



Spain 2026
SAILING
GRAND SLAM
27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026



Protest nr: 21

Class	49er
Protestor	MEX 203 - Ander Belausteguigoitia
Protestee	AUS 777 - Liam Millar
Witnesses	
Type	request for redress
Incident	During the start Aus 777 failed to keep clear during a tack. MEX 203 on starboard hailed starboard and Australia 777 on port tacked and Mex 203 had to keep clear while he was tacking. When Aus finished the tack the starboard wing broke Mex 203 tiller extension. Right after the incident Australia 777 did a penalty turn accepting fault.
Date/Time of hearing	31 Mar 2025 at 20:40
Location	Room 3
Procedural matters	1. The panel of the International Jury was composed in accordance with RRS N1.4(b). 2. MEX 203 was represented by Ander BELAUSTEGUIGOITIA. 3. AUS 777 was represented by Will BRIDGE. 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.
Facts found	1. Race 3 of the blue fleet. 2. Conditions at the time of the incident were 10 knots with light chop. 3. MEX 203 was positioned 4 boat lengths from the pin end of the starting line and on starboard tack; AUS 777 was also on starboard tack, clear ahead and to leeward of MEX 203. 4. AUS 777 luffed and passed head to wind establishing a collision course with MEX 203. 5. When the boats were 1 boat lengths apart, both boats luffed. 6. 5 seconds before the starting signal and before AUS 777 reached a close-hauled course, there was contact between the starboard wing of AUS 777 and the port tiller extension of MEX 203. 7. MEX 203's tiller extension broke in two. 8. AUS 777 took a One-turn penalty and finished the penalty clear astern of MEX 203. 9. MEX 203 kept sailing on starboard tack for 2 minutes. 10. MEX 203 tacked to port, stopped sailing and changed her tiller extension to the spare one; this took her about 30-45 seconds. 11. MEX 203 rounded the first windward mark in front of AUS 777.



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Conclusion	1. After passing head to wind and before being on a close-hauled course, AUS 777 failed to keep clear of MEX 203. AUS 777 broke RRS 13. 2. AUS 777 did not avoid contact when it was reasonably possible, and broke RRS 14(a). 3. It was not reasonably possible for MEX 203, the right-of-way boat, to avoid contact with AUS 777 when it was clear that AUS 777 was not keeping clear. 4. RRS 44.1(b) did not apply; therefore, AUS 777 took the applicable penalty by taking a One-Turn Penalty. 5. MEX 203's place in race 3 was not made significantly worse. Therefore, the requirements for redress in RRS 64.1(b) are not met.
Rules applicables	RRS 13, 14(a), 44.1(b), 60.5(c)(2), 63.2(c), 64.1(b), N1.4(b)
Jury Decision:	The protest is upheld. Since AUS 777 took an applicable penalty, she is not further penalized under RRS 60.5(c)(2). Redress is not given.
Date of decision:	31 Mar 2025 at 21:25
Jury members	Ken Gamito, IJ (POR), Václav Brabec, IJ (CZE), Luis Jordan De Quintana, NJ (ESP)
Signature:	

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