



Spain 2026
SAILING
GRAND SLAM

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

SGS

Protest nr: 41

Class	FORMULA KITE Men
Protestor	NED SA4 - Sam Aben
Protestee	BRA LP27 - Lucas Pes Fonseca , ITA LB113 - Lorenzo Boschetti
Witnesses	FRA BG40 - Benoit Gomez
Type	protest & redress
Incident	Whilst sailing upwind on starboard BRA LP27 on port tack sailed in to me. Ita lb113 directly leeward to BRA was also involved in the tangle. I was not able to finish race 11 and 12
Date/Time of hearing	2 Apr 2025 at 15:50
Location	Jury Container
Procedural matters	1. NED SA4 was represented by Sam Aben. 2. BRA LP27 was represented by Lucas Pes Fonseca. After giving evidence, BRA LP27 left the hearing, which proceeded under RRS 63.1(b). 3. ITA LB113 was represented by Lorenzo Boschetti. 4. Josje Hofland (rules advisor of NED SA4) and Jonathan Hutchcroft (coach of NED SA4) attended the hearing as observers. 5. Benoit Gomez (FRA BG40) provided evidence as a witness for NED SA4. 6. Hearing No. 40 and hearing No. 41 were combined into one hearing in accordance with RRS 63.2(b) since both hearings arose from the same incident. 7. 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 on the first upwind in race 11F of the men's gold fleet were 12 knots of wind and small chop. 2. NED SA4 was sailing close-hauled on starboard-tack and on a collision course with BRA LP27 who was sailing close-hauled on port-tack. 3. ITA LB113 was also sailing on port-tack clear astern and to windward of BRA BRA LP27 with a distance of 6 m between their hulls. 4. When the distance between the hulls of NED SA4 and BRA LP27 was 60 m, BRA LP27 put her kite up, and luffed. 5. ITA LB113 immediately also put her kite up, but after 1 second, contact occurred between the tips of BRA LP27's and ITA LB113's kites. 6. At the same time as BRA LP27 put her kite up, NED SA4 started lifting her kite. 7. After 4 seconds, contact but not tangle occurred between the lines of NED SA4, BRA LP27 and ITA LB113. 8. In addition, contact occurred between BRA LP27's and ITA LB112's foil, the foot of NED SA4's competitor and the foil of BRA LP27 or ITA LB113, causing a small scratch at the right heel. 9. NED SA4, BRA LP27 and ITA LB113 capsized. 10. While swimming in the water, NED SA4 freed her lines from BRA LP27s lines. 11. NED SA4's kite was twisted around itself and filled with water but not damaged, making a relaunch impossible. Furthermore, damage occurred to NED SA4's steering lines 12. NED SA4 retired from race 11F and received help from her coach by the time that race 11F was completed. 13. At the time when NED SA4 arrived at the beach, the starting sequence of race 12F was about to begin. 14. NED SA4 replaced her kite and the damaged lines but ran out of time to start race 12F in time. 15. ITA LB113 and BRA LP27 also retired from race 11F. 16. It took ITA LB113, whose kite was full of water and could not be relaunched, several minutes to remove it from the tip of BRA LP27's kite before she was taken back to the beach by her coach. 17. The damage to ITA LB113 was a 50 cm long cut in the inside and outside canopy and scratches at the leading edge of her kite, a dent in the leading edge of her mast with 1 cm diameter, and 2 smaller dents in the trailing edge of her mast. 18. ITA LB113 arrived at the beach at the same time as NED SA4 and did not sail in race 12F, too.
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Conclusion

1. BRA LP27 on port tack failed to keep clear of NED SA4 on starboard tack, and broke RRS 10.
2. When changing the position of her kite, BRA LP27, the right-of-way kiteboard failed to give ITA LB113 room to continue keeping clear, and broke RRS F2.16.1.
3. When changing the position of her kite when choosing on which side to pass the obstruction, BRA LP27, the right-of-way kiteboard, failed to give ITA LB113 room to keep clear, and broke RRS F2.19.2(a).
4. BRA LP27 did not avoid contact with ITA LB113 and NED SA4 even though it was reasonably possible, and broke RRS 14(a).
5. Since BRA LP27 caused injury and serious damage by her breach, her penalty was to retire as required by RRS F4.44.1(b).
6. ITA LB113 on port tack failed to keep clear of NED SA4 on starboard tack, and broke RRS 10.
7. ITA LB113 clear astern failed to keep clear of BRA LP27 clear ahead, and broke RRS 12.
8. Since ITA LB113 broke RRS 12 while she was sailing within the room to which she was entitled under RRS F2.16.1 and F2.19.2(a), she is exonerated under RRS 43.1(b) for this breach.
9. ITA LB113 did not avoid contact with NED SA4 even though it was reasonably possible, and broke RRS 14(a) in respect of the contact with NED SA4.
10. It was not reasonably possible for ITA LB113, the kiteboard sailing within the room to which she was entitled, to avoid contact with BRA LP27 when it became clear that BRA LP27 was not giving room. ITA LB113 did not break RRS 14(a) in respect of the contact with BRA LP27.
11. ITA LB113 was neither compelled to break RRS 10 and 14(a) as a consequence of BRA LP27 breaking RRS F2.16.1 and F2.19.2(a) nor sailing in the room to which she was entitled under RRS F2.19.2(a) while breaking RRS 10. Therefore, she is not exonerated under RRS 43.1(a) or (b).
12. Since ITA LB113 caused injury and serious damage by her breach, her penalty was to retire as required by RRS F4.44.1(b).
13. It was not reasonably possible for NED SA4, the right-of-way kiteboard, to avoid contact with BRA LP27 and ITA LB113 when it became clear that BRA LP27 and ITA LB113 were not keeping clear. NED SA4 did not break RRS 14(a).
14. NED SA4's score in race 11F was made worse by the capsize and the fact that her kite was twisted and filled with water but not by the damage. Therefore, the requirements for redress under RRS 61.4(b)(2) are not met for race 11F.
15. NED SA4's score in race 12F was made significantly worse through no fault of her own by physical damage because of the actions of BRA LP27 and ITA LB113 that were breaking RRS 10 and 14(a) and took an appropriate penalty. Therefore, the requirements for redress in RRS 61.4(b)(2) are met.



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Rules applicables	RRS 10, 12, 14(a), 43.1(a), 43.1(b), 60.5(c)(2), 61.4(b)(2), 63.1(b), 63.2(b), F2.16.1, F2.19.2(a), F4.44.1(b), N1.4(b)
Jury Decision:	1. The protest is upheld. Since BRA LP27 and ITA LB113 took an applicable penalty, they are not further penalized under RRS 60.5(c)(2). 2. Redress is given to NED SA4. NED SA4 is to be scored in race 12F 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 before 4 April, except race 12F and 12F. No other kiteboards's score shall change.
Date of decision:	2 Apr 2025 at 18:00
Jury members	Hrvoje Ban, NJ (CRO), Finn Mrugalla, IJ (GER), Aleksander Prusinski, IJ (POL)

Signature:

22 Jul 2026 21:53:50