

**2016 ICSA Women's National Championship
Request for Redress filed by Georgetown
Decision of Protest Committee**

Date of Hearing:	25-May-2016
Date of Incident:	24-May-2016
Race Number:	All races in Western Semi-Final series.
Requestors:	Mary Kate Mezzetti/ Georgetown
Other Parties present:	Taylor Ladd / Harvard Lindsay Babb/ Brown
Validity:	Requests valid, hearing continued
Facts Found:	<ol style="list-style-type: none">1. Boat 6 was one of 18 new boats provided by the OA for the event.2. Teams were assigned boats by the OA. Fordham, Harvard, Northwestern, Charleston, Brown, and Eckherd all sailed two races in boat 6.3. None of the teams racing in boat 6 checked for water in the air-tight compartments before they raced the boat.4. All parties present stated that the OA gave them sufficient time to check their boats.5. After the last race of day 1, between 5-10 gallons of water was found in boat 6.6. After racing on day 1, Brown and Northwestern requested redress for water in boat 6 and were granted redress. Other teams were not informed in advance of this hearing.7. On the morning of day 2, Fordham requested and was granted redress for the same issue. Other teams were not informed in advance of this hearing.8. After racing on day 2, Harvard verbally requested redress for the same issue.9. In advance of Harvard's hearing, the protest committee re-opened the initial hearing (Brown and Northwestern) under rule 66 and decided they had made an error in granting redress to some but not all of the teams that raced boat 6, and granted redress to all boats that had sailed boat 6.10. Georgetown requested redress claiming that the protest committee had failed to inform them of hearings to consider redress and had violated Georgetown's right to be present in accordance with US Sailing prescriptions. All teams were notified of this hearing by email.
Conclusions:	<ol style="list-style-type: none">1. Prior to each race, the OA gave all teams time to check their boats. It is reasonable to expect teams to check for water in air-tight compartments when rotating into a boat.2. ICSA guidelines for breakdown suggest that water in air-tight compartments would be eligible for redress only if the "competitor was not given time to drain the compartment(s)".3. By failing to check for water, the teams racing boat 6 failed to meet the redress criteria of "no fault of their own" (rule 61.2).4. The decision in previous hearings to grant redress to teams racing in boat 6 is reversed. Redress for those boats is denied.

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5. The protest committee erred in failing to properly notify all teams of hearings to consider redress requested by Brown, Northwestern and Fordham as required by US Sailing prescription to rule 63.2.
 6. The protest committee corrected that error by properly notifying and allowing all teams to be a party to the hearing for Georgetown's request for redress.
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Decision:	Redress to teams sailing in boat 6 in the Western Semi-final on day 1 is denied. Those teams are to be scored in their original finishes.
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Protest Committee:	Bill Campbell (NJ, Chair), Sandy Grosvenor (IJ, Scribe), John Christman (NJ), Alli Bell
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Chairman's Signature:	
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Date and Time Decision Advised:	25 May 2016 @2045
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