

## DECISIONS DU JURY / JURY HEARING DECISIONS

CAS N° CASE N°	INITIATEUR INITIATOR	AUTRE PARTIE RESPONDENT	RESUME DES FAITS ETABLIS SUMMARY OF FACTS FOUND	DECISIONS DECISIONS
Compétition / Event : <b>Vendée Globe 2024-2025</b> Date : <b>20/12/2024</b> Club : <b>SAEM Vendée</b>				
<b>1</b>	Comité technique	Tut Gut	<i>By embarking or disembarking a sail after 11:00 on Friday 8<sup>th</sup> November, without the RM's authorization, the participant breaks the NoR 12.4. Infringement NoR 12 is a range 2 penalty. The jury used the questions in Appendix 6 to justify a decrease in the penalty time.</i>	<b><i>A time penalty of 120 minutes is imposed on Tut Gut. This penalty shall be taken according to SI 11.5</i></b>
<b>2</b>	MACSF	NEW EUROPE	<i>COLREGs replaced RRS in chapter 2 at the moment of the crossing. As the port tack boat (wind on the port side), NEW EUROPE failed to keep out of the way of MACSF. Infringement SI 11.1.1 is a range 1 penalty (0h-6h). Any answers to the questions in Appendix 6 do not justify any decrease and any increase in the penalty time. The jury decided to impose the average penalty of range 1.</i>	<b><i>A time penalty of 180 minutes is imposed on NEW EUROPE. This penalty shall be taken according to SI 11.5</i></b>
<b>3</b>	Comité technique	Singchain Team Haikou	<i>In deciding the penalty, the jury used SI 11.2.1 and Appendix 6 to apply the Jury's power of discretion, noting that: With the accidental filling of this forward ballast,, the boat is no longer in compliance with the IMOCA class rules. The breaking of the lead laid by the class was necessary in order to empty the water and remain as much as possible within the stability measures imposed by its measurement certificate. The skipper pumps regularly to empty the water in this ballast. There is not a reasonable opportunity to fix this problem to avoid water filling in this ballast. The jury applies RRS 64.4 (a) "Decisions on Protests Concerning Class Rules" and SI 11.2.2 Discretionary power of the Jury.</i>	<b><i>The Jury decides not to give a penalty. The skipper must do everything possible to sail with this empty ballast for reasons of stability.</i></b>
<b>4</b>	Comité technique	HUMAN IMMOBILIER	<i>To safely anchor in the lee of the Saint-Paul Island Human Immobilier had to use her engine and anchor, breaking both seals. She broke SI 16.3.1 and SI 16.3.2. Human Immobilier used the engine for 0.6 nautical miles. She broke RRS 42.1 Human Immobilier was not able to retrieve her anchor and had to cut it free. Therefore she did not break RRS 45. However, the boat now no longer complies with the requirement of CR 3.21(a) to have two anchors on board. In deciding the penalty, the jury used SI 11.2.1 and Appendix 6 to apply the Jury's power of discretion, noting that: There is a good reason or justification for the breach. The breach was reported immediately by the boat. The breach was not advantageous to the boat. Any answers to the questions in Appendix 6 do not justify an increase in the penalty time. The jury has decided to judge this as a single incident and impose a penalty less than the average of range 2</i>	<b><i>A time penalty of 180 minutes is imposed on HUMAN IMMOBILIER. This penalty shall be taken according to SI 11.5</i></b>

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Affiché à 11H 00 mn, TU Le **20 December 2024**  
*Posted at*

Nom et signature **R. GAUTIER**

A handwritten signature in black ink, appearing to read 'R. Gautier', written in a cursive style.