RANSA and SASC Friday Twilight Series

DECISION Case No: 1 AdAstra v Spartacus

Race: RANSA Race 1
SASC Race 2e

PARTIES

Boat or Committee or Person	Class/Fleet	Represented By/Not Present
AdAstra	Catalina 275 Sport RANSA Division 2	Peter Vincent
Spartacus	Adams 10.6 SASC Division 2	Mark van Kerkwijk

WITNESSES

Name	Boat – Committee - Role
Martin Walker (written statement)	Slack Alice, nearby boat, owner.
Clare Baxter	AdAstra Crew
Sean Stewart	Spartacus Bow
Jason Burton	Spartacus Trim

Valid – Yes

Case Introduction:

Procedural Matters

Conflict of interest

Protest Committee members declared that they had no conflicts of interest and no party objected to the members hearing the protest

Other Procedural Matters

The protest was between boats in different races conducted by RANSA and SASC. The protest committee was acceptable to both those authorities in accordance with rule 63.2(e).

AdAstra tendered a written statement about the protest from Martin Walker which was considered and given the weight the protest committee considered appropriate in accordance with RRS 63.5(a).

Facts found:

1. The races were sailed in wind E 10 to 12 knots, smooth seas and negligible current.
2. The incident happened when boats were approaching the AS Shark Is Mark (SIM), which both boats were required to round to starboard.
3. RANSA SI provided:

   7.1 The following areas and lines are obstructions
   *… **Isolated Cardinal Marks**. Boats shall not sail across the line between the cardinal mark and the nearby danger.*
   *… **Shark Island**. Boats shall not sail between the AS Shark Island Mark (SIM) and the cardinal mark south of Shark Island*
4. SASC SI provided:

   4.1. (NP) (DP) The following areas are prohibited and deemed to be continuing obstructions.
   *…**Cardinal Marks** – the areas bounded by cardinal marks.*
   *… **Shark Island** – the areas between the AS Shark Island Mark (SM) and Shark Island ...*
5. AdAstra was reaching on port tack.
6. Spartacus was reaching on port tack initially clear astern of AdAstra.
7. Spartacus, sailing faster, became overlapped inside AdAstra when AdAstra was within half a hull length from SIM.
8. AdAstra hailed Spartacus and bore away in an attempt to increase the distance between her stern and Spartacus.
9. There was contact between the bow of Spartacus and the aft quarter of AdAstra half a metre from AdAstra's stern, causing cosmetic damage to AdAstra's hull. There was no damage to Spartacus.
10. No boat took a penalty turn.
11. Both boats continued in the race and finished their respective races.

Conclusion and Rules:

A. According to the similar SI of both clubs Shark Island, the water between it and the adjacent South Cardinal Mark and the water between the South Cardinal Mark and the AS SIM including the SIM itself was a *continuing obstruction*.
B. In accordance with RRS 18.1(a)(4) and 19.1 last sentence, RRS 18 did not apply and RRS 19 did.
C. When Spartacus became overlapped between AdAstra and the obstruction, there was not room for her to pass between them. Spartacus did not keep clear of AdAstra. Spartacus broke RRS 19.2(c)(2).
D. Spartacus did not avoid contact with AdAstra when it was reasonably possible to do so. Spartacus broke RRS 14.
E. It was not reasonably possible for AdAstra, a right-of-way boat, to avoid contact when it became clear that Spartacus was not keeping clear. AdAstra did not break RRS 14.

Decision: Spartacus is disqualified in Race 2e.

Protest Committee: International Jury: No

John Allan NJ, Steve Iles RJ, Erica Kirby IJ (Chair), John Sturrock.

Signed: Erica Kirby Date, time: 30 October 2026 10:30