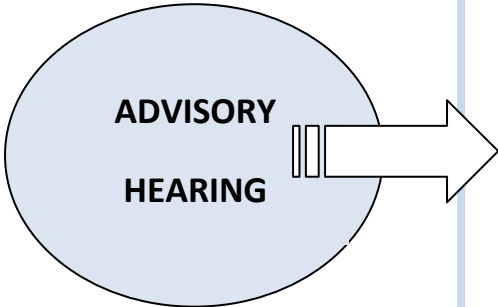


RULES DISPUTES – WHAT TO DO

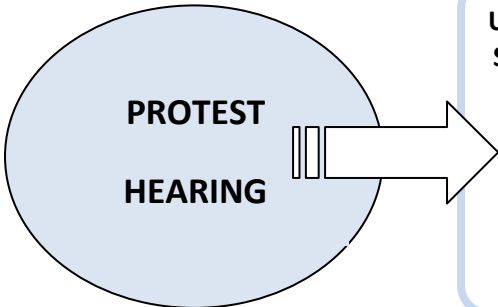
The best way of dealing with incidents (rules disputes) on the water, if no boat takes a penalty at the time, is to offer a choice of:
(i) an ADVISORY HEARING, (ii) a PROTEST HEARING



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*



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" -