
From The Jury Desk – The CYA Judges Newsletter

Notice 15 - June 2007

Editors Note:

The date is not an error. Still catching up.

Judges Write Back

Sent: Thursday, July 26, 2007 10:09 AM

Subject: Re: From The Jury Desk The CYA Judges Newsletter – Notice 14

Hey there, Leo!

Your timing is perfect. I was going over the SI's for Chester Race Week this morning, and have incorporated your "Notice of Hearing" SI. Thanks!

Cheers, DS

Sent: Thursday, July 26, 2007 11:40 AM

Subject: RE: From The Jury Desk - The CYA Judges Newsletter – Notice 14

Thanks Leo:

The issue of getting protested participants to appear at protest hearings is one which I had to deal with at the Steerers' Regatta at PCYC last weekend. I was asked to look after the protests at the last minute and despite paging specific boats 3X had to reluctantly proceed without representatives in two out of four of the hearings. A posted protest log and clear responsibility on the part of the participants will make situations like that much cleaner.

I will forward your suggestion to the PCYC regatta organizers for next year.

Regards,

BF

Sent: Saturday, July 28, 2007 4:26 PM

Subject: From The Jury Desk – The CYA Judges Newsletter Date: 26 July 2007

I was working with your recommendation to put it into SIs and ran into a minor issue

"It is each boat's sole responsibility to check the Jury Notice Board at the end of protest filing time (1) 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)."

In some SIs notices of hearings are posted some time after the "end of protest time" - typically 15 or 30 mins. e.g.

"16.6 Within 30 minutes after the protest time limit notices will be posted to inform competitors of hearings in which they are parties or named as witnesses."

Gives the PC/J time to determine protests to be heard together and/or to go to arbitration (if used) if there is a flurry of submissions at the end of protest time.

I made a change: "~~It is each boat's sole responsibility to check the Jury Notice Board at the end of protest filing time (1)~~ **notices of hearings referred to in SI 16.6** 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)."

Seems to solve it.

Regards LC

Reply From: [Leo Reise](#)

Sent: Saturday, July 28, 2007 8:25 PM

Subject: Re: From The Jury Desk – The CYA Judges Newsletter Date: 26 July 2007

LC

You were quite correct to change the statement given the other instruction.

The instruction in the newsletter was a generic one sent to me by the Appeals Committee Chairman.

In the regattas in which I am involved, I have been trying to reduce the waiting game played by the PC members. EG. Often the protest time is one hour after the committee boat docks - however if the committee boat is the last one in off the water that time can be easily reduced.

With a good PC secretary, or member acting as one, by the end of protest time you will have your list because it is made as the protests are filed. Just post. Now you have gained another 30 minutes. (don't forget to post a page marked "No Protests Filed" if you have such a case).

Shortening the protest time and the posting time now has put one hour back in the hands of the PC because you can not post before the end of PC time and you cannot start a hearing (unless you have gathered all the parties) until the end of the posting time. (Competitors will be under no obligation to check the board until the end of the posting time.)

Don't forget - if the time needs to be extended for a particular protest you can do so and if something happens after the list is posted the hearing can be delayed or rescheduled without prejudice to anyone.

Just some comments.

Leo

Reply

Sent: Sunday, July 29, 2007 12:13 AM

Subject: Re: From The Jury Desk – The CYA Judges Newsletter Date: 26 July 2007

Leo

Your advice is good - we are all interested in getting the protest hearings underway as soon as possible

I recently worked with a really experienced jury secretary (J/24 North Americans - California Yacht Club) and she would ask the protest filers to go get the other party so we could start the hearing right away - using the benefit of being done early. It worked - she was fabulous at persuading the filers to go get the other parties. We always had a few hearings done by the end of protest time.

This meant dining room meals instead of cold pizza. The jury secretary ate with us. Just get the right carrot in front of the right rabbit

Regards LC

End of Thread – It is possible for juries and PCs to have a hot meal maybe even join a party.....
Thanks for the ray of hope LC

Relationships - The Race Committee and the Protest Committee

These two groups have the joint responsibility of ensuring the fairness of the competition. Although they frequently sit on opposite sides of the table in the Protest room, the outcome of the Protest or Request for Redress should be satisfactory to both parties, as well as to the competitors involved. It certainly helps therefore, if Requests for Redress are never couched in the unfortunate, sometimes confrontational, but still often used colloquial expression “Protesting the Race Committee”.

In a Club setting, it is essential that the person(s) responsible for chairing protest hearings should have some race committee experience and be on good terms with the Chief RC Officer. At a large regatta, the Protest Committee Chair (often invited from another Club, city or Province) and RC Chief may not be acquainted and the former should make him/her-self known to the latter before competition begins. Co-operation between these two on the racecourse may be important. Similarly, it is good experience for Club Race Officers to make themselves available for PC duty from time to time.

The most common occasion for the two groups to meet is at a “Request for Redress” hearing and the RC representative must be well prepared for such an eventuality. He/she will need to have all appropriate data from the RC boat (and mark-boats, if available) readily to hand, to be presented in evidence as required by the PC. The RC at a Regatta should also be able to produce registration and related data, should they be needed. Note that sending the (other) RC personnel home after the racing but before ascertaining the likelihood of their involvement in Protests or Requests for Redress is not good practice.

In recent years, Requests for Redress have become commonplace, sometimes exceeding the number of Protests. These requests require careful consideration (see Rule 62), as a significant number may be skilful but frivolous attempts to improve a boat’s position. The PC must also be careful that their decision be fair to the great majority of competitors, otherwise a generous decision to a few will be followed by a flood of further (justified) requests. Last, but not least, abandoning a race after a redress hearing should be avoided if at all possible; again, the interests of the majority should be considered first.

Submitted by John Homes – John has several decades of experience serving the sport as a Judge, past member of the Appeals Committee and Rule Committee and currently is a member of the CYA Judges Committee.

RC / PC Relationship continued

The IJ Judges manual states the following:

“A meeting should be arranged before racing begins between the members of the jury and the chairman of the race committee, the principle race officer, and other key personnel. The objective of this meeting is to develop a spirit of co-operation as well as a level of mutual understanding and respect.”

“The jury should communicate with the race committee only through the jury chairman or appointee. The chairman should speak to the race committee only through its principle race officer or person delegated by him. ...”

From my own perspective – it is not unusual for the jury members to be ‘imported’ while most of the race committee is from the regatta area and the host club. Remember then that you are the ‘intruder’. Be very aware of your actions, tone, suggestions, etc. You must behave in a professional manner. The OA defines your authority and it almost never includes instructing the race committee.

The ‘field of play’, the race area, is the responsibility of the race committee. Its design, shape, safety and security are theirs. Although from time-to-time, the jury on-the-water may be asked to assist in some manner, as a judge it is counterproductive to assume you have the authority to instruct anything that moves. In most cases, the jury is on-the-water to only police kinetics and you should confine your duties to that, requesting other boats move only when it interferes with that that purpose.

The responsibilities of an international jury can be found in appendix N, N2.1 and N2.2. Anything outside those responsibilities must be detailed and documented (N2.3), preferably in the NOR and SIs. Nothing in rule 88.2 or 90 suggests the responsibilities are less than or different for a protest committee. But it also illustrates the necessity of deciding the PCs duties prior to the event.

Editor's Note – The International Judges Manual can be downloaded from the ISAF website. USSA also has a Judges Manual available by contacting their office or ordering through their website. (There is a discount if you are a member of USSA.)

If We Do It Right - We Are Appreciated

EARNING THE RESPECT OF OTHERS

The St. Francis Y.C. hosted the 2007 V15 Nationals this past weekend,(Aug 17/19) where four races were sailed daily in the twelve-race, one throwout series. Flood tides and winds of 8-24 knots kept the 29 teams busy, and by the close of the event, only one point separated the top three teams. While it was Nick Adamson and Jago MacLeod that came away with the well earned title, the runner-up team may have come away with an equally stunning award. Respect!

Comments event PRO John Siegel, "The eventual second place winner – Steve Hunt and Nick Kaschak - had been disqualified in race three for a rule 10 violation on a very close crossing. This clearly cost him the regatta. At the awards presentation, this sailor took the microphone and thanked the StFYC for a great regatta and added: "Although we were on the losing end of a protest in race three, we have to commend the protest committee for their professionalism. They made the right decision." How often have you heard comments like this? Steve Hunt, a high school coach from San Diego, made these remarks on accepting the trophy with crew Nick Kaschak. When you hear comments like these, you remember why you happily spend so many hours volunteering for the sport."

Taken from SCUTTLEBUTT 2415 - August 21, 2007

Log Book Entry

Many of life's failures are people who did not realize how close they were to success when they gave up. - Thomas Edison

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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