

## INTERNATIONAL JURY GUIDELINES FOR IODA EVENTS

### PREAMBLE

As RRS appendix N and the ISAF IJ manual include various possible tasks and options for the Juries, IODA wants to give to the IJs a guideline for the class world and continental championships. The class does not, in any way, intend to interfere with any decision of the International Jury. Our objective is to achieve the highest possible level of consistency in all our championships.

For each event, IODA appoints one of the vice presidents, a course representative and a class measurer to be on site. These are the persons responsible for any matters arising from these guidelines.

### PRE-EVENT

1. The IODA Regatta Secretary will send the Notice of Race and Sailing Instructions to the chairman of the International Jury for comments. The IODA Regatta Committee will study any comments and will decide accordingly.
2. Responsibility of the Jury regarding RRS N2.2: the substitution of equipment will be done by the race committee.

### PRE-RACE

1. Meeting of the chairman of the Jury with the IODA delegate, PRO and CR prior to the first Coaches meeting to discuss:
  - Authority and role of the jury
  - Procedure for changes to the Sailing Instructions
  - Race Committee policy for OCSs.
  - Matters to be covered at coaches meeting and confirmation of International Jury member's attendance.
2. Post on the Official Notice Board the "Information from the Jury to the Sailors" and "Information for Observers at Jury Hearings" documents. *See attached*

### DURING THE EVENT

#### A REDRESS HEARINGS

In order to provide consistency, one panel should be appointed to hear all requests for redress. In order to have a race management point of view, when possible, the panel should include an IJ that is also an IRO.

#### B OCS HEARINGS

The person in the best position to observe boats over the line is the Race Officer sighting the line. If the line sighting and boat identification are reasonable and proper and the Race Committee is confident that the boat is correctly identified over the line, it is unlikely that any other witness will have been in a better position.

#### C AVERAGE POINTS

In IODA events, 12 or 15 races are scheduled, with one race excluded after 5 races are completed and two races excluded when at least 11 or 12 races are completed.

For consistency over a long event, a panel that awards average points should apply the following standard:

1. If redress is granted before the first discard and RRS A10(c) is not applicable, grant redress by RRS A10(a) replacing “all races in the series” with “the first 5 races”.
2. If redress is granted after the first discard and RRS A10(c) is not applicable, grant redress by RRS A10(b)

#### E JURY INITIATED PROTESTS

Sailing is essentially a self-policing sport. However, as the intention of IODA apart from providing races of the highest possible standard is also to educate the sailors, in addition to taking action in accordance with SI Appendix P, the International Jury shall observe racing for breaches of other rules.

#### F RRS 42 MONITORING

Obviously, the goal of enforcing rule 42 compliance on the water is to maintain a consistent level of compliance that makes the competition fair for all competitors. The on-the-water judging team must remember that rule 42 does not prohibit kinetics, but rather defines permitted and prohibited kinetics. *See IJ manual RRS 42*

Taking into consideration the young age of the sailors and the educative philosophy of the class, the Judges should not only be available to answer questions from penalised competitors but look for the competitor either on the water or in the boat park after the race and explain why their actions broke a rule and the relevant interpretation.

Additionally, for statistical reasons, Judges should fill in a form for each penalty. The completed forms should be collected by the Jury Chairman and delivered to the IODA CR at the end of the event.

#### G TEAM RACING COMPETITION

It is important to establish a way of communication between the umpires and the competitors to avoid misunderstandings. This should be thoroughly explained at the coaches meeting on the morning prior to the team racing competition. Among others, it should include the following:

- Procedure to protest: Hailing and clearly displaying the red flag at arm length
- Acknowledgement of infringement: raising a hand and promptly taking a one turn penalty
- Acknowledgement of penalty: raising a hand and promptly taking a two turns penalty
- Availability of the umpires for debriefing in the jury room at a certain time after the races

It is strongly recommended to have two umpire boats per race. This should be possible with four umpire boats per course. Once the race is over, the umpires shall return promptly to the starting area for the next race.