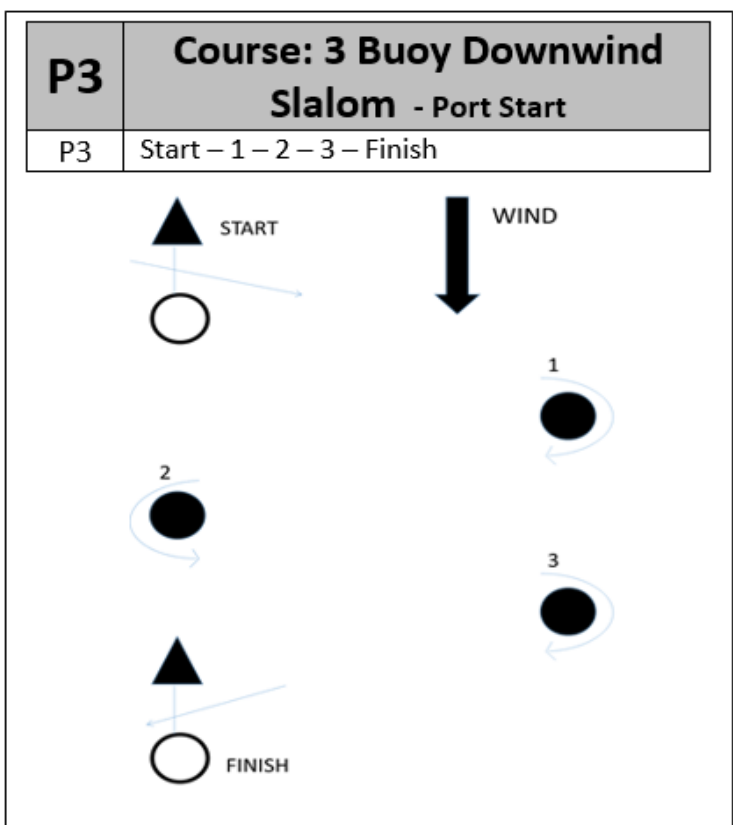
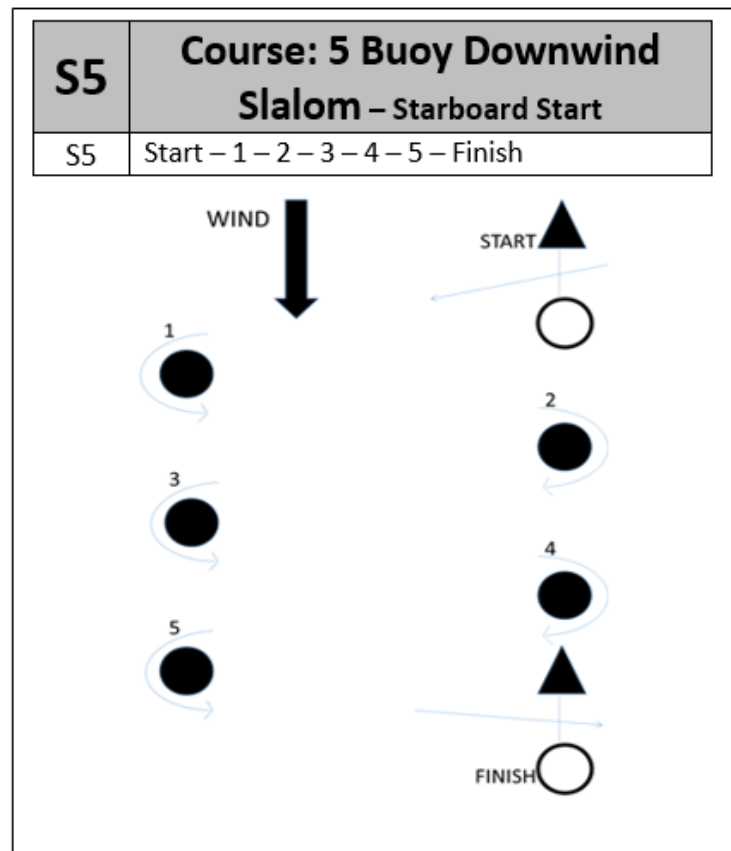
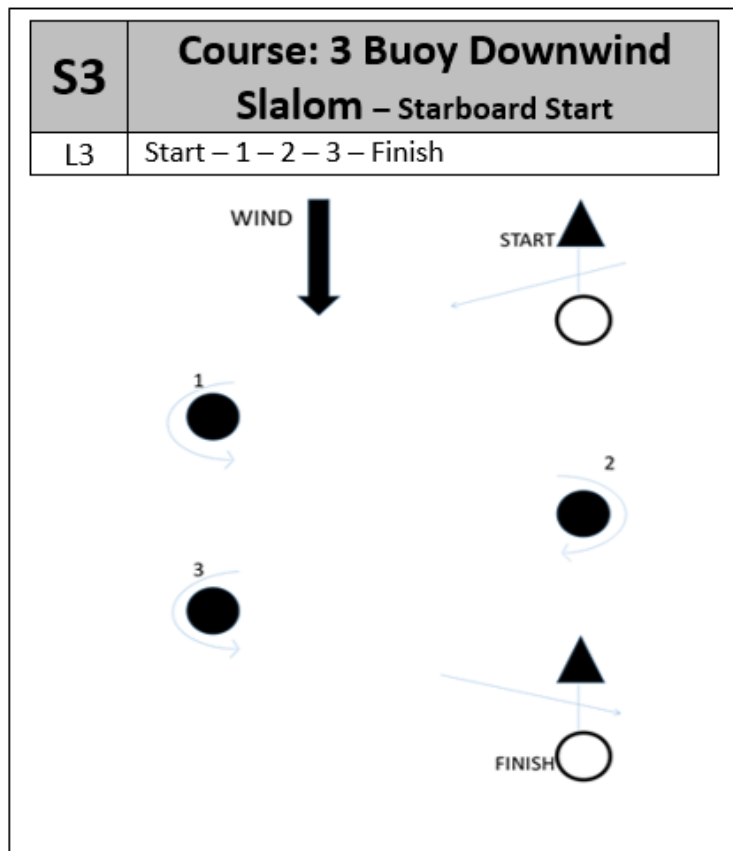
- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

- 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 A



F8	Course: Figure of Eight
F8 1	Start – 1 – Finish
F8 2	Start – 1 – 2 – 1 Finish
F8 3	Start – 1 – 2 – 1 – 2 – 1 – Finish
Mark 2 is not a mark of the course of the final lap.	
Start may be either Port or Starboard.	
If mark 2 is not in place sailors shall round the outer start mark normally coloured red.	

APPENDIX B

UKWA START SEQUENCE

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.

At any time before the start, the Race Officer will display the heat board for that heat

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

SYSTEM 3 (FOR BEACH STARTS)

Before her start, each board in a heat or class shall draw or will be issued a number for her station on the starting line. The stations shall be numbered so that station 1 is the most windward one.

Gate Start

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 is replaced by - a moving rib, all sailors shall start behind the rib as it crosses the fleet	0+

Appendix C

The course to be sailed and its direction of start shall be indicated on the course board located aboard the race committee boat.
(Start boat)

Course board

1 Heat Number		P Course	3 Buoys or Laps
--	--	---------------------------	--