

2025 Lipton Challenge Cup

Case 05

Protestor: SBYC

Protestee: UCTYC

Procedural Matters:

1. SBYC was represented by Sean Kavanagh.
2. UCTYC was represented by Arin Long.
3. Dale Rae (UCTYC crew) attended the hearing as an observer.
4. David Hudson (Race Officer) was a witness for UCTYC and presented video evidence.
5. SBYC presented video evidence.
6. UCTYC presented video evidence (including video evidence from another competitor's boat).
7. Both boats were given the opportunity to take a Post-Race Penalty under RRS T1(a), both boats declined.

Facts Found:

1. The conditions at the time of closely connected incidents near the finish line were 15-19 knots with 80cm waves.
2. SBYC sailing downwind on port-tack, overlapped and on a collision course with UCTYC sailing downwind on starboard-tack. Both boats had spinnakers set.
3. With a lateral distance of 8 hull lengths between boats, SBYC gybed onto starboard-tack and was clear ahead of UCTYC.
4. UCTYC was sailing faster at a tighter angle than SBYC and was converging laterally with SBYC.
5. UCTYC established a leeward overlap from clear astern, with a lateral separation of no less than 2 hull lengths.
6. When UCTYC was overlapped by 1-2m and with 1 hull length of lateral separation, SBYC was 8 hull lengths from the mark and below the port lay-line to the pin end.
7. SBYC gybed onto port-tack and UCTYC immediately gybed to avoid SBYC.
8. After the gybe, both boats were closely overlapped, with the mast of UCTYC just forward of SBYC's bow.
9. SBYC luffed until she was aiming at the finishing pin, and UCTYC responded by luffing.
10. At this time, neither boat was able to keep the majority of their spinnaker filled and drawing, sailing well above a broad reach with mainsails eased out.
11. SBYC entered the zone of the mark with an inside overlap on UCTYC.
12. SBYC luffed further, and UCTYC held her course

13. SBYC bore away with less than 1m of lateral separation between boats and equipment. It was not clearly established whether there was contact between the boats or not.
14. As UCT released their spinnaker halyard, SBYC bore away and SBYC's boom made contact with the finishing pin.
15. SBYC and UCTYC crossed the finish line.
16. After crossing the finish line, 25 seconds after the first incident, SBYC took a two-turn penalty, and then recrossed the finish line from the course side.

Conclusion:

1. SBYC on port-tack failed to keep clear of UCTYC on starboard-tack and broke RRS 10.
2. UCTYC to windward, failed to keep clear of SBYC to leeward and broke RRS 11.
3. UCTYC outside overlapped at the zone failed to give SBYC mark-room, and broke RRS 18.2(a)(1).
4. SBYC touched the finish pin and broke RRS 31.
5. Since SBYC broke RRS 31 while she was sailing within the mark-room to which she was entitled, she is exonerated under RRS 43.1(b) for this breach.
6. By delaying her penalty turns by no less than 25 seconds after getting well clear of other boats after the incident, SBYC failed to comply with the requirements of RRS 44.2.

Decision:

SBYC and UCTYC are DSQ in Race 4

Rule(s) Applicable:

RRS 10, 11, 18.2(a)(1), 31, 43.1(b) & 44.2

Decision:

27 August 2025 at 17h22.

Protest Committee:

Luke Scott (Chair), Patric Loydell