

2025 M2O HEARING REQUEST FORM and OTHER REQUESTS FOR ACTION BY THE
PROTEST COMMITTEE: K1 Magellan

Received Date: 7/4/2025		Time: 14:52	By: Paul Pascoe	Protest Time Limit:	Case Number: 05
1. March – April 2025:		Name: Melbourne 2 Osaka Cup		Race Number: N/A	
2. TYPE of HEARING X Protest – (an allegation that one or more boats broke a rule) <input type="checkbox"/> 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 Jeremy Walton 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)	
		K1 Magellan		+61 408 449 110	
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 <input checked="" type="checkbox"/> 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: K1 Magellan

Subject: Stop and Restart Due to Safety

Date of Incident: April 06, 2025

Submitting Party: Robert Tanner, PRO

Summary

In the Solomon Sea Magellan suffered a rig issue with their D1 Shroud detaching from the spreader. Magellan stopped racing and motored into a bay to effect repairs then motored back to way point they had stopped at and recommenced racing.

Details of the Incident

1. Time and Location:
 - The incident occurred at approximately 01:40 AEST April 6, approximately 20NM South of Ambitle Island.
2. Reason for Stopping:
 - The yacht experienced a failure of their D1 Shroud's attachment to her spreader.
 - Immediate action was necessary to ensure the safety of the crew and vessel.
3. Actions Taken by the Yacht:
 - Ceased racing at S 04 10 E 153 36 and took appropriate measures to resolve the issue in compliance with safety protocols.
 - Then motored into a bay to effect repairs at 07:40
 - The following repairs were conducted with equipment carried on the yacht: Dyneema stop which was figure 8ed over the opposing spreaders roots. The stop ends go over a low friction ring with one end tied to the deck and the other to tackle on deck
 - Then, motored back to S 04 10 E 153 36 and recommenced racing at 11:20 AEST
4. Other:
 - The skipper ensured compliance with RRS Rule 41 (Outside Help) and Rule 42 (Propulsion), avoiding any unfair advantage during repairs.
 - The yacht resumed racing without external assistance affecting performance.
 - The original problem resulted from something that was unforeseenRelevant Racing Rules of Sailing

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 in good faith to ensure safety.
- Confirmation that no unfair advantage was gained during the incident.

Conclusion

The actions taken by Yacht Magellan K1 were necessary for safety and were conducted in compliance with RRS. We respectfully request that the jury evaluate this case and provide a ruling on whether a penalty applies or if redress is appropriate.

The Race Director team recommends no penalty in this instance.

Signed:

Robert Tanner

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