

APPEAL No 2012/3

Rule 11
Rule 14
Rule 18.2(b)

SUMMARY OF THE FACTS

Race: Typhoon Series Race 2 June 24th 2012. (IRC B)

Stella and Orient Express approached the leeward mark to be rounded to port. Another two boats, Salona41 and Boat I approached at the same time. All four boats rounded the mark at the same time, overlapped, with various obligations to give Mark Room under Rule 18.2(b) existing.

Boat I was on the inside and rounded first. Orient Express was 0.5 lengths to leeward of her. Stella, the next boat to the outside and leeward of Orient Express, was required to give Orient Express Mark Room under 18.2(b).

Salona41 was the outside boat of the quartet, 1 to 1.5 lengths to leeward of Stella.

Once Boat I was clear, Orient Express changed course abruptly to port. Stella hailed a warning of pending collision to Orient Express.

Orient Express did not sail her proper course at the mark.

As Orient Express changed course, the aft most part of Orient Express's gunwale and stanchion made contact with Stella's hull amidships, causing damage to both boats. Both boats protested and continued racing.

Neither boat took an alternative penalty

DECISION

Appeal dismissed.

GROUNDINGS FOR DECISION

Under 18.2(b) an inside boat is entitled to Mark Room. Mark Room is defined as room for a boat to sail to the mark, and then to sail her proper course while at the mark. Orient Express failed to sail her proper course at the mark and therefore took room to which she was not entitled. In failing to sail her proper course, Orient Express broke Rules 11 and 14.

The Appeal is thus dismissed

***HKSF RR&AC
November 2012***