

Hearing Decision



2022 iQFOIL EUROPEAN CHAMPIONSHIPS

Case Number 45	With Case	Race Number 13	Hearing Status Closed
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Type of Hearing

Protest - an allegation that one or more boats broke a rule
Request for redress

Valid

Date of Race

20/05

Received Time

15:24:07

PARTIES

Class/Fleet	Fleet	Boat or Committee or Person	Represented By/Not Present
IQFOIL MEN	Gold	ISR 51	Baz Bel
IQFOIL MEN	Silver	USA 6	Noah Lyons

Witnesses

Name	Boat - Committee - Role
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Case Summary:

Procedural Matters:

Facts Found:

1. 12-14 knots of wind speed, flat water.
2. ISR 51 and USA 6 sail downwind on a collision course towards mark 3 to be left to port.
3. ISR 51 was sailing on starboard tack and USA 6 on port tack, both overlapped when ISR 51 begin to manouver to gybe to round the mark.
4. At the mark, ISR 51 gybed to port inside and to windward of USA 6 and a contact occured between the front side of ISR 51's board and the portside of the board of USA 6.
5. ISR 51 hit the mark and sailed to windward of the mark, leaving it to starboard.
6. ISR 51 took a 360 penalty turn and then rounded the mark.
7. The contact caused ISR 51's wing and board to be cracked and the board of USA 6 to be cracked.
8. Both boards capsized and the capsized caused ISR 51 and USA 6 to lose moreless 20 places.

Conclusion & Rules:

1. USA 6 the outside board when ISR 51 inside overlapped board begin to round the mark, failed to give ISR 51 mark-room as required by RRS B2. 18.2 (b).
2. USA 6 also failed to avoid the contact with ISR 51 and broke RRS 14.
3. ISR 51 as a windward board, failed to keep clear of USA 6 and broke RRS 11, but she is exonerated under RRS 44.1(b) as she was sailing within the mark-room to which she was entitled.
4. When it was clear that USA 6 was not giving ISR 51 mark-room, it was not reasonably possible for ISR 51 to avoid contact. Therefore, ISR 51 did not break RRS 14.
5. ISR 51's score in Race 13 was made significantly worse by the action of USA 6 breaking a RRS of Part and being penalized and causing her to capsize. Therefore, ISR 51 is entitled to redress under RRS B5 62.1 (b).
6. ISR 51 was sailing ahead of GBR 931 at the incident.

Decision:

1. USA 6 is DSQ in Race 13.
2. As the incident occurred during the last leg of the Race 13, ISR 51 is given redress as the finishing position the place in front of GBR 931.

Short Decision:

USA 6 is DSQ in Race 13.
ISR 51 is given redress.

Decision Date

20/05

Decision Time

16:00:49

Panel Chair

Ron Barak

Panel Members

Michael Butterfield, Anna Cuccia, Manuel Gamito, Walter Mielke