

Protest

Number: 03

Received: 2019-06-15 15:47 PDT

1. EVENT: RVYC One Design Regatta Series

Date: 2019-06-15

Race No.: 4

2. TYPE OF HEARING

- | | |
|---------------------------------------------|----------------------------------------------------|
| <input checked="" type="checkbox"/> Protest | <input type="checkbox"/> Request to Reopen |
| <input type="checkbox"/> Protest by RC | <input type="checkbox"/> Reopening by PC |
| <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. INITIATOR

m242 - 282 - Dirty Dog - Matt Collingwood

4. RESPONDENTS

1. M242 - 13 - Back in Black

5. INCIDENT

Time and Place: 2:10 pm English Bay. ODR, start line

Rules Broken: Port starboard

Witnesses: Connie Leung, Peter Carter, Alec Francis, William Turner

6. INFORMING RESPONDENTS

- By Hailing:**
 - When?:** Immediately after the collision
 - Words Used:** You are protested
- By displaying a red flag:**
 - When?** Immediately after hailing "protest"
- By informing her in some other way:**
 - Details:**

7. DESCRIPTION OF INCIDENT

Dirty Dog (DD) was sailing a starboard course with about 10 seconds to the starting horn. Too Wicked (304) and Back in Black (13) were sailing towards DD on port tack. 304 was ahead of 13 with 13 just a few feet behind 304. 304 bore off safely passing to leeward of DD.

We were on a port/starboard course very close to the pin end of the line, within 3-4 boat lengths of the pin, and DD was on a close reach. DD hailed "starboard" to 13.

13 attempted to tack for the pin directly in front of us within less than half a boat length but failed to complete their tack in time. As a result, DD's bow was aiming directly at 13's starboard beam. To avoid a t-bone collision DD took evasive action and went head to wind. Our stern swung wide as sterns do. I was right beside 13's driver at this point and saw him try to bear away and as a result his stern swung wide.

The result was a very solid port aft/starboard aft contact.

8. DAMAGE OR INJURY

No personal injury. Contact was very heavy, insurance adjuster will be retained to inspect DD aft port quarter.

ATTACHMENTS