

THE FOLLOWING INFORMATION IS NOT INCLUDED IN THE RULES OF THE EVENT.

This is intended to help competitors understand the Umpired Fleet Racing Penalty System for the SB20 Asian Grandslam 2021.

FREQUENTLY ASKED QUESTIONS (FAQs)

Question 1

While racing, I would like to protest another boat under a rule of RRS Part 2 (when boats meet) or RRS 31 (touching a mark), what do I need to do to ensure my protest is valid?

Answer 1

You protest by (1) hailing "Protest" and (2) conspicuously display a red flag. Make sure the umpires and the boat you are protesting hear the hail and see the flag. If umpires watching a boat are unable to see a red flag, then it has not been conspicuously displayed.

Question 2

What is the test of whether an object is a flag?

Answer 2

World Sailing Case 72 refers – "A flag is used as a signal to communicate the message, 'I intend to protest.' Only if the object used as a flag communicates that message, with little or no possibility of causing confusion on the part of those on competing boats, will the object qualify as a flag. A flag must be seen primarily to be a flag.

Question 3

What will the umpires signal should the protest be invalid?

Answer 3

An umpire's decision can only be given if the protest is valid. Should the protest be invalid, the umpires will take no action.

(Note: See Question 9, Answer 9 for an explanation on the green and white flag)

Question 4

If there is a valid protest and I believe I may have broken a rule, should I wait for an umpire's decision?

Answer 4

If you know you have broken a rule, the Basic Principle, Sportsmanship and the Rules requires you to take a penalty voluntarily as soon as possible, whether or not you are protested by another boat. Waiting for a signal, when you know you have broken a rule, is deliberately breaking a rule, and may be seen as a breach of sportsmanship, in which case the umpires can give you an additional penalty as an umpire-initiated penalty under SI 13.2(c).

Question 5

If there is a valid protest and one of the boats involved in the incident responds by taking a voluntary One-Turn Penalty as per SI 13.1, what will the umpires do?

Answer 5

The boats have resolved the issue themselves and the umpires will take no action. This is even so if the boat that took a voluntary penalty did not actually break any rules.

Question 6

What should I do if I decide to take a voluntary One-Turn Penalty?

Answer 6

You should get well clear of other boats as soon as possible and take the penalty. Be mindful that RRS 21.2 applies whilst you are taking a penalty which requires you to *keep clear* of a boat that is not. If you need time and space to get clear of other boats, it is a good idea to communicate your intentions clearly to the umpires by raising your hand and say, "I will take a penalty."

*****Question 7*****

If there is a valid protest and the umpires believe there is a breach of a rule by one or more boats involved in the incident, what will the umpires do?

*****Answer 7*****

Firstly, the umpires will wait a few seconds to give boats time to respond and seeing if any boat decides to take a One-Turn Penalty voluntarily (see Question 4, Answer 4).

Secondly, if no boat responds, the umpires will whistle and display a red flag, not directed towards any boat. This signal means that the umpires have seen the incident and has sufficient facts to decide that a boat has broken a rule. The umpires will then wait a few seconds to see if any boats decide to take a One-Turn Penalty.

Thirdly, if still no boat responds, the umpires will whistle and point at the penalised boat with a red flag whilst hailing her sail number or other identifier until the boat knows she has been penalised. This penalised boat will now have to take a Two-Turns Penalty.

Fourthly, if the penalised boat still does not take the Two-Turns Penalty, the umpires will signal again the penalty directed to this boat.

Lastly, if the boat still does not respond, the umpires will disqualify (DSQ) the boat from the race by pointing a black flag at her.

Question 8

If there is a valid protest but the umpires do not signal a decision even though a boat has broken a rule, what recourse do I have?

Answer 8

An umpire will only penalise a boat if they are confident that she broke a rule and is not exonerated. If the umpires think it is likely that a boat broke a rule but do not have the facts to be confident to make a call, they will not penalise her. This applies whether or not there is contact. There could be moments during the race whereby an incident might go unobserved by an umpire or the umpires were not in a good position to make a call. Boats still have the option to lodge a protest ashore as per SI 15 and a conventional hearing will be scheduled ashore.

Question 9

Shouldn't the umpires display a green and white flag if they cannot make a call?

Answer 9

A green and white flag is displayed only if there is a valid protest (see Question 1, Answer 1) and it means that the umpires have sufficient facts to decide that no boats broke a rule. If the umpires display a green and white flag, the boats will not be allowed to protest ashore as the incident is deemed to be closed.

Question 10

What should I do if the umpires penalise me with a red flag after I have finished?

Answer 10

If you have to take a penalty at or near the finishing line such as after you have finished, you must take your penalty and sail completely to the course side of the line before finishing again (see RRS 44.2).

Question 11

Can I request redress for an umpire's decision or indecision?

Answer 11

Umpire decisions are final and a boat is neither entitled to a hearing nor to request redress for any action or non-action by the umpires as per SI 13.2(e).

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