

Protest

Protest No: 10

Received At: 2023-09-18 06:36 EDT

1. Event Name: 2023 GNS Séries Interclub Series

Protest On: 2023-09-18

Race No: S5 R7

2. Hearing Type

- | | |
|---|--|
| <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. Protestor

J/29 - Division 1: PHRF 1 Spinnaker and White Sail, and PHRF 2 Spinnaker and White Sail - 56 - Untamed - Laurent Ricciardi

4. Protestees

1. C&C 37/40 XL - Division 1: PHRF 1 Spinnaker and White Sail, and PHRF 2 Spinnaker and White Sail - 42982 - Chaos - Jim Moss Moss

5. Incident

Time Place: Sept. 8, 1st leeward buoy, around 11:20 I assume

Rules: 10, 13, 16.1

Witnesses: I think most of the Div. 1 fleet saw the incident, more specifically the Lino Di Lullo boat can be witness so can be Greg from our crew.

6. Informing Protestee

- Hail:**
Hail When: immediately when Chaos started boring down
Hail Comment: I protest
- Red Flag:**
Red Flag Comment immediately (seconds)
- Other:**
Other Comment:

7. Description Of Incident

We (Untamed) were sailing starboard on the windward lay line in a light wind condition at 3 to 4 knots within the 3 boats length of the buoy. Chaos was coming port. We shouted starboard, he acknowledges with a "yes I hear you" but kept it through and tacked in front and slightly above us at half a boat length (15 to 20 feet) with her port hull side roughly align to our starboard hull side. At that time, they were barely 2 boats length left from the buoy (1 for Chaos) and the space between stern and bow of the two boats had decreased down to 10 to 15 feet. Considering the light wind condition, it would have been daring but possible to avoid the incident by "lofing" up behind and above Chaos - yet, we were expecting Chaos to keep clear after her tack (rule 13) but instead she immediately bore down toward the buoy leaving no room and forcing us into the buoy to avoid boat contact (16.1). As a result, our boat rudder got stuck to the buoy's anchor line, we eventually did 720 (instead of a 360 for penalty...). Witnesses for the 720 FarEast and Etchell Boats.

8. Damage Or Injury

none

Attachments

