

DECISION

Request for Redress

Request Number: 17

Heard Jointly With Number(s): 13, 14, 15, 16

Event: Gill 2018 Australian Optimist Championships **Race Number:** 10
Hearing Date: 2018-01-09

PARTIES AND WITNESSES

Request Number: 17: Opti - Open - VIC AUS1748 - Shark Finn - Finn McMahon
Race Committee

Request Number: 13: Opti - Open - VIC AUS1111 - Assassin - Kate Goss
Race Committee

Request Number: 14: Opti - Open - VIC AUS1678 - Speedy StingRay - Christopher Jackson
Race Committee

Request Number: 15: Opti - Open - VIC AUS1681 - The Force Awakens - William McKenzie
Race Committee

Request Number: 16: Opti - 1103 - Hamish Gilsenan
Race Committee

Witnesses: Jonas Barrett, Molly , Tarin Sampson

VALIDITY

Objection to Jury: No

Within Time Limit: Beyond with Good Reason

Incident Identified: Yes

Proper Hail: Hail not required

Red Flag Displayed: Not required

DECISION: Request Valid

PROCEDURAL MATTERS

FACTS FOUND

1. The protest time limit for Opti Open Gold fleet was 1637hrs. The Gold Fleet boat requests for redress were lodged between 1639hrs and 1647hrs. Under rule 61.3, the protest committee found good reason to extend the time limit.
2. Course axis for race 10 was 030, leg length 0.6nm.
3. After the start, 1111, 1681, 1748, 1678 and 1103, sailed to the right hand side of the course, along with approximately 50% of the fleet, approaching shallow waters marked by Thorpe Memorial Beacon at the northern end of waters off King Island.
4. Thorpe Memorial Beacon is shown in the course diagram in close proximity to the Open Fleet racing area.
5. Beyond Thorpe Memorial Beacons safe water side, the water colour changed from a deep sea green to a lighter colour.
6. Not all boats continued into the shallow waters.
7. 1111, 1681, 1748, 1678 and 1103 sailed beyond the safe water side of Thorpe Memorial Beacon into the shallow waters and ran aground.
8. 1111, 1681, 1748, 1678 and 1103 lifted their centreboards to continue racing.
9. 1111, 1681, 1748, 1678 and 1103 finished the race.

Diagram: Diagram not endorsed

CONCLUSIONS AND RULES THAT APPLY

1. There was clear indication that boats were sailing into shoaling waters.
2. By sailing beyond the safe water side of a navigation beacon into shallow waters, the scores of 1111, 1681, 1748, 1678 and 1103 have not been made significantly worse through no fault of their own.

DECISION

Redress is denied.

Date & Time: 2018-01-09 19:15 AEST

PROTEST COMMITTEE

Chaired By: Simon Irving (AUS)

Committee Members: Damien Boldyrew (AUS), Christine Bridge (AUS), Mark Gallagher (AUS), Wayne Thompson (AUS)