

## SYDNEY AMATEUR SAILING CLUB

### PROTEST

Heard at: Friday 21<sup>st</sup> March 2025 at 9:30 am  
Protestor: David Brown – *Etrenne* by telephone  
Protestee: Peter Crane – *Threenabit* (RSYS) not represented  
Event: SASC Commodore's Cup – Saturday 15<sup>th</sup> March 2025  
Combined Clubs Inshore 2024-2025 Race 10 – 15<sup>th</sup> March 2025

### Protest is Valid

#### Facts found:

Wind was NE around 10 knots

At approximately 1.30 pm, *Etrenne* was close-hauled on starboard tack heading towards Beashel Bouy.

*Threenabit* was reaching on port tack heading in a South Easterly direction.

*Threenabit* did not see *Etrenne*. *Etrenne* did not see *Threenabit* until there was no opportunity to avoid a collision.

A collision occurred. *Etrenne* struck *Threenabit* on her starboard side. *Etrenne* suffered a broken bowsprit, bobstay and bobstay stem fitting. *Threenabit* suffered damage to the gunwhale on her starboard side.

Both yachts retired. *Etrenne* proceeded straight to Noakes to be hauled out due to risk of water ingress.

In both verbal and written communication *Threenabit* confirmed responsibility for the incident, and said he would not attend the Protest Hearing.

#### Applicable rules:

**RRS Rules 10, 60.1, 60.2 (c), 61.1, 63.1 (b).**

#### Decision:

*Threenabit* broke Rule 10, but as she retired no further action will be taken.

**Chair:** Peter McCorquodale

**Date:** 21<sup>st</sup> March 2025

See note on Page 2.

Note:

*Threenabit* later informed *Etrenne* that she was about to start, and that *Etrenne* may not have seen that there was a start line, due to the extremely long line, which stretched across the Eastern Channel. *Etrenne* did not see the pin, that was still to leeward of her, even when she was slightly below her layline to BB. *Etrenne* had earlier tacked when she saw the RC vessel close to shore.

Whilst there were yachts to the East near the Committee Vessel closer to the shore, *Threenabit* was the outlier, down towards the pin.

I suggest that the Combined Clubs Committee investigate the setting of the line and whether it was set appropriately, across the starboard layline of yachts heading to either Beashel Buoy or EC. In my view, a more appropriate line would have been north of the Beashel and EC marks and not be so long across the Eastern Channel.

Given the fatality last year at BB, and the ongoing investigation, Race Committees need to extra vigilant.

A final note is that most if not all skippers of yachts racing in Sydney harbour are aware of not crossing another club's starting line, but in this case, it was difficult if not impossible to achieve. The position of the line, and its length, made it hard for yachts racing north to identify the line until too late.