

# ROLEX SYDNEY HOBART YACHT RACE 2010

**Protest No:** 2  
**Protest By:** Race Committee  
**Against:** WILD OATS XI

## **FACTS FOUND:**

1. WILD OATS XI attempted to radio in at Green Cape by HF Radio without success.
2. WILD OATS XI then contacted the race director by phone in the vicinity of Green Cape and was advised to not continue if the HF radio was not working properly.
3. They then altered course for approximately 20 minutes and found what they believed to be the problem with the radio and that was fixed.
4. Only after fixing the radio and obtaining acknowledgement from Hobart radio at 9:04 that the reception on 6516kHz was received, did they resume racing.
5. WILD OATS XI continued to have intermittent problems with the radio and could hear the remaining radio schedules but her transmission could not always be heard until she reached Tasman Island. She did make alternative arrangements to report to JBW by phone at those times.
6. Shortly after passing Green Cape, the 0735 radio schedule commenced which takes approximately 1 hour and 30 minutes.
7. WILD OATS XI took approximately 2 hours to sail the distance between Green Cape and Gabo Island.

## **BACKGROUND**

Following the CYCA enquiry into the Rolex Sydney Hobart Yacht Race 1998 the CYCA instituted a number of safety measures including a number of requirements for boats to address when passing Green Cape.

These requirements are included in sailing instruction 44 for the Rolex Sydney Hobart Yacht Race 2010 (copy attached) and include a requirement that a boat has to assess whether *'its HF Radio is operational and has a signal strength fit for the ensuing purpose'*

## **CONCLUSIONS AND RULES THAT APPLY:**

WILD OATS XI tacked and sailed for approximately 20 minutes before reaching Gabo Island until the radio was repaired. She did not return to course until they

received acknowledgement from Hobart radio when they were satisfied at that time that the radio was operational and had a signal strength fit for the ensuing purpose.

The acknowledgement from Hobart radio satisfied the requirements of sailing instruction 44.2.

**DECISION:**

Protest dismissed.

**International Jury:**

John Kirkjian (Chairman), John Rountree, Ronnie McCracken, Selvam Mookken,  
Tony Mooney

Signed:

**John Kirkjian – Chairman**

Date: 29 December 2010

#### **44. MANDATORY REPORTING FROM GREEN CAPE (37° 15' SOUTH)**

**44.1** On approaching 37° 15' South a boat is to assess whether:

- (a) its HF Radio is operational and has a signal strength fit for the ensuing purpose;
- (b) the required number of liferafts are on board;
- (c) its engine and batteries are operational;
- (d) the boat and its crew are in a satisfactory condition to continue; and
- (e) the skipper has comprehensively considered the most current weather forecasts and considers that the boat and crew are fully prepared for the conditions forecast.

**44.2** When in the vicinity of 37° 15' South, but not later than Gabo Island (37° 34' South), if a boat is able to meet all the requirements of SI 44.1, the boat shall call "JBW" on the Race Frequency and make the following report:

"JBW", this is [BOAT NAME]. We are in the vicinity of 37° 15' South at [HOURS-MINUTES]. The skipper declares that we comply with the requirements of SI 44.1 and elects to continue racing".

A boat that is unable to contact "JBW" may attempt to contact Hobart Race Control to fulfil the requirements of this SI.

Boats which are not recorded by either "JBW" or Hobart Race Control as having complied with SI 44.1 and SI 44.2 shall be recorded DNF (amends RRS 63.1).

**44.3** Boats that knowingly make a false report under this Sailing Instruction may be subject to a report to the International Jury under RRS 60.2 (c) requesting action under RRS 69.1(a).