



RS Tera

RS Tera Inland Championships

13th & 14th July 2019



gjr architects

SAILING INSTRUCTIONS

ORGANISING AUTHORITY

Rutland Sailing Club in Conjunction with the RS Tera Class Association UK

1. RULES

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2017-2020* and the International RS Tera Class rules..

2. NOTICES TO COMPETITORS

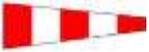
Notices to competitors will be posted on the official notice board.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 08:30 on the day that they will take effect, except that changes to the schedule of races will be posted before 18:30 on the day before it will take effect.

4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the signal mast located at the front of the clubhouse

4.2 When flag AP  is displayed ashore the first warning signal will be made not less than 30 minutes after the flag is lowered.

4.3 Boats shall not leave the slipway until flag D  is displayed.

4.5 Competitors shall wear personal buoyancy at all times afloat, except briefly while adjusting clothing or personal equipment. Flag Y  will not be displayed. This changes RRS 40.

5. REGISTRATION

5.1 Competitors shall complete all registration requirements before racing.

6. SCHEDULE

The championship will consist of 8 races. The intention is that there will be no more than 4 races a day. However, the race committee may decide that additional races will be sailed in

order to complete the programme.

On the last scheduled day for racing, no warning signal will be made after 15:30.

At the Race Officers Discretion it is likely that all races during a day will be sailed without time to go ashore between races.

7. FLEET FLAGS

RS Tera PRO fleet PRO flag



RS Tera SPORT fleet SPORT flag



8. RACING AREAS

Racing will be on Rutland Water.

9. COURSES

- 9.1 The diagrams in SI Attachment A show the courses to be sailed for each fleet, the order in which the marks are to be passed and the side on which each mark is to be left.
- 9.2 The compass direction to Mark 1 may be displayed on the race committee signal boat.

10. MARKS AND OBSTRUCTIONS

- 10.1 The Course Marks will be yellow spherical marks.
- 10.2 Starting marks will be the race committee signal boat flying an orange flag at the starboard end and a boat or buoy with an orange flag at the port end.
- 10.3 The 'Rutland Belle' (a passenger cruiser) is an obstruction.
- 10.4 Each fishing boat and an area 40 metres in any direction from the fishing boat is a prohibited area and an obstruction.
- 10.5 A safety boat in close attendance to a craft or competitor in difficulty is an obstruction.
- 10.6 Moored boats and the boat mooring area in the creeks near the clubhouse are an obstruction.
- 10.7 The no sailing areas beyond the red buoys at the western ends of both arms of the lake are prohibited areas and obstructions.

11. THE START

- 11.1 Races will be started by using RRS 26. (5, 4, 1, go).
- 11.2 An orange attention signal will be displayed at least 5 (FIVE) minutes before the warning signal (10 minutes before first start).
- 11.3 The starting line will be between staffs displaying orange flags on the race committee signal boats.
- 11.4 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 11.5 A boat starting later than 4 minutes after her starting signal will be scored DNS (Did Not Start) without a hearing. This changes RRS A4 and A5.
- 11.6 The PRO Fleet will start first, followed by the SPORT Fleet. The Starting signal for the PRO Fleet will be the Warning Signal for the Sport Fleet.
- 11.7 If there is a general recall  for the PRO Fleet, that fleet will get a new warning signal not less than 1 minute after flag 1st substitute is lowered. The SPORT Fleet will be started after the restart of the PRO Fleet.

12. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position, or lay a new mark (of a different colour) and remove the original mark as soon as practicable.

13. THE FINISH

- 13.1 Finishing marks will be a race committee signal boat flying a blue flag and a boat or buoy flying

a blue flag.

13.2 Scoring other boats:

- 13.2.1 After the first boat has sailed the course and finished, the race committee may score other boats based on their relative positions at a mark of the course or on a leg of the course.
- 13.2.2 When a race committee boat displays flag W  with two sounds, boats still racing may be scored by this race committee boat.
- 13.2.3 When a boat is scored in accordance with this instruction, she shall be given score for a place after all boats that have sailed the course and finished. SI13.2 change RRS 35, A4 and A5.

14. SHORTENING COURSE

If the course is shortened for one fleet only, the fleet flag will be flown below flag S  to indicate which fleet flag S refers to. If flag S is flown without any fleet flag, the course is shortened for both fleets.

15. TIME LIMITS

- 15.1 The time limit and target time in minutes is as follows:

<i>Time limit</i>	<i>Target time</i>
70	45

- 15.2 Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored according to their observed position on the course, which may be the position at the last mark rounded. This changes RRS 35, A4 and A5.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 The Post-Race Penalty and the Advisory Hearing and RYA Arbitration procedures of the RYA Rules Disputes procedures shall apply. The outcome of an RYA Arbitration can be referred to a protest committee, but an arbitration cannot be reopened or appealed. .
- 16.2 Post-Race Penalty X.1 A boat that may have broken a rule of Part 2 of the Racing Rules of Sailing or rule 31 may, after finishing the race concerned and before the start of any related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty (SCP) calculated as stated in rule 44.3(c), except that the minimum penalty is three places and she shall not be scored worse than the number of boats that came to the starting area³. However, if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire. X.2 When a Post-Race Penalty is accepted: (a) Neither the boat nor a protest committee may then revoke or remove the penalty. (b) The boat 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.
- 16.3
- 16.4 Y Advisory Hearing When there is an incident that will not result in the lodging of a protest or a request for redress, a boat may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and, provided all parties are willing to attend, will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts a Post-Race Penalty when it applies to the incident, or choose to retire, but is not required to do so.
- 16.5
- 16.6 Z RYA Arbitration Z.1 When a protest is lodged, a boat may at the same time request RYA Arbitration, or the protest committee or race committee may offer it. Z.2 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 an Arbitration Hearing. When it is the arbitrator's opinion that a boat that is a party to the arbitration hearing has broken a rule for which the Post Race Penalty is available, the party will be invited to accept that penalty and, if accepted, the protesting boat will be allowed to withdraw the protest, changing rule 63.1. Z.3 When there is not agreement to use RYA Arbitration or when, after RYA Arbitration, a protest is not withdrawn or the Post-Race 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. Rules 66 and 70 (reopening and

appeal, respectively) do not apply to an arbitration since this is not a protest committee decision or procedure. A boat may still accept a Post-Race Penalty at any time before the start of a protest hearing and receive its protection from further penalization. She may also retire.

16.7

- 16.8 Protest forms are available at the club office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 16.9 For each fleet, the protest time limit is 30 minutes after the last boat has returned to shore after the last race of the day or 30 minutes after flag AP over A is displayed ashore.
- 16.10 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 16.11 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 16.12 Breaches of instructions 4.3, 4.5, 5.1, 6, 11.4, 18, 19, 20, 21 and 22 will not be grounds for protests by a boat. This changes RRS 60.1(a). Penalties for these breaches (and for breaches of class rules) may be less than DSQ (disqualification) if the protest committee so decide.
- 16.13 On the last scheduled day of racing a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day or no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 16.14 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

17. SCORING

The Low Point System of Appendix A will apply

17.1 1 race shall be completed to constitute a series.

17.2 The total score for each boat will be the sum of her scores as follows:

- (a) When up to 3 races are completed then all race scores shall count.
- (b) When between 4 and 6 races are completed then all race scores will count except her worst score.
- (c) When 7 or more races are completed then all race scores will count except her worst two scores.
- (d) Points for the PRO and Sport Fleets shall be calculated separately.

18. SAFETY REGULATIONS

A competitor that retires from a race shall, as soon as possible after coming ashore, sign a declaration sheet in the race office.

19. SUPPORT BOATS

No support boats other than those officially involved in the organisation of the event will be allowed to launch.

The official event photographer may move between the starting line and course marks in order to photograph the event, this boat will display a distinguishing flag.

20. TRASH DISPOSAL

As sailors, we seek to protect and restore our oceans and coastal waters. Boats shall not intentionally put trash in the water. Trash may be placed aboard support and officials boats. The penalty for breaking RRS 55 is at the discretion of the Race Management Team and may be less than disqualification.

21. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

22. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £ 3 million per event or the equivalent.

23. DISCLAIMER OF LIABILITY

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.'

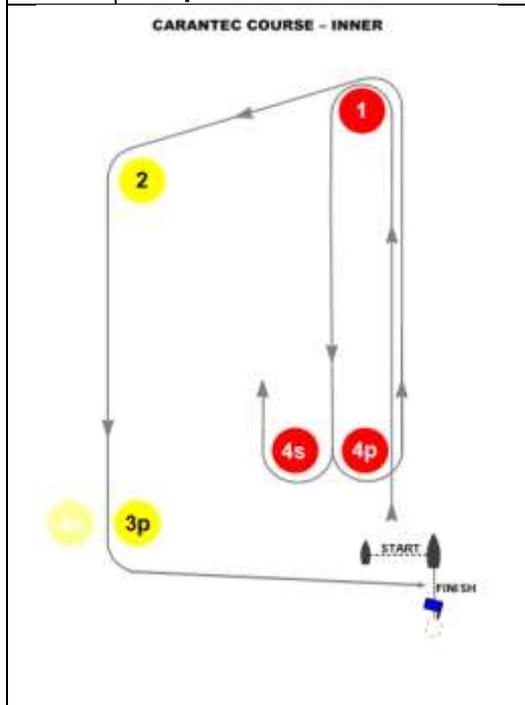
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (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 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) Their boat is adequately insured, with cover of at least £3,000,000 against third party claims;

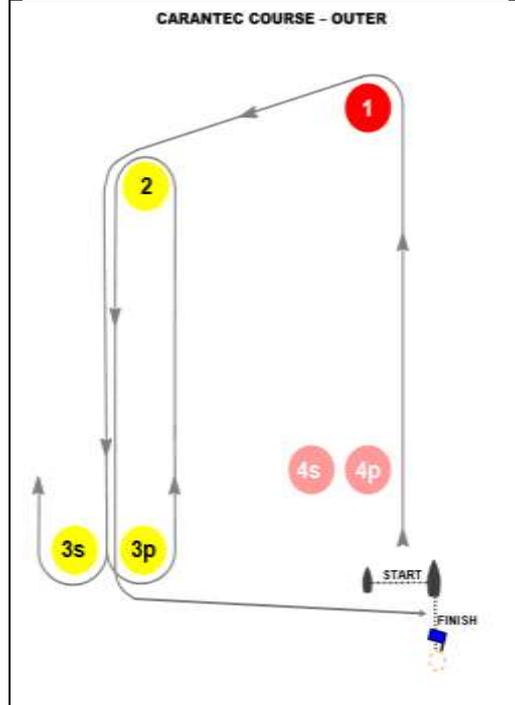
SI Attachment A Courses

The course for each fleet and the number of laps will be clearly displayed on the Race Committee Boat prior to the warning signal of each race.

I	Course: Carantec Course – Inner Loop
Signal	Mark Rounding Order
I1	Start - 1 - 2 - 3p - Finish
I2	Start - 1 - 4s/4p – 1 - 2 - 3p – Finish
I3	Start - 1 - 4s/4p – 1 - 4s/4p – 1 - 2 - 3p - Finish



O	Course: Carantec Course – Outer Loop
Signal	Mark Rounding Order
O1	Start - 1 - 2 - 3p - Finish
O2	Start - 1 - 2 - 3s/3p - 2 - 3p - Finish
O3	Start - 1 - 2 - 3s/3p – 2 - 3s/3p - 2 - 3p - Finish



Appendix 1: SOME EXPLANATIONS OF THE PROTESTS AND REQUESTS FOR REDRESS PROCESS - NB - NOT RULES!!!!

If you are involved in an incident on the water - you may want to protest another boat. To do so you must immediately hail 'Protest'. Later you can fill in a protest form and deliver it at the race office before the protest time limit ends.

Many times you can chose between arbitration and a regular protest hearing. You can read more about that in SI Attachment B, but here is some information about each system:

Protest hearing	Arbitration
<p>Sometimes you have to wait before your protest can be heard.</p> <p>There will normally be 3 - 5 judges hearing the protest.</p> <p>They will decide whether the protest is valid.</p> <p>If valid, they will hear it.</p> <p>If they find that anybody broke a rule - they will disqualify that boat.</p>	<p>There will normally be 1 judge hearing the protest - and this is much faster than a normal protest hearing.</p> <p>He will decide whether the protest is valid. If valid, he will hear the protest.</p> <p>You cannot bring any witnesses to an arbitration hearing.</p> <p>If the arbitrator finds that anybody broke a rule, he will suggest that the boat that broke a rule accepts an exoneration penalty (30%).</p> <p>If the penalty is accepted, the protestor will be asked to withdraw the protest.</p> <p>If this happens - the case is closed.</p> <p>If this does not happen - the case goes to a normal protest hearing.</p> <p>If a boat has accepted an exoneration penalty in arbitration - she cannot be penalised further in a hearing about the same incident later on.</p> <p>It arbitration goes to a full hearing - the decision may be the same - but it may also be different.</p>
Advisory hearing	
<p>If you have been involved in an incident - but you don't want to protest anybody, maybe you want to learn what the rules are in that situation anyway, then you can ask for an advisory hearing.</p> <p>This can be a good way to learn more about situations that happen on the water - and nobody will get disqualified or penalised.</p> <p>If you are told in an advisory hearing that you did break a rule in the situation - you can ask to get a penalty or to retire - but you don't have to.</p>	