

CIC Normandy Channel Race 2021

Case # 2

Technical Committee **against** **EARWEN FRA88**

Case # 3

Jury **against** **EARWEN FRA88**

Protestor **Jean-Luc Gauthier (TC), Romain Gautier (Jury)**

Protestee **Jean-Jacques Leborgne (FRA 88)**

Protest #2 & #3 heard together.

Protest valid, the hearing continues.

Process under SI 15 for incidents occurring at sea

All times Central European Summer Time (CEST)

Facts found:

Sailing westward out of the Solent, FRA88 prepared to gybe near the Mid Shingles port buoy. During the gybe, at around 07:45, FRA88 ran aground.

It was an ebbing tide with the current heading South west. Low water at nearby Totland was approx 09:15. The wind was around 10 knots from NE.

FRA88 made several unsuccessful attempts to get free of the bank under sail.

FRA88 called the Solent Coast Guard to explain the situation. A small RIB came to FRA88, examined her hull for any damage (there was none) and attempted, without success, to tow her heading to a more favourable direction.

FRA88 then decided to remove the propeller shaft seal and start her engine. FRA88 used the motor for 5 minutes in an unsuccessful attempt to get free.

FRA88 then decided to wait for the flood tide to have enough water to float off. The local high tide was at approx 15:45.

A bigger coast guard RIB helped FRA88 to turn the boat in the right direction using a tow line at approx. 13:00.

FRA88 then used her engine to get out of shallow water.

FRA88 kept the engine running for a few minutes, while she let go of the tow and made sure she was back in safe waters and hoisted her mainsail. FRA88 then resumed sailing the course.

FRA88 replaced the propeller shaft seal just after the incident and sent a picture to race management.

FRA88 reported the incident immediately to Race Management by email.

Conclusion

FRA88, aground, made unsuccessful attempts to get free. FRA88 decided voluntarily to remove the seal on the engine and use her engine for 5 minutes to free the boat from the Shingles bank.

Removing the engine seal broke SI 17.3. According to the Jury DPI guide, published in the SIs, the appropriate penalty is a time penalty of 2H-10H (band 2).

In addition, when FRA88 used her motor to propel the boat at around 13:00 while racing she broke rule RRS 42.1. SI 14.2.1 and 14.2.2. There is no evidence that her first attempt at 07:45 to use her engine to get clear resulted in the boat moving.

FRA88 received outside help from the Coast Guard RIB to get free (towing to the right direction), No crew member was in danger. FRA88 broke RRS 41.

Jury's power of discretion applies.

The boat gained an advantage due to the outside help and the use of the engine.

The incident was promptly declared by the competitor himself.

After answering the different questions specified in the guidelines, the International jury decided to use band 2 (2H to 10H) and to impose a penalty larger than the mid-point of the band.

Decision

The mid point penalty of Band 2 (5 hours) is increased to 6 hours.
This penalty shall be taken according to SI 14.5.

Posted 3th June at 11:30

Romain Gautier IJ FRA, Chairman of the International Jury,
Other members: Trevor Lewis IJ GBR, Gordon Davies IJ IRL, Francisco Vidal-Maestre IJ ESP,
François Catherine NJ FRA.