



EMSWORTH SAILING CLUB

SAILING INSTRUCTIONS

RS Tera Open Meeting Saturday 20 September 2025

1) Rules

- a) The meeting will be governed by the Racing Rules of Sailing (RRS) 2025, the prescriptions of the RYA and the RS Tera Class Rules except as any of them are changed by these Sailing Instructions.
- b) Competitors shall sail in accordance with the Royal Yachting Association (RYA) Racing Charter.
- c) The Post-Race Penalty and RYA Arbitration of the RYA Rules Dispute Process will be available. The Post-Race Penalty will be 30%.

2) Conditions of Entry

- a) Eligible boats are RS Teras with either the Pro or Sport rig. They may be entered with the organizing authority as stipulated in the Notice of Race. Boats must conform to the class rules. Those using a Mini-sail on a Sport rig will be included with the Sport fleet. No dispensation (in terms of handicap) will be made for those using the Mini-sail

3) Risk Statement

A Rule 3 of the RRS states: "The responsibility for a boat's decision to participate in a race or continue to race is hers alone" and that sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor, or parent and guardian for those aged under 18, agrees and acknowledges that:

B 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;

C They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

D) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

E) Their boat is in good order, equipped to sail in the event and they are fit to participate;

F) The provision of a race management team, patrol boats if any and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

G) The provision of patrol boat cover, if any, is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances;

H) It is their own 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 safety briefing held for the event.

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

- i) 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;
 - ii) They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
 - iii) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - iv) Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - v) The provision of a race management team, safety boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
 - vi) The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
 - vii) Their boat is adequately insured, with cover of at least £3,000,000 against third party claims;
- d)** Neither these Sailing Instructions nor any inspection of the boat limits or reduces the absolute responsibility of the owner/person in charge for the crew, the boat and her management.

4) Club Membership

- a)** All competitors are granted Honorary Membership of ESC during the meeting.

5) Notices to Competitors

- a)** Notices to competitors will be posted on the official notice board (to be defined at the briefing).

6) Changes in Sailing Instructions

- a)** Any change to the Sailing Instructions will be posted at least 30 minutes before the first race to which the change applies.

7) Signals made ashore

- a)** Signals made ashore will be displayed on the Club flagstaff by the Clubhouse.
- b)** When code flag AP is displayed ashore the first warning signal will be made not less than 20 minutes after it is lowered.

8) Schedule of Briefing and Races

- a)** Briefing: 10:15
- b)** Race 1: First warning signal not to be made before 11:15
- c)** Three races in total are scheduled, to be sailed back-to-back
- d)** All Tera Pros will start together followed 5 mins later by Tera Sports
- e)** No warning signal will be made after 13:15

9) Class Flags

- a)** Class Flags for the Pro and Sport fleets will be defined at the briefing.

10) Sails and Sail Numbers

- a)** Except with the prior permission of the Race Officer no dinghy shall use any sails other than her own. Permission will be refused if the sail number is the same as one of the other entries.

11) Safety

- a)** Personal buoyancy must always be worn by all competitors whilst afloat, except briefly in order to adjust clothing. Flag Y may not be flown. This changes RRS 40.
- b)** A safety tally system will be in operation.
 - i)** The tally control point will be on the club terrace
 - ii)** A Competitor's tally number will be allocated at registration.
 - iii)** Competitors' shall individually check-out before racing by personally going to the tally control point and giving their number to advise they are going racing they must tally wearing their buoyancy aid. Tally bands will be worn on the right arm.
 - iv)** Competitors' shall individually check-in immediately on returning to shore by personally going to the tally control point and giving their championship number to advise they are ashore. This must be done no later than 10 minutes after the last boat has come ashore.
 - v)** The penalty for failing to tally-out or tally-in as above will be five points added to the boat's series score for each offence. This changes RRS 63.1 and A5.

12) Launching

- a) Competitors may not launch until they are given permission to do so. This will be indicated by code flag D being displayed and may be relayed to competitors by the Beachmaster.
- b) Boats ashore must only be left in the areas allocated

13) Course

- a) The course will be marked by large inflatable buoys. The course will be further described at the briefing

14) Local Rules and Hazards

- a) ***The helm of a capsized boat may request a safety boat to assist with raising his/her mast.*** A safety boat will respond when it is able to do so without compromising the safety of other helms and, in the case of multiple capsizes, in the most expedient order. Failure of a rescue boat to promptly assist a capsized boat shall not be grounds for redress. This changes RRS 41 (outside help).
- b) ***Safety boats have the right under RRS 60.2 to protest or request redress for a boat.*** The intent of this is to encourage good sportsmanship and develop awareness of the Racing Rules of Sailing amongst competitors. If it sees an infringement, the safety boat may inform the helm or helms involved and give them ample opportunity to complete penalty turns. If a competitor fails to respond appropriately then the race committee may protest that boat.
- c) Boats wishing to sail ashore before the end of the day's racing shall report to any safety boat who shall advise the best way to proceed.
- d) Boats shall follow the instructions of official vessels (safety boats, support boats and the committee boat). Infringements will be reported to the race committee, which may protest the boat. Boats penalised under this instruction may be scored DNE, or such other penalty that the protest committee may decide

15) The Start

- a) Races will be started using rule 26. The starting sequence will be 5 – 4 – 1 – go. ☐
- b) The starting line will be between a staff displaying an orange flag on a committee boat at the starboard end and a yellow buoy with an orange flag on its staff at the port end.
- c) The starting signal for the Pro fleet will be first, followed by a separate start signal for the Sport fleet
- d) Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- e) 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 A4 and A5.

16) Lead Boat

- a) A boat flying flag "L" may motor around the course ahead of the fleet. This will be held not to infringe RRS 41.

17) Shortening Course

- a) If a race is shortened for one fleet only then that fleet's class flag will be displayed below flag S. If flag S is displayed on its own, then the race is shortened for both fleets.

18) The Finish

- a) The finishing line will be between a staff displaying a blue flag on a committee boat and a yellow buoy with an orange flag on its staff
- b) Scoring other boats:
 - i) 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.
 - ii) When a boat is scored in accordance with this instruction it shall be given score for a place after all boats that have sailed the course and finished.
 - iii) This changes RRS 35, A4 and A5.

19) Time Limit

- a) The Race Officer may impose a finish window, in which case boats failing to finish within fifteen minutes after the first boat finishes will be scored "Did not finish". This changes RRS 35.

20) Post-Race Penalty

- a) 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 area. 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.

- b) 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 penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

21) Advisory Hearing

- i) 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.

22) RYA Arbitration

- a) 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.
- b) 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.
- c) 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 penalisation. She may also retire.

23) Declarations and Protests

- a) Declarations are required only from competitors who finish and subsequently retire from a race. A declaration sheet will be displayed on the official notice board and shall be signed upon returning to shore (or similarly after the following race(s) if held back-to-back) by competitors who have retired.
- b) Protests must be lodged with the Race Officer within 30 minutes of the last boat finishing (or similarly after the following race(s) if held back-to-back) on the form provided. A protest committee will meet as soon as practicable after the race.
- c) In the event of any dispute, other than protests under Racing Rules of Sailing, the decision of the Race Committee is to be final.

24) TRASH DISPOSAL

- a) 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 official boats. The penalty for breaking RRS 47 is at the discretion of the Race Management Team and may be less than disqualification.

25) SCORING

- a) Appendix A will be used – Low Point System.
- b) One race completed shall constitute a series.
- c) If less than three races are completed, a boat's series score will be the total of her race scores.
Otherwise her series score will be the total of her race scores excluding her worst score
- d) If less than 5 entries are received for either rig then a combined series may be run and boats will be scored based on their corrected time.

A Guide to Advisory Hearings, Arbitration and Protests

1. AN ADVISORY HEARING

Its purpose is to discuss incidents with an adviser and resolve them promptly in an informal but positive way, so that competitors understand the rules better. It is available only where there is no injury, serious damage, related protest or RYA Arbitration.

When an Advisory Hearing is requested, and if all parties agree to this procedure, an adviser will hear quickly what the parties have to say, decide whether the issues are clear enough without further evidence and, if so, say whether any boat broke a rule and, if so, which and why.

Redress is not available, but a race committee may agree to correct a mistake if it comes to light.

2. RYA ARBITRATION

When a protest form is lodged, a boat may request RYA Arbitration, or the protest committee may suggest it. If the boats and a member of the protest committee or race committee agree that RYA Arbitration is suitable, one or more arbitrators (who may also be members of the protest committee) hear the evidence of the parties and give an opinion on whether any boat broke a rule and, if so, which and why. The arbitrator will then invite each boat that appears to have broken a rule to accept a Post-Race Penalty. If all such boats accept the penalty, or the arbitrator's opinion is that that no boat broke a rule, the arbitrator will invite the protestor to withdraw the protest. When the protest is withdrawn, this will normally conclude the matter. A withdrawal of a protest following RYA Arbitration cannot subsequently be withdrawn. When a boat declines to take an offered penalty, or when the protest is not withdrawn, a protest hearing will follow. However, a boat that takes a penalty shall not be penalised further by the protest committee with respect to the same incident unless she caused injury or serious damage or gained a significant advantage.

The arbitrator may instead decide that the matter should be heard as a full protest. However, a boat may still accept a Post-Race Penalty before the hearing, thus avoiding the possibility of disqualification in most cases.

Because of the often complex nature of redress requests, as well as potential implications of their outcome for other boats and also appeal procedures, requests for redress cannot be heard by RYA Arbitration and must instead be heard by a protest committee. In apparently straightforward situations, it may be appropriate to form a protest committee with fewer than three members.