



This document is abstract from World Sailing standard document and includes Information to competitors applicable at this event and Discretionary Penalty Policy with Base Penalty Bands according to the Notice of Race and Sailing Instructions. Full document including Jury Internal Policies is available at the World Sailing web site

[https://www.sailing.org/tools/documents/JuryPolicies2021July-\[27405\].pdf](https://www.sailing.org/tools/documents/JuryPolicies2021July-[27405].pdf)

Jury policies including Information to Competitors and Discretionary Penalty Policy

A. Information to Competitors

1. Protests by the Jury for Incidents on the Water

1.1 The Jury will not usually protest for a breach of a rule of Part 2 unless they observe an apparent breach of good sportsmanship (RRS 2). Examples of breaches, where the Jury will consider protesting, include:

- (a) deliberately or knowingly breaking a rule without justification for exoneration and not taking the appropriate penalty;
- (b) intimidating other boats, often evidenced by unnecessary shouting or foul language;
- (c) team tactics, sailing to benefit another boat to the detriment of your own position;
- (d) sailing that results in, or is likely to result in, damage or injury or gaining a significant advantage.

2. Outside Help

2.1 A boat that receives instructions or transfers sailing gear with a support vessel after the preparatory signal breaks RRS 41, even if the transfer starts before the preparatory signal.

2.2 When support boats are prohibited from entering the racing area, a boat not racing that needs to receive help must sail to the support vessel outside the racing area, unless she is unable to do so.

3. Propulsion

3.1 RRS 42 applies from a boat's preparatory signal (see RRS 42 and the definition Racing). Any use of propulsion engine after the preparatory signal, except in accordance with SIs15.3(a) is prohibited.

3.2 The World Sailing RRS 42 Interpretations version is posted at:

[https://www.sailing.org/tools/documents/Rule42InterpretationsMay21-\[27359\].pdf](https://www.sailing.org/tools/documents/Rule42InterpretationsMay21-[27359].pdf)

4. Requests for Redress, Claiming RC Error in Scoring a Boat OCS, UFD or BFD

4.1 Competitors sometimes want to question how the race committee has scored them. In that case, they may complete and deliver a scoring enquiry to the race office within time limit of RRS 62.2. The RC may arrange to share their evidence with the competitor before responding to the enquiry. If the competitor is not satisfied with the race committee's answer to the scoring enquiry, the competitor may deliver a request for redress within the time limit of RRS 62.2.



4.2 In the hearing of such a request for redress, a competitor must provide evidence that the race committee has made an error in scoring a boat. Video evidence or the relative positions of two or more boats scored differently rarely provides evidence that the race committee has made a scoring error. In finding facts, the protest committee will be governed by the weight of evidence. See World Sailing Case 136.

5. Video and Tracking Evidence

5.1 A party wishing to bring video or tracking evidence to a hearing is responsible for providing the equipment required to view the evidence. Internet connection will not be generally available during a hearing. It should be possible for all parties and the panel to view the evidence at the same time.

5.2 Tracking system information, if available, may be presented, but is of limited accuracy. The images produced are enhanced from the actual data as an aid to the viewer. The system may be used to get an indicative position of the boats for visualization, but it is not sufficiently precise to be used for race management purposes or for jury decisions that require exact positioning information.

6. Observers at Hearings

6.1 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 must sign and comply with the requirements in the document titled Information for Observers.

7. Use of Electronic Devices During Hearings

7.1 The use of electronic devices (e.g. tablets, smartphones, similar devices, etc.) by parties, observers and witnesses to take notes, check rules, cases, etc. is allowed during the hearings, provided the device is not used to record or communicate with other persons. Before the start of a hearing a jury member may check that all these devices are in flight mode and with the WiFi and Bluetooth turned off.

8. RRS 69

7.1 Any form of cheating, including not telling the truth in a hearing is a breach of sportsmanship and may result in a hearing under RRS 69 and a very heavy penalty.

9. Questions on Jury Procedure and Policy

9.1 Competitors, team leaders and support persons may submit questions in writing or discuss procedure and policy with the Jury Chairman. He will usually be available by the Jury rooms during protest time or can be contacted through the Jury Office.

Questions to the Jury can be also sent through the on-line system
https://www.racingrulesofsailing.org/questions/new?event_id=3507



B. Discretionary Penalty Policy for Boats

1. General

1.1 When the Jury has discretion to decide the appropriate penalty for a breach, the penalties may range from zero points through to DNE. In determining the penalty, the Jury will be guided by this document.

1.2 Discretionary Penalties are not just a list of standard penalties. The penalty should be adjusted as justified, while maintaining consistency. The overall concept is to establish a base penalty for a particular breach and then increase or decrease the penalty depending on the circumstances.

1.3 Suggested base penalties are listed in the attached two tables. These suggest the base band for common specific breaches and the answers to some general questions to be used when there is no specific breach listed. When a range of penalties is suggested for a specific breach, use the general questions to determine the band for the specific breach.

1.4 Penalties are divided into 4 bands with the mid point being the normal base penalty:

- (a) Band 1 – 0 - 10% (mid point 5%)
- (b) Band 2 – 10 - 30% (mid point 20%)
- (c) Band 3 – 30 - 70% (mid point 50%)
- (d) Band 4 – DSQ / DNE (starting point DSQ)

1.5 Start by using the tables below to find which band applies. Consider the 'base penalty' to be at the mid-point of the band. Then determine if there is cause to increase or decrease the penalty within the band or to change the band.

1.6 A positive answer to these questions would lead to reducing the penalty.

- (a) Was the breach accidental?
- (b) Was there a good reason or justification for the breach?
- (c) Was the breach reported by the competitor?
- (d) Did anyone who was not part of the boat's crew or support team contribute to the breach?

1.7 A positive answer to these questions would lead to increasing the penalty.

- (a) Was the breach repeated?
- (b) Was the breach deliberate as opposed to a misjudgement or carelessness?
- (c) Was there any attempt to conceal the breach?
- (d) Was anybody inconvenienced?

1.8 The Jury may use other questions to determine if a penalty should be increased or decreased.

1.9 To calculate and apply the penalty:

- (a) The discretionary penalty may not make a boat's score worse than retirement or disqualification.
- (b) Percentage penalties are calculated to the nearest tenth of a point, (0.05 to be rounded upward).
- (c) When the breach affected racing performance, it should be applied to all races sailed that day, provided any protest is valid for all races.
- (d) When the breach does not affect racing performance and especially when it is largely administrative, the penalty should be applied to the race sailed nearest in time to that of the incident as specified in RRS 64.2.



2. Base Penalty Bands for Discretionary Penalties

2.1 Generally the base penalty will be the mid-point of the band.

2.2 If the specific breach is not listed or a range of bands is suggested, go to second table.

Advertising	
<ul style="list-style-type: none"> NoR 7.1, SI Appendix 1: Failing to apply event stickers or bow number as required (e.g. advertising, bow numbers, sail dots etc.) 	2 – 4
<ul style="list-style-type: none"> NoR 7.1, SI Appendix 1: Applied event stickers or bow number, but they failed to stay in place (0% if applied by OA) 	1
Safety	
<ul style="list-style-type: none"> SIs 15.1: Failing to notify the Race Office when retiring 	1
<ul style="list-style-type: none"> SIs 15.2: Failing to notify the Race Office when not intending to race 	1
<ul style="list-style-type: none"> SIs 15.1, 15.2: When non-compliance results in initiation of search and rescue 	4
<ul style="list-style-type: none"> SIs 15.3: Failing to report use of engine for safety reasons - not gain advantage 	1 – 2
<ul style="list-style-type: none"> SIs 15.3 : Failing to report use of engine for safety reasons – good reason, not gain advantage 	1 – 3
<ul style="list-style-type: none"> SIs 15.3: Failing to report use of engine for safety reasons - gain advantage 	4
<ul style="list-style-type: none"> SIs 15.3 Report use of engine for safety reasons - gain advantage 	1 – 4
Replacement of Crew or Equipment	
<ul style="list-style-type: none"> SIs 16: Failing to comply with instructions or no authorization by technical committee – good reason or justification 	1
<ul style="list-style-type: none"> SIs 16: Failing to comply with instructions or no authorization by technical committee – no good reason or justification 	3
<ul style="list-style-type: none"> SIs 16: Replacing crew or equipment with non - compliant crew or equipment 	4
Equipment Inspection	
<ul style="list-style-type: none"> NoR 1.3 (c): Use of spare mainsail marked as per NoR 1.3 (a) not declared to technical committee 	2 – 3
<ul style="list-style-type: none"> NoR 1.3 (c): Use of spare mainsail NOT marked as per NoR 1.3 (a) even if declared to technical committee 	4
<ul style="list-style-type: none"> NoR 1.3 (d): Change of the sails carried on board during racing day with the sails marked as per NoR 1.3 (a) 	2 – 3
<ul style="list-style-type: none"> NoR 1.3 (d): Change of the sails carried on board during racing day with the sails NOT marked as per NoR 1.3 (a) 	4
<ul style="list-style-type: none"> SIs 17.2: Failing to comply with instructions – good reason or justification 	1
<ul style="list-style-type: none"> SIs 17.2: Failing to comply with instructions – no good reason or justification 	3
Finish	
<ul style="list-style-type: none"> SIs 11.4 Failing to report finishing time and position when RC is absent at the finishing line 	1 – 2
Berthing	
<ul style="list-style-type: none"> NoR 15.2 Boat not in assigned place but has notified the OA 	1
<ul style="list-style-type: none"> NoR 15.2 Boat not in assigned place – failing to promptly notified the OA 	2



Haul-out	
<ul style="list-style-type: none"> NoR 16: Haul-out or appendages removed without written permission of technical committee – good reason 	1 – 2
<ul style="list-style-type: none"> NoR 16: Haul-out or appendages removed with written permission of technical committee not according to the terms – good reason 	1 – 2
<ul style="list-style-type: none"> NoR 16: Haul-out or appendages removed without written permission of technical committee – no good reason 	3 – 4
<ul style="list-style-type: none"> NoR 16: Haul-out or appendages removed with written permission of technical committee not according to the terms – no good reason 	3 – 4
Radio Communication	
<ul style="list-style-type: none"> NoR 3.3: Making or receiving voice or data transmission not available to all boats 	3
Environmental Responsibility / Trash Disposal	
<ul style="list-style-type: none"> NoR 18: Intentional trash disposal 	1 – 4
Competitor drones	
<ul style="list-style-type: none"> NoR 20: Flying drones over shore facilities or racing area without approval of organizing authority 	3

3. General Questions

3.1 To be used when there is no specific breach in the table above, or when the table above suggests more than one band.

Could the breach compromise safety?	
No	1
Possibly but not certainly	2 - 3
Yes	4
Can the boat prove it has not obtained a competitive advantage?	
Yes, no advantage is possible.	1
No, possible advantage but not certain.	2 - 3
No, certain advantage	4
Could the breach bring the sport into disrepute? <i>(Note: if the Jury considers that the sport may have been brought into disrepute, it should consider action under RRS 69, especially if no other rule is available.)</i>	
No	1
Possibly but not certainly	2 - 3
Yes	4
Could the breach result in damage or injury?	
No	1
Possibly but not certainly	2 - 3
Yes	4



C. Base Discretionary Penalties for Support Persons & Boats

1. General

When a protest committee decides in a hearing that a support person has broken a rule or as required by local regulations, RRS 64.5 provides for penalties to the support person and penalties to a boat in specific instances. Discretionary Penalties are not just a list of standard penalties. The penalty should be adjusted as justified, while maintaining consistency. The overall concept is to establish a base penalty for a particular breach and then increase or decrease the penalty depending on the circumstances. In case of Misconduct, the penalty to support persons and boats will be determined according to RRS 69

2. Discretionary Penalties to a Support Persons

Penalties are divided into 5 levels as follows:

Level 1: Warning

Level 2: Exclude the person from going afloat for one race or more

Level 3: Exclude the person from going afloat for one day or more

Level 4: Exclude the person from the venue for one day or more

Level 5: Exclude the person from the venue for the rest of the event and/or take other action within the protest committee's jurisdiction as provided by the rules, including charging the support person with misconduct under RRS 69.

Support boats	
<ul style="list-style-type: none"> NoR 13: Support person vessel not registered at the Race Office or support boat not showing identification 	3 – 5
<ul style="list-style-type: none"> SIs 19: Support person vessel not keeping clear of starting area or approaching closer than 100 m to boat racing – not interfering with boat racing 	3
<ul style="list-style-type: none"> SIs 19: Approaching closer than 100 m to boat racing – interfering with boat racing 	3 – 5
Competitor drones	
<ul style="list-style-type: none"> NoR 20: Flying drones over shore facilities or racing area without approval of organizing authority 	4

3. Discretionary Penalties to a Boat

3.1 The protest committee may also penalize a boat that is a party to a hearing under RRS 60.3(d) or 69 for the breach of a rule by a support person by changing the boat's score in a single race, up to and including DSQ. In determining the penalty, the protest committee will be guided by this document.

3.2 Penalties are divided into 4 bands with the mid-point being the normal base penalty:

- Band 1 – 0 - 10% (mid-point 5%)
- Band 2 – 10 - 30% (mid-point 20%)
- Band 3 – 30 - 70% (mid-point 50%)
- Band 4 – DSQ



3.3 Start by using the questions in tables below to find which band applies. The protest committee may use other questions to determine if a penalty should be increased or decreased. Consider the 'base penalty' to be at the mid-point of the band.

Could the boat have obtained a competitive advantage?	
No advantage is possible	1
Possibly advantage	2 - 3
Yes, certain advantage	4
The support person committed a further breach after the protest committee warned the boat in writing, following a previous hearing, that a penalty may be imposed. Could the breach result in damage or injury?	
No	1
Possibly but not certainly	2 - 3
Yes	4
Could the breach compromise safety?	
No	1
Possibly but not certainly	2 - 3
Yes	4
Could the breach bring the sport into disrepute?	
No	1
Possibly but not certainly	2 - 3
Yes	4