



Spain 2026
SAILING
GRAND SLAM

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

SGS

Protest nr: 03

Class	FORMULA KITE Men
Protestor	FRA MQ5 - Malo Quernec
Protestee	ESP AC60 - Alejandro Climent Hernández
Witnesses	FRA BG40 - Benoit Gomez, Security boat at the first mark
Type	protest
Incident	N19 didn't passe under the protector marque and crashed in front of me while he was on port and i was on starboard going to pass the top mark I tried my best to avoid him. But we got a tangle and i broke bridles on my 21m and lines
Date/Time of hearing	31 Mar 2025 at 15:20
Location	Jury Container
Procedural matters	1. FRA MQ5 was represented by Malo Quernec. 2. ESP AC60 was represented by Alejandro Climent Hernández. 3. Benoit Gomez provided evidence as a witness for FRA MQ5. 4. During the hearing the protest committee clarified in accordance with RRS 63.2(c) that the hearing request was not only a protest but also a request for redress and proceeded with it accordingly. 5. The panel of the International Jury was composed in accordance with RRS N1.4(b).

Facts found	1. The conditions at the time of the incident in race Q1 of the men's yellow fleet were 12-15 knots of wind and 50 centimetre waves. 2. FRA MQ5 and ESP AC60 were sailing on port-tack and approaching the protector mark. 3. When ESP AC60 passed the protector mark at a lateral distance of 1 meter, FRA MQ5 was 10 metres clear ahead and 2 meters to leeward of ESP AC60 and sailing faster than ESP AC60. 4. ESP AC60 was sailing slow with her kite up and pointing as high she could. 5. 1 meter after passing the protector mark, ESP AC60 and FRA MQ5 simultaneously tacked to starboard-tack. 6. After passing head to wind, ESP AC60 kept her kite up and slowed down further, while FRA MQ5 began to put her kite down and accelerated. 7. Two seconds later, ESP AC60's competitor fell into the water and she put her kite to 12'clock. 8. Within 2 seconds after ESP AC60's competitor had fallen into the water, contact occurred between the kites and lines of ESP AC60 and FRA MQ5, resulting in a tangle. 9. FRA MQ5's broke several bridles and one of her front lines. ESP AC60 broke her front lines. 10. FRA MQ5 and ESP AC60 were tangled for approximately 15 minutes, both retired from race 1Q and were taken back to the beach by their coach vessels. The finishing window of race 1Q had already expired at that time. 11. FRA MQ5 arrived at the beach at the time of the starting signal of race 2Q. 12. ESP AC60 sailed race 2Q. 13. FRA MQ5 did not compete in race 2Q. 14. FRA MQ5 replaced her kite and sailed in races 3Q and 4Q.
Conclusion	1. While recovering, ESP AC60 failed to keep clear of FRA MQ5 who was not recovering, and broke RRS F2.22.2. 2. ESP AC60 did not avoid contact with FRA MQ5 even though it was reasonably possible, and broke RRS 14(a). 3. Since ESP AC60 caused serious damage and a tangle by her breach, her penalty was to retire as required by RRS F4.44.1(b). 4. It was not reasonably possible for FRA MQ5, the right-of-way kiteboard, to avoid contact with ESP AC60 when it became clear that ESP AC60 was not keeping clear. FRA MQ5 did not break RRS 14(a). 5. FRA MQ5's score in race 1Q was made worse by the tangle but not by the damage. Therefore, the requirements for redress under RRS 61.4(b)(2) are not met for race 1Q. 6. FRA MQ5's score in race 2Q was made significantly worse through no fault of her own by physical damage because of the action of ESP AC60 that was breaking RRS F2.22.2 and took an appropriate penalty. Therefore, the requirements for redress in RRS 61.4(b)(2) are met.
Rules applicables	RRS 14(a), 60.5(2)(2), 61.4(b)(2) 63.2(c), F2.22.2, F4.44.1(b), F5.60.5(e), N1.4(b)



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Jury Decision:



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1. The protest is upheld. Since ESP AC60 took an applicable penalty, she is not further penalized under RRS 60.5(c)(2). However, the incident is counted to determine the number of tangles the kiteboard has caused during the event under RRS F5.60.5(e).
2. Redress is given to FRA MQ5. FRA MQ5 is to be scored in race 2Q points equal to the average, rounded to the nearest tenth of a point (0.05 to be rounded upward), of her points in all races sailed on 31 March and 1 April, except races 1Q and 2Q. No other kiteboards's score shall change.

Date of decision:	31 Mar 2025 at 16:35
Jury members	Carlos Garcia Motta, IJ (ESP), Finn Mrugalla, IJ (ESP), Cxema Pico, IJ/IU (IRL)

Signature:

22 Jul 2026 21:54:06