

DECISION

Request No.: 08

Protest

Event: Sukma 2022 Race Number: 2
Hearing Schedule: 2022-09-20

PARTIES AND WITNESSES

Request No.: 08: Ilca 6 - Women - MAS MAS 213186 - laser - Nadjiha Jah Nazura Mohamed Jefry

Ilca 6 - Women - MAS 204056 - laser - Aina Zulaikha Azizul Rahman

Witnesses: MAS 212223 (Siti Nur Alwanie)

Interpreters: Nurul Ain, a member of the International Jury

VALIDITY

Objection to Jury: No

Within Time Limit: Within Time Limit Lodged at 18:10 with Protest time limit at 18:38

Incident Identified: Yes Yes

Proper Hail: Protest hailed

Red Flag Displayed: Not required

Decision: Request Valid

PROCEDURAL MATTERS

1. The hearing was rescheduled from 19 September 2022 to 20 September 2022 because MAS 204056 had taken ill and was unable to attend the hearing.
2. MAS 213186 informed the race committee at the finishing line of her intention to protest MAS 204056.
3. MAS 213186 noted in her hearing request that the allegation related to race 1. The correct race number is race 2. This was corrected at the hearing.

FACTS FOUND

1. In Race 2, the wind was 4 knots and the sea state, calm.
2. MAS 213186 rounded the downwind mark clear ahead of MAS 204056.
3. After rounding the downwind mark, both boats were sailing a close-hauled course on port tack.
3. MAS 204056, sailing faster than MAS 213186, established an overlap to windward of MAS 213186. The gap between the boats was half a boat width (about 0.7 metres) and MAS 213186 was a quarter of a boat length ahead.
4. A third boat, X, on starboard tack was sailing towards the downwind mark.
5. The three boats were on converging courses.
6. Boat X was sailing to pass to windward of MAS 213186 and MAS 204056. As the boats got closer, MAS 213186 was aiming at the middle of the boom of Boat X. MAS 213186 called to MAS 204056 for room to tack. MAS 204056 did not respond. MAS 213186 called a second time for room to tack. Again, MAS 204056 did not respond.
7. When MAS 204056 was less than half a boat length from Boat X and on a collision course, MAS 204056 bore away to avoid a contact with Boat X and Boat X luffed to avoid a contact with MAS 204056. There was no contact between them.
8. There was contact between the hulls of MAS 204056 and MAS 213186. There was no damage or injury.
9. No boat took an applicable penalty.

Diagram: Diagram not endorsed

CONCLUSIONS AND RULES THAT APPLY

Rules: 19.2(b), 20.1(a), 20.2(b) and (c), 11, 14, 43.1(b)

1. MAS 204056 to windward failed to keep clear of MAS 213186 to leeward, and broke RRS 11.
2. It was not reasonably possible for MAS 213186 and MAS 204056 to avoid the contact. Neither boat broke RRS 14.
3. Boat X was an obstruction to both MAS 213186 and MAS 204056. MAS 213186 could avoid Boat X without having to make a substantial course change. MAS 213186 broke RRS 20.1(a).
4. MAS 204056 failed to respond after MAS 213186 hailed her for room to tack, as required by RRS 20.2(b). MAS 204056 broke RRS 20.2(b).
5. MAS 213186 the outside boat at the obstruction (Boat X), failed to give MAS 204056 room to pass between her and the obstruction, despite being able to do so from the time the overlap began. MAS 213186 broke RRS 19.2(b).

DECISION**Date & Time:** 2022-09-20 15:43 +08

1. MAS 213186 and MAS 204056 are DSQ in race 2.

PROTEST COMMITTEE**Chaired By:** Wee Tee Teo (SGP)**Committee Members:** Insyira Iriena (MAS), Leonard S Chin (MAS), Selvam Mookken (SGP), Byungho Song (KOR)**Printed:** 22 Sep 16:27