

# RACE OFFICIALS NATIONAL CONFERENCE

Saturday 7<sup>th</sup> and Sunday 8<sup>th</sup> February 2015



**REDRESS DECISIONS FOR PROTEST COMMITTEES**

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## Redress – Working with the Current Rule

- Considerable debate may be had on the extent of the current redress rule, but that is for another day.
- Today we are working with the current RRS 62.
- Aiming to be clear about current best practice and learn from incidents.
- Someone to take notes, please.



## Redress – Two Phases

Some structure to help our discussion. Two things for a protest committee to decide.

- Is a boat entitled to redress?
- What redress is appropriate?



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- Accurate re-instatement of finishing place
- Place in race at time of incident – how late in the race?
- Average points
  - Including discard?
  - Excluding last day's racing?
  - Always less than number of races completed (except race(s) in question)?
- Abandon
- Any examples of less common redress?



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## Some Cases that Highlight Issues

- In Miami last week 32 out of 43 cases were redress.
  - Giving help under 1.1 – Generous or not?
  - Damage after Part 2 – 49er tiller extensions?
  - Race Committee
    - OCS, BFD
    - Moving mark – redress on redress – whole fleet
  - Protest Committee decision
    - Who should hear?



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## Restricting Redress

- This SI shall not be grounds for redress. Changes RRS 62.
- This SI shall not be grounds for a redress claim by a boat. Changes 60.(b)



## An interesting debate

- 62.1(b) Physical damage or injury
  - If there is damage or injury as required for redress how much redress is appropriate?
    - For the time lost caused by time taken to effect repairs or loss of speed?
    - For the whole incident
    - For example, if a boat is entangled in an incident for 3 minutes and then takes 2 minutes to repair the damage. How much redress?