

JURY DECISION

CASE : 1 HEARD WITH CASES/S:

PROTESTOR	Race Committee Represented by Jerry Rollin		
PROTESTEE	Iseulta (Class 5 Hull 53) Represented by Tristram Denyer		
WITNESS			
TRANSLATOR 1 for	TRANSLATOR 2 for	TRANSLATOR 3 for	
PREAMBLE: Iseulta had engine problems and was towed back to the marina. When her engine was rectified, she motored to the start line and only turned off her engine at 1120Hrs, 10 minutes after the start of her class. RC is protesting Iseulta for infringing RRS42.1.			
PROCEDURAL: 1. Protest submitted 0830 am. Iseulta Skipper informed one hour after the last boat finished. 2. The Protest hearing was heard under Appendix N1.4 with a panel of 3 International Judges and the parties were informed that the case may be reopened if required with a full panel of 5 judges provided the facts remained unchanged. Hearing Time started: 1100hrs Hearing Time Ended: 1140hrs			
PROTEST VALID			
FACTS: 1. Iseulta had engine failure when she first made her way to the starting area for passage Race 1 (Port Klang to Pangkor) and was towed back to the RSYC marina. 2. When her engine was rectified, she motored to the start line and only turned off her engine at 1320hrs. 3. The start time of Iseulta's class 5 was at 1310hrs. 4. The Preparatory signal was at 1306hrs. 5. The time Iseulta's engine was running and propelling after the Preparatory signal of Class 5 is 14 minutes (1320-1306=14 mins). 6. Had Iseulta not used her engine, she would have been able to start within the 60 minute window period ie before 1210hrs. 7. In Race 1, Iseulta finished 2nd after an elapsed time of 13:23:44 corrected to 13:22:08 with a TCC of 0.998.			
CONCLUSION & RULES: 1. By using her engine for 14 minutes after the Preparatory signal, Iseulta broke RRS42.1. 2. SI16.8 allows the International Jury to penalise a boat with a penalty less than a disqualification. 3. SI 14.3 allows the International Jury to impose a discretionary penalty which can be a time or scoring adjustment. 4. There was no intention by Iseulta to gain an advantage by using her engine other than to get to the start line after being delayed by her engine failure.			
DECISION: 1. Iseulta is to be given a Discretionary Penalty of 5 times the duration she used her engine to motor after the Preparatory signal in Class 5 which is $14 \times 5 = 70$ minutes to her elapsed time. 2. The 70 minute penalty after a 0.988 TCC (69.86) is rounded up to 70 minutes to be added to her corrected time. 3. The Discretionary Penalty Imposed (DPI) corrected time of Iseulta is 14:32:08 in Race 1 (13:22:08+ 1:10:00=14:32:08). 4. After the time penalty Iseulta is re-scored from 2nd place to 3rd and VG Offshore re-scored 2nd place with all other boats remaining in their finished position.			
PANEL CHAIRMAN Leonard Chin IJ (MAS)			
Lock Hong Kit IJ (SGP)	Tan Tee Suan IJ (SGP)		

Signed:

Date:18 November, 2018

Time:11:40