Skipper Certification & Review Board – Safety & Incident Report

Incident Summary & Findings

- **Incident Date:** July 2026
- **Location:** First upwind mark (Club Race)
- **Vessels Involved:** J/24s (Boat A, Boat B, Boat C)
- **Conditions:** Light wind, light current
- **Review Board Meeting:** September 21, 2026 (All 6 board members present)

1. Sequence of Events & Rule Violations

- **Boat A** approached the crowded windward mark on **port tack**, planning to tack and round.
- **Boat B** (to windward of Boat A, on starboard tack, not fetching the mark) tacked onto port, requested mark room, tacked back to starboard, and rounded.
- **Boat C** approached the mark on **starboard tack** and hailed *"Starboard,"* maintaining her course with the reasonable expectation that Boat A would keep clear.
- **Violation: RRS Rule 10 (On Opposite Tacks)** — As the port-tack vessel, **Boat A failed to keep clear** of Boat C (starboard tack), causing the collision.

2. Damage & Financial Allocation

- **Damage:** Boat C's port stanchion was pushed through the deck; upper and lower deck structures were rebuilt by club staff.
- **Financial Breakdown:**
  - **Labor:** $1,200
  - **Parts (Stanchion Replacement):** $800
  - **Total Cost: $2,000**
- **Liability Decision: Boat A is 100% liable ($2,000)** for breaching RRS Rule 10 as the give-way vessel.

3. Fleet Seamanship Takeaways

- **Proactive Trajectory Planning:** Port-tack vessels approaching a busy windward mark must identify starboard lay-lines early.
- **Early Decision-Making:** If crossing is not 100% guaranteed, the port-tack boat must either:
  1. Hail their intent to tack early, or
  2. Duck well before entering the zone.