



Spain 2026
SAILING
GRAND SLAM

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

SGS
Sailing Grand Slam

Protest nr: 10

Class	FORMULA KITE Men
Protestor	ISR CA1 - Carmel Avisar
Protestee	ESP MC78 - Mateo Codoñer
Witnesses	
Type	protest & redress
Incident	I was kiting with ESP 34 he was a little close. has bar got broken he fell and kite went up. very fast. I couldn't take fast inaf the kite we crash. I have damage and loss race 3, 4
Date/Time of hearing	1 Mar 2025 at 11:00
Location	Jury Container

Procedural matters	Original Hearing: 1. ISR CA1 was represented by Carmel Avisar. 2. ESP MC78 - Mateo Codoñer did not come to the hearing, the hearing proceeded in accordance with RRS 63.1(b). 3. Shachaf Amir (coach of ISR CA1) attended the hearing as interpreter for ISR CA1. 4. The panel of the International Jury was composed in accordance with RRS N1.4(b). 5. The protest committee decided that it may have made a significant error and reopened the hearing on 1 April 2025 at 11:00 in accordance with RRS 63.7(a)(2). The parties were not present. Reopened Hearing: 1. ISR CA1 was represented by Carmel Avisar. 2. ESP MC78 was represented by Mateo Codoner. 3. Shachaf Amir (coach of ISR CA1) attended the hearing as interpreter for ISR CA1. 4. Leonard Collado Tro (ESP LC27) attended the hearing as an observer. 5. Mateo Codoner (ESP MC78) gave evidence as a witness for the request for redress. 6. Validity of the hearing request: a. The incident between ISR CA1 and ESP MC87 in race 3Q of the men's blue fleet happened at approximately 12:25 on 31 March. b. The protest time limit for the men's blue fleet on 31 March 2025 was at 13:48. c. At 13:40, ISR CA1's coach came to the jury office, reporting that ISR CA1 had problems delivering the hearing request via the app. d. Carmel Avisar, (ISR CA1) also came to the jury office several minutes later; it turned out that he had failed to submit the hearing request because not all required fields in the app were filled in. e. After completing the form at 13:56, ISR CA1 was not able to submit the hearing request because his phone lost the internet connection. f. ISR CA1 was subsequently give a paper form to replicate the information that was already written in the app. g. ISR CA1 left the jury office with the paper form and finally submitted the hearing request on paper at 14:09. h. ISR CA1 failed to deliver the protest within the protest time limit, as required by RRS 60.3(b)(1) and SI 26.2. There was no good reason for the International Jury to extend the time limit. Therefore, the protest is invalid under RRS 60.4(a)(1). i. However, ISR CA1 delivered the request for redress within two hours after the incident, as required by RRS 61.2(b)(1). Therefore, the request for redress is valid and the hearing was continued. 7. The panel was changed in accordance with RRS 63.7(c)(2): Anastazja Lewandowska, IJ (POL) and Cxema Pico, IJ/IU (IRL) replaced Hella Bouma, IJ (NED) and Carlos Garcia Motta, IJ (ESP).
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Facts found	Reopened Hearing: 0. The facts found of the original hearing are deleted and replaced as follows: 1. The conditions at the time of the incident on the first upwind in race 3Q of the men's blue fleet were 12-15 knots of wind and 50cm waves. 2. ESP MC78 and ISR CA1 were sailing on the starboard-tack layline to mark 1 (200m from mark 1) with ESP MC78 being 10 m clear ahead and 1.5 m to leeward of ISR CA1. 3. ESP LC27 was sailing on port-tack on a converging course with ESP MC78, crossed in front of ESP MC78 and tacked to starboard tack. 4. When ESP LC27 passed head to wind to starboard-tack, she was 7 m clear ahead and 4 m windward of ESP MC78. 5. Within 3 seconds thereafter and when ESP LC27 was lowering her kite, contact occurred between the kites and lines of ESP LC27 and ESP MC78. 6. The impact of the kites caused ESP MC78's competitor to be lifted in the air and her bar broke. 7. ISR CA1 immediately lifted her kite but one of the pieces of ESP MC78's broken bar and her lines made contact with ISR CA1's bridles and kite, causing and a tangle of the lines. 8. The competitors of ISR CA1, ESP MC78 and ESP LC27 fell into water and three kiteboards capsized. 9. ISR CA1, ESP MC78 and ESP LC27 retired from race 3 and it took ISR CA1 and ESP MC78 approximately 20 min to get untangled. 10. A 50 cm long cut in her kite and several broken bridles occurred to ISR CA1's kite, making a relaunch for the next race impossible. 11. ISR CA1 was taken back to the beach by her coach vessel and replaced the damaged kite but did manage to get afloat before race 4Q was started. Original hearing: 1. The protest time limit for the men's blue fleet on 31 March 2025 was at 13:48. 2. The incident between ISR CA1 and ESP MC87 in race 3Q of the men's blue fleet happened more than 2 hours before the protest time limit. 3. At 13:40, ISR CA1's coach came to the jury office, reporting that ISR CA1 had problems delivering the hearing request via the app. 4. Carmel Avisar, (ISR CA1) also came to the jury office several minutes later; it turned out that he had failed to submit the hearing request because not all required fields in the app were filled in. 5. After completing the form at 13:56, ISR CA1 was not able to submit the hearing request because his phone lost the internet connection. 6. ISR CA1 was subsequently give a paper form to replicate the information that was already written in the app. 7. ISR CA1 left the jury office with the paper form and finally submitted the hearing request on paper at 14:09.
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Conclusion	Reopened hearing: 0. The conclusions of the original hearing are deleted and replaced as follows: 1. When changing the position of her kite, ESP LC27, the right-of-way kiteboard failed to give ESP MC87 room to continue keeping clear, and broke RRS F2.16.1. 2. ESP LC27 did not avoid contact with ESP MC78 even though it was reasonably possible, and broke RRS 14(a). 3. ESP LC27 caused contact between ESP MC78 and ISR CA1 even though it was reasonably possible to avoid causing it, and broke RRS 14(b). 4. Since ESP LC caused serious damage and a tangle by her breach, her penalty was to retire as required by RRS F4.44.1(b). 5. Since there was reasonable doubt that ESP LC27 and ESP MC78 were overlapped by the time that the contact between them occurred, it is presumed that they were not, in accordance with RRS F Definition Clear Astern and Clear Ahead; Overlap. 6. ESP MC78 clear astern failed to keep clear of ESP LC27 clear ahead, and broke RRS 12. 7. Since ESP MC78 broke RRS 12 while she was sailing within the room to which she was entitled under RRS F2.16.1, she is exonerated under RRS 43.1(b) for this breach. 8. It was not reasonably possible for ESP MC78, kiteboard sailing within the room to which she was entitled, to avoid contact with ESP LC27 when it became clear that ESP LC27 was not giving room. ESP MC78 did not break RRS 14(a). 9. While recovering, ESP MC78 failed to keep clear of ISR CA1 who was not recovering, and broke RRS F2.22.2. 10. Since MC78 was compelled to break RRS F2.22.2 as a consequence of ESP LC27 breaking RRS F2.16.1 and 14(a), she is exonerated under RRS 43.1(a) for this breach. 11. It was not reasonably possible for ESP MC78 to avoid contact with ISR CA1, ESP MC78 did not break RRS 14(a). 12. ISR CA1's score in race 3Q was made worse by the capsize and tangle but not by the damage. Therefore, the requirements for redress under RRS 61.4(b)(2) are not met for race 3Q. 13. ISR CA1's score in race 4Q was made significantly worse through no fault of her own by physical damage because of the action of ESP LC27 that was breaking RRS F2.22.1, 14(a) and 14(b) and took an appropriate penalty. Therefore, the requirements for redress in RRS 61.4(b)(2) are met for race 4Q. Original hearing: 1. ISR CA1 failed to deliver the protest within the protest time limit, as required by RRS 60.3(b)(1) and SI 26.2. There was no good reason for the International Jury to extend the time limit. Therefore, the protest is invalid under RRS 60.4(a)(1). 2. ISR CA1 failed to deliver the request for redress within the protest time limit or two hours after the incident, as required by RRS 61.2(b)(1) and SI 26.2. There was no good reason for the International Jury to extend the time. Therefore, the request for redress is invalid under RRS 61.3.
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Rules applicables	RRS 12, 14(a), 14(b), 43.1(a), 43.1(b), 60.3(b)(1), 60.4(a)(1), 61.2(b)(1), 61.3, 61.4(b)(2), 63.1(b), 63.4(a)(1), 63.7(a)(2), 63.7(c)(2), F Definition Clear Astern and Clear Ahead; Overlap F2.16.1, F2.22.2 F4.44.1(b), N1.4(b); SI 26.2	
Jury Decision:	1. The protest is invalid.	
	2. Redress is given to ISR CA1. ISR CA1 is to be scored in race 4Q 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 race 3Q and 4Q. No other kiteboards's score shall change.	
Date of decision:	1 Apr 2025 at 11:45	
Jury members	Anastazja Lewandowska (IJ-POL), Finn Mrugalla (IJ-GER), Cxema Pico (IJ-IRL)	

Signature:

22 Jul 2026 21:50:32