



# EVENT Port Hacking Sailing, Twilight Race 4<sup>th</sup> December 2024

## PROTEST COMMITTEE DECISION

Case No:

With Case(s):

Race:

PARTIES		
Boat or Committee or Person	Class/Fleet	Represented By/Not Present
Starship (trimaran) Protestor	PHS Twilight race	Michael Meehan
L'attitude (monohull) Protestee	PHS twilight race	John Barter

  

WITNESSES	
Name	Boat – Committee - Role
Brad Wells	Crew Starship
Tim Dodds	Crew L'attitude

Valid – Yes/No-(if 'No' use Facts Found to document this decision) Yes

**Case Introduction:** (Type of hearing and one or two sentences to set the scene of the case e.g. 'A boat-to-boat incident at the leeward mark' or 'A request for redress for being scored OCS.')

Protest: Starship v L'attitude following collision inside the zone of the windward mark.

**Procedural Matters:** (Conflicts of Interest, parties not present, extending time limits)

The members of the Protest Committee indicated that they were each skippers of other yachts in the same race, neither witnessing nor involved in the incident in question.. The parties accepted this statement and raised no objections.

**Facts found:**

The Protest is valid. "Protest" called on-water and protest flag flown. Protest submitted to PHS committee member within the timeframe.

Port Hacking Estuary triangular course. Wind SSW, approx 10 knots. Flat water. Good visibility. Windward mark in the proximity of Jibbon Beach

L'attitude was approaching the windward mark (stbd rounding) on port tack

Starship was approaching the windward mark on stbd tack. L'attitude passed behind Starship

Starship tacked from stbd to port tack

Starship, now on port tack, was the boat nearest the mark and reached the zone first. There was no overlap between the boats at this point.

The relative speeds were changing as Starship slowed near the mark. L'attitude, to leeward of Starship, touched the mark and subsequently touched the stern of Starship. At the time of the collision, both yachts were on a close-hauled course, port tack. Starship rounded the mark and continued to the next mark.

After the collision, L'attitude took a 360 penalty turn. (SI's amend rule 44 to a 360 penalty rather than a 720).

No other yachts were in or close to the zone

**Conclusion & Rules:**

Zone was established as 3 lengths of Starship from the mark – Zone definition

Both boats entered the zone on port tack, with no overlap. L'attitude had not established an overlap and therefore was not entitled to mark room (rule 18.2).

L'attitude as the boat clear astern had the duty to keep clear of the boat clear ahead (rule 12)

L'attitude had an opportunity to avoid contact and hence broke rule 14. Starship tried to bear away but was unable to avoid contact.

L'attitude subsequently took a 360 penalty which exonerated both the breach of rule 14 and the touching of the mark. Rule 31. One turn for the two breaches Rule 44.1

**Decision:**

No further penalties

**Request to Withdraw:**

No

**Request Approved:**

**Protest Committee:**

Bill Dickson CJ (Chair), Michael Wolf CJ, Phil Jobe

International Jury: Yes/No

**Signed: Bill Dickson** +

Date, time: December 11<sup>th</sup> 2024, 16:00