
From The Jury Desk – The CYA Judges Newsletter

Notice 14 - March 2007

Editor's Note:

The date is not an error. Technical difficulties prevented the publication. (All my group e-mails, about 30 groups in total, were wiped out during the transfer of information from Windows XP to Windows Vista. Rebuilding them has taken several months.)

Changes to the CYA Prescriptions to the Racing Rules of Sailing 2005–2008

The following changes are effective 15 March 2007:

The CYA prescriptions to rules 69.1(c), 69.1(d), 70.2, F1 and F2.1 are deleted.

The CYA prescription to rule 87 is deleted and replaced with:

CYA prescribes that sailing instructions of national or lesser events shall not change or delete any CYA prescription. For international events in Canada, sailing instructions shall not change or delete the prescriptions to rules 61.2, 68 and the preamble to Appendix F.

Add the following prescription after the preamble to Appendix F:

CYA may delegate an appeal or a request for confirmation or correction to a yacht racing association or provincial sailing association as appropriate. A decision of a yacht racing or provincial sailing association may be further appealed or referred to the CYA.

Judges Write Back

ARBITRATION - A DIFFERENT WAY

Starboard had been kind enough to transport sails to a major regatta in his motorhome for Port, who repaid the kindness with a bottle of Glenlivet. All is good.

However, relations had turned sour by breakfast a few days later following a starting line crash the previous day between the two boats, resulting in damage to Port. Heated exchanges, not characteristic of good sailing buddies were occurring. A judge - not one working the event - who knew both participants well and had already heard the story twice the day before - was dragged into the discussion. No protest had been filed

The judge intervened as the discussions were increasing in intensity and filling the dining room. The combatants were separated and the Judge had a quiet chat with each. Port seemed to have a few strange views of the racing rules - but unless you see the whole incident - who's to know.

Later the combatants, now with cooler heads, met in the motorhome.

Starboard: "Well Port - what do you think"

Port: "I think it's good scotch" Share a laugh, then - Port: "You know, as I stood looking at the hole in my bow I asked the Judge what he thought."

Starboard: "What he say?"

Port: "He said friends last a life time, the boat will get fixed in a week"

Starboard: "That judge is a wise man."

New Judges Flag

When the Judges Program started in the very early 1980's having judges on the water, although occurred, was not that common. The flags used to identify their boat varied from regatta to regatta. In order to help standardize identification, the Judges Committee at that time had a flag made that was a defrocked Juliet bearing the CYA logo.

Over the course of time as on-the-water judges became almost an everyday occurrence, several identification flags were used but one seems to have gained the most acceptance. The flag below is one that is now used in a number of events, within Canada and aboard. Competitors recognize it. It is simple.

The Judges Committee recently adopted this as the identification flag of choice. The CYA Office had a number of them made and they are in stock. The flag is of very good quality, and the "J" on one side will not shadow through the "J" on the other.

Available from the CYA office: Price \$39.00



Text updates to CYA Appeals 34 and 78

The CYA Appeals Committee has made a text update to CYA Appeals 34 and 78. The updates are now in the PDF on the CYA website available for download.

In Appeal 34, the Race Committee protested boats A and B. The protest committee did not uphold the protest, and the Race Committee appealed. A typo had changed the appellant from "RC" to "C", making it appear as though a boat had protested and the Race Committee had appealed. This has now been corrected.

In Appeal 78, a starboard tack boat who crossed the finish line and then returned to course side, and had contact with a port tack boat did not alter course to interfere with P, and is not disqualified under rule 22.1.

The CYA Appeals are updated every four years following the publication of the Racing Rules of Sailing for a new rules cycle. This occurs in the year following the Olympics; so we shall see a new rulebook for 2009-2012, and updates to the CYA Appeals will follow. The Appeals are also checked against any revisions to the RRS that ISAF makes during a rules cycle. Text revisions, such as the one in Appeal 34, are made when needed.

Lynne Beal, IJ
Chairman, CYA Appeals Committee

Notice of Hearing

The CYA Appeals Committee spent considerable over the last while (and in past years) considering appeals where the competitor claims they were not properly notified that they were being protested and as a result did not attend the hearing. One problem that most PCs face is 'rounding up' the boats for a hearing. Obviously, some competitors do not understand. Therefore, we have an education problem to overcome. The following SI has been added to the section dealing with protests to reduce the wait time for that and all subsequent hearings.

"It is each boat's sole responsibility to check the Jury Notice Board at the end of protest filing time to see if she is cited in a protest. Failure of a boat's representative to appear when called for a hearing will be considered by the Jury as grounds for proceeding under RRS 63.3(b)."

Question From Notice 13

From a protest in an international regatta with an international jury present: the facts found during the hearing were:

1. When 8170 approached the leeward starboard gate-mark, she entered the two-boat length zone clear ahead of 8153.
2. As 8170 gybed and rounded the mark, she was struck and holed by 8153.
3. 8170 hailed "Protest" and 8153 did complete a two-turn penalty.
4. 8170 had to withdraw from the race due to the damaged hull.

You are on the jury. What is your decision?

A quick look at 44.1 - the last part of the rule: "However, if she caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire." Since 8153 did not retire, she is DSQd from that race.

Log Book Entry

"One man practicing sportsmanship is better than a hundred teaching it." --Knut Rockne,

From the Jury Desk is posted on the CYA Website. Previous issues can be found at <http://www.sailing.ca/services/individuals/raceofficials.shtm>

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If you have a question regarding the program, RRS, or have information you think should be shared, reply to this e-mail.

CYA Judges Committee

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Leo Reise - Chairman

