

# Richiesta di riparazione

Protest No: 02

Received At: 2023/05/20 14:55 UTC

## 1. Event Name: International 14

Protest On: 20/05/2023

Race No: 6

## 2. Hearing Type

- |  |  |
|--|--|
| <input type="checkbox"/> Protesta                  | <input type="checkbox"/> Richiesta di riapertura                   |
| <input type="checkbox"/> Protesta da parte del CdR | <input type="checkbox"/> Riapertura da parte del CdP               |
| <input type="checkbox"/> Protesta da parte del CdP | <input checked="" type="checkbox"/> Richiesta di riparazione       |
| <input type="checkbox"/> Protesta da parte del CT  | <input type="checkbox"/> Richiesta di riparazione da parte del CdR |

## 3. Protestor

i14 - GBR GBR 1569 - Bubble - Rob Struckett

## 4. Protestees

1. Comitato di Regata

## 5. Incident

**Time Place:** Lago di Como, approximately 2pm on the 20 May 2023, first leg of race 6

**Rules:** 34(a), 62.1(a), 64.3

**Witnesses:** Cameron Tweedle

## 6. Informing Protestee

Hail:

**Hail When:** Immediately after crossing the finish line

**Hail Comment:** "We are protesting"

Red Flag:

**Red Flag Comment**

Other:

**Other Comment:**

## 7. Description Of Incident

Prior to the start we could see the windward mark (Mark 1) close to the spreader mark (Mark 1A). After the start we saw the windward mark was a long distance from Mark 1A (i.e. it had moved significantly from left to right as we looked upwind). As we were on the left hand side of the course (on port tack), we changed our course to bear away to point at the mark, ducking under the stern of another boat also on port tack. We then noticed the windward mark (Mark 1) was attached to a rescue boat from right to left as you look up the beat and so Mark 1 was also moving from right to left! We had to adjust our course as the mark moved. The mark was not returned to its correct position as required by RRS 34 (it was 150m away from Mark 1A instead of around 50m away as it had been in previous races and as it appeared to be originally prior to the start) and was only dropped in a fixed position as boats approached the top of the beat, which meant it was not possible to know where the mark would ultimately be placed. If we had known where the mark would be we would not have borne away under the stern of the boat in front and instead would have tacked up to windward to clear our air. We believe this decision cost us at least 5 places at the windward mark and favoured the boats to the right hand side of the course who did not have to bear away to get to the windward mark.

The race committee's action to move the mark as the fleet approached significantly affected our positioning and decision making, as well as the placing of all of the fleet at the first mark, and so our view is that the only appropriate redress under RRS 64.3 would be to abandon the race.

## 8. Damage Or Injury

## Attachments

Protest No: 02 Printed: 2023-05-20 14:55  
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