

Jury Policy

On the Water Rule Compliance

Sailing is essentially a self policing sport. The International Jury expect that boats will take a penalty promptly when appropriate. The primary responsibility for protesting breaches of the rules is with the sailors, not the International Jury.

Jury Protests:

The International Jury will not normally protest for a breach of a rule of Part 2 unless they observe an apparent breach of good sportsmanship (RRS 2). Examples of such breaches are:

- apparent deliberate breaches of rules
- failing to take a penalty after knowingly touching a mark
- reckless sailing – sailing likely to result in damage or injury

Jury Whistling:

If one or more boats protest and a jury member thinks a rule is broken, and is able to witness the incident he will make one long blast of the whistle.

If a jury member observes a boat hitting a mark he will make one long blast of the whistle and indicate the collision by patting his head.

Non-action from the jury does not mean that an incident did not occur. It may mean the Jury were unsighted.

Neither action or non-action by the jury limits the rights and obligations of the boats

Hand Signals:

In addition to hailing for *room* to tack or the response of 'You tack' please use hand signals to indicate your intentions.

Hand signals would also make it safer if used by a starboard tack boat when she wants to allow a port tack boat to cross her.

Requests for redress for a boat scored OCS:

Boats sometimes want to challenge the race committee's decision to score them OCS.

For a boat to be given redress, conclusive evidence must be presented to the International Jury that the Race Committee has made an error. Even video evidence is rarely conclusive. In the absence of conclusive evidence to the contrary the International 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.

Limitations on Redress:

Redress will always be limited to an individual event.

If the incident for which redress is granted happened during the first race of a MedCup event the boat will receive for each race she misses of that event points equal to half of the numbers entered in that event.

If the incident for which redress is granted happened after the first race of a MedCup event the boat will receive average points for the races missed for as many races as she has completed in that event. For the rest of races she misses, event points equal to half of the numbers entered in that event.

For coastal races the above points will be multiplied by the applicable coefficient.