

Protest nr: 25

Class	IQ FOIL Men
Protestor	TUR 2008 - Artun Senol
Protestee	AUS 3 - Rory Meehan
Witnesses	
Type	protest & redress
Incident	We rounded the first mark and Australia was overlap to windward of me. he pumped and acceleratted, there's contact between his equipment and the back part of my front wing. I managed not to capsize but I lost a lot of speed because of the turbulence cost by the damage on the front wing. There was nothing I can do to avoid the contact. I request for redress and because of the damage my finishing order was made significantly worse.
Date/Time of hearing	1 Apr 2025 at 18:45
Location	Hearing Room - Portixol
Procedural matters	1. The panel of the international jury was composed in accordance with RRS N1.4(b). 2. Andres Perez (support person of TUR 2008) and Mitchell Pearson (coach of AUS 3) attended the hearing as observers.
Facts found	1. Race 8 of the iQFoil men's blue fleet was a slalom race. 2. The conditions at the time of the incident were 10-12 knots of wind and the waves were up to 0.5 meters. 3. AUS 3 and TUR 2008 rounded mark 1 in places 8 and 9, and were thereafter foiling downwind at the speed of 20 knots, on port tack, with TUR 2008 to leeward of AUS 3. 4. Both boards were pumping by opening and and closing the sail, causing continuous movements of the boards in all directions. 5. At that time, the lateral distance between the boards was about 2m, and the boards were overlapped with TUR 2008's bow just ahead of AUS 3. 6. Gradually, the boards began to converge, and the lateral distance between them decreased. 7. TUR 2008 stopped pumping and 1 second later, contact occurred between the TUR 2008's port side of the board towards the front and the AUS 3's starboard side of the board's nose, as well as between the front wings of both boards. 8. The contact resulted in a delamination of 2cm in length on the trailing edge of the front wing of TUR 2008 and a similar damage on the leading edge of the front wing of AUS 3. 9. TUR 2008's foil became unstable and the board was slow. 10. TUR 2008 finished race 8 in 21st place. 11. No board took any penalty.



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Conclusion	1. AUS 3 to windward failed to keep clear of TUR 2008 to leeward, and broke RRS 11. 2. AUS 3 did not avoid contact with TUR 2008 even though it was reasonably possible, and broke RRS 14(a). 3. It was not reasonably possible for TUR 2008 the right-of-way boat to avoid contact with AUS 3 when it became clear that AUS was not keeping clear. TUR 2008 did not break RRS 14(a). 4. TUR 2008’s place in race 8 was made significantly worse through no fault of her own by physical damage because of the action of AUS 3 that broke RRS 11 and 14(a) and was penalized. Therefore, the requirements for redress in RRS 61.4(b)(2) as changed by RRS B5.61.4 are met.	
Rules applicables	RRS 11, 14(a), B5.61.4, N1.4(b).	
Jury Decision:	AUS 3 is DSQ in race 8.	Redress is given to TUR 2008. Sprint racing in the Qualifying series will count as a “series” for the purpose of WS Case 116. TUR 2008 is to be scored in race 8 average points in accordance with rule A9(a), based on Sprint races in the Qualifying Series, except race 8, but not worse than their finishing place. Results from Course and Marathon races should not be included in this calculation. No other boards scores shall change.
Date of decision:	1 Apr 2025 at 20:02	
Jury members	Stavros Kouris IJ (GRE) (c), Mina Stanikic IJ (SRB) (s), Hella Bouma IJ (NED)	
Signature:		

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