

RSYS Etchells Milson Silver Goblets 2020-21

Race 3 – 3rd February

1475 Flying High represented by Seve Jarvin

1250 Umami represented by Christian Brook (Not present but did phone in prior to hearing)

Hearing Thursday 4th February – 7.15PM – RSYS

FACTS FOUND

1. Umami skipper Christian Brook was not available for the hearing due to representing RSYS at a meeting off site. He phoned in prior to the hearing and admitted fault in the incident. These facts were disclosed to the other party.
2. The protest was valid
3. The wind was a light and variable East/South East at 8-12 knots throughout the race.
4. As the boats arrived at the windward mark in the channel off Shark Island, Flying High was on the starboard layline with an unidentified boat to windward.
5. Umami was on Port and inside the zone
6. When Flying High realised that Umami was not going to keep clear, they dumped the main and bore away colliding with Umami
7. Damage was caused to the bow of Flying High that was allowing water to enter the hull, and damage was caused to the starboard side of Umami
8. Umami completed her penalty turns
9. Flying High was in approx. 5th place at the time of the incident and immediately lost some places as a result of the collision
10. Flying High on the next leg took time to inspect the damage and then continued racing finishing 21st 1min 25sec behind Umami that finished 12th after having taken their penalty turns
11. 4th to 8th places inclusive finished within 30 seconds

CONCLUSIONS

1. Umami failed to keep clear as port tack boat under RRS 10 and failed to avoid a collision as required by RRS 14
2. Flying High when they realised Umami was not going to keep clear took all action reasonable possible to avoid contact
3. The Damage caused in the incident was serious as it needed repairing before the boat could race again and thus Umami's penalty turns were not sufficient as required by RRS 44.1 (b).
4. Flying High's finishing position was made significantly worse by the physical damage caused by a boat required to keep clear RRS 62.1 (b)
5. The PC considered what was appropriate redress for Flying High and discounted average points as this would not be as fair an arrangement as possible for all boats. Taking into account World Sailing Case 110 that it is only the worsening of the score by the actual damage and not the time in avoiding manoeuvres and getting separated and going again, and the very tight racing, the PC came to the opinion that points equal to 8th place would be appropriate redress.

RULES APPLICABLE 10, 14, 44.1(b), 62

DECISION

Umami is to be scored DSQ in Race 3

Flying High is to be awarded points equal to 8th place

SIGNED FOR THE PROTEST COMMITTEE BY

Steven Hatch IJ/IU Chairman