

2014 Protest Procedures



Sportsmanship and the Rules

In order to increase the level of compliance with “Sportsmanship and the Rules,” the U.S. Sailing Racing Rules Committee is developing a set of alternative experimental rules that addresses what it believes are at the root of the problem in the following three ways:

1. On water penalties should more appropriately “fit the crime”.
2. Alternative penalties that are substantially less than disqualification should be available.
3. A shorter, streamlined alternative to a full-fledged protest hearing should be available.

2014 Rules for conflict resolution in Fleet#46

1. Penalties that fit the crime –

Experimental Rule A1 – “CIRCLES”

- i. Changes the on-the-water penalty for breaking a rule of Part 2 to a One-turn (circle) Penalty for most incidents.
- ii. However if the incident occurs in the three-length zone around a mark (other than a starting mark) the penalty remains a Two-turns Penalty (two circles).
- iii. If a boat causes injury or serious damage her penalty and obligation is still to retire.

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2014 Rules for conflict resolution in Fleet#46 *(continued)*

2. Alternative penalties that are substantially less than disqualification

Experimental Rule A2 – “The Confession”

- i. If a competitor reports to the RC that he or she wishes to take a penalty the competitor would receive a Scoring Penalty. If filed before the end of the Penalty time the penalty would be a 20% Scoring Penalty.
- ii. However if the incident occurs in the three-length zone around a mark (other than a starting mark) the penalty would be a 40% Scoring Penalty.

3. Arbitration

Experimental Rule B1 – “Three Minute Justice”

- i. An expedited hearing procedure through Arbitration requires that the competitor notify the RC at the finish of the race if he or she intends to protest. The sail number of the protested boat must be mentioned to the RC when reporting a protest. This enables an arbitration hearing to get underway as soon as possible; on the water, on the dock, or via email. If via email the protest must be filed by **12:00pm of the day following the race day.**

Note: If filing the protest via email it must be sent to the following people:

Dick Callahan, Fleet 46 Arbitrator: **dickc3@mac.com**

Bill Bradford, Fleet 46 Arbitrator: **bradford-2@live.com**

Barbara Wilson, Fleet Captain: **w.wilsonkb@verizon.net**

Patrick Hnath, Asst. Fleet Captain: **tarifa1992@gmail.com**

- ii. If the Arbitrator finds a boat at-fault the penalty offer will be a 40% Scoring Penalty
- iii. The at-fault boat may either accept the penalty or take the protest to a protest committee hearing.

Note: We recommend holding the Arbitration conference on the Committee Boat immediately after the last race of the day. The Arbitrator may elect to hold the Arbitration Conference on the dock of the host club if the weather is a consideration. The RC shall notify the boats involved if the Arbitration will be held ashore.

Three people will be involved:

The Arbitrator: Dick or Bill (Determined by host YC)

Each Skipper

Each Skipper will be given 3 minutes to present his/her case. The Arbitrator will take approximately 3 minutes to reach an opinion.

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2014 Rules for conflict resolution in Fleet#46 *(continued)*

4. Protest Committee Hearing

Experimental Rule B2 –

- i. Allows for substantially shortened protest hearings that can be held any time or anywhere. The purpose of the expedited hearings is to resolve disagreements about the rules quickly and decisively.
- ii. If the Protest Committee finds a boat at-fault then that boat shall receive a DSQ for that race. (This changes Experimental Rule, B2)

Note: The time and place of the Protest meeting needs to be determined. We recommend that it be held at a consistent time and place i.e. Monday at 7:30 PM at the protesting boat's YC. A minimum of two persons (judges) will make up a R-19 Protest Committee. Judges will be designated at both Yacht Clubs.

Each Skipper may present one witness. The protesting boat will present first. The skipper will be given three minutes and the witness will be given three minutes. The defending boat's skipper will be given three minutes and the witness will be given three minutes. The Protest Committee will make a quick decision of fault or no fault based upon the facts presented. An At Fault boat will be disqualified from that race.

(This changes Experimental Rule B2, which allows a 60% penalty as an alternative to a DSQ.)