

Hearing Decision



FRENCH OLYMPIC WEEK

| | | | |
|--------------------------|------------------|--------------------------|---------------------------------|
| Case Number 77 | With Case | Race Number 17 | Hearing Status Closed |
|--------------------------|------------------|--------------------------|---------------------------------|

Type of Hearing

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

| | | |
|---------------------|------------------------------|----------------------------------|
| Valid yes | Date of Race 29/04 | Received Time 14:26:37 |
|---------------------|------------------------------|----------------------------------|

PARTIES

| Class/Fleet | Fleet | Boat or Committee or Person | Represented By/Not Present |
|----------------|--------|-----------------------------|----------------------------|
| FORMULA KITE M | Bronze | POL 34 | Piotr Szymiec |
| FORMULA KITE M | Bronze | FRA 36 | Paul Labordère |

Witnesses

| Name | Boat - Committee - Role |
|------|-------------------------|
|------|-------------------------|

Case Summary:

Port starboard incident

Procedural Matters:

1. The hearing was heard by a panel of three members in accordance with RRS N1.4(b).
2. The hearing was scheduled to start at 16:50 and started at 17:15
3. FRA 36 did not come to the hearing, the hearing proceeded in accordance with RRS 63.3(b).

Facts Found:

1. The wind was 12 kts, with choppy waves.
2. POL 34 and FRA 36 were sailing upwind at a speed of approximately 23 kts
3. POL 34, was on starboard tack on the layline of mark 1, to be left to port.
4. FRA 36 was on port tack was on a converging course with POL 34
5. When the distance between them was 30 meters, FRA 36 bore away.
6. The distance to the mark at that moment was 100 meters.
7. When the distance between them was 20 meters, FRA 36 luffed.
8. Immediately after the luff of FRA 36, their lines contacted without a tangle.
9. POL 34 capsized after the contact.

Conclusion & Rules:

1. FRA 36 on port failed to keep clear of POL 34 on starboard, and broke RRS 10.

2. FRA 36 did not avoid contact with POL 34 34, when it was reasonably possible, and broke RRS 14.

3. It was not reasonably possible for POL 34, the right-of-way kiteboard, to avoid contact with FRA 36 when it was clear that FRA 36 was not keeping clear. Y did not break RRS 14.

Decision:

1. FRA 36 is DSQ in race 17.

Short Decision:

FRA 36 is DSQ in race 17.

Decision Date

29/04

Decision Time

17:25

Panel Chair

Gonzalo Heredia

Panel Members

Mateo Ferrer Skoknic, Romain Gautier