

# Whidbey Island Race Week 2019

## Sailing Instruction Amendment 1

The following sailing instructions are added.

### **A1 On the Water Jury**

**A1.1** In an effort to maintain fair and equitable racing and mediate the number of protests filed, a member of the Jury may be positioned anywhere in the course area to observe conditions and the competition. A vessel that a member of jury is stationed on and prepared to act under SI A1.2 and A1.3 shall display code flag Juliet (a blue and white striped flag).

**A1.2.** If a member of the Jury witnesses a valid protest under a rule of part 2 or under rule 31 or 42 in the racing area they may decide the incident and the following applies:

- (a) If the jury decides one or more boats broke a rule they may indicate their decision with a long sound (whistle), displaying a red flag, hailing the sail number, and pointing to the boat(s) they believe broke a rule. The hailed boat(s) may then take the appropriate penalty.
- (b) If the jury members decide that the protest is invalid, or that no boat should take a penalty, they may indicate this by making a long sound (whistle) and displaying a green and white flag.
- (c) Whether or not a boat takes a penalty they may still file a protest.

**A1.3.** If a member of the Jury witnesses a gross breach of a rule of Part 2, or RRS 31 and no boat protests, they may decide to protest a boat and indicate their decision with a long sound (whistle) and displaying a black flag, hailing the sail number and pointing to which boat(s) they are protesting. The hailed boat(s) may then take the appropriate penalty. If no penalty is taken the Jury shall file a protest per *rule* 60.3.

**A1.6** If reasonably possible, no jury member who signaled a decision under SI A1.2 shall be a member of the committee in a hearing involving the incident. They may however be called as a witness.

**A1.7** No jury member who witnesses an incident and acts under rule A1.3 shall be a member of a committee in a hearing involving the incident.

**A1.8** The position of the jury, or the failure of them to signal per SI A1.2 shall not be grounds for redress.

*Charley Rathkopf*  
PRO

*Jared Hickman*  
Chief Judge

2019-07-22  
2200 Hours

## Sailing Instruction amendment 1 frequently asked questions.

### **Why is this being introduced now?**

WIRW has traditionally been a regatta that has either above average protests filed or worse a lot of rules being broken with no enforcement. The jury believes the silent majority of sailors would like to see people play by the rules, but do not want to spend hours of their precious time off in a protest hearing. The more we can do to encourage rule compliance and penalties taken on the water the better the event will be on the whole.

This is something the Chief Judge and other members of the Jury have been contemplating for a few years in an effort to make the event more enjoyable. The vast majority of competitors have indicated that some sort of on-the-water observation would be well accepted. The culture of WIRW 2019 makes it a good place to try a system to see if it is well accepted.

### **Why do we need on the water judging?**

When there is a disagreement on the water as to who may or may not have broken a rule, the only recourse is to take time away from your shore side activities to file a protest and sit in the resulting hearing. By using a system where the jury can communicate their opinion of an incident that occurs on the water, the competitors can resolve issues quickly and concentrate on racing. It is nice to end the day with no pending protests to worry about and thus know exactly how you scored.

### **Can we vote on whether to include or reject this change?**

It is practical to allow the competitors to vote on this, but the jury encourages their feedback on how they feel it is going each day.

### **What if we can't hear the sail number and/or see you pointing?**

The jury that will be on the water for Whidbey Island Race Week 2019 are very experienced Umpires. We will make it extremely evident who we feel should take a penalty should the need arise.

### **Will you be hailing on the radio?**

We may hail on the radio our intention to protest a boat under SI A1.3 in the rare case that comes up. We have no intentions of communicating with competitors over the radio if we signal an incident with the yellow or green flag per SI A1.2.

### **What if I disagree with the call? Will we still have the option to go have a protest hearing?**

At all times the competitors right to a formal hearing will be maintained. The signals from the jury's boats are not binding, they are intended to inform the competitors who we feel should take a penalty in an incident. If a boat disagrees with the jury's indication, they are encouraged to file a protest in the normal way as per rule 60.1 and 61.


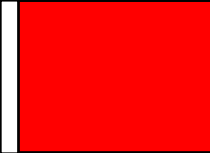

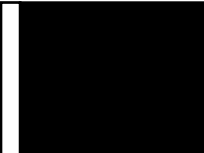
### **Will the jury protest a boat anytime it sees a rule being broken whether or not a competitor protest?**

like any event that has a dedicated jury, a protest initiated by the protest committee is very rare. The sport of sailing is based on the principle that it is self-policing. The jury should be viewed more as an asset for the competitors to use should a disagreement arise, not as an enforcing agent. However, if the jury learns, or observes, a gross violation of a rule that may break the spirit of Sportsmanship (rule 2 and/or 69) they may protest a boat in order to maintain a safe and equitable event for all competitors.

### **If the Jury decides an incident on the water, and I decide to take it to a hearing, won't the jury be prejudice in the hearing?**

Judges hold them selves to a high standard and always try to maintain on unbiased view when hearing a protest. However, it is understandable that there may be a perception of bias in the view of the competitors. For this reason, the protest committee will make ever effort to ensure that no member of a panel hearing a protest will have witnessed the incident on the water.

However, if a jury member witnesses an incident, it is likely they will be called as a witness in the hearing

Umpire Signals	Meaning	Actions
 <p>code flag Juliet</p>	<p>Jury boat prepared to act under A1.2 and A1.3</p>	
 <p>a red flag, long sound (whistle) hailing the sail number pointing to boat(s).</p>	<p>Jury has witnessed a protest being hailed and saw a red flag being displayed by a boat. Jury has decided one or more boat broke a rule and indicates by hailing the sail number and pointing to which boat(s) broke a rule</p>	<p>The hailed boat(s) may then take the appropriate penalty</p> <p>Or, if the hailed boat disagrees, the protesting boat continues with protest procedures.</p>
 <p>A green and white flag. A long sound (whistle)</p>	<p>Jury has witnessed a protest being hailed and saw a red flag being displayed by a boat.</p> <p>Jury has decided that no boat should take a penalty</p>	<p>If the boat protesting disagrees, the protesting boat continues with protest procedures.</p>
 <p><b>THIS DOES NOT MEAN A BOAT IS DISQUALIFIED</b></p> <p>a black flag a long sound (whistle) hailing the boat(s) they are protesting.</p>	<p>Jury witness a gross breach of a rule of Part 2, or RRS 31 and no boat has protested.</p>	<p>The hailed boat(s) may then exonerate herself by taking the appropriate penalty.</p> <p>If no penalty is taken the Jury will file a protest per <i>rule</i> 60.3.</p>
<p>No Signal</p>	<p>Jury did not witness incident, does not have all the facts needed, or does not agree on if a boat broke a rule</p>	<p>The protesting boat continues with protest procedures.</p>