



INTERNATIONAL RS TERA CLASS RULES

2014



The RS Tera was designed in 2005 by Paul Handley and granted ISAF International Class status in 2009

INDEX

PART I – ADMINISTRATION

Section A – General

A.1	Language	4
A.2	Abbreviations	4
A.3	Authorities.....	4
A.4	Administration of the Class	4
A.5	ISAF Rules	4
A.6	Class Rules Variations	4
A.7	Class Rules Amendments	4
A.8	Class Rules Interpretation	5
A.9	Sail Numbers	5

Section B – Boat Eligibility

B.1	Class Rules Compliance	5
B.2	Class Association	5

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	General	6
C.2	Crew Eligibility.....	6
C.3	Personal Equipment	6
C.4	Advertising	6
C.5	Portable Equipment	6
C.6	Boat Alterations	7

C.7	Hull	7
C.8	Daggerboard and Rudder	7
C.9	Rig	8
C.10	Sails	8

Section D– Hull

D.1	Hull Specifications	9
D.2	Hull Manufacturer.....	9
D.3	Hull Identification.....	9
D.4	Hull Alterations	9
D.5	Hull fittings	9

Section E – Daggerboard and rudder

E.1	Foils Specifications.....	9
E.2	Foils Manufacturer	9
E.3	Foils Alterations	10

Section F – Rig

F.1	Spars	10
F.2	Rig Manufacturer	10
F.3	Rig Alterations	10

Section G – Sails

G.1	Sail Specifications	10
G.2	Sail Manufacturer	10
G.3	Sail Alterations.....	10

INTRODUCTION

The RS Tera is a one-design racing boat, suitable for junior sailors for both training and racing. It has been designed against the principle that the racing results should depend solely on the attributes and skills of the crew. The fundamental objective of these class rules is to ensure that this concept is maintained.

RS Tera hulls, hull appendages, rigs and sails shall only be manufactured by licensed manufacturers. Equipment is required to comply with the RS Tera Building Specification and is subject to an approved manufacturing control system.

RS Tera hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the RS Tera Class Rules proper begin on the next page.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- ICA RS Tera International Class Association/Owner’s Club
- NCA National RS Tera Class Association/Owner’s Club
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- LIC Licensors - Copyright Holder and RS Racing

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the ICA and LIC which shall co-operate with each other in all matters concerning these **class rules**.
- A.3.2 The ICA, an NCA, an MNA or LIC are under no legal responsibility in respect of these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class is administered by the ICA which shall co-operate with the LIC. The ICA may delegate part or all of its administrative functions to an NCA.
- A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions shall be carried out by the ICA in co-operation with the NMA, or by the NMA in co-operation with the ICA.

A.5 ISAF RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events – see RRS 89.1(d) – ISAF Regulation 10.5(f) applies. At all other events RRS 87 applies.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** shall only be made subject to approval of the ICA and LIC in accordance with the ICA regulations.

A.8 CLASS RULES INTERPRETATION

- A.8.1 Interpretations of **class rules** shall be made by the ICA and LIC
- A.8.2 Interpretations of **class rules** that are required during an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the ICA and LIC of the event ruling.

A.9 SAIL NUMBERS

- A.9.1 Sail numbers shall be issued by the LIC.
- A.9.2 Sail numbers shall be issued in consecutive order starting at “1”.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES COMPLIANCE

- B.1.1 The boat shall be in compliance with the **class rules**.
- B.1.2 In the event of a dispute alleging non-compliance with the **class rules**, the following procedure shall be adopted:
 - (a) A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.
 - (b) The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.
 - (c) If any of the dimensions obtained from the disputed boat or item of equipment lie outside the corresponding range of dimensions found in the sample by more than 10% of that range the matter together with the details of the measurement methods and any other relevant information shall be referred to ICA

B.2 CLASS ASSOCIATION

- B.2.1 A valid Class Association Sticker, when required by the NCA, shall be affixed to the hull in a conspicuous position.

PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. Any **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 The RS Tera shall be raced with one person on board (the **crew**) in the Sport category using the Sport mainsail (vertical or horizontal battens) or the Pro category using the Pro fully-battened mainsail. In the Sport category the sail may be reefed or replaced with a Mini-sail.

C.2 CREW ELIGIBILITY

C.2.1 To be eligible to compete in events run under the auspices of an NCA the **crew**, boat owner, or a nominated representative of an organisation owning the boat must be a member of the NCA

C.3 PERSONAL EQUIPMENT

C.3.1 The boat shall be equipped with **personal buoyancy** for each crew member to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.

C.3.2 No clothing or equipment of the **crew** shall be worn with the specific feature of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.

C.4 ADVERTISING

C.4.1 *Advertising for ICA events shall be displayed in accordance with the ISAF Advertising Code. There shall be no restriction on the number or coverage of advertiser's logos or slogans except for the front 25% of the hull and bottom 10% of the mainsail are reserved for event and circuit sponsors.*

C.5 PORTABLE EQUIPMENT

C.5.1 The following optional equipment may be used onboard and attached to the hull or rig providing that attachments do not puncture the hull skin:

- (a) Compass, timing device or a combination of both provided that it/they can only provide information relating to the boat's heading and time (current or elapsed).
- (b) Charts and means for recording compass headings
- (c) Bags, ties or tape to secure safety or other permitted equipment.
- (d) Items to stow food and/or drinks.

(e) Any additional equipment required for safety purposes.

C.6 BOAT ALTERATIONS

C.6.1 No significant performance advantage shall be obtained from any replacement, addition or repair permitted by these **class rules**.

C.6.2 Replacements for any boat equipment, including spars, sails, foils, rudder stock, tiller or fittings, whether original or replacements shall be only those produced by a manufacturer licensed by LIC except where otherwise authorised by this section. Replacements shall have the same specification as the equipment originally supplied with the boat or a more recent specification if the item specification has been subsequently changed by the manufacturer with approval of LIC.

C.6.3 Repairs and maintenance may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. Maintenance shall include the replacement of fastenings with alternatives provided that the equipment is replaced in the original position.

C.7 HULL

C.7.1 HULL MAINTENANCE AND REPAIR

Polishing or burnishing of the hull is permitted.

C.7.2 REPLACEMENT OF HULL FITTINGS

The following parts or equipment may be replaced providing that the replacement is of a similar type and performs the same function. The replacement parts or equipment may be obtained from any supplier:

Blocks

Bungs

Toe straps, lashings and tensioning elastics

Inspection hatches

C.7.3 ADDITIONS AND ALTERATIONS TO HULL

The following additions and alterations are permitted. Parts may be obtained from any supplier:

Non slip material of any kind (maximum thickness 2.5mm) may be added to the deck and cockpit.

The use of flexible adhesive tape as long as this does not modify the intended purpose or action of any equipment

Calibration marks of any kind

C.8 DAGGERBOARD AND RUDDER

C.8.1 MAINTENANCE AND REPAIR OF FOILS

Polishing or burnishing of the daggerboard or rudder blade is permitted.

C.8.2 TILLER EXTENSION

Tiller extension may be replaced providing that the replacement performs the same function and is of the same material.

C.8.3 REPLACEMENT OF FOILS

If a moulded polyurethane rudder blade is replaced by an aluminium rudder blade, the aluminium rudder blade may be fitted to the original aluminium stock.

C.9 RIG

C.9.1 MAINTENANCE OF RIG

The following rigging may be replaced providing that the replacement performs the same function and has a similar specification to the originally supplied equipment. The replacement parts or equipment may be obtained from any supplier: -

- Mainsail sheet – rope of constant diameter
- Mainsail sheet bridle
- Mainsail outhaul
- Mainsail downhaul
- Kicking strap
- Painter, safety lines, elastic and other supplied lines

C.9.2 ADDITIONS AND ALTERATIONS TO RIG

The following additions and alterations to the rig are permitted. Parts may be obtained from any supplier:

- (a) A mechanical wind direction indication device which may be fixed to the mast or sail. A streamer at the masthead may also be added.
- (b) A purchase up to 2:1 may be incorporated in the mainsail sheet system at the out board end of the boom; for this purpose an additional block may be introduced.
- (c) The mainsheet bridle may be arranged with the mainsheet fixed at the centre or attached to a free running block, sliding ring or shackle on the bridle which may be attached to the block for the mainsheet. If a free running block, sliding ring or shackle is used no knots or stops may be added to prevent it from running the full width of the bridle. The length of the mainsheet bridle may be adjusted, but not during a race.
- (d) A ratchet block or a free running block may be used as the mainsheet block.
- (e) The outhaul line shall be attached to the mainsail clew with a quick-release shackle or hook, or passed through the mainsail clew and back to the manufacturer supplied slot in the boom end fitting. Up to three blocks may be used in the outhaul system but the total purchase shall not exceed 4:1. Elastic may be used to tidy the end of the outhaul.
- (f) The downhaul may be applied on the luff sleeve, forward of the mast, or through the mainsail tack eyelet. Up to two extra blocks may be added to increase the downhaul purchase but the purchase shall not exceed 6:1.

- (g) The kicking strap purchase may be increased by adding an extra block(s) up to a maximum purchase of 6:1 and a camcleat may be used for cleating.
- (h) The boom padding shall be in place at all times when sailing and the mainsheet shall run through the loops on it. A small length of tube may be inserted into the loops in the boom padding to reduce friction of the mainsheet passing through the loops.
- (i) The mainsail clew shall be attached to the boom by either a metal sliding ring, a sliding strap or a rope loop around the boom.

C.10 SAILS

C.10.1 SAIL MAINTENANCE AND REPAIR

- (a) Routine maintenance and repairs are permitted
- (b) Sail battens and batten tensioning devices may be replaced with parts obtained from any supplier.

C.10.2 MAINSAIL IDENTIFICATION

- (a) The sail number shall be displayed on each side of the mainsail at approximately mid height, with the upper numbers on the starboard side, in compliance with the RRS
- (b) The Class Insignia shall be the RS Tera class logo as prescribed by the LIC, and shall be displayed on the top half of the mainsail, in compliance with the RRS.

Section D – Hull

D.1 HULL SPECIFICATION

- D.1.1 The hull shall comply with the Building Specification in force at the time of manufacture.

D.2 HULL MANUFACTURER

- D.2.1 The hull shall be built by a manufacturer licensed by the LIC to produce hulls.
- D.2.2 All production moulds used for hull manufacture shall be approved by the LIC.

D.3 HULL IDENTIFICATION

D.3.1 Each hull shall carry a moulded-in hull number

D.4 HULL ALTERATIONS

D.4.1 The hull shall not be altered in any way except as permitted by Section C of these **class rules**.

D.5 HULL FITTINGS

D.5.1 Hull fittings shall comply with the Building Specification in force at the time of manufacture except when altered, added or replaced as permitted by Section C of these **class rules**.

Section E – Daggerboard and rudder

E.1 FOILS SPECIFICATIONS

E.1.1 The daggerboard, rudder blade and rudder stock/tiller assembly shall comply with the Building Specification in force at the time of manufacture.

E.2 FOILS MANUFACTURER

E.2.1 The daggerboard, rudder blade and rudder stock/tiller shall be made only by a manufacturer licensed by the LIC to produce these.

E.3 FOILS ALTERATIONS

E.3.1 The daggerboard, rudder blade and rudder stock/tiller shall not be altered in any way except as permitted by Section C of these **class rules**.

Section F – Rig

F.1 SPARS

F.1.1 **Spars** and their fittings shall comply with the Building Specification in force at the time of manufacture of the **spar**.

F.2 SPAR MANUFACTURER

F.2.1 **Spars** and their fittings shall be made only by a manufacturer licensed by the LIC to produce spars.

F.3 SPAR ALTERATIONS

- F.3.1 **Spars**, their fittings and rigging shall not be altered in any way except as permitted by Section C of these **class rules** and except that in the case of spars that were supplied with separate mast tops for the Sport and Pro sails, a Pro sail mast top may be reduced in length to fit a Sport sail.

Section G – Sails

G.1 SAIL SPECIFICATIONS

- G.1.1 The **sails** shall comply with the Building Specification in force at the time of manufacture of the **sail**.

G.2 SAIL MANUFACTURER

- G.2.1 The **sails** shall be made only by a manufacturer licensed by the LIC to produce sails.

G.3 SAIL ALTERATIONS

- G.3.1 The **sails** shall not be altered in any way except as permitted by Section C of these **class rules**.