

2025-11-6-1

Received by race office: Number

Date and time

2015/11/3

6/11/25

Signature

*[Signature]***PROTEST FORM – also for requests for redress and reopening**

Fill in and tick as appropriate

1. EVENT

*Twilight*

Organizing authority

Date

*6/11/25*

Race no.

*6*

2. TYPE OF HEARING

Protest by boat against boat



Request for redress by boat or race committee



Protest by race committee against boat



Consideration of redress by protest committee



Protest by protest committee against boat



Request by boat or race committee to reopen hearing



Consideration of reopening by protest committee



3. BOAT PROTESTING, OR REQUESTING REDRESS OR REOPENING

Class

*Twilight*

Fleet

*Div 2*

Sail no.

*6243*

Boat's name

*Renaissance*

Represented by

Tel., e-mail

4. BOAT(S) PROTESTED OR BEING CONSIDERED FOR REDRESS

Class

Fleet

Sail no.

*MH 107*

Boat's name

*SOL*

5. INCIDENT

*6-57pm*

Time and place of incident

*SW of Solow + pigs*

Rules alleged to have been broken

Witnesses

*Rob Skinner*

6. INFORMING PROTESTEE How did you inform the protestee of your intention to protest?

By hailing



When?

*Immediate*

Word(s) used

By displaying a red flag

*No*

When?

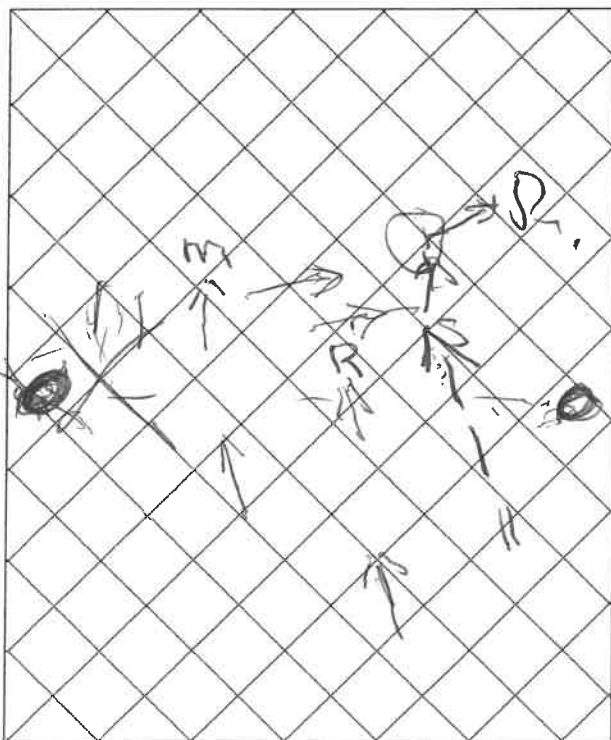
By informing her in some other way

*No*

Give details

7. DESCRIPTION OF INCIDENT

Diagram: one square = hull length; show positions of boats, wind and current directions, marks.

*MIKE LOWRY**0418 673 607*

1. We had crossed the finish line
2. To avoid two boats which were in trouble (collisions),
3. Mantella was sailing on starboard ahead & to leeward of us.
4. Mantella was forced to go ahead to wind to avoid a collision which resulted in Mantella taking to port.
5. We avoided a collision with Mantella by veering to port.
6. After completing our task to port we went into inboard (no steering).
7. We made two attempts to regain steering and head away from the mine but we had no steering, no speed

8. Sol hit is on the  
point side of the transition  
 whilst we were stationary  
 attempting safe entry from  
 the under air point.

M. H. Wong



Our intention was to tack to port to sail away from a cluster of boats which were dangerously close to clear the line.

We were in many hands on our second attempt we turned the boat to port and were waiting for the headsail to set on the second attempt when SOL hit us in the stern on the port side.