

INFORMATION FROM THE PROTEST COMMITTEE TO COMPETITORS

1 RRS 42

The following points may help understand the application of RRS 42.

- Official ISAF Interpretations about RRS 42
- When a boat's second RRS 42 protest in the regatta is signalled in a race that is subsequently postponed, recalled or abandoned, the boat may compete in the restarted race. However, for each boat, every yellow flag protest counts in the total number of such protests.
- Although judges will signal a RRS 42 protest as soon as possible, this might be after the boat has crossed the finishing line. In the case of a boat's first protest, the boat must take the two turns penalty, return to the course side of the finishing line and finish.

If a boat is yellow-flag protested, the competitor may ask the judges for an explanation after the completion of the race. It can be done either on the water or by asking the protest committee office to arrange a meeting with the judges. The protest committee may brief all competitors regarding RRS 42 protests at daily meetings.

2 Penalty turns

Boats that have taken a two turns penalty for a breach of a right-of-way rule (RRS Part 2) or a one turn penalty for a breach of RRS 31.1 must sign an acknowledgement form at the race office (as required by sailing instructions). There is no need to sign for penalty turns for a breach of RRS 42.

3 Observers at hearings

It is intended that hearings are open to observers but this will be subject to the space available in the hearings and at the discretion of the protest committee. Preference will be given to the parties to the hearing who may always bring one person to observe, although in some circumstances the panel may decide to restrict observers. Observers sit further back from the parties and are not permitted to speak. If the hearing is adjourned, observers and parties are not permitted to speak to each other. Mobile phones must not disturb the hearing and no photographic or recording equipment are permitted in the room during the hearing.

4 Requests for redress for alleged 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 RRS 62.1(a).

For a boat to be given redress, conclusive evidence must be presented to the protest committee that the race committee has made an error in recording the 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 OCS decision.

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

5 On the Water

In addition to taking action in accordance with Appendix P, the protest committee may lodge protests in accordance with RRS 60.3, or the protest committee may issue a warning. However, sailing is essentially a self policing sport. The protest committee expect that competitors will take a penalty promptly when appropriate. The primary responsibility for protesting breaches of the rules is with the competitors, not the protest committee. In cases of an apparent breach of good sportsmanship the protest committee will act. Examples of such breaches are:

- reckless sailing – sailing likely to result in damage or injury
- apparent deliberate breaches of rules
- intimidating other boats – often evidenced by unnecessary shouting or foul language.
- failing to take a penalty after knowingly touching a mark
- team racing – sailing to benefit another competitor to the detriment of your own position

6 RRS 69

Any form of cheating, including not taking a penalty after a clear breach of the rules or not telling the truth in a hearing, is considered to be a breach of sportsmanship and may give rise to a hearing under RRS 69 resulting in heavy penalty.

7 Video Evidence

If a party to a hearing wishes to bring video evidence it is their responsibility to provide the equipment required to view the video.

8 Protest Committee Chairman

Competitors, team leaders and coaches may discuss procedure and policy with the Protest Committee chairman. He may be contacted through the race office and will be available each day before and after sailing.