

RULES DISPUTES – WHAT TO DO

The best way of dealing with incidents (rules disputes) on the water, if no boat takes a penalty at the time, is to offer a choice of:
(i) an **ADVISORY HEARING**, (ii) a **PROTEST HEARING**



ADVISORY HEARING

USE THIS IF YOU JUST WANT TO LEARN WHETHER YOU WERE IN THE RIGHT OR WRONG AND IF YOU WANT THE DISPUTE RESOLVED QUICKLY AND SIMPLY.

- An incident has occurred and parties prefer not to protest, but instead want to learn for the future from what happened
- No protest form is required at this stage. All parties meet with an Adviser
- The parties describe what happened
- The Adviser explains what rules may have been broken and whether anyone was in the wrong
- No one is disqualified or penalised, although a boat in the wrong **may** accept an exoneration penalty (specified in the SIs and commonly a 30% scoring penalty) or retire
- If the exoneration penalty is not accepted, the protest may go to a formal protest hearing
- There are very occasional scenarios when it is not possible or correct to resolve a dispute at an Advisory Hearing and instead it has to be taken to a formal protest hearing



PROTEST HEARING

USE THIS IF THE DISPUTE IS COMPLEX, OR IF THERE HAS BEEN INJURY OR SERIOUS DAMAGE, OR IF YOU FEEL AN EXONERATION PENALTY WOULD BE INAPPROPRIATE

- An incident has occurred and a valid protest is lodged within the normal time limit
- A traditional formal hearing of the parties with a Protest Committee (usually of 3 people) will be arranged
- Any boat that has broken a rule will be disqualified

The aim is to encourage everyone to follow *The Racing Rules of Sailing*. This is only a guideline. More detailed information can be found on the ChiFed website for the CHF modification www.chifed.org or, for the original, on the RYA website under "Rules Disputes Best Practice" - www.rya.org.uk/general/rulesdisputes