



GBR 420 STANDARD SAILING INSTRUCTIONS 2026

These Standard Sailing Instructions (SSIs) can be invoked by a
Notice of Race (NoR) or
Event Sailing Instructions (ESIs)

For each event

The **Organising Authority** is the **BRITISH INTERNATIONAL 420 CLASS (UK)**
in conjunction with the **host organisation**

Revision	Effective from	Change
V0.5	Oct 2025	Draft
V2	Dec 2025	

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1. RULES

- 1.1. The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. RRS Appendix T applies.
- 1.3. RRS 40.1 applies at all times whilst afloat.
- 1.4. Penalties for breaches of Class Rules shall be at the discretion of the protest committee and may be less than disqualification.
- 1.5. In the event of a conflict between documents, the Event's Sailing Instructions and Notice of Race (NoR) take precedence over these Standard Sailing Instructions. This changes RRS 63.5(c)(2).

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the sailing instructions will be posted on the event's noticeboard not less than 45 minutes before the first warning signal on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the 420 class **ONLINE** noticeboard whose location will be published in the event's NoR or ESIs.
- 3.2. A class WhatsApp group exists for event information, if you would like to be added please ask for details at registration or by emailing 420sailingsecretary@gmail.com.
- 3.3. Whenever boat numbers are displayed afloat by the Committee Boat, bow numbers may be displayed instead of Sail Numbers as per SSI 22.3. This includes numbers displayed under RRS 30.4 (Black Flag rule) and changes RRS 30.4.
- 3.4. [DP]. From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data communication that is not available to all boats.

4. CODE OF CONDUCT [NP][DP]

- 4.1. Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2. The Organising Authority implements the 420 Class Charter which can be viewed at <https://gbr420.uk/the-420-class/policies,-documents-and-minutes/> and the RYA Racing Charter available at <https://www.rya.org.uk/racing/rules/racing-charter>. Competitors and supporters shall act in accordance with the above charters.

5. SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed on the venue's main signal mast or an alternative location if specified in the ESIs.
- 5.2. Boats may only launch when Flag D is displayed ashore. [NP][DP]
- 5.3. Flag AP displayed ashore without a numeral pennant means "Racing is postponed indefinitely. Flag D will be displayed to commence launching shortly after AP is removed." This changes race signal AP.
- 5.4. The warning signal will be at the later of the scheduled time or 30 minutes after flag D is displayed unless at that time the race is postponed or abandoned.
- 5.5. When a **distant sailing area** is defined in the ESIs, Flag W displayed ashore indicates racing will be in the **distant sailing area** and the warning signal will be not less than 60 minutes after flag D is displayed. Otherwise, racing will be in the near area.

6. SCHEDULE

- 6.1. The schedule will be as follows:

	Saturday	Sunday
Registration	09:00– 10:00	
Competitors' Briefing	10:00	
First Warning Signal	11:25	10:25
No. of Races	Up to 4	Up to 4
Last Permitted Warning Signal		15:00
Prize Giving		Soon after Racing

- 6.2. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one or more sound signals at least **two minutes** before a warning signal is made.

7. CLASS FLAGS

- 7.1. The class flag will be the 420 class flag or the numeral pennant 4 if this is unavailable.

8. RACING AREA

- 8.1. The racing area will be defined in the ESIs.
8.2. The ESIs may also define a **distant sailing area** (see SSI 5.5).

9. COURSES

- 9.1. Prior to the warning signal, the course to be sailed will be displayed on the committee vessel using the course signal included in the course tables in SSI Attachment A.
9.2. Leeward gates will be used. A gate may be replaced by a single mark to be left to port
9.3. The approximate bearing and distance to mark 1 may be displayed on the Committee Boat.

10. MARKS

- 10.1. The marks will be described in the NoR or ESIs.
10.2. If a different change mark is to be used (see SSI 13.2) it will be described in the NoR or ESIs.
10.3. Unless the ESIs state otherwise:
10.3.1. The starting marks will be race committee vessels or staff marks displaying orange flags.
10.3.2. The finishing marks will be race committee vessels or staff marks displaying blue flags.

11. AREAS THAT ARE OBSTRUCTIONS

- 11.1. Boats shall keep clear of vessels at anchor or vessels displaying Flag A, indicating divers in the water.
11.2. Boats shall not transit through any groups of moored boats at any venue unless specifically directed to do so.
11.3. Any directions given by the local Harbour Authority either in person or via an official boat must be complied with.
11.4. Additional areas which are obstructions may be stated in the ESIs.

12. THE START

- 12.1. Races will be started using RRS 26 with the warning signal made five minutes before the starting signal.
12.2. The starting line will be between a staff displaying an orange flag on the Committee Vessel and the port-end Starting Mark.
12.3. When a limit mark is laid near the Committee Vessel it is a starting mark that shall be left to starboard when starting.
12.4. A boat that does not start within 4 minutes after the starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13. CHANGE TO THE NEXT LEG OF THE COURSE

- 13.1. To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable.
- 13.2. If a new mark is laid it will be of the same type as the original unless a different "Change Mark" is described in the ESIs.
- 13.3. Minor mark moves (up to approximately 100m) may be made without signalling the change. This changes RRS 33.

14. THE FINISH

- 14.1. The Finishing Line will be between the staff displaying a blue flag on the Committee Boat and the finish mark.

15. PENALTY SYSTEM

- 15.1. RRS Appendix P will apply with the following changes. Penalty system according to Appendix P will apply except that RRS P2 is changes as follows:
 - 15.1.1. P2.2 is amended so that the first sentence is: "When a boat is penalised a second time and any subsequent time during the event, she shall promptly retire"
 - 15.1.2. P2.3 will not apply.
- 15.2. Judges may blow a whistle when they witness what they believe to be a breach of a rule where a penalty or protest would be appropriate. The judges will be considering entering a hearing request regarding the incident that they have witnessed.

16. TIME LIMITS AND TARGET TIMES

- 16.1. The time limits and target times are as follows:

Time Limit	Mark 1 time limit	Target time	Finishing Window
70 minutes	20 minutes	45 minutes	20 minutes

- 16.2. If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 61.4(b)(1).
- 16.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised or given redress, will be scored Time Limit Expired (TLE) without a hearing. The score for TLE will be the average of the number of boats which finished before the finish window expired and the number of boats entered in the series (or start group if racing in flights), rounded down. This changes RRS 35, A4 and A5.
- 16.4. The race committee may award a finishing place to a boat by pointing Flag W at her with a sound signal. The signalled boat shall be deemed to have finished, and the score awarded shall be the position occupied at the time of the signal. If two or more overlapped boats are signalled, they shall be scored as if they were tied. This changes RRS 28.1 and A3.

17. HEARING REQUESTS

- 17.1. In addition to RRS 60.2(a)(1) a boat intending to protest should notify the committee vessel immediately upon finishing the race or retiring and await acknowledgement.
- 17.2. Hearing request forms are available at the race office and/or within the Sailor Actions on the Official Notice Board. Protests shall be delivered there within the protest time limit.
- 17.3. The protest time limit is 30 minutes after the last boat returns ashore.
- 17.4. Notices will be posted on the official noticeboard no later than 30 minutes after the protest time limit has expired to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held at the earliest opportunity.
- 17.5. Notices of protest by a committee will be posted to inform boats under RRS 60.2 (d) on the official notice board. This changes RRS 60.2 (a) (2).
- 17.6. A list of boats that have been penalised for breaking RRS 42 will be posted on the official noticeboard.
- 17.7. On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 20 minutes after the decision was posted. This changes RRS 63.7(b).
- 17.8. Data and the information from cameras, video and positioning equipment shall not be the only grounds for redress.

18. SCORING

- 18.1. One race is required to be completed to constitute a series.
- 18.2. A boat's series score will be the total of her race scores excluding her worst scores as listed below:

Races Completed	Scores Excluded
1 – 3	0
4 – 7	1

19. SAFETY REGULATIONS [NP][DP]

- 19.1. The ESIs will designate whether a Tally system will be in operation:
 - 19.1.1. A tally board will be situated at the place specified in the ESIs
 - 19.1.2. After flag T is displayed ashore and before going afloat each competitor intending to race shall personally take the appropriately coloured tally band bearing their tally number from the tally board and place it securely and visibly on their wrist or arm.
 - 19.1.3. Immediately after coming ashore, each competitor shall remove their tally band from their person and place it back on the tally board.
 - 19.1.4. The penalty for infringing this SSI shall be 5 points added to the boat's overall final score, which is not discardable. The Protest Committee may adjust this penalty at their discretion.
- 19.2. A boat that retires from a race shall notify the Race Committee or a race support boat as soon as possible and shall not leave the race area without permission of the Race Committee.
- 19.3. Boats wishing to sail ashore before the end of the day's racing may do so once they have notified a race official or the committee boat of retirement.

- 19.4. Competitors are required to comply with any reasonable request from a race official or safety boat. Boats failing to follow the instructions of safety boats will be reported to the protest committee, which may protest the boat. Boats penalised under this SI may be scored DNE. This amends RRS 63.5(a)
- 19.5. The ESIs may include additional safety information.

20. REPLACEMENT OF CREW OR EQUIPMENT [NP][DP]

- 20.1. Substitution of competitors is not allowed without prior written approval of the Race Committee. Where substitution has been approved by the race committee the boat will be counted as a new entry and all races already sailed scored as DNC. A new entry fee will not be required.
- 20.2. Substitution of damaged or lost equipment is not allowed unless authorised in writing by the Race Committee. Requests for substitution shall be made to the committee at the first opportunity, which may be after the race.
- 20.3. Spare equipment may be placed on an official vessel with the agreement of the Organising Authority and the vessel's helm. There will normally be an allocated Spares Vessel. It is advised to place equipment in a drybag to keep it safe. Equipment placed in the vessel is at the owner's risk and competitors understand that neither the Class Association or the Organising Authority can be held responsible for any loss or damage. The class will endeavour to provide a spare spinnaker, spinnaker pole and trapeze line with T-terminal fitting. This equipment will be available to all boats on a first come/first served basis following 20.2 above. Please note substitution of damaged or lost equipment should not be provided by a Support Person (See RRS Definitions) to any boats.

21. EQUIPMENT AND MEASUREMENT CHECKS [NP][DP]

- 21.1. A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions. On the water or ashore, a boat can be instructed by an equipment inspector to proceed immediately to a designated area for inspection. A boat shall comply with any reasonable request made by an equipment inspector.
- 21.2. [DP] Each boat shall supply Sail Sticker numbers (aka Button Numbers) via the online form on the Event Web Page and only these sails shall be used in the regatta. Sail Sticker number uploads must be completed no later than 1 hour before the First Warning Signal on the first day of racing. Information on how to find your Sail Sticker numbers can be found here: <https://www.gbr420.uk/sail-stickers>

22. IDENTIFICATION & ADVERTISING [NP][DP]

- 22.1. Boats shall display class bow numbers. More information can be found here: <https://gbr420.uk/bow-numbers>
- 22.2. Boats must use sails carrying their correct sail number as per RRS 77 and RRS Appendix G. The exceptions to this are Class Rule A.10.3 and when authorisation has been submitted in writing to and approved by the Race Committee.
- 22.3. A boat's recall number will be their bow number. This changes RRS 30.4.
- 22.4. When provided by the organising authority, boats shall display advertising.

23. OFFICIAL VESSELS

- 23.1. All vessels involved with the safety and management of the event are designated as official vessels. This includes the following: Race Management Vessels, Mark Laying Vessels, Safety Vessels and Jury Vessels.

24. SUPPORT BOATS [NP][DP]

24.1. The ESIs may state that support person vessels are not permitted. Otherwise:

24.1.1. A "Support person vessel" is any vessel carrying a Support Person as defined by the RRS regardless of whether they appear to be actively attempting to provide support to any sailors.

24.1.2. Support person vessels shall be expected to act as part of the safety fleet if requested to do so by the Race Committee.

24.1.3. Official, Patrol and Support person vessels may be required to be marked with an appropriate flag and shall comply with instructions from the event safety officer.

24.1.4. From the time of the preparatory signal for the first race until the last boat returns to shore:

- a) Support Persons (See RRS Definitions) who are not aboard an official vessel shall not be in the racing area.
- b) Support Persons (including those on official vessels) shall not communicate with any competitors unless necessary in a safety capacity or acting under the instructions of the Race Officer.
- c) For the purposes of this rule, the racing area shall be defined as not less than 300m from any boat that is racing, and this shall specifically include an area not less than 200m immediately to leeward of the finish line for any race.
- d) For events that are held in restricted waters where the requirements in 24.1.4 c) are unable to be met, the Race Officer may designate a specific area for Support Vessels.

The penalty for failing to comply with this instruction will be at the discretion of the protest committee and may be less than disqualification for all boats associated with the Support Persons who do so.

24.2. Competitors will not be able to place food or drink on support person vessels and/or safety boats except as described in SSI 20.3.

25. TRASH DISPOSAL [NP][DP]

25.1. Rubbish is to be disposed of into a bin. Sailors are asked to bring any rubbish ashore and place it in an appropriate bin. Rubbish may not be placed aboard support and race committee boats.

26. BERTHING [NP][DP]

26.1. Boats shall be kept in their assigned places in the dinghy park for the duration of the regatta unless instructed otherwise.

27. ELECTRONIC AND RECORDING EQUIPMENT

27.1. In accordance with RRS 87, the restrictions in Class Rule C.5.1(a)(2) are modified as follows: Competitors may carry personal video or photographic recording equipment on board while racing, provided that the equipment and its mounting are;

- a) positioned so as not to affect the performance, handling, or safety of the boat
- b) are securely attached and do not require any modification to the hull, deck, or rig other than temporary fittings (such as adhesive mounts, tape, or suction pads).

- c) do not obstruct the helmsman's or crew's view, access to control lines, or operation of the boat.
 - d) do not protrude beyond the envelope of the hull.
- 27.2. The equipment shall not transmit data, video, or audio in real time during racing.
- 27.3. All recordings remain the property and responsibility of the competitor. However, the Organising Authority may require access to footage for the purposes of resolving protests, ensuring compliance with the Racing Rules of Sailing, safety investigations, or producing official event media. For this reason footage must not be deleted until after the final results for the event are published.
- 27.4. The presence or failure of any recording device shall not be grounds for redress (this amends RRS 62.1(a)).
- 27.5. Competitors must register their intention to carry such equipment by email prior to the event date. (420sailingsecretary@gmail.com)
- 27.6. All ancillary equipment (spare batteries, memory cards, mountings etc) must be carried by the competitors.

28. Data protection and privacy

- 28.1. Any personal data captured by onboard or organiser-supplied recording equipment shall be processed in accordance with the UK General Data Protection Regulation (UK GDPR) and the Data Protection Act 2018.
- 28.2. The Organising Authority will act as the data controller for any personal data it collects and will process such data only for legitimate event-related purposes including race management, safety, adjudication, and media reporting.
- 28.3. Competitors are responsible for ensuring that their own recordings comply with UK GDPR. Personal recordings must not be used or shared in a way that breaches the privacy rights of identifiable individuals without their consent, except where necessary for protest or disciplinary proceedings. Recordings must be permanently deleted after the period they are required for, for example Exam marking.
- 28.4. By entering this event, competitors and their authorised representatives consent to the collection and use of images, sound, and data as described in this clause by the organising authority.

29. PRIZES

- 29.1. Prizes will be awarded at the discretion of the Organising Authority with the aim of being fully inclusive to all categories where possible. Subject to entries, prizes will usually include the following:
 - 1st Female
 - 1st Male
 - 1st Mixed
 - 1st U17
 - 1st to 3rd Overall
- 29.2. Additional prizes and trophies may be awarded at the discretion of the Organising Authority

30. RISK STATEMENT

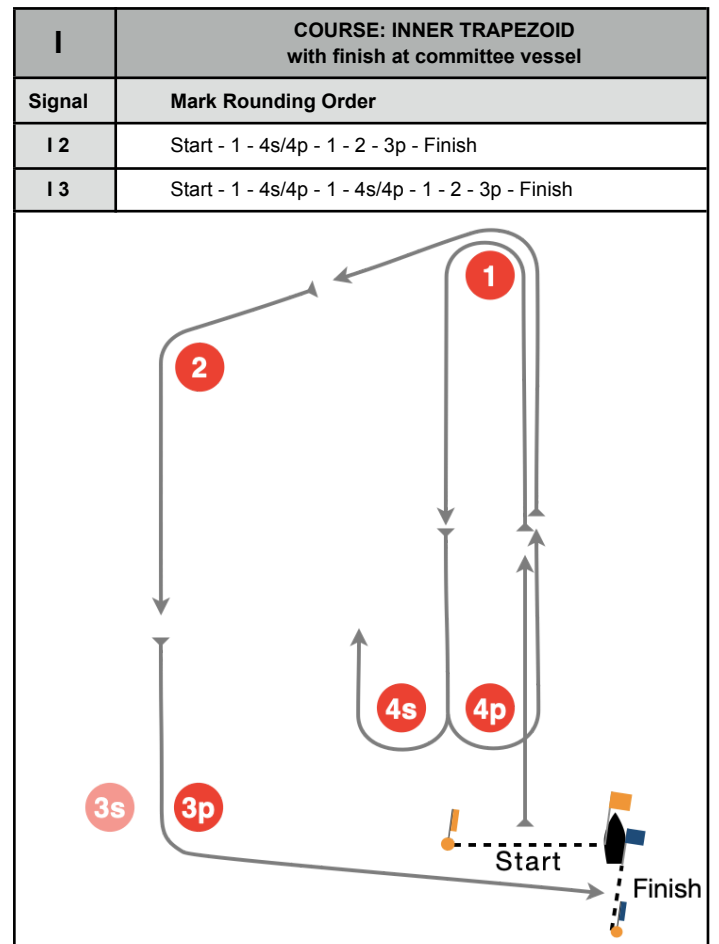
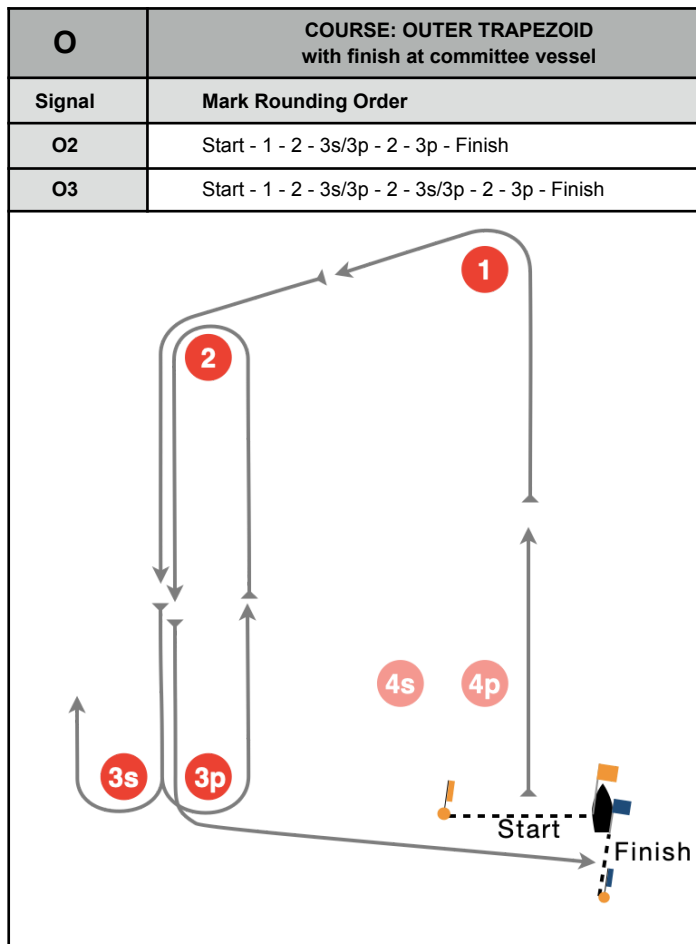
30.1. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. 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 omissions;
- 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 risks 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 competitor briefing held for the event.

31. INSURANCE

31.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent. Sailors or Owners of competing 420's may be asked to provide evidence the competing boat is insured.

Attachment A – COURSE DIAGRAMS



L	COURSE: WINDWARD / LEEWARD with spreader and reaching finish
Signal	Mark Rounding Order
L2	Start - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish
L3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish

The diagram illustrates a sailing course layout. It begins with a 'Start' line, represented by a dashed line and two orange buoys. From the start, the course splits into two main paths. The left path goes through mark '2s' (red circle) and then '1a' (red circle). The right path goes through mark '2p' (red circle) and then '1' (red circle). Both paths converge towards a 'Finish' line, represented by a dashed line and two orange buoys. Arrows indicate the direction of travel. A black silhouette of a boat is shown near the finish line.

ATTACHMENT B – EVENT SAILING INSTRUCTIONS TEMPLATE

EVENT SAILING INSTRUCTIONS

<Name of Event>

<Inclusive dates of the event>

<VENUE>

The GBR 420 STANDARD SAILING INSTRUCTIONS 2026 apply.

The table below provides additional information and changes

SSI	Description	Details <i>(delete or complete as appropriate)</i>
3.1	Location of Official Notice Board	<i>Include link</i>
5.1	Location of signal mast	<i>Only include if not the venue's main signal mast</i>
8.1	Race Area	<i>Main race area</i>
8.2	Distant Race Area	<i>A second area will invoke SSI 5.5</i>
9.1	Course Configuration	<i>Prefer standard courses but if a new diagram is published, state as much here</i>
10.1	Description of Marks	<i>Always needed</i>
10.2	Change Mark	<i>Describe a change mark if used</i>
11.4	Obstructions	<i>Any venue specifics</i>
15.1	Target Time	<i>Prefer default time and delete this otherwise state here</i>
18.1	Tally	<i>Yes / No</i>
18.1.1	Tally Board Location	<i>If Yes above, otherwise delete</i>
18.5	Additional Safety Information	<i>SSI already cover moorings, divers and large vessels</i>
23.1	Support Boats	<i>Permitted/Not Permitted</i>