



Jury Policy

**Internal Jury
Document Only.**

Answering Questions

It is always preferable to be with another race official when answering questions. When accompanied by another judge:

Ashore: judges may answer questions on the application of racing rules that do not involve a protest, however, questions that involve an interpretation of a rule, a sailing instruction or a class rule should be submitted to the jury secretary in writing.

Afloat: judges and umpires are free to discuss their rule 42 penalties and match racing calls with competitors. If a conversation becomes lengthy or heated, ask the competitor(s) to come to the jury office to continue the discussion. If possible, talk to the competitor in English.

Ashore and afloat: The primary conversation should be between one of the judges and the competitor. The second will observe the discussion, and may help diffuse the situation as needed. Avoid conversations with competitors or coaches in private.

Fleet Racing Incidents and Protests on the Water.

Please see Information to Competitors.

There are a number of reasons why the jury does not protest for breaches of a rule of Part 2. One is that the boat does not have a chance to take a voluntary penalty.

A judge that has information that may make him/her a knowledgeable witness in an incident will take notes and avoid a discussion of the incident with any other judge, except to decide if a protest by the jury is appropriate. A judge who witnesses an incident on the water will notify the jury secretary (race number, leg, location, boats involved).

Promptly notify the Jury Chairman or Vice-Chairman of any grounds for a jury protest against a boat in order that a decision can be made about whether or not to lodge the protest. This must be posted before protest time limit expires, but may be extended if the judge cannot return to shore in time.

Managing Observers

In general, the jury policy is to allow observers in hearings. However, the size and seating arrangement may limit the number of observers invited. In this case, seats will be filled in this order:

1. One (1) observer nominated by each party.
2. One (1) media pool representative.
3. Any other competitors or their representatives (one per competitor), unless there is insufficient space to accommodate all requesting a seat, in which case, none will be allowed.
4. Event technical officials wishing to observe, as space allows.
5. Additional media representatives, as space allows.

Observers must sign and comply with the requirements in the document titled 'Information for Observers'. The panel chairman should remind observers of the 'rules' if no hard copy is available.

Permission to Withdraw a Protest in a Hearing.

Hearing panels may decide to approve the withdrawal of a protest. Such approval is a protest committee decision (rule 63.1). This is normally delegated to one or more protest committee members but may be referred to a full panel in cases of doubt. It is a competitor's decision to protest, so normally a request to withdraw should be approved. However, approval should not be given if the panel

believes the reason for withdrawing the protest may be to gain an advantage or manipulate the results, or that the protestor may have been pressured or intimidated into requesting the withdrawal. In cases of doubt, the Jury Chairman or Vice-Chairman should be informed

Redress

A boat granted redress should be scored in a finishing position only when there is a very high likelihood that the boat would have finished in that position. This is most likely to occur when the incident occurs late in the race or after the boat has finished. In other cases, average points would be appropriate.

With Swiss Timing it is not possible just to refer to A10 (a) for example in the decision. The exact redress must be written clearly in the decision. However ST do know how to calculate average points when the races are specified. So we need to write, for example:

Boat A is to be scored points equal to the average of races 1 to 6, but no worse than points for her actual race score or DSQ.

Recommended method for calculating average points:

Before the last day before the Medal Race use average of all races up to and including races on the last day of racing before the Medal Race.

On the last day before the Medal Race use average of all races before the Medal Race.

In all cases in which average points will be awarded to a boat that has a finishing position, add 'but no worse than N' (where N is the boat's finishing position).

In any redress case, a boat should only be granted redress within this limit:

More than half of a boat's scores are based on her finishing positions in races where she has started (ISAF Case 116 Answer 2).

Before deciding what an appropriate redress arrangement should be, the panel should, if practicable, consult the Jury Chairman or Vice-Chairman prior to making the decision. Report all redress decisions to the Jury Chairman or Vice-Chairman as soon as possible.

Redress affecting rest of fleet

Where a panel realizes that the possible outcome of a redress might affect the finishing positions of a large proportion of the fleet, it should consult the jury chair or deputy as soon as possible, even if the hearing has already started.

Discretionary Penalties (DPI)

Apply the discretionary Penalty Guideline. Notify the Jury Chairman or Vice-Chairman promptly of any discretionary penalties to be given and include the application of the penalty in the Decision, for example:

By applying the DP Guidance:

The Jury determined this was a band X infringement

Within the band – a penalty of xx% would normally be appropriate

The penalty is decreased because.....

The penalty is increased because.....

So the final penalty to be applied is%

Delta Lloyd Regatta

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