



TRY 19 - Training Regatta for Youth 2026

Scoring Inquiry

Race Date: 2026-07-10

Received: 2026-07-10 16:40 EDT

Request No.: 10

Course: Optimist

Race No.: 1

Posted Score: Tle

Competitor: Optimist - 2007 - Hunter Nelson

Scoring Inquiry:

Facts During the first windward leg of Race 1, the wind decreased significantly and shifted approximately 60° to the right. As a result, approximately ten boats reached and rounded the windward mark before the shift, while the remainder of the fleet (approximately 70%) became trapped in an area of little or no wind. The boats caught in the lull were effectively stationary for approximately 20 minutes and, in many cases, were unable to make progress against the current. Meanwhile, the boats that had already rounded the windward mark sailed a reaching leg to the leeward gate. At the completion of the first downwind leg for the leading boats, the Race Committee displayed Code Flag C and repositioned the next windward mark to reflect the new wind direction. The leading boats continued racing on the adjusted course while the majority of the fleet remained unable to reach the original windward mark. The boats delayed in the lull did not round the first windward mark until approxi!

mately the target race time. Shortly thereafter, the wind filled in across the course and racing proceeded under normal conditions. Because the finish window was 15 minutes, the majority of the fleet was scored TLE despite eventually racing in normal conditions after the wind returned. During the incident, multiple coaches requested that the Race Committee abandon the race due to the extraordinary and unequal conditions affecting the fleet. The Race Committee chose not to abandon and allowed the race to continue. Grounds for Redress This request is made under RRS 62.1(a). The Race Committee's decision not to abandon the race, despite a prolonged and highly localized loss of wind that immobilized approximately 70% of the fleet while the remainder continued racing under materially different conditions, was an improper action that made our score significantly worse through no fault of our own. The fleet was effectively divided into two separate races. One group was able to con!

tinue racing and complete additional legs while the majority of competitors remained stationary for approximately 20 minutes because of conditions beyond their control. Once the wind returned, the delayed boats were able to continue racing normally; however, the elapsed time had already made it impossible for most of them to finish within the prescribed finish window, resulting in TLE scores. Had the Race Committee abandoned the race when it became apparent that a substantial majority of the fleet had been immobilized for an extended period while only a small group continued racing, the competitors affected would not have received disproportionately poor scores caused by this exceptional circumstance. Request I respectfully request that the Protest Committee find that the Race Committee's failure to abandon the race constituted an improper action under RRS 62.1(a) that significantly worsened the scores of the boats trapped in the lull. As redress, I request that the affecte!

d boats be awarded average points, calculated in accordance with the Racing Rules of Sailing, based on their scores in the other races of the regatta. This remedy most fairly restores the competitors to the position they would likely have occupied had the Race Committee taken the appropriate action when the fleet became divided by the prolonged and localized loss of wind.

Witnesses:

Nicolas Absi, Alexandre Absi, Nicolas Capolicchio, Angus Beauregard, 1822, 2007, 1923, 1771, 1809, 418, 1572, 1947

Response:

Moved to Hearing request #2

Response By Tof Nicoll-Griffith Printed at 2026-07-11 01:15