



Burton Sailing Club

Rooster UK RS Tera Inland Championships 2021

Saturday 19th and Sunday 20th June

SAILING INSTRUCTIONS

The Organising Authority is the Burton Sailing Club
in conjunction with the UK RS Tera Class Association.

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation '[DP]' in a rule in the SIs means that the penalty for a breach of that rule may, at the discretion of the Protest Committee, be less than a disqualification

1. Rules

1.1. The event will be governed by the Racing Rules of Sailing.

1.2. The following documents apply:

1.2.1. The International RS Tera Class Rules apply, available at <https://www.rstera.org.uk/documents>

In addition:

1.2.2. Electronic compasses or variations thereof will not be permitted [DP]

1.2.3. All sailors must wear a whistle attached to their buoyancy aids [DP]

1.2.4. All boats shall carry a painter of 6mm floating line at least 8m in length (measured from the fitment point) permanently attached to the standard fitment position in front of the mast [DP]

1.2.5. Rear handles on the transom must have the plastic loops fitted as supplied by RS [DP]

1.2.6. The scrutineering process which is intended to assist in compliance with the RS Tera Class Rules will involve boats being selected at random for checks during the event. That technical officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in the rules

1.2.7. Burton SC and the UK RS Tera Class Association implement the Royal Yachting Association (RYA) Racing Charter, available at: <https://www.rya.org.uk/racing/rules/racing-charter>

1.2.8. The RYA Arbitration, Advisory Hearing and Post-Race Penalty will be available (see <https://www.rya.org.uk/racing/rules/rules-disputes>)

1.2.9. The Post-Race Penalty will be 30% of the number of boats in the relevant fleet (rounding 0.5 upwards).

1.2.10. [DP, NP] In addition, each competitor and Support Person agrees and acknowledges that they are responsible for complying with any regulations in force from time to time in respect of COVID-19 and for complying with COVID-19 procedures. Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions

by event officials to implement COVID-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.

1.3. RRS 40.1 will apply at all times whilst afloat.

1.4. RRS 63.7 is changed so that in the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail.

2. Changes to Sailing Instructions


Any change to the sailing instructions will be posted at least one hour before the first race in which 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

A WhatsApp group will be established for communications with competitors and shall be regarded as the Official Notice Board for the event, please join it here; <https://chat.whatsapp.com/LhWXTI4njuh9LS5BIK5yql>
The notices will also be displayed on the noticeboard outside the Clubhouse.

4. Signals Made Ashore

4.1. Signals made ashore will be displayed on the Clubhouse flagpole except for the Flag D which will be flown from the Slipway flagpole.

4.2. When flag AP  is displayed ashore, '1 minute' is replaced with 'Flag D is expected to be displayed approximately 20 minutes after AP is lowered' in Race Signals AP

4.2.1. [DP] Flag D  with one sound means 'Boats shall not launch until this signal is made. The warning signal will not be made before the scheduled time or less than 20 minutes after flag D is displayed'

5. Schedule of Races

5.1. The table below shows the scheduled times for warning signals for each day of the event:

Day	Event	Time
Friday 18 th June	Online briefing available	No later than 12.00
Friday 18 th June	Boat arrival	From 14.00
Friday 18 th June	Registration open	18.00 – 20.30
Saturday 19 th June	Registration open	08.30 – 10.00
Saturday 19 th June	First warning signal	10.55 for the RS Tera Pro fleet, 11.05 for the RS Tera Sport fleet
Sunday 20 th June	First warning signal	09.55 for the RS Tera Pro fleet, 10.05 for the RS Tera Sport fleet
	Last possible time for a warning signal	15.00 both fleets

5.2. The pre-recorded race briefing will be made available on the event page on the Class Association website at <https://www.rstera.org.uk/rs-tera-inlands-burton-2021>

5.3. Questions may be emailed to rsterasecretary@gmail.com and those questions, with answers from the Organising Authority and/or Race Committee as appropriate, will be posted as soon as possible on the event WhatsApp Group. Please note that questions will be answered in the order received, and those received after 20.00 on Friday 18th June are not guaranteed to be answered prior to racing on Saturday 19th June.

5.4. Four races per day are scheduled to be sailed. One extra race per day may be sailed, provided that no class becomes more than one race ahead of schedule.

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

6. Class Flags

The class flag for the RS Tera Pro fleet is a yellow flag with the word 'Pro' in black text.

The class flag for the RS Tera Sport is a white flag with the word 'Sport' in black text

PRO

SPORT

7. Courses

- 7.1. The diagrams in SI Addendum 1 show the courses to be sailed, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 7.2. No later than the warning signal, the committee boat will display the approximate compass bearing of the first leg.


8. Marks

- Marks will be orange long cylindrical inflatable marks.
- The Starting mark will be a danbuoy displaying an orange flag.
- The finishing mark will be a danbuoy with a blue flag.

9. Obstructions

The following objects/areas are designated as an obstruction: Water tower adjacent to dam

10. The Start

- 10.1. Races will be started using RRS 26
- 10.2. The starting line is between a staff displaying an orange flag on the committee boat at the starboard end and the port-end starting mark. The port end starting mark is a danbuoy displaying an orange flag.
- 10.3. [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 10.4. A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2
- 10.5. In the main fleets, the PRO fleet will start first, followed by the SPORT fleet.
- 10.6. If there is a general recall  for the PRO fleet, the SPORT fleet will be started after the restart of the PRO fleet.

11. Change of the Next Leg of the Course

- 11.1. To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.
- 11.2. Minor mark moves of up to 100m or approximately 5 degrees may be made without a signal. This changes RRS 33

12. The Finish

- 12.1. The finishing line is between the Committee boat with a blue flag on a staff to port and a danbuoy with a blue flag to starboard.
- 12.2. Scoring other boats:
 - 12.2.1. 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.
 - 12.2.2. When a race committee boat displays flag W with two sounds, boats still racing may be finished by this race committee boat.
 - 12.2.3. 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. This changes RRS 35, A4 and A5.

13. Time Limits and Target Times

- 13.1. The Race Time Limit (see RRS 35), Target Time for the first boat and Finishing Window are show in the table below

Race Time Limit	Target Time	Finishing Window
60 minutes	45 minutes	15 minutes

- 13.2. 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, penalized or given redress, will be scored Did not finish (DNF) without a hearing. A boat scored DNF shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 13.3. Failure to meet the Target Time will not be grounds for redress. This changes RRS62.1(a)

14. Hearing Requests

- 14.1. For each class, the protest time limit is 45 minutes after the last boat in that class finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official noticeboard.
- 14.2. Hearing request forms are available to be completed from the event registration.
- 14.3. 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. Hearings will be held at Burton SC training centre.

15. Replacement of Crew or Equipment

- 15.1. [DP] Substitution of competitors is not allowed without prior written approval of the Race Committee
- 15.2. [DP] Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

16. Berthing

[DP] Boats shall be kept in their assigned places while in the boat park. Competitors and support persons shall comply with reasonable requests from the Association Beach Team marshals. These marshals will be wearing high-viz vests.

17. Prizes

- 17.1. Prizes will be given dependent on number of entries, but as a minimum 1st – 3rd overall for the Sport and Pro Fleets.
- 17.2. The titles will be awarded as follows:
 - RS Tera Pro Inland Champion - First RS Tera Pro Overall
 - RS Tera Sport Inland Champion - First RS Tera Sport Overall
 - Team trophy

18. Risk Statement

Rule 3 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.”

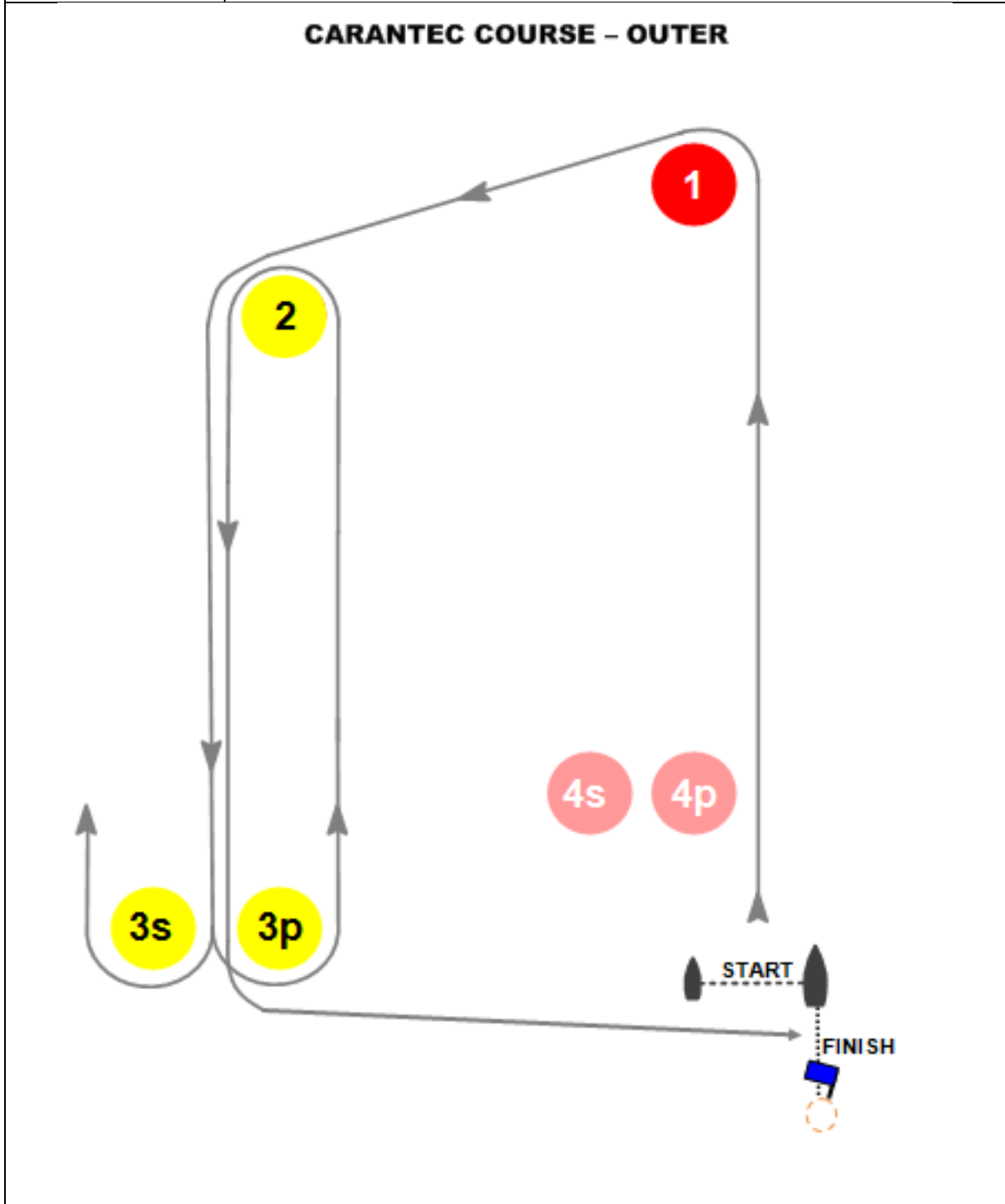
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- 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) 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 competitors briefing held for the event.

19. INSURANCE

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

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



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

CARANTEC COURSE – INNER

SI ATTACHMENT B – EXONERATION PENALTY & ARBITRATION

B1 Exoneration Penalty

- B1.1 A boat that may have broken a rule of Part 2 (boat vs boat), or RRS 31 (touching a mark) or 42 (propulsion), may, before the start of any protest about the same incident, notify the race committee that she accepts a 30% scoring penalty as stated in RRS 44.3(c), except that the minimum penalty is two places if that does not result in a score worse than DNF).
- B1.2 This penalty **does not** reverse an OCS (On the Course Side) score, a disqualification under RRS 30.3 (Black flag) or a penalty under Appendix P. It is not available for a breach of RRS 2 (Fair sailing) or for gross misconduct under RRS 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.
- B1.3 When an exoneration penalty is accepted:
- (a) Neither the boat nor the protest committee may revoke or remove the penalty.
 - (b) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

B2 Arbitration

- B2.1 When a protest or request for redress is lodged, a boat may at the same time request an arbitration, or the protest committee or race committee may offer it.
- B2.2 If the parties and a member of the protest or race committee agree that arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call a hearing. The normal rules for a hearing will apply, except that if the arbitrator decide that a boat that is party to the 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 boat, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.
- B2.3 When there is not an agreement to use arbitration, or when, after an 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 (reopening and appeal) do not apply to the arbitration decision since this is not a protest committee decision or procedure. A boat may still accept an exoneration penalty at any time before the start of a protest hearing and receive its protection from further penalisation.
- B2.4 When redress is offered and accepted by boats at the arbitration, all parties, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted or not offered at all, all parties may ask for the request to be heard before a protest committee.

B3 Advisory Hearing

- B3.1 When there is an incident that will not result in the lodging of a protest or request for redress, a boat, protest committee or race committee 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 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 an exoneration penalty when it applies to the incident, or choose to retire. (She does not have to do this.)

SOME EXPLANATIONS OF THE SYSTEMS IN SI ATTACHMENT B - 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 choose between an arbitration or a regular protest hearing. You can read more about that in SI Attachment B, but here are some information about each system:

Protest hearing	Arbitration
<ul style="list-style-type: none"> • Sometimes you have to wait before your protest can be heard. • There will normally be 3 - 5 judges hearing the protest. • They will decide whether the protest is valid. • If valid, they will hear it. • If they find that anybody broke a rule - they will disqualify that boat. 	<ul style="list-style-type: none"> • There will normally be 1 judge hearing the protest - and this is much faster than a normal protest hearing. • He will decide whether the protest is valid. • If valid, he will hear the protest. • You cannot bring any witnesses to an arbitration. • If the arbitrator finds that anybody broke a rule, he will suggest that the boat that broke a rule accepts an exoneration penalty (30%). • If the penalty is accepted, the protestor will be asked to withdraw the protest. • If this happens - the case is closed. • If this does not happen - the case goes to a normal protest hearing. • If a boat has accepted an exoneration penalty in an arbitration - she cannot be penalised further in a hearing about the same incident later on. • If an arbitration goes to a full hearing - the decision may be the same - but it may also be different.
Advisory hearing	
<ul style="list-style-type: none"> • 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. • This can be a good way to learn more about situations that happen on the water - and nobody will get disqualified or penalised. • 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. 	

RYA Racing Charter

Applies equally to
everyone involved in sailboat racing

Principles



Fair Racing

Competitors agree to race fairly; organisers and officials agree to provide fair racing; support persons agree to encourage fair racing and uphold the principles of this Charter.

Fair Resolution

Disputes will be addressed in a timely and proper manner by those responsible; parties involved will use established tools for achieving a fair resolution.



Foul, abusive, aggressive and discriminatory language or behaviour, or a lack of respect for others and their property, will not be tolerated.



Respect

Those who take unfair advantage of sailing's self-policing nature, or behave inappropriately, can expect action to be taken against them.



Accountability

Why?

Ensures sailboat racing is **fair, welcoming and inclusive to all**

Provides a framework for all-round **enjoyment**

Encourages **life long** sailboat racing

In Practice

What YOU should expect

Racing that is inclusive, fair, enjoyable and safe.

Facilities, organisation and race management of acceptable standards and appropriate to the event.

Opportunities to give feedback.

Prompt resolution of any disputes.



What is expected of YOU

Courtesy and respect to other competitors, officials and other water users, both afloat and ashore.

Compliance with rules; taking a penalty when required by the rules.

Use of provided tools to resolve any disputes.

The RYA encourages the use of the following tools...

for the resolution of Racing Disputes:

Post-Race
Penalty

Advisory
Hearings

RYA
Arbitration

Protest
Hearings



for Unacceptable Behaviour:

Rule 2
Protest

Rule 69
Hearing

For further information, visit www.rya.org.uk/go/racingcharter