EVENT – Melbourne – Devonport race 30 Oct 2026 **LOGO**

HEARING REQUEST FORM and OTHER REQUESTS FOR ACTION BY THE PROTEST COMMITTEE

Received Date: Time: By:		Protest Time Limit:	Case Number:
1. Date of Race: 30 Oct 2026	Series: Rudder Cup	Race Number: SM444	

2. TYPE of HEARING

☐ Request to have a hearing full jury (RRS N1.4(b))

☐ Protest – (an allegation that one or more boats broke a rule) ☐ Report for DP Penalty (RRS 64)

☑ Request for Redress ☐ Report concerning a Support Person (RRS 62)

☐ Request to Reopen a hearing (RRS 63.7(b)) ☐ Report of Misconduct (RRS 69)

3. MY DETAILS – The INITIATOR – the protestor**,** the person making the allegation, request or report

Class/Fleet: Rudder Cup	Sail No/Boat Name: **True Colours SM444**	**OR**	Committee:
Represented By: John Strahan	Name: **John Strahan**		Telephone: 0418589894 e-mail: john.strahan@outdoorlivingdirect.com.au

4. The RESPONDENT – protestee, committee for redress, support person, person reported for misconduct.

Class/Fleet or Committee	Sail No/Boat Name/Person	Telephone (if known)
Race Committee - ORCV		

5. INFORMING the PROTESTEE – If you are protesting, how did you inform the boat of your intention to protest?

By hailing: ☑ No ☐ Yes

Displaying Red Flag: ☑ Not required ☐ No ☐ Yes

Informed some other way: ☐ No ☑ Yes - via email

6. The INCIDENT	Diagram (if relevant): Include wind and current.
Brief Description. On Friday 30 October the ORCV Race Committee (RC) started the Melbourne – Devonport Rudder Cup in the vicinity of Draper's Reef (Queenscliff) at 16:45. Despite having the option to select the alternate start line outside the heads, thus avoiding any adverse impact of wind or tide, the RC chose to start at Draper's Reef, with the tide slightly flooding. The true wind speed was approximately 1 – 2 knots, which was known to all competitors but apparently not to the RC. Before long, the tide began to ebb, at a speed of approximately 3 knots. Many boats were carried out of control past the ORCV A mark and into the Commercial Shipping exclusion zone. Some boats simply ignored the requirement to leave ORCV A to Port and continued racing. Some, including True Colours, chose to anchor in the heads and await enough wind to sail back to ORCV A and correctly sail the course. At 7:23pm the RC chose Whatsapp to send an urgent message for all boats still anchored in the heads to abandon their position and transit to ORCV C. Many boats, including True Colours, did not receive this message as we tend to not check our social media while yacht racing. True Colours received a courtesy phone call from Peter Dowdney (Sail Captain, ORCV) at 7:39pm, advising us of this instruction, which was much appreciated. True Colours protests the RC under rule 62.1(a) and seeks redress on the grounds that she was significantly disadvantaged as a direct result of the RC's decision to use the Draper's Reef start line in wind and tide conditions that could only have led to the above result. In a nutshell, insufficient wind to allow boats to make way against the forecasted tide. In addition, the RC's decision to use Social Media for urgent safety messages, rather than VHF radio that all competitors were required to monitor, further disadvantaged some competitors as different boats received the ORCV C message at different times. Further, True Colours wishes to note that the actions of the RC put competitors in danger from Commercial shipping as competitors were carried into the Commercial Shipping exclusion zone through no fault of their own. Large ships were observed passing close to competitors.	

Rules alleged to be broken: **RRS 62.1 (a)**	**Names of witnesses:** **All crews in the vicinity of Port Phillip heads around 6:00pm onwards on 30 October 2026. Specifically – all True Colours crew as listed.**

Continue on the back of this form or other paper if necessary.

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