

DECISION

Request No.: 02

Event: 2022 Southern Coast Cup Race Number: 2
Hearing Schedule: 2022-07-30

PARTIES AND WITNESSES

Request No.: 02: ORC2 - KOR UZB TUR 14 - RANDOM - HO JUN SONG

ORC2 - KOR 15 - NIMFA - JI GANG KIM

Interpreters: Yuwon Kwon

VALIDITY

Objection to Jury: No

Within Time Limit: Within Time Limit

Incident Identified: Yes

Proper Hail: No proper hail

Red Flag Displayed: Yes

Decision: Request Valid At the time of the incident contact of 14 caused serious damage therefore protest is valid under RRS 61.1(a)(4).

PROCEDURAL MATTERS

1. *Yuwon Kwon attended as a translator*
2. *Dong-hoon Sin and Kwon Jung attended as observers*
3. *As both parties were present at the Jury room when the protest was lodged, they agreed to commence the hearing immediately and therefore RRS63.2 is deemed to be complied.*
4. *NOR 2.2 specifies the use of Bow Numbers issued by the OA. Bow number for Random [] is 14 and Bow number for Nimfa is 15. For the purpose of this hearing, bow numbers are used.*

FACTS FOUND

1. Wind was 20 knots and sea state was waves more than 1m high.
2. 5-6min after the start, 14 and 15 were both on starboard tack and sailing close-hauled.
3. 15 was sailing leeward and ahead of 14 and their distance apart was 3 hull lengths.
4. 15 tacked to port and both boats became converging on a collision course.
5. 5 seconds before 14 was aware of 15, 14 hailed "starboard" to 15.
6. 15 tried to keep clear of 14 by bearing away but it was too late.
7. Contact occurred between 15's bow and port side of 14's aft quarter sheerline just in front of the pushpit.
8. 14's damage was 1. Port side stanchions 2. Snapped lifeline and 3. Damage to the pushpit 4. Damage to the hull at the sheerline after the pushpit
9. One crew of 14 had minor injury.
10. 15 took one penalty turn.
11. Both boats finished race 4 (Offshore Race 1)

Diagram: Diagram not endorsed

CONCLUSIONS AND RULES THAT APPLY

Rules: 10,14,44.1(b), Case 141,

| **Conclusion & Rules:**

1. 15 on port failed to keep clear of 14 on starboard, and broke RRS 10.
2. 15 did not avoid contact when it was reasonably possible, and broke RRS 14.
3. Since it was not reasonably possible to avoid contact, 14 did not break RRS 14.
4. 15 took a penalty turn for breaking RRS 10
5. 14 lost her port lifeline and sustained hull damage which put the crew in danger and therefore the damage was serious (Case 141)
6. As 15 the keep clear boat caused serious damage to 14 the right of way boat, her penalty was to retire as required by RRS 44.1(b), but 15 did not retire.

DECISION**Date & Time:** 2022-07-30 18:10 KST

15 (NIMFA) is DSQ in Offshore Race 1 (Race 4 in the series)

PROTEST COMMITTEE**Chaired By:** Manuel Ken Gamito (POR)**Committee Members:** Sungchul Jeong (KOR), Leonard S Chin (MAS), Hong Koo Kang (KOR), Sukkyong Kim (KOR)**Written Decision Requested By:** Boat 14 Email: songhojun@gmail.com Tel 821052691628**Printed:** 2022-07-31 22:07