



## **2023-2024 Season 18 Footer Notice Board**

### **Notice 1 - Changes to NoR**

**1 October 2023**

1.4.1 The definition of Zone is changed from three hull lengths to 50 meters. This amends the definition of Zone.

9.3 If required by the Organising Authority, boats shall be equipped with positioning equipment, cameras and sound equipment. Racing without allocated equipment may result in a DSQ by the Organising Authority. The allocation of the cameras will be rotated in an equitable manner.

### **Notice 2 - Change to NoR**

**5 October 2023**

1.4.1 The definition of Zone is changed from three hull lengths to 30 meters. This amends the definition of Zone.

### **Notice 3 - Change to SI**

**29 October 2023**

#### **2 CHANGES TO SI**

- (a) Oral changes may be provided on the water. The RC will display L over C to indicate an oral change to the SIs is being communicated. In addition, as a courtesy, oral changes may also be announced on the RC VHF channel.

#### **4.1 VAKAROS RACESENSE**

- (a) The Vakaros RaceSense system will be utilized by the Race Committee (RC). This changes RRS 41(c).

- (b) Each boat shall have a working Vakaros Atlas 2 configured for RaceSense at check-in, and shall be mounted on the aft side of the mast at all times while racing.
- (C) Failure of an Atlas 2 or the RaceSense system shall not be grounds for opening a hearing considering redress. This changes RRS 63.1.

### **Notice 3 Change to SI**

**December 16th, 2023**

#### **SI 6 TIME LIMITS**

The finishing window is the time for boats to finish after the first boat sails the course and finishes. The finishing window:

(b) for a race (day) where more than one race is scheduled is 10 minutes after the finishing time of the first boat.

Boats failing to finish within the finishing window, and not subsequently retiring, penalised or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This SI changes RRS 35, A5.1, A5.2 and A10.

On a race day where more than one race is scheduled the race committee may start the second race 5 minutes after the last finisher.



## 2023-24 Australian Championship

### JURY DECISION

Case No: 1

With Case(s):

Race: 1 (14/Jan/2024)

#### PARTIES

Boat/Class/Fleet/RC/PC	Race Committee
Finport	Keagan York

#### WITNESSES:

Name	Role
Andrew Buckland	Commentator

Protest or request valid ~~/Protest or request invalid, hearing is closed~~ (delete as appropriate)

#### Case Summary:

*Request for redress after avoiding a vessel that was required to keep clear*

#### Procedural Matters (including Case type: e.g. Protest, Request for Redress, Reopening request etc)

*Protest. Request for Redress*

#### Facts found:

1. Finport rounded the Rose Bay mark and was heading west on port gybe.
2. Yandoo was on the same leg ahead and approximately 100m to leeward.
3. A Manly Fast Ferry had left Circular Quay and was headed east.
4. As the ferry came within the vicinity of Finport it altered course to starboard.
5. Finport altered course sharply to port to avoid the ferry
6. The separation between the ferry and Finport was less than 2m
7. When Finport passed the stern of the ferry it encountered the prop wash and capsized causing damage and injury to a crew member.
8. As Finport and the ferry passed side by side, the ferry altered course to port resulting in excessive wash on the starboard side.
9. Finport retired from the race as a result of the damage
10. The ferry was not displaying an orange diamond.
11. Finport rounded the Rose Bay mark in 3<sup>rd</sup> place. YNH was in 4<sup>th</sup> place approximately 1m behind Finport. Balmain was in 5<sup>th</sup> place approximately 1m behind YNH.

#### Conclusion & Rules:

*The Fast Ferry was not displaying an orange diamond shape known as the 'priority over sail' signal and therefore was required to keep clear of Finport. The actions and proximity of the Fast Ferry breached IRPCAS Rule 8 (Action to avoid a collision) and Rule 18 (Responsibilities between vessels).*

*Although there was no collision, the rapid alteration of course by Finport to avoid the Fast Ferry resulted in a crew member being thrown to one side of the boat and Finport becoming difficult to control. This plus the close proximity propwash caused the capsize and subsequent damage and injury.*

*It is common in Sydney Harbour that racing boats will encounter larger commercial craft. It is expected that racing boats will have to manage conditions which include adverse wash from these larger vessels. In most situations a resulting capsize alone would not be sufficient grounds for redress.*

*In considering redress, the Jury took into account the position of Finport at the previous mark and the potential impact of a capsize without injury or damage.*

*Rules applicable: RRS 62.1(a), IRPCAS Rule 8 and Rule 18.*

#### Decision:

*The Request for Redress from Finport is upheld. Redress is given to Finport. Finport is to be scored points equal to 4<sup>th</sup> place. The scores of all other boats are to remain unaffected.*

**Jury:** Howard Elliott, Damien Boldyrew

**Signed:**

Date 17/Jan/2024

