

Request for Redress

Protest No: 5

Received At: 2017-07-22 07:04 PDT

1. Event Name: US Laser National Championships

Protest On: 2017-07-22

Race No: 6

2. Hearing Type

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

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

3. Protestor

Laser - 207119 - Jackson Wagner

4. Protestees

1. Race Committee

5. Incident

Time Place: The incident occurred approximately 2 seconds after the start of race 6

Rules: 29.1, 29.2

Witnesses: The race committee

6. Informing Protestee

☐ **Hail:**

Hail When:

Hail Comment:

☐ **Red Flag:**

Red Flag Comment

☐ **Other:**

Other Comment:

7. Description Of Incident

In race six I was setting up to start at the boat end of the line. With 32 seconds till go, I was set up directly to leeward of the committee boat. At that time I was flagged by the on-water judges for the rule 42 violation of backwinding and sculling to one side at the same time. I promptly cleared the area and completed two penalty turns. By the time I was done with my penalty turns, the time was 2 seconds till go. I was now four boatlengths behind the line on the layline to the committee boat. I then heard the go signal when I was still two boatlengths away from the start. I was directly behind the middle-aged competitor with the floppy hat and new blue-colored laser. I then looked up to my right and saw the general recall flag (First Sub) raised in the air. Since I am new to the laser class, I did not know why I had been flagged by the judges, so I then sailed downwind to go consult them. The judges were about 12 boatlengths to port of the race committee and 7 boatlengths to leeward. My back turned to the committee, I did not see the change to the flag that had been flown. I rounded up next to the judge boat with a starboard rounding and began a respectful conversation where they kindly explained to me my violation. It was only then did I see that the First Sub flag had been replaced by the X-flag indicating individual recall. Hopelessly behind, I began to sail upwind, taking onto port at the first available moment and sailing to the right side of the course. It was there that I saw the man with the floppy hat again, approximately 300 yards ahead of me on the same tack. Later in the race while on the final downwind, I noticed that this same competitor finishing near the top five of the fleet. If it had not been for the flag mistake on the part of the race committee, I would have been able to start the race just inches behind this competitor and would have been in a great position to attain a strong finish, as the right side of the course was very favored on the first beat due to a large wind shift. Instead, my race was set the worst of my regatta thus far due to this signal-miscommunication.

8. Damage Or Injury

Attachments