

Etchells Fleet 27 Protest #1 of Race 2 of 5/27/2025

Black Sheep vs Fuzzy Logic

Mark room at the finish

After coming ashore and some research, reflections, and considerations, Fuzzy Logic opted to accept the Post-Race Penalty of 30% or 4.8 points added to its score but no worse than the score for a Did Not Finish, per Fleet NOR, SIs and RRS 44.3(c). The scores of other boats shall not be changed. Please have the scorer update the score sheet accordingly.

Etchells Fleet 27 Protest #2 of Race 2 of 5/27/2025

Gunsmoke vs Spaghetti Farm including Wiki-Wiki, party to the protest

On Opposite Tacks at the finish

We received two protests from this situation, GS vs SF, then SF vs WW. We took written information from WW and after this was disseminated to all, received additional written info from GS and SF. The Protest Committee met Thursday at 1830.

Facts Found:

Gunsmoke (GS), Spaghetti Farm (SF), and Wiki-Wiki (WW) were proceeding downwind on port tack to the finish of the second and last race of the evening. GS 5 boat lengths to windward of SF and WW who were within a boat length of each other per protests and diagrams. GS gybed to starboard to make the finish line. SF, port/windward, and WW, port leeward, were able to cross the finish line on port tack.

The finish mark was in the area; GS was most inboard of SF with WW outboard of SF. All diagrams and testimony indicated there was plenty of room for all boats to finish well away from the finish mark.

GS hailed SF of the impending port/starboard situation.

SF hailed WW for room at the buoy, WW responded by altering course.

Had GS held her course, she would have hit SF, and without SF, hit WW ahead of transom.

GS continued hailing she was on starboard tack but observing neither SF nor WW altering their courses, GS properly avoided contact by performing a crash gybe back onto port tack.

GS hailed protest on SF, hoisted a red protest flag, notified the RC via VHF shortly after the incident.

Some 100 yards later, 30 seconds or so, SF conversing with WW indicated her intention of protesting WW for not giving SF room to finish. SF radioed RC of her intent to protest WW though we have no testimony of SF hailing Protest not flying a protest flag.

Getting ashore, GS and SF produced and delivered Protest Forms on time.

Conclusions and Rules that apply:

The finish mark was irrelevant in this situation, Mark Room was not a factor.

This situation was simply a Rule 10, Right of Way on Opposite tacks incident.

The boat(s) on Port Tack were obligated to keep clear of the Starboard Tack boat.

SF needed to alter her course to avoid GS on starboard, Rule 14(a).

WW who did not alter its course enough to allow both port tack boats to avoid the starboard tack GS, Rule 14(b).

This incident is almost the same as US Sailing Appeal 6.

SF had been compelled to break Rule 14(a) by actions of WW and accordingly, Rule 43.1(a), Exoneration is applied to SF.

Decision:

Wiki-Wiki is disqualified for not avoiding contact with Spaghetti Farm who wished to avoid contact with Gunsmoke and impeding actions by Spaghetti Farm to avoid Gunsmoke, Rule 14(b).

Spaghetti Farm is exonerated, Rule 43.1(a)

Please have the scorer convert finish results of the second race on 5/27/2025 accordingly.

Protest Committee:

Tim Tolford, Dave White, Jennifer Yahr

May 29, 2025

For additional thoughts:

When producing diagrams, the wind is indicated coming from the top of the page downwards. Always label the boats on your diagram. Dashed or dotted lines of boat tracks can also help.

Hailing is not required other than in Rule 20, Hailing "Room to Tack" at an obstruction!

It is however recommended to hail others of impending situations developing such as port/starboard crossings, windward/leeward situations, approaching mark room, overlaps, barging, etc. Hailing is not required but a verbal alert is never going to get you in trouble.

When multiple boats are involved, only the protesting boat needs to file a protest form. Others involved would be called to participate in the hearing and all will have ample opportunity to present their views of the incident.

While on the racecourse, have eyes out of the boat, be aware of what is going on around you. If you see boats closing on one another, be prepared to act. In this situation, if WW and SF had gybed prior to GS closing on SF, the PC feels that the finish order might have been WW followed by SF followed by GS.

A boat that believes she was put in a situation not of her choosing, SF here, she is not obligated to hail Protest nor fly a protest flag at that time nor inform the RC. She is helpful in notifying the other boat, WW, that SF felt she was wronged and that WW may be implicated in the protest hearing.