

Request to Reopen

Protest No: 03

Received At: 2024-04-05 19:05 UTC

1. Event Name: Irish Sailing Youth National Championships 2024

Protest On: 2024-04-05

Race No: 211114

2. Hearing Type

- Protest
- Protest by RC
- Protest by PC
- Protest by TC

- Request to Reopen
- Reopening by PC
- Request for Redress
- Request for Redress by RC

3. Protestor

ILCA6 - Male - 211114 - Andrew Kingston

4. Protestees

1. Protest Committee

5. Incident

Time Place: Race 1, 3/4 the way up the first upwind (Leg 1)

Rules: Racing Rules of Sailing Rule 23.1 | The International Collision Regulations Rule 12

Witnesses: Lewis Thompson, Charlie Keating, Bobby Driscoll, Milan Vujasinovic, Daniel O' Connor.

6. Informing Protestee

Hail:

Hail When:

Hail Comment:

Red Flag:

Red Flag Comment

Other:

Other Comment:

7. Description Of Incident

Boat 211114 (Boat Protesting) was sailing on Port tack in a leading position sailing in 10 knots of wind in flat water. Boat 211114 looks back and sees the Jury Boat which has approximately 3 boat lengths of distance from Boat 211114 along with several other competitors which Boat 211114 is primarily focused on. Boat 211114 has reasonable expectation that it was not on a collision course with the jury boat and that the Jury Boat was aware of all boats in its surroundings given tight racing conditions at top of the fleet. Boat 211114 tacks and completes tack onto starboard finishing at low speed because of the tack. Jury boat then continues to manoeuvre towards Boat 211114 with admission that they were not looking and did not change course or speed. Boat 211114 has right of way under the International Collision Regulation Rule 12:

- Power driven vessels must avoid and/or give way to all sailing vessels when under sail.

Boat 211114 also has right of way under the Racing Rules of Sailing Rule 23.1:

- If reasonably possible, a boat not racing shall not interfere with a boat that is racing.

The Jury boat then sees Boat 211114 and puts their rib into Neutral (Neither immediately changing their course or speed) causing the Jury boat to collide into Boat 211114. Boat 211114 luffs approximately 3 secs prior to collision (completely removing its manoeuvrability and dropping speed significantly) to avoid the collision approximately 3 seconds prior to the incident also assuming that the Jury Boat will and must avoid him under Rule 23.1 of the racing rules of sailing and Rule 12 of the International Collision Regulations. Boat 211114 fully recognises the requirement to hail a competitor but does not recognise the requirement to hail a motorised Jury Boat on the course while racing. Boat 211114 and the Jury Boat are then stuck together for approximately 30-40 seconds, Boat 211114 remains luffed for 30+ seconds. Boat 211114 then loses approximately 15 boat lengths of distance after being collided by a boat not racing and having to reaccelerate and bear away in 10 knots of breeze. Boat 211114 then rounds the mark in 5th place after previously leading the race. This collision seriously effected Boat 211114's race and final score because Boat 211114 went from having clean air, and no traffic to significant traffic around the top mark. Boat 211114 then finishes within approximately 3 boat lengths of the boat finishing 2nd and less than 1/2 a boat length of the boat finishing 3rd. Boat 211114 believes the loss of approximately 15 boats lengths during the incident with the Jury Boat seriously effected Boat 211114's final finishing position. Boat 211114 believes this protest should be reopened and this incident should be considered for redress as Boat 211114 found new information since the incident such as the fact that the Jury Boat admitted lack of observation given its position in close proximity to boats racing and lack of significant actions to avoid the collision. Boat 211114 took significant actions by luffing unlike the motor vessel, the Jury Boat, which did not take significant actions to avoid the collision.

8. Damage Or Injury

Attachments