Racing Rules of Sailing

Rules D2.2, D2.3, D2.5 (new) and D2.6

A submission from the Chairman of the Racing Rules Committee

Purpose or Objective

To reverse the current requirement that a boat v boat protest for not taking an umpire imposed penalty is decided later at a hearing, and not at the time by umpires on the water.

Proposal

Alternative 1

D2 UMPIRED RACES

D2.1 When Rule D2 Applies

[no change]

D2.2 Protests by Boats

When a boat protests under a rule of Part 2 or under rule 31 or 42 for an incident in the racing area, she is not entitled to a hearing and the following applies:

(a) to (e) [no change]

(f) A boat penalized by an umpire shall take a Two-Turns Penalty.

D2.3 Penalties Initiated by an Umpire

An umpire may penalize a boat without a protest by another boat, or report the incident to the protest committee, or both, when the boat

(a) to (g) [no change]

The umpire shall signal a decision in compliance with rule D2.4. A boat penalized by an umpire shall take a Two-Turns Penalty except that, when an umpire hails a number of turns, the boat shall take that number of One-Turn Penalties.

D2.4 Signals by an Umpire

[no change]

D2.5 Penalties Imposed by Umpires

A boat penalized by an umpire shall take a Two-Turns Penalty. However, when a penalty is imposed under rule D2.3 and an umpire hails a number of turns, the boat shall take that number of One-Turn Penalties.

D2.6 Limitations on Other Proceedings

(a) A breach of rule D2.5 shall not be grounds for a protest by a boat
A decision, action or non-action of an umpire shall not be grounds for redress,
(1) subject to an appeal under rule 70, or
(3) grounds for abandoning a race after it has started.

The protest committee may decide to consider giving redress when it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

Alternative 2

D2 UMPIRED RACES

D2.1 When Rule D2 Applies
[no change]

D2.2 Protests by Boats
When a boat protests under a rule of Part 2 or under rule 31 or 42 or D2.5 for an incident in the racing area, she is not entitled to a hearing and the following applies:
(a) to (e) [no change]
(f) A boat penalized by an umpire shall take a Two-Turns Penalty.

D2.3 Penalties Initiated by an Umpire
An umpire may penalize a boat without a protest by another boat, or report the incident to the protest committee, or both, when the boat
(a) to (g) [no change]
The umpire shall signal a decision in compliance with rule D2.4. A boat penalized by an umpire shall take a Two-Turns Penalty except that, when an umpire hails a number of turns, the boat shall take that number of One-Turn Penalties.

D2.4 Signals by an Umpire
[no change]

D2.5 Penalties Imposed by Umpires
A boat penalized by an umpire shall take a Two-Turns Penalty. However, when a penalty is imposed under rule D2.3 and an umpire hails a number of turns, the boat shall take that number of One-Turn Penalties.

D2.6 Limitations on Other Proceedings
[no change]

Current Position

See above
Reasons

1. The proposal brings together in a new rule D2.5 the rules requiring a boat to take a penalty; currently these are rule D2.2(f) and the final sentence of rule D2.3. It also separates these rules from rule D2.4 for umpires about signalling a penalty.

2. The current rules for umpired team racing allow a boat v boat protest for failing to take or complete an umpire imposed penalty, and require that such protest is decided at a hearing. This need for a hearing is highly undesirable and is inconsistent with the principles of umpired racing.

3. The procedural alternatives for removing the need for a hearing in umpired team racing are set out in the proposal above.

   - Alternative 1 prohibits protests by boats for not taking an umpire imposed penalty. This is closer to the process in Addendum Q.

   - Alternative 2 permits such protests and requires the umpires the decide them. This retains a boat’s right to protest another boat for breaking a rule.

The Team Racing Rules WP suggests the choice between the alternatives is a matter of policy and is for RRC to decide. Either alternative ensures that the decision is made at the time by umpires on the water. In all other respects the two alternatives are the same.