**SI ATTACHMENT A - COURSES**

**First start PRO fleet course - Outer Loop**

**Mark rounding order - Start - 1 - 2 - 3s/3p - 2 - 3p - 5 - Finish**



**Second start SPORT fleet course - Inner Loop**

**Mark rounding order: Start - 1 - 4p/4s - 1 - 2 - 3p - 5 - Finish**



**SI ATTACHMENT B – EXONERATION PENALTY & ARBITRATION**

**B1 Exoneration Penalty**

B1.1 A boat that may have broken a rule of Part 2 (boat vs boat), or RRS 31 (touching a mark) or 42 (propulsion), may, before the start of any protest about the same incident, notify the race committee that she accepts a 30% scoring penalty as stated in RRS 44.3(c), except that the minimum penalty is two places if that does not result in a score worse than DNF).

B1.2 This penalty **does not** revers an OCS (On the Course Side) score, a disqualification under RRS 30.3 (Black flag) or a penalty under Appendix P. It is not available for a breach of RRS 2 (Fair sailing) or for gross misconduct under RRS 69. Nor is it available to a boat that caused injury or serious damage, or gained a significant advantage by her breach: in these circumstances, her penalty is to retire.

B1.3 When an exoneration penalty is accepted:

(a) Neither the boat nor the protest committee may revoke or remove the penalty.

(b) The boat shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

**B2 Arbitration**

B2.1 When a protest or request for redress is lodged, a boat may at the same time request an arbitration, or the protest committee or race committee may offer it.

B2.2 If the parties and a member of the protest or race committee agree that arbitration is suitable, an arbitrator (who may be that member of the protest committee) will call a hearing. The normal rules for a hearing will apply, except that if the arbitrator decide that a boat that is party to the hearing has broken a rule for which the exoneration penalty is available, the party will be invited to accept that penalty, and, if it is accepted by a protested boat, the protesting boat will be allowed to withdraw the protest, changing RRS 63.1.

B2.3 When there is not an agreement to use arbitration, or when, after an arbitration, a protest is not withdrawn or the exoneration penalty is not applicable to the facts, there will be a normal protest hearing, at which the arbitrator may be a member of the protest committee. RRS 66 and 70 (reopening and appeal) do not apply to the arbitration decision since this is not a protest committee decision or procedure. A boat may still accept an exoneration penalty at any time before the start of a protest hearing and receive its protection from further penalisation.

B2.4 When redress is offered and accepted by boats at the arbitration, all parties, the protest committee or race committee may seek to have this reviewed by asking for a full hearing. When redress is offered and not accepted or not offered at all, all parties may ask for the request to be heard before a protest committee.

**B3 Advisory Hearing**

B3.1 When there is an incident that will not result in the lodging of a protest or request for redress, a boat, protest committee or race committee may request an advisory hearing and notify any boat involved in the incident. An adviser will then call a hearing to learn what may have happened and will state whether any rule appears to have been broken, and by which boat. A boat may as a result notify the race office that she accepts an exoneration penalty when it applies to the incident, or choose to retire. (She does not have to do this.)

**SOME EXPLANATIONS OF THE SYSTEMS IN SI ATTACHMENT B - NB - NOT RULES!!!!!**

If you are involved in an incident on the water - you may want to protest another boat. To do so you must immediately hail 'Protest'. Later you can fill in a protest form and deliver it at the race office before the protest time limit ends.

Many times you can chose between an arbitration or a regular protest hearing. You can read more about that in SI Attachment B, but here are some information about each system:

|  |  |
| --- | --- |
| **Protest hearing** | **Arbitration** |
| Sometimes you have to wait before your protest can be heard.  There will normally be 3 - 5 judges hearing the protest.  They will decide whether the protest is valid.  If valid, they will hear it.  If they find that anybody broke a rule - they will disqualify that boat. | There will normally be 1 judge hearing the protest - and this is much faster than a normal protest hearing.  He will decide whether the protest is valid.  If valid, he will hear the protest.  You cannot bring any witnesses to an arbitration.  If the arbitrator finds that anybody broke a rule, he will suggest that the boat that broke a rule accepts an exoneration penalty (30%).  If the penalty is accepted, the protestor will be asked to withdraw the protest.  If this happens - the case is closed.  If this does not happen - the case goes to a normal protest hearing.  If a boat has accepted an exoneration penalty in an arbitration - she cannot be penalised further in a hearing about the same incident later on.  It an arbitration goes to a full hearing - the decision may be the same - but it may also be different. |
| **Advisory hearing** | |
| If you have been involved in an incident - but you don't want to protest anybody, maybe you want to learn what the rules are in that situation anyway…, then you can ask for an advisory hearing.  This can be a good way to learn more about situations that happen on the water - and nobody will get disqualified or penalised.  If you are told in an advisory hearing that you did break a rule in the situation - you can ask to get a penalty or to retire - but you don't have to. | |

**SI ATTACHMENT C – ANCHORAGES FOR SUPPORT BOATS**

