

# DECISION

Protest

Request No.: 02

Heard Jointly With Number(s): 03

Event: Great Vallejo Race Race Number: 1  
Hearing Schedule: 2022-05-14

## PARTIES AND WITNESSES

**Request No.: 02:** 38022 - Sea Star - Bob Walden

119 - E-Ticket - Noble Griswold

**Request No.: 03:** 119 - E-Ticket - Noble Griswold

38022 - Sea Star - Bob Walden

**Witnesses:** Moni Blume, Tactician on SEA STAR, Mike Ashe, Tactician on E-TICKET

## VALIDITY

**Objection to Jury:** No

**Within Time Limit:** Within Time Limit

**Incident Identified:** Yes

**Proper Hail:** Protest hailed

**Red Flag Displayed:** Yes

**Decision:** Request Valid

## PROCEDURAL MATTERS

1. The hearing was conducted on May 18, 2022 both in person at the SFYC and via Zoom video conference.
2. Bob Walden, representing SEA STAR and his witness, Moni Blume participated in person.
3. Noble Griswold, representing E-TICKET and his witness, Mike Ashe participated via Zoom.
4. All parties and witnesses were provided the Code of Conduct for Remote Hearings and agreed to observe the restrictions therein.

## FACTS FOUND

1. The start of the Great Vallejo Race was a reaching start in light, variable wind averaging about 5 knots and strong adverse current.
2. Between the warning signal and the preparatory signal for the start of division H, SEA STAR a Cal-39 engaged her engine and achieved a speed of about 4.5 knots before disengaging her engine.
3. E TICKET, a Benneteau 38, to windward and clear ahead of SEA STAR was under sail from the time of the warning signal.
4. KURZWEILE, a Santa Cruz 27, was to leeward and ahead of E-TICKET, also under sail.
5. E-TICKET altered course to leeward, to a converging course with KURZWEILE, reducing the space between the two boats.
6. At the preparatory signal SEA STAR was clear astern of E-TICKET and on a course to go between E-TICKET and KURZWEILE, travelling 1 knot faster than those two boats.
7. SEA STAR became overlapped to leeward of E-TICKET with a distance of 10ft.
8. The angle between the two boats at the time the overlap began was about 10 degrees.
9. The distance between the boats narrowed over the next 15 seconds and the crews of both boats fended off a collision as SEA STAR continued to overtake E-TICKET.
10. No damage or injury occurred as a result of the incident.

**Diagram:** Protest Committee diagram attached - See file name with "ENDORSED"

## CONCLUSIONS AND RULES THAT APPLY

**Rules:** 11, 14, 43.1(c)

1. When SEA STAR acquired right of way through her own actions, she initially gave E-TICKET room to keep clear as

required by RRS 15.

2. E-TICKET to windward failed to keep clear of SEA STAR to leeward, and broke RRS 11.
3. SEA STAR, the right-of-way boat, did not act to avoid contact when it became clear that E-TICKET was not keeping clear. SEA STAR broke RRS 14.
4. Since SEA STAR was right-of way boat and the contact did not cause damage or injury, she is exonerated under RRS 43.1(c) for breaking RRS 14.

**DECISION**

**Date & Time:** 2022-05-18 21:56 UTC

SEA STAR's protest is upheld

E-TICKET is DSQ in Race 2.

**PROTEST COMMITTEE**

**Chaired By:** Rob Overton (USA)

**Committee Members:** Danielle Lawson (USA), Vickie Gilmour (USA)

**Printed:** 19 May 21:23