

Request to Reopen

Protest No: 9

Received At: 2017-07-22 23:05 PDT

1. Event Name: US Laser National Championships

Protest On: 2017-07-23

Race No: 5

2. Hearing Type

- | | |
|--|---|
| <input type="checkbox"/> Protest | <input type="checkbox"/> Reopening by PC |
| <input type="checkbox"/> Protest by RC | <input checked="" type="checkbox"/> Request to Reopen |
| <input type="checkbox"/> Protest by PC | <input type="checkbox"/> Request for Redress |
| <input type="checkbox"/> Protest by TC | <input type="checkbox"/> Request for Redress by RC |

3. Protestor

Laser Radial - USA 211820 - Kelly Cole

4. Protestees

1. Protesst Committee

5. Incident

Time Place: Start of race 5

Rules:

Witnesses:

6. Informing Protestee

Hail:

Hail When:

Hail Comment:

Red Flag:

Red Flag Comment

Other:

Other Comment:

7. Description Of Incident

I would like to reopen my request for redress for race 5 on the basis that it was not a fair judgment of the line. My case was denied based on a testimony of the pin boat. Yet the committee boat claimed only 1 boat to be over that boat being 171154. At the skippers meeting several times they have said the **race committee** boat has the final decision on the line. Yet my decision was based off the pin boats report.

In my hearing, on the tape you hear one of the two gentlemen calling the line on the pin boat say the line was all clear after the starting gun. The other man on the pin boat in his testimony at the hearing today, without reference to the where the starting line is- or what the starting lag sag situation is, stated that I was bow out on the fleet. That comment in and of itself should not be should without reference to the line. Just because my bow was out on everyone else does not mean that I was over. Due to my acceleration my bow would then have been bow out from the fleet after the starting gun. I had a good line sight and am confident in where I was on the line. I would not pursue this unless I felt that this hearing decision was not consistent with other hearing decisions presented.

There's seems to be a lack of consistency regarding the identification of the sail number until a photo taken at an undetermined time after the start is relied upon.

There also seems to be lack of consistency in identifying the boats that are over course side from the pin boat without a photograph without a time reference.

The introduction of a photo to identify my sail number dose not identify that my boat was OCS.

Thank you for your consideration in looking at this.

8. Damage Or Injury

Attachments