



VOLVO
DÚN LAOGHAIRE REGATTA
 IN PARTNERSHIP WITH SPIRIT MOTOR GROUP



CASE

CASE #: 02

Class:	IRC Offshore		
Race:	1		
Fleet / Group	Coastal		
Type:	Request for Redress		
Course:		Leg:	Finish
Protestor:	IRL35950		
Protestee:	RC		
Witnesses:			
Procedural matters:	Heard with Case 5		

Date/Time of hearing:	July, 6:19:25
Location:	Jury room 1
Validity:	Valid

Facts found:	<ol style="list-style-type: none"> 1) Courses are indicated by a course board. The course indicated the finish by the word "Finish" not specifying whether it was a line, mark or "Harbour finish". 2) A "Harbour finish" line was set up, and this would be unseen from the course. 3) A large proportion of boats complied with the definition of finish. 4) Boats thought they finished at an earlier mark, of that the Harbour finish would be as was usual in ISORA (in which they sailed) between the harbour walls. 5) The sailing instructions indicate a number of finishing options, but were signalling the finish were ambiguous. 6) Boats on passing the harbour walls, dropped their sails and proceeded to their birth, and on learning about of the finish line issue sailing back there. A majority of boats were affected. 7) Boats sailed with their spinnakers on close reached to the supposed finish, causing broaches and considerable delay in getting sails down in the belief they were not racing. 8) All the boats in the class are fitted with GPS trackers. The tracker company was able to establish a common finish point about 12 minutes before the actual finish and just before the finish before any problems ensued
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Conclusion:	<p>There was an improper action of the RC in writing ambiguous sailing instructions and not signalling correctly the course to be sailed, which created confusion. This directly affected the finishing positions of a majority of the fleet. Misunderstanding of the sailing instructions and course signal was not the fault of the competitors.</p> <p>Redress is granted, boats to be scored at the new datum point established by the GPS tracking company.</p>
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Rules applicable:	62.1(a)
PC Decision:	Redress is given to all boats in the IRC Offshore Class by using the list of times provided by the tracking company.



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Date of decision: July 6: 19:45

PC members: Mike Butterfield (Chair), Justin Burke, Emmet Dalton, Cxema Pico

Signature

Note to Scorer Apply new finish times provided

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