



INFORMATION TO COMPETITORS FROM THE INTERNATIONAL JURY

This document does not in any way modify or replace the rules of the competition

1. Outside Help

Rule 41 applies from a boat's preparatory signal (see rule 41 and the definition *Racing*). A boat shall not receive instructions or exchange sailing gear/clothing with a coach or support boat after the preparatory signal.

When coach and other support boats are prohibited from entering the racing area, a boat not racing that needs to receive help must sail to the coach or support boat outside the racing area or seek assistance from a nearby race official.

2. Support Boats

Coach and support boats shall be properly marked and shall not interfere with boats racing or official boats. Support boats that are towing boats to or from the racing area must respect boats that are still racing. Boat operators and support personnel may be penalized if they are identified inside prohibited areas.

When a protest committee decides in a hearing that a support person has broken a rule, RRS 64.4 provides for penalties to the support person and penalties to a boat in specific instances.

The protest committee has discretion to decide the appropriate penalty for a breach, from issuing a warning to excluding the person from the event or removing any privileges or benefits or taking other action within its jurisdiction as provided by the rules.

In case of Misconduct, the penalty to support persons and boats will be determined according to RRS69.

3. Propulsion

The World Sailing Rule 42 interpretations are posted on the World Sailing website:

<http://www.sailing.org/raceofficials/rule42/index.php>

In addition to the World Sailing Rule 42 Interpretations, the following points should be noted:

- Although there are usually two judges in each jury boat, a single judge will signal a yellow flag penalty when satisfied a sailor has broken rule 42.
- When a boat is given a rule 42 penalty in a race that is subsequently postponed, recalled or abandoned, the boat may compete in the restarted race. However, every yellow flag penalty counts in the boat's series penalty total.
- Although judges will signal a rule 42 penalty as soon as possible, this might be after the boat has crossed the finishing line. In the case of a boat's first series penalty, she must



complete her penalty turns, and return to the course side of the finishing line before finishing.

- If a boat retires after receiving a second or subsequent series penalty but unavoidably crosses the finishing line, she must promptly inform the race committee that she retired from the race.

A competitor may ask the judges for an explanation of a yellow flag penalty after the race. The request can be made on the water or coming to the jury room and meeting the judges.

A request for redress claiming the judges made an error when penalizing a boat is strictly limited in accordance with RRS P4 Redress Limitations. If granted, the redress will be limited to the removal of the penalty from the boat's record and award of average points for the race in question if the boat retired in accordance with Appendix P2.2 and P2.3. Redress will not include any allowance for penalty turns taken.

4. Protests by the Jury on the Water

Sailing is essentially a self-policing sport. The International Jury expects that boats will take a penalty promptly when appropriate. The primary responsibility for protesting breaches of the rules is with the competitors, not the jury. However, in addition to taking action in accordance with Appendix P, the jury may lodge protests in accordance with RRS 60.3.

The jury will not usually protest for a breach of a rule of Part 2 or rule 31 unless they observe an apparent breach of good sportsmanship (RRS 2). Examples of such breaches include:

- deliberately or knowingly breaking a rule with no justification for exoneration and not taking the appropriate penalty;
- intimidating other boats— often evidenced by unnecessary shouting or foul language;
- team tactics – sailing to benefit another boat to the detriment of your own position;
- reckless sailing that results in, or is likely to result in, damage or injury.

5. Requests for redress, claiming race committee error in scoring a boat UFD or BFD

Boats sometimes want to challenge the race committee's decision to score them OCS, UFD or BFD by requesting redress under rule 62.1(a).

Competitors are expected to consult the race officer prior to a hearing to learn the race committee's evidence that the boat was OCS, UFD or BFD. For a boat to be given redress, the competitor must provide **conclusive** evidence that the race committee has made an error in identifying the boat as OCS. Even video evidence is rarely conclusive. In the absence of conclusive evidence to the contrary, the protest committee will uphold the race committee's decision.

Evidence of the relative positions of two boats that are scored differently is not conclusive evidence that either boat started properly.



6. Cameras and Electronic Equipment

A party wishing to bring video evidence to a hearing is responsible to provide the equipment required to view the evidence. Boats may be required to carry cameras, sound equipment, or positioning equipment as specified by the Organising Authority. Information from this equipment shall not be used by a boat as evidence in a hearing. This changes rule 63.6.

7. Requests for Reopening

It is the intention of the International Jury to hear requests for reopening as soon as possible, especially on the last two racing days. Competitors involved in such requests should be prepared to proceed promptly.

8. Observers at hearings

Each party may bring a person to observe at a hearing, unless the jury panel decides, in a particular case, that it is inappropriate. Observers are seated behind the parties and must remain silent. Observers leave with the parties while the jury is deliberating and during this time shall not discuss the hearing with the parties. No photographic or recording equipment is permitted in the jury room. An observer may not appear as a witness.

9. Rule 69

Any form of cheating, including not telling the truth in a hearing is considered to be a breach of sportsmanship which may result in a hearing under rule 69.

10. Questions on procedure and policy

Competitors, team leaders and coaches may discuss procedure and policy with the jury chairman.

IODA Regatta Committee

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