

DECISION

Protest

Request No.: 03

Heard Jointly With Number(s): 01, 02

Event: International Knarr Championship Race Number: 1
Hearing Date: 2019-09-08

PARTIES AND WITNESSES

Request No.: 03: Knarr - Knarr - USA 141 - Alinea - John Buestad

Knarr - Knarr - USA 120 - Benino - Terry Anderlini

Knarr - Knarr - DEN 105 - Poseidon - Henrik Soederlund

Request No.: 02: Knarr - Knarr - USA 120 - Benino - Terry Anderlini

Knarr - Knarr - USA 141 - Alinea - John Buestad

Request No.: 01: Knarr - Knarr - DEN 105 - Poseidon - Henrik Soederlund

Knarr - Knarr - USA 141 - Alinea - John Buestad

Witnesses: Don Becker (Judges Boat), Chris Boome (crew for John Buestad), Chris Perkins (Skipper of 111)

VALIDITY

Objection to Jury: No

Within Time Limit: Within Time Limit

Incident Identified: Yes

Proper Hail: Protest hailed

Red Flag Displayed: Yes

DECISION: Request Valid

PROCEDURAL MATTERS

No conflicts were noted by the panel or raised by the parties.
Don Becker was on the jury boat and witnessed the incident.

FACTS FOUND

1. Ebb tide and 12-14 knots of breeze on the city front.
2. Approaching the finish, Knarr 141 on on port jibe 1 to 1.5 boatlengths to windward of Knarr 120 also on port.
3. Knarr 105 on starboard jibe on a converging course with Knarr 141.
4. Knarr 120 jibed onto starboard.
5. Knarr 141 jibed from port to starboard ahead of Knarr 105.
6. Knarr 105 bore away as Knarr 141 completed her jibe.
7. The bow of Knarr 105 collided with the starboard quarter of Knarr 141 about 1.5 feet from the stern causing damage to the towrail of Knarr 141 and the bow of Knarr 105.
8. The impact of the collision caused Knarr 141 to round up towards Knarr 120.
9. Knarr 141 altered course to windward to try to astern of Knarr 120.
10. Knarr 141 collided with Knarr 120 in the port corner just before the transom causing damage.
11. No penalty turns were made.

Diagram: Diagram not endorsed

CONCLUSIONS AND RULES THAT APPLY

1. When acquiring right of way, Knarr 141 failed to initially give Knarr 105 room to keep clear as required by RRS 15.
2. Although it was reasonably possible Knarr 105 did not avoid contact with Knarr 141 as required by RRS 14.
3. Knarr 141, the right-of-way boat, changed her course and failed to give Knarr 120, room to keep clear, as required by RRS 16.1
4. It was not reasonably possible for Knarr 120 to avoid contact with Knarr 141.

DECISION

Protest Upheld
Knarr 141 DSQ, Knarr 105 DSQ.

Date & Time: 2019-09-08 17:15 PDT

PROTEST COMMITTEE

Chaired By: Don Becker (USA)

Committee Members: Egil Wold (NOR), Danielle Lawson (USA)