



Spain 2026
SAILING
GRAND SLAM

SGS

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

Protest nr: 15

Class	IQ FOIL Women
Protestor	GBR 248 - Alice Read
Protestee	NOR 29 - Tuva Oppedal
Witnesses	GBR 667 - Jennie Roberts
Type	protest & redress
Incident	I was sailing towards the start line, keeping my course. I was aware of NOR 29 windward of me and overlapped, I called windward, allowing time for NOR 29 to avoid. NOR 29 did not change her course to avoid, bearing away into me causing contact of her boom onto my back. I then beared away, changing my course to avoid further contact, and NOR 29 further sailed into me, causing significant contact and I capsized. When I was up hauling after the capsize, I looked for NOR 29 to check all was okay.
Date/Time of hearing	31 Mar 2025 at 19:40
Location	Hearing Room - Portixol
Procedural matters	1. Hearing 15 was originally scheduled for 19:00. NOR 29 asked for more time to find video evidence. NOR 29 was allowed 20 more minutes in accordance with RRS 63.1(a)(3). The hearing was rescheduled for 19:40. 2. The panel of the international jury was composed in accordance with RRS N1.4(b). 3. GBR 248 was represented by Alice Read. 4. NOR 29 was represented by Tuva Oppedal. 5. Henry Bloodworth (coach of GBR 248) and Olga Maslivets (coach of NOR 29) attended the hearing as observers.

Facts found	1. Race 2 of the iQFOiL women was a course race. 2. The conditions at the time of the incident were 9-10 knots of wind and a slight swell. 3. Thirty seconds before the starting signal, GBR 248 was foiling, reaching on starboard tack towards the race committee starting vessel, clear ahead and to leeward of NOR 29, also on starboard tack. 4. Ten seconds before the starting signal, NOR 29 established an overlap to windward of GBR 248. The lateral distance between the boards was 1 board length. 5. NOR 29 bore away slightly and immediately a contact occurred between NOR 29's boom and the back of the GBR 248 sailor. 6. GBR 248 bore away and NOR 29 bore away further. A second contact occurred between NOR 29's boom and sail with the back of the GBR 248 sailor. 7. GBR 248 capsized. GBR 248 continued sailing in the race after 1 minute. 8. GBR 248 did not finish the race within the time limit. 9. NOR 29 took a 360°-Turn penalty.
Conclusion	1. NOR 29 to windward failed to keep clear of GBR 248 to leeward and broke RRS 11. 2. NOR 29 did not avoid contact with GBR 248 even though it was reasonably possible, and broke RRS 14(a). 3. It was not reasonably possible for GBR 248, the right-of-way board, to avoid contact with NOR 29 when it became clear that NOR 29 was not keeping clear. GBR 248 did not break RRS 14(a). 4. By taking a 360°-Turn penalty, NOR 29 took an applicable penalty. 5. GBR 248's score in race 2 was made significantly worse through no fault of their own by capsizing because of the action of NOR 29 that broke RRS 11 and 14(a) and took the appropriate penalty. Therefore, the requirements for redress in RRS 62.1(b) as changed by RRS B5.62 are met.
Rules applicables	RRS 11, 14(a), 60.5(c)(2), 63.1(a)(3), B5.61.4.(b), N1.4(b)
Jury Decision:	1. The protest is upheld. Since NOR 29 took an applicable penalty, she is not further penalized under RRS 60.5(c)(2). 2. Redress is given to GBR 248. Course racing / Marathon racing in the Opening series will count as a "series" for the purpose of WS Case 116. GBR 248 is to be scored in race 2 average points in accordance with rule A9(a), based on Course and Marathon races in the Opening Series, except race 2. Results from Sprint races should not be included in this calculation. No other boards scores shall change.
Date of decision:	31 Mar 2025 at 20:19
Jury members	Hrvoje Ban NJ (CRO)(c), Stavros Kouris IJ (GRE)(s), Pablo Macias IJ (ESP)

Signature:



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