

2026 Lipton Challenge Cup

Case 2

Protestor: RCYC

Protestee: KYC, LDYC, RNYC

Procedural Matters:

1. RCYC was represented by David Rae.
2. KYC was represented by Greg Davis
3. LDYC was represented by Henning Kock.
4. RNYC was represented by Mike Farrington.
5. Leon van Niekerk (KYC Team Manager), Rudi Fokkens (LDYC Team Manager) and Mitzi Ellemers attended the hearing as observers.
6. RCYC presented tracking evidence.
7. On request, the International Jury presented video evidence.
8. Before the hearing began, and although offered, none of the parties elected to take a 30% Post Race Penalty in accordance with RRS T1(a).

Facts Found:

1. The conditions at the time of the incident was 3-5 knots.
2. Race 6 was a windward/leeward course (3 laps), with the starting pin also acting as the leeward mark.
3. Flag 'S' was displayed on a RIB, who was positioned to starboard of the starting pin, with two sound signals before the leading boat rounded the leeward mark to start the third lap.
4. LDYC, KYC and RNYC finished and proceeded luff closely around the starting pin on their port side.
5. LDYC tacked onto starboard and proceeded to sail into the course area on a close-hauled course. KYC tacked clear ahead of LDYC, with RNYC tacking shortly after, to leeward of LDYC and to windward of KYC.
6. RCYC was sailing on the starboard layline of the finish pin.
7. When RCYC entered the zone of the finish pin, KYC had passed the mark, bore away followed by luffing to above a close-hauled-course to keep clear of additional boats racing.
8. At this time, RNYC was still overlapped to leeward of LDYC and close to the mark.
9. When RCYC was 2 boat lengths from LDYC, she bore away to pass astern of RNYC and LDYC.
10. If RCYC had held their course, her bow would've made contact with the middle of LDYC.
11. In having to pass astern of RNYC and LDYC, RCYC lost approximately 2 positions.
12. Neither RNYC or LDYC took a Two-turn-penalty.

Conclusion:

1. LDYC and RNYC, who were not racing at the time, interfered with RCYC while she was racing, even though it was reasonably possible to avoid this interference. LDYC & RNYC broke RRS 23.1.
2. KYC did not interfere with RCYC and had no impact on the course RNYC and LDYC sailed at the time of the incident.
3. RCYC's result was made worse through no fault of her own in Race 6, however, none of the requirements in rule 61.4(b)(1), (2), (3), (4) or (5) are met.
Therefore, the requirements for redress in RRS 61.4(b) are not met.

Decision:

LDYC & RNYC are scored DSQ in Race 6.
Redress is not given.

Rule(s) Applicable:

RRS 23.1, 6, 61.4(b) and T1

Decision:

29 August 2026 at 20h25.

Protest Committee:

Luke Scott (RSA) (chair), Heiko Thölmann (GER), Sara Falcon (ITA), Patric Loydell (RSA), Peter Scheuerl (GER)