

Protest

Protest No: 01

Received At: 2023-06-22 00:25 PDT

1. Event Name: 2023 RVYC Wednesday Night Racing

Protest On: 2023-06-22

Race No: Race 1 of the night, race 6 of the series

2. Hearing Type

Protest

Protest by RC

Protest by PC

Protest by TC

Request to Reopen

Reopening by PC

Request for Redress

Request for Redress by RC

3. Protestor

Martin 242 - One Design - 149 - M&M - Peter Grimm

4. Protestees

1. Martin 242 - One Design - 2 - Second Wind - Jim Hyslop

5. Incident

Time Place: Race 1, first windward mark

Rules: 14

Witnesses:

6. Informing Protestee

Hail:

Hail When: At the time of the incident

Hail Comment: 149 protesting 2, protesting second wind

Red Flag:

Red Flag Comment Immediately

Other:

Other Comment:

7. Description Of Incident

Race one, windward mark #1, M&M tacked inside the two boat length circle inside of #2, but just astern of another boat, likely #231 checkmate. As the boat ahead rounded the weather mark, #2's overlap with #231 diminished such that #2 could take her stern. At this point #2 bore off so hard with no warning that I had to take evasive action to avoid a collision. I threw my tiller hard over to spin out of the way putting #149 below the mark and #2 made contact with her boom on my deck and into my foredeck crew. This was a HARD and unnecessary action with zero communication and no time or opportunity to act. Had I not steered so aggressively there would have been a collision as 2nd wind just skimmed past the mark on her new course. I hailed protest immediately and flew my protest flag immediately. I completed a turn in the process of re-rounding the mark in case of any error however it is my opinion that #2 failed to avoid the collision and unnecessarily and seemingly out of control causing this incident. #2 also completed this aggressive and unnecessary action when she had overstood the windward mark while being above her competitor ahead, not allowing normal seamanlike space to round the weather mark as she was fetching well below a close hauled course. There was also significant tide pushing boats above the mark. #2, second wind had to bear off to approximately a beam reach to round the mark and do what she did as this was evident from her boom striking my crew. At no time did #2 have to alter above a close hauled course but deliberately or otherwise closed off any room for #149 to continue around the mark. #2 did not complete any penalty turns, nor did they acknowledge their wrong doing. By disregarding our race line around the mark, I was able to avoid hull to hull contact by a very narrow margin.

I do not accept this form of poor sailing as acceptable in any sailboat racing irrespective of how informal our Wednesday series is. When a competitor is fouled, penalty turns must be taken. When in close proximity to competitors, contact is never a necessity or acceptable. When a crew member is contacted, I don't accept that the offending boat sails on in the race like nothing happened. Our race was significantly impacted from this incident having to re-round the weather mark, my crew was shaken up about being hit by another boat.

Rule 11, 14 broken, rule 18/18.1-3 not applicable.

8. Damage Or Injury

Attachments