



## Jury Decision

Case: 6

With Case (s):

Race: 6

Protest Boat vs Boat

### Parties

	Class:	Sail No:	Represented by:
Protestor:	RS:X Men	CHN 10	Gao Mengfan
Protestee:	RS:X Men	ITA 24	Luca Di Tomassi

### Witness:

Represented by:	Role:

Validity: Protest or request valid

### Case Summary:

ITA 24 broke RRS 10,11, 13 and 14 and is DSQ in Race 6.

### Procedural Matters:

CHN 10 informed the race committee at the finish line.

ITA provided a video of the situation.

While reviewing the decision, the jury found that it made a significant error in its conclusions as RRS 18.3 is deleted in Appendix B. Reopened the case under RRS 66 but did not require any new evidence so there was no need to call the parties. The re-opening did not change the facts found.

### Facts Found:

1<sup>st</sup> top mark rounding, 4-5 knots of wind:

CHN 10 on starboard tack approaching mark No 1 on the lay line on collision course with ITA 24.

CHN 10 luffed and slowed her board to allow ITA 24 to cross.

ITA 24 tacked and was one meter from the mark

Before ITA 24 sail has filled, CHN 10 established an inside overlap.

There was contact with the sail of ITA 24 and the head/shoulder of CHN 10.

CHN 10 used his hand to protect himself from the sail of ITA 24.

Part of the clew of CHN 10 touched the water.

Now both boards were below the layline.

ITA 24 tacked twice at the mark before finally rounding the mark.

CHN 10 tacked four times before finally rounding the mark.

CHN 10 lost 10 places in the incident.

No damage, no injury.

Neither board took a penalty.

### Conclusion and Rules applicable:

ITA 24 on port failed to keep clear of CHI 10 on stardboard.

After passing head to wind and before her sail has filled, ITA 24 failed to keep clear of CHN 10 and broke RRS B2.13.

ITA 24 did not avoid contact and broke RRS 14.

CHN 10 was not subject to RRS 15 as she acquired right of way because of the actions of ITA 24.  
ITA 24 to windward failed to keep clear of CHN 10 as required by RRS 11.  
It was not reasonably possible for CHN 10 to avoid contact with ITA 24 when it was clear that ITA 24 was not keeping clear.  
CHN 10 kept control of her board when her sail was in the water and was not capsized. The requirements of RRS 62.1 and B5.62 are not met.

Decision:  
ITA 24 DSQ in Race 6.  
Redress denied.

Parties informed of the decision (Date & time):

31.4.2019 10:00

**Jury Members:**

<i>Panel Chairman</i> Aylin AYBERS <i>Signed.</i>	Pina COSKUNER	Manuel HUENSCH	Luiso FERRANDIZ	<i>Scribe</i> Klaus LAHME
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