

SCIRA Proposal Form

Number 15-08
Received: 03/01/15



From: Pietro Fantoni, SCIRA Secretary
Email: pfantoni@hotmail.com

Summary: **Protest by a member of the protest committee or its designated observer who sees a boat breaking a rule of Part 2 or rule 31 RRS**

Affects:

- | | | | | | |
|--------------------------|--------------|-------------------------------------|------------------|-------------------------------------|--------------------|
| <input type="checkbox"/> | Constitution | <input type="checkbox"/> | By-Laws | <input type="checkbox"/> | Class Rules |
| <input type="checkbox"/> | Deed of Gift | <input checked="" type="checkbox"/> | Rules of Conduct | <input checked="" type="checkbox"/> | NoR or SI Template |
| <input type="checkbox"/> | Other | | | | |

Objective:

Proposal (include current & proposed changed wording- changes to be shown in red): *Example: By Laws: **Section 1. Racing Season***

The official racing sailing season of this Association shall extend for the full twelve months of the year starting on January 1st and ending on December 31st.

2015 Sailing Instruction template

14 PENALTY SYSTEM

14.1 Appendix P will apply.

14.2 A member of the protest committee or its designated observer who sees a boat breaking a rule of Part 2 or rule 31 RRS may protest her by, as soon as reasonably possible, making a sound signal, pointing a red flag at her and hailing her sail number, even if she is no longer racing. If she doesn't take a penalty as described in rule 44, the Protest Committee may protest the boat, according to rule 60.3.

~~14.2~~ 14.3 [*Optional*] Any competitor using an one/two turn(s) penalty shall report that use to the Race Committee promptly upon finishing that race.

Rules of Conduct for Conducting National and International Championship Regattas Protests

13. An international jury per RRS Appendix N should be used in all major International Championships (World, Hemisphere, North American, South American, and European Championship). Familiarity and experience with SNIPE sailing is a critical criterion for the selection of jury members. The SCIRA Representative shall be satisfied that there is compliance with this requirement in advance of the event.

13.1 The provisions of rule N2.2 are reserved to SCIRA officials.

13.2 Decisions of the Race Committee, Protest Committee, and SCIRA officials shall be final as far as award of all trophies. Appeals related to SCIRA Rules may be made to the SCIRA Chairman of Rules Committee. The SCIRA Rules Committee may decline to hear the appeal and forward it on to the appropriate appeals committee of the hosting National authority.

13.3 RRS Appendix P will apply.

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13.4 A member of the protest committee or its designated observer who sees a boat breaking a rule of Part 2 or rule 31 RRS may protest her by, as soon as reasonably possible, making a sound signal, pointing a red flag at her and hailing her sail number, even if she is no longer racing. If she doesn't take a penalty as described in rule 44 RRS, the Protest Committee may protest the boat according to rule 60.3 RRS.

Reasons:

Compliance of the Racing Rules of Sailing (Part 2 and rule 31) and fair sailing especially in big events.

This would help especially in the Junior Worlds. There are many collisions and no one does 720s. You remember there was lots of boat damage in Rio and the problem is the kids are using charter boats. If the jury can protest on the water when they observe a collision (with a flag) this would help.

Actually now, rule 60.3 allows the protest committee to protest a boat. In practice, they never do it, unless it is something very ugly. But this is a normal protest (on the land, in the Jury room). It would be possible to move to a full "Umpired Fleet Race (as in Addendum Q RRS for the medal race in the Olympic Classes), but it is very complicated.

In my opinion the better solution could be something in between. The Jury (protest committee members) can blow the whistle and pointing a flag when they see a rule infringement and, if the boat doesn't do the penalty turns they may protest later.

I think allowing the on-water jury to use the red flag on the water will also:

1. Discourage risky and unfair behavior - on the layline and at mark roundings.
2. Put onus/liability on the protested boat to pay for any damage.

From experience, boats that have damage during a championship are repaired quickly (sometimes with silver tape). After the regatta, when the owner has time to make a proper repair, it is difficult to get the liable party/boat to pay for the repair.