

2025 M2O HEARING REQUEST FORM and OTHER REQUESTS FOR ACTION BY THE
PROTEST COMMITTEE: 7204 Roaring Forty

Received Date: 7/4/2025 Time: 14:37 By: Paul Pascoe		Protest Time Limit: N/A	Case Number: 03
1. March – April 2025:		Name: Melbourne to Osaka Cup	Race Number: N/A
2. TYPE of HEARING X Protest – (an allegation that one or more boats broke a rule) X Request for Redress <input type="checkbox"/> Request to Reopen a hearing (RRS 63.7(b))		<input type="checkbox"/> Request to have a hearing full jury (RRS N1.4(b)) <input type="checkbox"/> Report for DP Penalty (RRS 64) <input type="checkbox"/> Report concerning a Support Person (RRS 62) <input type="checkbox"/> Report of Misconduct (RRS 69)	
3. MY DETAILS – The INITIATOR – the protestor, the person making the allegation, request or report			
Class/Fleet:	Sail No/Boat Name:	OR	Committee: Ocean Racing Club of Victoria Inc On Water Manager
Represented By:	Name: Robert Tanner PRO David Schuller DRD	Telephone: 0418 391 078	
		e-mail: rd@melbourneosaka.com	
4. The RESPONDENT – protestee, committee for redress, support person, person reported for misconduct.			
Class/Fleet or Committee	Sail No/Boat Name/Person	Telephone (if known)	
	7204 Roaring Forty	+61 447 605 172	
5. INFORMING the PROTESTEE – If you are protesting, how did you inform the boat of your intention to protest?			
By hailing: <input type="checkbox"/> No <input type="checkbox"/> Yes			
Displaying Red Flag: <input type="checkbox"/> Not required <input type="checkbox"/> No <input type="checkbox"/> Yes			
Informed some other way: <input type="checkbox"/> No X Yes Via WhatsApp			
6. The INCIDENT Refer attached document with full details		Diagram (if relevant): Include wind and current.	
Rules alleged to be broken:		Names of witnesses:	

2025 M2O HEARING REQUEST FORM and OTHER REQUESTS FOR ACTION BY THE PROTEST COMMITTEE - Attachment: 7204 Roaring Forty

Subject: Stop and Restart Due to Safety

Date of Incident: March 22, 2025

Submitting Party: Robert Tanner, PRO

Summary

Approximately 200NM from Newcastle Roaring Forty suffered a broken carbon boom. Roaring Forty stopped racing, sailed and then motored to Newcastle to effect repairs. They then recommenced racing.

Details of the Incident

1. Time and Location:
 - The incident occurred at Sat 22 Mar 2025 @ 2330h approximately 35 54S 153 41E, 200NM SSE from Newcastle.
2. Reason for Stopping:
 - Carbon boom broken in half
 - Immediate action was necessary to ensure the safety of the crew and vessel.
3. Actions Taken by the Yacht:
 - Informed RD ceased racing: 23 Mar 25 @ 0130h
 - Stop Racing: 23 Mar 25 @ 0130h
 - i. From Stop Racing position under headsail to position: 34 43S 152 59E
 - ii. Under Motor from: 34 43S 152 59E to Newcastle Cruising Yacht Club arriving 23 Mar 25 @ 1331h
 - The following repairs were done:
 - i. Composite specialist tradesmen and carbon consumables - MidCoast Boatyard Newcastle
 - ii. Replacement 2x broken outhaul purchase blocks - Whitworths Marine Newcastle
 - iii. All other spares from boat supplies carried onboard.
 - Approximately 60 litres of fuel was replaced
 - Planned to resume racing from 29 Mar 25 @ 2200h Newcastle Northern Breakwater Starboard Nav Beacon weather permitting
 - Gale warning on Hunter Coast delayed restart
 - Resumed racing 2 April 25 @ 1230
4. Other:
 - The southerly running EAC closer to shore was running hard at 5 knots enroute to Newcastle resulting in increased fuel usage and slow speeds/leeway
 - Motoring distance was approximately 125NM with approximately 60 litres due to adverse EAC current

- Water tanks refilled and fresh fruit replaced
- The boat was delayed in their restart due to unsafe weather conditions – refer to NTC #14 (attached)
 - i. “Due to unsafe conditions and an active gale warning along the NSW coast, entrants are prohibited from entering the Hunter coast region between 1200AEST on 30/03/2025 and 2359AEST on 31/3/2025. Any entrant in that region must suspend racing and move to or remain in a safe harbour.”

Request for Jury Consideration

The following points are submitted for review:

- Whether stopping and restarting due to a safety or reliability issue constitutes grounds for a penalty under RRS.
- Whether any time adjustment or redress is warranted due to actions taken by the boat in good faith to ensure safety.
- Whether any time adjustment or redress is warranted due to actions taken by the race committee in good faith to ensure safety.
- Confirmation that no unfair advantage was gained during the incident.

Supporting Evidence (attached to email)

- Roaring Forty email to Duty Race Director (image below)
- NTC #14 - https://melbourneosakacup.com/wp-content/uploads/2025/03/2025-M2O-NTC-14_compressed.pdf

Conclusion

The actions taken by Roaring Forty 7204 were necessary for safety and we respectfully request that the jury evaluate this case and provide a ruling on whether a penalty applies and if a redress is appropriate.

Signed:

Robert Tanner

rd@melbourneosaka.com

+61 418 391 078

2025 M2O HEARING REQUEST FORM and OTHER REQUESTS FOR ACTION BY THE PROTEST COMMITTEE - Attachment: 7204 Roaring Forty

06/04/2025, 15:21

Mail - Osaka Race Director - Outlook



Roaring Forty - Response to International Jury

From Kevin Le Poidevin <kalepoidevin@gmail.com>
Date Fri 28-Mar-25 8:22 AM
To Osaka Race Director <rd@melbourneosaka.com>
Cc Darrell Greig <Dazag@tpg.com.au>

You don't often get email from kalepoidevin@gmail.com. [Learn why this is important](#)

Hi Neville,
The facts of the incident:

Roaring Forty 7204

Incident: Carbon Boom broken in half

Date/Time of incident: Sat 22 Mar 2025 @ 2330h

Position: 35 54S 153 41E approx 200nm SSE from Newcastle.

Time to make boom/sail safe: 4-5 hours - continued north under headsail.

Date/Time Informed RD ceased racing: 23 Mar 25 @ 0130h still under headsail.

Port of Refuge: Newcastle.

Arrived Newcastle Cruising Yacht Club (NCYC) 23 Mar 25 @ 1331h and Race Management (RM) notified via RM Whats App Group.

Current: At the time of the incident, we had entered the northerly flow (3knots) of the EAC at the time of the breakage.

The southerly running EAC closer to shore was running hard at 5 knots enroute to Newcastle resulting in increased fuel usage and slow speeds/leeway.

Port of Refuge: Newcastle is a safe port for Roaring Forty (3m draft), with direct access to specialist carbon composite technicians. MidCoast Boatyard do my haulout work as I live in Port Stephens 45min north by road, so logistics availability and being a client of MidCoast Boatyard maximised our chance of resuming racing.

I did look at refuge port options to my immediate west of my 'stop racing' position and sail to Jervis Bay, however there was no logistic support available, therefore it would not have been possible to resume racing. We pressed on to Newcastle.

Returning to the 'stop racing' position is not an acceptable option, as the additional two days to get to the stop racing position, forecast southerly adverse weather conditions, wear and tear, fuel usage all negatively impacts any chance of making the M2O temple award ceremony in Osaka.

Resume Racing: 29 Mar 2025 @ 2200h.

The plan I propose to the International Jury is for *Roaring Forty* to resume racing as we pass the Newcastle Harbour northern breakwater starboard navigation beacon.

I am happy with any penalties imposed by the Jury that enables execution of the above plan. We are already penalised by the breakage since we will have already lost an expected 7 days to the fleet to effect repairs, plus the additional tactical advantage from our easterly position we had worked hard to position ourselves in the northerly flow of the EAC.

- a) What outside assistance was provided? Please provide as much information as possible.
1. Composite specialist tradesmen and carbon consumables - MidCoast Boatyard Newcastle
 2. Replacement 2x broken outhaul purchase blocks - Whitworths Marine Newcastle
 3. All other spares from boat supplies carried onboard.

- b) What was the nature of the problem?
1. Carbon boom catastrophic failure - broken in half mid boom.

<https://outlook.office.com/mail/rd@melbourneosaka.com/inbox/id/AAQkADc3YmQ3OGQ3LWlYmZEtNDk0YS1iMGM4LWJiMGNGVjOTJiMQAQAkNa...> 1/2

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Mail - Osaka Race Director - Outlook

c) If you stopped and resumed racing, where and when did you stop and resume?

1. Stop Racing: 23 Mar 25 @ 0130h.
2. Resume Racing: 29 Mar 25 @ 2200h Newcastle Northern Breakwater Starboard Nav Beacon

Informed RD ceased racing: 23 Mar 25 @ 0130h

d) If travelling to/from port or anchorage, did you do so under sail or power?

1. From Stop Racing position under headsail to position: 34 43S 152 59E
2. Under Motor from: 34 43S 152 59E to Newcastle Cruising Yacht Club arriving 23 Mar 25 @ 1331h

e) If you motored, how long did you motor for and approximately how much fuel was used?

1. Distance: 125nm
2. Fuel used: Approx 60 litres due to adverse EAC current.

f) Was this fuel replaced?

1. Yes.

g) If there were repairs undertaken, were other people involved?

1. Yes, specialist carbon composite technicians - MidCoast Boatyard Newcastle

h) Were additional fuel/water/spares/supplies taken on board?

1. Yes, fuel and water tanks refilled for safety. Fresh fruit replaced.

Any other information you feel is relevant to the Jury.

Regards,
Kevin Le Poidevin
Roaring Forty