

REQUEST FOR REDRESS

Requesting Party: Race Committee

Boats: Shiraz, Organised Chaos, Klinger, Kodachi, Jinja, Karma Kaze, Matadore, Cobra32, Humperdink and Morticia, in relation to Keelboat Winter Aggregate Race 3 on 14 June 2026.

The Race Committee requests redress on behalf of the above boats pursuant to RRS 61.1(b).

This request is made as soon as reasonably possible after the Race Committee became aware of information establishing the basis for the request, in accordance with RRS 61.2(a)(3). Following notification yesterday afternoon that the above boats had been scored DNF, the Race Committee obtained further information from some affected skippers concerning their observations and interpretation of the shortened-course signalling.

The Protest Committee has previously determined, in *Serifa 2 v Race Committee*, that Serifa 2's first crossing met the definition of Finish and reinstated that finishing time. This request does not seek to revisit that decision.

The Race Committee accepts that the committee vessel was positioned so as to establish the finishing line found by the Protest Committee.

However, the Race Committee acknowledges that it made an error in signalling the shortened course.

The Race Committee displayed Flag S on BYS 5. That signalling did not accord with the procedure prescribed by RRS 32.2(a), nor with the alternative shortened-course procedure prescribed by SI 15.2.

Under SI 15.2, Flag S displayed on the mark, together with the prescribed additional signal, indicates that the mark remains a rounding mark before competitors proceed to a different finishing line. The additional signal required by SI 15.2 was not displayed.

Accordingly, the Race Committee's official signalling did not correspond with either of the recognised shortened-course procedures available to competitors.

The Race Committee accepts that the placement of Flag S on BYS 5 was reasonably capable of conveying to competitors that BYS 5 remained a rounding mark. Under SI 15.2, competitors associate Flag S displayed on the mark with a procedure in which the mark continues to be rounded before proceeding to the finish. In contrast, under the shortened course determined by the Protest Committee, BYS 5 had become the finishing mark and was required to be left to starboard in accordance with the definition of Finish.

This distinction was particularly significant because, prior to the shortened course being signalled, competitors had been required to round BYS 5 to port. The Race Committee accepts that its signalling did not clearly communicate that this requirement had changed.

As a consequence, it's reasonable that the above boats interpreted the Race Committee's signalling as requiring them to continue rounding BYS 5 to port before proceeding to the finish. Following the Protest Committee's determination of the correct finishing method, those boats were scored DNF by the Race Committee because they had not finished in accordance with the definition of Finish.

The Race Committee accepts that its signalling constituted an improper action within the meaning of RRS 61.4(b)(1). The affected boats' scores were made significantly worse through no fault of their own as a direct consequence of that improper action.

The Race Committee therefore requests that the Protest Committee:

1. Find this request valid under RRS 61.1(b) and RRS 61.2(b)(3);
2. Find that Shiraz, Organised Chaos, Klinger, Kodachi, Jinja, Karma Kaze, Matadore, Cobre32, Humperdink and Morticia are entitled to redress under RRS 61.4(b)(1); and
3. Make as fair an arrangement as possible for all boats affected in accordance with RRS 61.4(c).

Submitted on behalf of the Race Committee.

Michelle de Blaquiere, Race Committee Representative

Date: 25/06/2026