

Weymouth and Portland International Regatta 2011

Information to Athletes from the Jury 28 July 2011

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

1 Course diagrams

Course designations shown in the Sailing Instructions have a tag with a letter and a number. The letter denotes the course profile and the number denotes the number of windward legs. For example, Course O2 is an outer trapezoid course with two windward legs.

2 Outside help

Rule 41 begins to apply from a boat's preparatory signal (see rule 41 and the definition Racing). A boat shall not receive instructions or exchange sailing gear with a coach or support boat after her preparatory signal.

3 On the water

Sailing is essentially a self-policing sport. The jury expect 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 are:

- Deliberate breaches of rules.
- Failing to take a penalty after knowingly touching a mark with no justification for exoneration.
- 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 – sailing that results in or is likely to result in damage or injury.

4 Support boats

Coach and support boats shall be properly marked (see NOR) and shall not interfere with boats racing or official boats. Boat operators should carefully read SI 16 and may lose their privileges if they are identified inside prohibited areas. Support boats that are towing boats back to the harbour after racing must respect boats that are still racing by not traversing or causing wash across active courses.

5 Propulsion

The ISAF Rule 42 Interpretations 2009-2012 are posted on the ISAF website:
<http://www.sailing.org/35483.php>

In addition to the ISAF Rule 42 Interpretations, the following points may help you understand the application of rule 42.

- 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's rule 42 penalty in the series is signalled 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 then unavoidably crosses the finishing line, she must promptly inform the race committee that she retires from the race.

A competitor may ask the judges for an explanation of a yellow flag penalty after the completion of the race. The request can be made on the water or by asking the jury office to arrange a meeting with the judges. A request for redress claiming the judges made an error when penalizing a boat is strictly limited in accordance with RRS P4. 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 or P2.3. Redress will not include any allowance for penalty turns taken.

6 Requests for redress, claiming race committee error in scoring a boat OCS or BFD

Boats sometimes want to challenge the race committee's decision to score them OCS or BFD by requesting redress under rule 62.1 (a). 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. Video evidence is rarely conclusive. In the absence of conclusive evidence to the contrary, the jury 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.

7 Video and Tracking Evidence

A party wishing to bring video evidence to a hearing is responsible for providing the equipment required to view the evidence. It should be possible for all parties and the jury to view the evidence at the same time. Tracking system information may be presented if available, but is of limited accuracy. The system can be used to get an indicative position of boats for visualization, but it is not sufficiently precise to be used for race management purposes or jury decisions that require exact positioning information. The tracking information may, therefore, not be considered as conclusive evidence in a hearing of a request for redress on a race committee decision about a boat being scored OCS or BFD or about its finishing position.

8 Requests for Reopening

It is the intention of the international jury to hear requests for reopening as soon as possible, especially on the last day of a qualifying or opening series. Competitors involved in such requests should be prepared to proceed on schedule.

9 Observers at hearings

Each party may bring one person to observe at a hearing, unless the jury panel decides in a particular case that it is inappropriate. Observers sit further back from the parties and unless authorised by the panel chairman, observers are not permitted to speak, communicate with the parties, use cellular phones, or use photographic or recording equipment. Observers leave with the parties while the jury is deliberating. No photographic or recording equipment is permitted in the jury room.

10 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 and a very heavy penalty.

11 Match Racing

There will not be a formal match racing de-brief each day. Athletes may ask the umpires for an explanation of a decision after the completion of the race. The request can be made on the water or by asking the jury office to arrange a meeting with the umpires.

12 Questions on procedure and policy

The best time to raise questions is at the team leaders meeting, but competitors, team leaders and coaches may discuss procedure and policy with the international jury chairman who is based in the jury offices.

David Tillett
Chairman, International Jury
28 July 2011