

Received by race office: Number Date and time Signature

PROTEST FORM – also for requests for redress and reopening

Fill in and tick as appropriate

1. EVENT Wednesday Summer Organizing authority RPETC Date 4/3/26 Race no. 20
Sena

2. TYPE OF HEARING

- | | | | |
|---|-------------------------------------|---|--------------------------|
| Protest by boat against boat | ☒ | Request for redress by boat or race committee | ☐ |
| Protest by race committee against boat | ☐ | Consideration of redress by protest committee | ☐ |
| Protest by protest committee against boat | ☐ | Request by boat or race committee to reopen hearing | ☐ |
| | | Consideration of reopening by protest committee | ☐ |

3. BOAT PROTESTING, OR REQUESTING REDRESS OR REOPENING

Class Mixed Fleet 4 Sail no. B93 Boat's name Katinka

Represented by Paul O'Connell Tel., e-mail 0418465516
Paul.OConnell456@gmail.com

4. BOAT(S) PROTESTED OR BEING CONSIDERED FOR REDRESS

Class Mixed Fleet 4 Sail no. 2484 Boat's name Lindabel

5. INCIDENT

Time and place of incident 15:32 at Shark Island mark

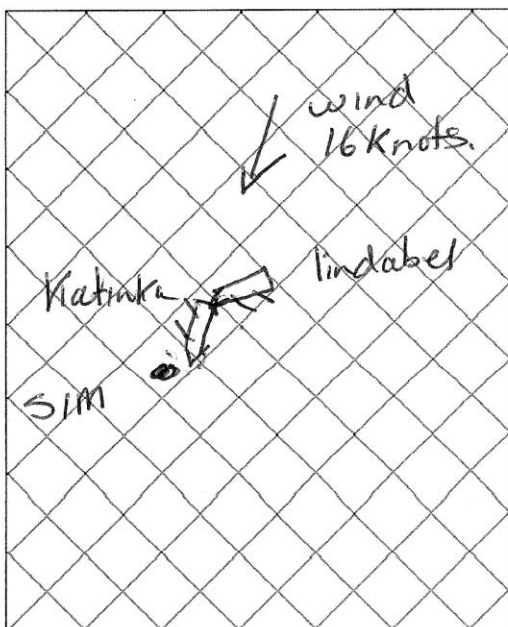
Rules alleged to have been broken 14, 15, 16, 18 Witnesses Tony Smith
Howard Devenish, Ada Seno, Steve Lipman

6. INFORMING PROTESTEE How did you inform the protestee of your intention to protest?

- | | | | |
|------------------------------------|-------------------------------------|---|-----------------------------|
| By hailing | ☒ | When? <u>15:32</u> | Word(s) used <u>Protest</u> |
| By displaying a red flag | ☒ | When? <u>15:32</u> | |
| By informing her in some other way | ☒ | Give details <u>spoke to Helmsman after</u>
<u>crossing finishing line</u> | |

7. DESCRIPTION OF INCIDENT (use another sheet if necessary)

Diagram: one square = hull length; show positions of boats, wind and current directions, marks.



see attached

Report on the Collision between the yachts Lindabel and Katinka during Race 20 of the RPEYC Summer Series on March 4th 2026

The incident occurred as Katinka was preparing to round the Shark Island Mark to Starboard.

The Yacht Lindabel crashed into the Port quarter of Katinka jamming its bow roller between the deck and lower rail on the pushpit.

This caused structural damage to the fiberglass deck and pushpit.



In the moments prior to the incident Katinka and Lindabel were sailing on Parallel courses significantly separated.

Katinka passed Lindabell before reaching Shark Island.

Katinka was at the rear of the fleet and approached the Shark Island Mark on Port Tack as had the majority of those in front of her.

As we were about to round the mark the crew had prepared for the gybe and were waiting to execute it, we then felt a significant bump. I was on the helm and upon turning to my left I saw the bow of Lindabell within touching distance lodged under the top rail of the pushpit.

Lindabel was at full speed reaching down harbor.

I immediately shouted protest and pulled the flag from its pocket which is permanently attached to the back stay above my head.

Lindabel promptly had a crew member on the bow, we requested they depower to remove their bow from our boat.

Once the boats were separated we surveyed the damage and decided to continue racing with our protest flag flying.

Lindabel could be seen performing a 720 degree turn.

Lindabel radioed the race officer and reported both the collision and the fact that they had performed a 720.

After the finish I approached Lindabel and spoke with the helmsman requesting

1. are we going to protest?

2, are we going to Insurance.

Lindabells reply was that they were on starboard and did we have any damage and was everyone ok.

I replied that yes we had damage and yes everyone was ok.

We then telephoned the race office and reported the incident as was required in the sailing instructions.

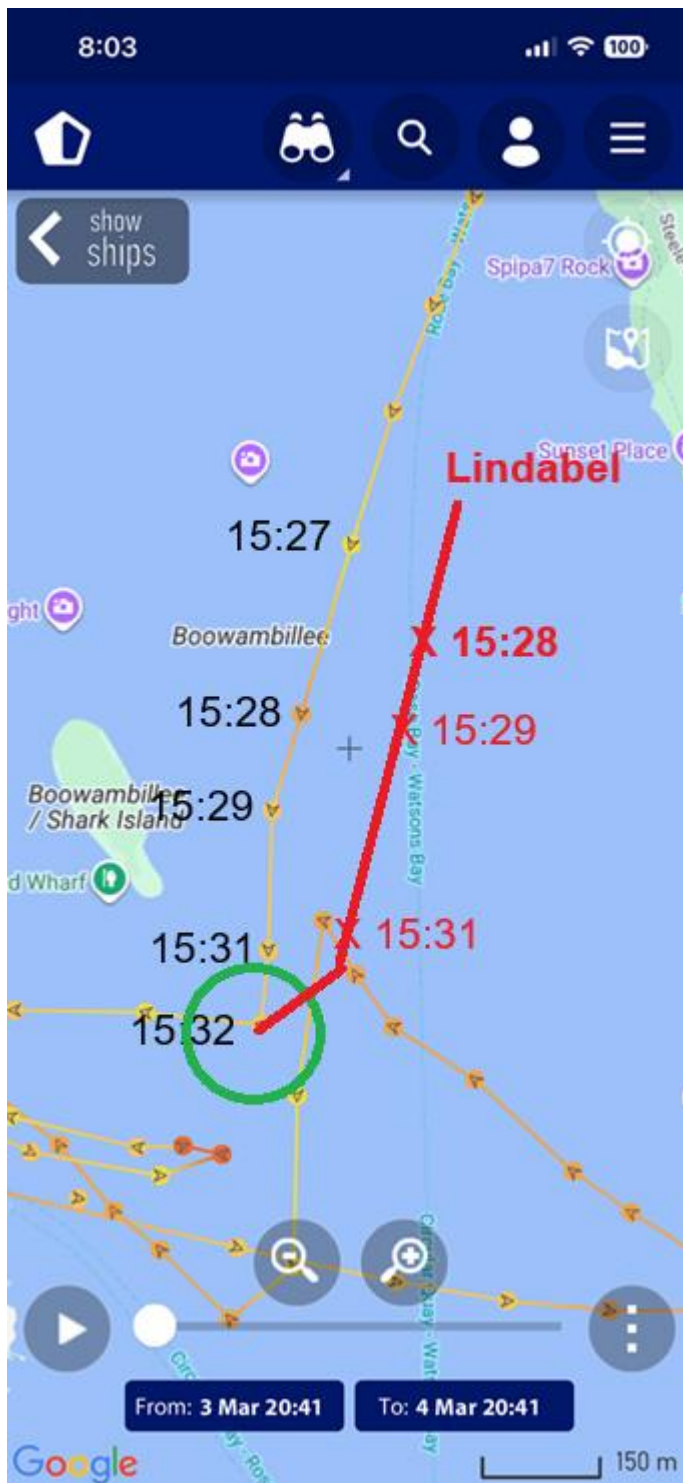
Lindabel could not have entered the zone before Katinka as she struck Katinka in the stern.

Though not required Lindabel gave no hail or warning of an imminent collision.

Lindabel obviously considered that she was at fault by taking a Two Turn 720 degree penalty.

44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while racing.



Katinkas path and time as recorded on Marine Traffic.

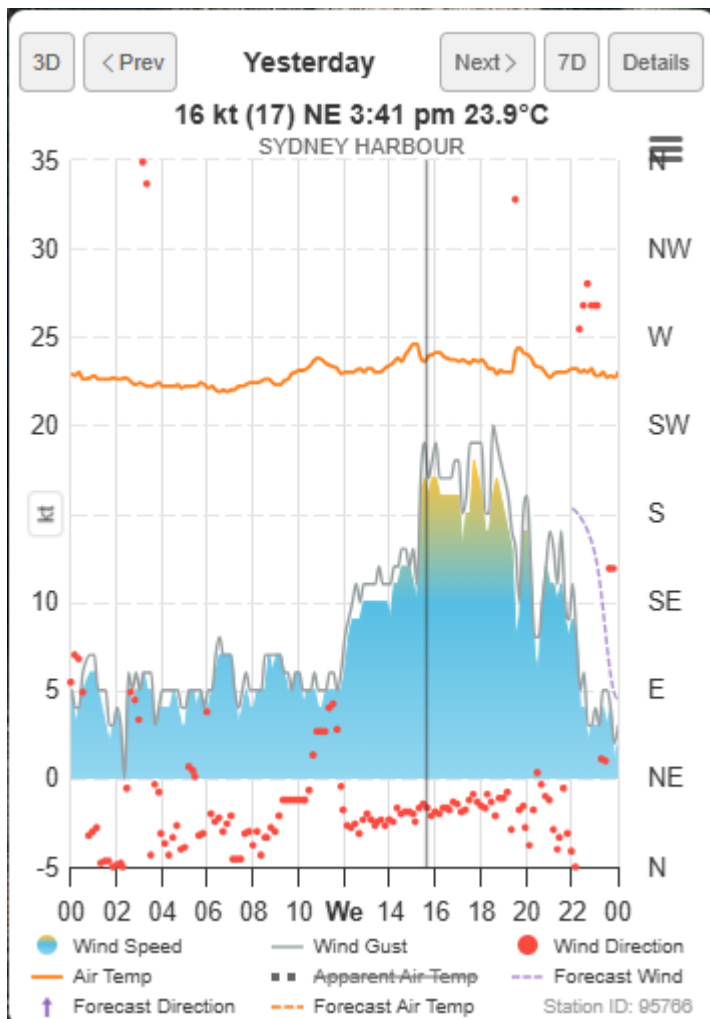
Lindabels path is derived from visual observations

Katinka passed Lindabel before making Shark Island

Katinka entered the zone before Lindabel

Lindabel altered course to close on the mark

Lindabel crashed into Katinka at the mark



Lindabel broke the following rules

14 AVOID CONTACT

- 14 (a) A boat shall avoid contact
(b) caused contact between boats
(c) did not give Katinka room nor notice of time keep clear

15 ACQUIRING THE RIGHT OF WAY

Lindabel did not require the right of way as she was outside the zone when Katinka entered it.

16 CHANGING COURSE

- 16.1 In the minutes prior to the incident Katinka and Lindabel were sailing on parallel courses.
Lindabel changed course and bore down on the mark while Katinka aimed to pass the mark and immediately gybe.
Katinkas crew had prepared for the gybe and were waiting to execute it at the mark when Lindabel crashed into her.

18 MARK ROOM

- 18.1 When the rule applies
Both boats were attempting to round the Shark Island Mark
(1) Neither boat was beating to windward
(2) Katinka was required to GYBE NOT TACK at the mark.
Lindabel was required to maintain her course
- 18.2 Giving Mark-Room
(a) Katinka was the first boat to enter the zone
(1) The boats were not overlapped until Lindabel crashed into Katinka
(2) Katinka was the first boat into the zone and Lindabel was required to give Katinka Room.
An overlap only occurred when Lindabel crashed into Katinka
(b) The incident occurred while Katinka remained in the zone and did not pass head to wind.
(c) The overlap only occurred as Lindabel crashed into Katinka. Lindabel was the outside boat and required to give Katinka Mark-room.
(d) Katinka the inside boat did not obtain an overlap
(e) No reasonable doubt, Lindabel crashed into Katinka.

Definitions

Clear Astern	In the minutes leading up to the incident Lindabel was always clear astern
Clear Ahead	In the minutes leading up to the incident katinkal was always clear ahead
Tacks	At the time of the incident Katinka and Lindabel were on opposite Tacks Katinka on Port, Lindabel on Starboard.
Zone	At the time of the incident Katinka was the first boat into the zone.
Mark Room	Katinka was the first boat into the zone and entitled to room
Room	Katinkas course gave her ample room to pass the mark and not infringe rule 31.





Rule	Application at this incident
DEFINITIONS Clear Astern and Clear Ahead; Overlap One boat is <i>clear astern</i> of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other boat's hull and equipment in normal position. The other boat is <i>clear ahead</i>. They <i>overlap</i> when neither is <i>clear astern</i>. However, they also <i>overlap</i> when a boat between them <i>overlaps</i> both. These terms always apply to boats on the same <i>tack</i>. They apply to boats on opposite <i>tacks</i> only when rule 18 applies between them or when both boats are sailing more than ninety degrees from the true wind.	In the minutes leading up to the incident Katinka as always Clear ahead and Lindabel was always Clear Astern. At the time of the incident Katinka and Lindabel were on opposite tacks. Katinka on Port, Lindabel on Starboard

DEFINITIONS Mark-Room <i>Room</i> for a boat (a) to sail to the <i>mark</i> when her <i>proper course</i> is to sail close to it, (b) to round or pass the <i>mark</i> on the required side, and (c) to leave it astern.	Katinka was the first boat inside the zone and entitled to room
DEFINITIONS Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way.	Katinkas course gave her ample room pass the mark and not break rule 31

18 MARK-ROOM 18.1 When Rule 18 Applies (a) Rule 18 applies between boats when they are required to leave a <i>mark</i> on the same side and at least one of them is in the <i>zone</i>. However, it does not apply (1) between boats on opposite <i>tacks</i> on a beat to windward, (2) between boats on opposite <i>tacks</i> when the <i>proper course</i> at the <i>mark</i> for one but not both of them is to tack, (3) between a boat approaching a <i>mark</i> and one leaving it, or (4) if the <i>mark</i> is a <i>continuing obstruction</i>, in which case rule 19 applies. (b) Rule 18 no longer applies between boats when <i>mark-room</i> has been given.	(a) Both boats were attempting to round the Shark Island Mark (1) Neither boat was beating to windward (2) Katinka was required to gybe NOT TACK at the mark. Lindabel was required to maintain her course.
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DEFINITIONS

Zone The area around a *mark* within a distance of three hull lengths of the boat nearer to it. A boat is in the *zone* when any part of her hull is in the *zone*.

At the time of the incident Katinka was within the Zone.

18.2 Giving Mark-Room

(a) When the first of two boats reaches the *zone*,

(1) if the boats are *overlapped*, the outside boat at that moment shall give the inside boat *mark-room*;

(2) if the boats are not *overlapped*, the boat that has not reached the *zone* at that moment shall give the other boat *mark-room*.

When a boat is required to give *mark-room* by this rule, she shall continue to do so for as long as this rule applies, even if later an *overlap* is broken or a new *overlap* begins.

(b) Rule 18.2(a) no longer applies if the boat entitled to *markroom* passes head to wind or leaves the *zone*.

(c) When rule 18.2(a) does not apply and the boats are *overlapped*, the outside boat shall give the inside boat *mark-room*.

(d) If a boat obtained an inside *overlap* from *clear astern* or by tacking to *windward* of the other boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room*, rules 18.2(a) and 18.2(c) do not apply between them.

(e) If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not.

(a) Katinka was the first boat to enter the zone.

(1) The boats were NOT overlapped until Lindabel crashed into Katinka

(2) Katinka was the first boat in the zone and Lindabel was required to give Katinka Mark Room

An overlap only occurred when Lindabel crashed into Katinka.

(b) The incident occurred while Katinka remained in the zone and did not pass head to wind.

(c) The overlap only occurred as Lindabel crashed into Katinka. Lindabel was the outside boat and required to give Katinka Mark-room

(d) Katinka the inside boat did not obtain an overlap

(e) No reasonable doubt, Lindabel crashed into katinka

SECTION B

GENERAL LIMITATIONS

14 AVOIDING CONTACT

If reasonably possible, a boat shall

(a) avoid contact with another boat,

(b) not cause contact between boats, and

(c) not cause contact between a boat and an object that should be avoided. However, a right-of-way boat, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other boat is not *keeping clear* or giving *room* or *mark-room*

(a) Lindabel did not avoid contact

(b) Lindabel did cause contact between boats

(c) Katinka was within the room or mark-room and was not given notice or room to keep clear.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room* to *keep clear*, unless she acquires right of way because of the other boat's actions.

Lindabel did not acquire right of way as she was outside the zone when Katinka entered it.

16 CHANGING COURSE

16.1 When a right-of-way boat changes course, she shall give the other boat *room* to *keep clear*

In the minutes prior to the incident Katinka and Lindabel were sailing on parallel courses. Lindabel bore down on the mark while Katinka aimed to kiss the mark and immediately gybe. Katinkas crew were in to process of preparing for the gybe when she was struck.