

DECISION

Request Number: 04

Protest

Event: 2018 KiteFoil GoldCup World Series Weifang Binhai Race Number: 12

Hearing Date: 2018-09-03

PARTIES AND WITNESSES

Initiator: GBR 154 - Connor Bainbridge

Respondent(s): FRA 98 - Théo De Ramecourt

Witnesses: 95

VALIDITY

Objection to Jury: No

Within Time Limit: Within Time Limit

Incident Identified: Yes

Proper Hail: Protest hailed

Red Flag Displayed: Not required

DECISION: Request Valid

PROCEDURAL MATTERS

FACTS FOUND

Race 12, first rounding of the leeward gate, 14 knots of wind, flat water.

#154 and #98 on port tack sailing downwind towards the gate.

#98 raised his kite, in order to avoid a collision with a starboard tack board rounding the starboard gate mark, and lost his speed, #154 passed astern of #98.

#98 entered the zone of the port gate mark as a board clear ahead, #154 was a board clear astern.

#98 reached the port gate mark with a distance of 10 m from it, when #154 established an overlapped to leeward of #98 with a distance of 20m.

#98 lowered his kite just above the water, and #154 got tangled into #98's lines

Both of them capsized.

There was a physical damage to #98's bridles preventing him to finish race 12.

It took around 01:20 for #154 to recover.

#154 finished the race 12 on a 14th position.

Diagram: Diagram not endorsed

CONCLUSIONS AND RULES THAT APPLY

#154 a board clear astern while entering the zone, did not give mark room to #98, a board clear ahead at the zone, breaking RRS 18.2(a)(2).

#98, a windward board did not keep clear of #154, a leeward board, breaking RRS 11.

#98 by lowering her kite and not giving #154 room to keep clear, also broke RRS 16.1, however she is exonerated by RRS 21(a), because she was a board sailing within the mark room that she was entitled to.

It was not reasonably possible for #154 to avoid contact with #98, and therefore did not break RRs 14.

It was not reasonably possible for #98 to avoid contact with #154, when it was clear to #98 that #154 was not giving him mark-room.

#98 score was made significantly worse through no fault of her own by a tangle and a physical damage caused by #154 breaking RRS 18.2(a)(2) and therefore she is entitled to redress according to F5 62.1(b).

DECISION

Date & Time: 2018-09-03 23:50 CST

#154 is to be scored DCT in race 12.

Redress given to #98, #98 shall be scored points equal to the average of her points in all races sailed before the last day of racing.

PROTEST COMMITTEE

Chaired By: Elliot Levy (USA)

Committee Members: Paco Quinonero (ESP), Anastazja Lewandowska (POL)

Printed: 2019-08-10 10:45