



PROTEST FORM

also for requests for redress and reopening

Date & time received _____

Received by _____ Filing no. _____

Fill in and check as appropriate

1. EVENT _____ Organizing authority CHN/IC Date 27 Sept 2017 Race no. Race 1 on 9/27
Race 7 of 8
Summer Series
2. TYPE OF HEARING
☐ Protest by boat against boat
☐ Protest by race committee against boat
☐ Protest by protest committee against boat
☒ Request for redress by boat or race committee
☐ Consideration of redress by protest committee
☐ Request by boat or race committee to reopen hearing
☐ Consideration of reopening by protest committee
3. BOAT PROTESTING, OR REQUESTING REDRESS OR REOPENING
 Class Rhodes 19 Sail no. 14 Boat's name Jun 0
 Represented by _____ Tel. _____ E-mail _____
4. BOAT(S) PROTESTED OR BEING CONSIDERED FOR REDRESS
 Class Rhodes 19 Sail no. 14 Boat's name Jun 0
5. INCIDENT
 Time and place of incident ~1730 Near race mark #11
 Rule(s) alleged to have been broken A5 (by RC) Witness(es) PRO (Jeff Schuldheiss), remainder of fleet
6. INFORMING PROTESTEE How did you inform the protestee of your intention to protest?
☐ By hailing When? _____ Word(s) used _____
☐ By displaying a red flag When? _____
☐ By informing her in some other way Give details _____

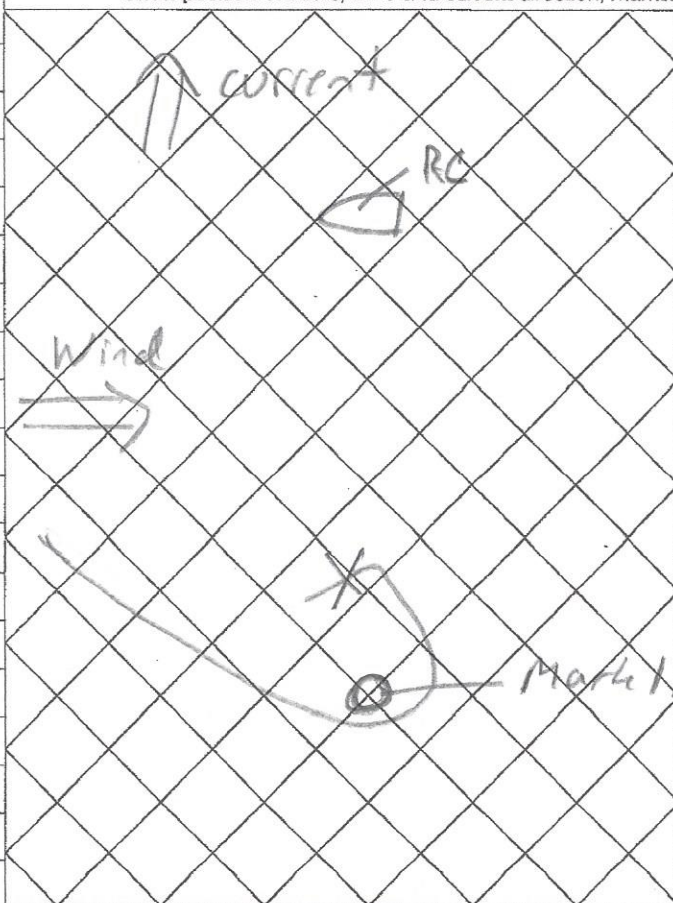
7. DESCRIPTION OF INCIDENT

(use another sheet if necessary)

see attached

Diagram: one square = one hull length

Show position of boats, wind and current direction, marks.



THIS SIDE FOR PROTEST COMMITTEE USE

Fill in and check as appropriate

Class _____ Race# _____ Filing# _____

Heard together with numbers _____

☐ Withdrawal requested; signature _____ ☐ Withdrawal permittedProtest time limit _____ ☐ Protest, or request for redress or reopening, received within time limit ☐ Time limit extended

Protestor, or party requesting redress or reopening, represented by _____

Other party, or boat being considered for redress, represented by _____

Names of witnesses _____

Interpreters _____

RemarksNo objection about interested party ☐ _____Written protest or request identifies incident ☐ _____'Protest' hailed at first reasonable opportunity ☐ _____No hail needed; protestee informed at first reasonable opportunity ... ☐ _____Red flag conspicuously displayed at first reasonable opportunity ☐ _____☐ Protest or request valid; hearing will continue ☐ Protest or request invalid; hearing is closed**FACTS FOUND**☐ Diagram of boat _____ is endorsed by committee. ☐ Committee's diagram is attached.**CONCLUSIONS AND RULES THAT APPLY****DECISION**Protest: ☐ dismissed Boat(s) _____ is (are) ☐ disqualified from race(s) _____☐ penalized as follows _____Redress: ☐ not given ☐ given as follows _____Request to reopen a hearing: ☐ denied ☐ granted**PROTEST COMMITTEE**

Members _____

Chairman's signature _____ Date & time _____

Written decision requested

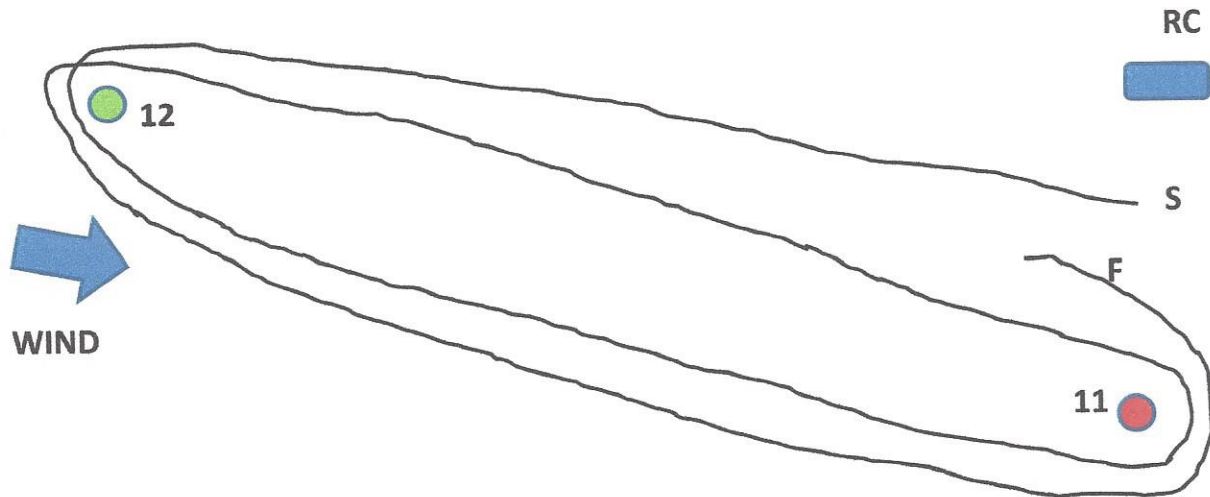
When _____

By whom _____

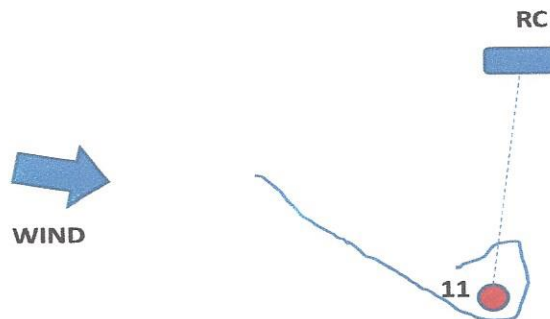
Date provided _____

Description of situation on the water.

The course settled on by the Principal Race Officer (PRO) on 27 Sept 2017 was 12p 11p (twice around), creating a race course as shown below:



Due to light winds and encroaching fog, the PRO made the decision to shorten the course prior to any of the boats rounding #11 on the first leg. The PRO did not move the RC boat relative to mark #11 in establishing the finish line. The lead boat (#14) continued to take mark #11 to port and then tacked to cross the finish line, as shown below:



As the lead boat #14 crossed the finish line as shown, the PRO provided a whistle finishing signal, indicating to #14 that they had finished in first place. The first place finish for boat #14 was recorded by the PRO as indicated in the email from Kim Lyons on 29 Sept.

Request for Redress.

Boat #14 requests redress of the RC decision to modify the scoring as provided by the PRO. This redress request is undertaken in accordance with RRS 62.1 as Boat #14's score and place in a race or series has been made significantly worse by an improper action or omission of the race committee (condition a of 62.1), through no fault of our own. Boat 14's score and place in the series have been made

significantly worse by this action. Not only did our score in the race in question change from 1 to DNF, the resultant effect on our place in the summer series and the overall season would be changed from First to Second as a result of the RC action.

The basis for this redress, relative to an improper action or omission of the race committee, has multiple factors.

- (1) The RC acted against RRS A5 – Scores determined by the race committee. By changing the original PRO race scoring without a hearing, the RC violated this rule. None of the conditions of the first sentence of A5 apply that allow the race committee to modify scores without a hearing. By rule A5, only the protest committee may take other scoring actions that worsen a boat's score. This rule was not followed.
- (2) Regarding whether Boat #14 indeed *finished*, it is clear from the PRO's actions that Boat #14 finished as the PRO intended.
 - a. Firstly, by keeping the RC boat in its original position the PRO was signaling to the fleet that the finish was to be as originally planned (per the first figure above), by taking Mark 11 to port and then crossing as shown. If an alternate finish was intended, proper race management (as indicated in several Race Management guides) would have called for the PRO to move the RC boat to the other side of Mark 11 so that the boats could have finished down wind without rounding mark 11 while still keeping it to port.
 - b. More importantly, as boat #14 crossed the finish line as shown above, the PRO provided a whistle finish signal indicating to boat #14 (and the remainder of the fleet) that #14 had finished in the manner intended by the PRO.
- (3) Further, Boat #14 had a significant lead over the remaining boats at the time it finished. If the PRO had not signaled to boat #14 that it had finished, there was still sufficient time for boat #14 to reverse course, take mark #11 to starboard and finish in the opposite direction and still win the race. However, since boat #14 had been signaled as finishing, boat #14 had no reason to take this action and left the finish area as to not create an obstruction to other boats.
- (4) If it is determined that, by providing a finish signal to boat #14, the PRO took action that is inconsistent with the RRS or related cases, this should be deemed an improper action or omission of the race committee (per RRS 62.1) as the PRO is the on water representative of the race committee. This should then contribute to the determination of redress decision, not result in a DNF for the fleet who finished as intended (and signaled) by the PRO.

Accordingly, and in consideration of the basis for redress above, Boat #14 requests that its original first place score as recorded by the PRO be reinstated and that equitable scoring for the remainder of the fleet be determined in recognition of their position relative to the finish line at the completion of the race.