

Event: DSMC Marine Sports Inter Clubs International Sailing Championship Race Number: 4  
Hearing Schedule: 2024-02-15 17:30

**PARTIES AND WITNESSES**

**Request No.: 07:** Optimist - SRI 224 - Minuga Nimisara Hettigamage

Optimist - TUR 3510 - Sarp Yonder

Optimist - TUR 3534 - Kuzey Girsoy

**Request No.: 08:** Optimist - SRI 224

Optimist - TUR3510

**Witnesses:** Binal Perera SRI 101 and Jury Member Leonard  
Chin

**Interpreters:** Ugur Inel

**VALIDITY**

**Objection to Jury:** No

**Within Time Limit:** Beyond with Good Reason 1 minute over protest time limit. The Jury extended the time limit in accordance with RRS61.3.

**Incident Identified:** Yes

**Proper Hail:** Protest hailed

**Red Flag Displayed:** Not required

**Decision:** Request Valid

**PROCEDURAL MATTERS**

1. TUR 3534 and TUR 3510 were given time to read the protests and their translator assisted.
2. The panel of the International Jury was composed in accordance with RRS N1.4(b).
3. Minuga Mimisara Hettigamage represented SRI 224
4. Kuzey Girsoy represented TUR 3534
5. Sarp Yonder represented TUR 3510
6. Ugur Inel was the translator for TUR 3534 and TUR 3510
7. Mert Karakapan was an observer
8. Jury members Pilsung Lee (KOR) and Alberto Predieri (ITA) were present as observers.
9. Hearing Request 7 was 1 minute past protest time limit and Hearing Request 8 was 10 minutes past protest time limit. The jury extended the protest time limit under 61.3.
10. As Hearing request 7 and 8 were related to each other, they were heard together under RRS 63.2.
11. A video taken by the jury was accepted by all parties.

**FACTS FOUND**

1. In race 4 the wind was light and the sea flat
2. Boats SRI224 TUR 3534 and TUR 3510 were on a run on leg 3 and a few boat lengths from the zone of Mark 3
3. SRI224 was on starboard and abreast of TUR3534 who was on port with a small hull to hull gap.
4. They remained in this abreast situation for many boat lengths with SRI224 unable to bear down on the course to the leeward mark.
5. TUR3510 on port was leeward of TUR 3534 and ahead with an overlap of about 30cm and a small hull to hull gap.
6. TUR 3534 and SRI224 were frequently kiting.

7. Contact took place between the mast heads of SRI224 and TUR3534.
8. TUR 3534 then bore away to keep clear and her bow immediately made contact with TUR3510's rear quarter.
9. There was no damage or injury
10. No boats took the applicable penalty

**Diagram:** Diagram not endorsed

#### **CONCLUSIONS AND RULES THAT APPLY**

**Rules:** RRS10, 19.2(b), 14, 43.1(c), 43.1(a), 61.3, 63.2

1. TUR3534 on port failed to keep clear of SRI 224 on starboard, and broke RRS 10
2. TUR3534 did not avoid contact when it was reasonably possible, and broke RRS 14.
3. Since SRI 224 was right-of way boat and the contact did not cause damage or injury, she is exonerated under RRS 43.1(c) for breaking RRS 14.
4. TUR 3510, the outside boat at an obstruction, failed to give TUR3534 room to pass between her and the obstruction (SRI 224), despite being able to do so from the time the overlap began. TUR3510 broke RRS 19.2(b).
5. Both TUR3534 and TUR 3510 broke RRS 14 when they made contact with each other.
6. Since TUR3534 was compelled to break RRS 14 as a consequence of TUR3510 breaking RRS 19.2(b), she is exonerated under RRS 43.1(a) for this breach.

#### **DECISION**

TUR 3534 and TUR3510 is DSQ in race 4

**Date & Time:** 2024-02-15 18:49 +03

#### **PROTEST COMMITTEE**

**Committee Type:** International Jury

**Chaired By:** Qu Chun (CHN)

**Committee Members:** Leonard S Chin (MAS), Amro Yusry Shouhdy ()

**Printed:** 17 Feb 07:05