



Spain 2026
SAILING
GRAND SLAM

SGS

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

Protest nr: 48

Class	49er FX
Protestor	IRL 206 - Lauren O Callaghan
Protestee	GBR 188 - Monique Vennis Ozanne
Witnesses	
Type	protest
Incident	We arrived in the three boat length zone on port with no overlap with gbr who was clear astern at that point we gybed onto starboard. we were slow as sailing deep. Whilst rounding the mark gbr came in on port at speed with kite still up and made contact with our wing. they were not entitled to room and did not take into consideration our slow rounding.
Date/Time of hearing	2 Apr 2025 at 18:00
Location	Jury 1 Arenal
Procedural matters	1.Hearings No. 48, 50, 51 and 52 were combined into one hearing in accordance with RRS 63.2(b) since both hearings arose from very closely connected incidents. 2. IRL 206 was represented by Lauren O CALLAGHAN. 3. GBR 188 was represented by Steph ORTON. 4. SWE 117 was represented by Maja HANSSON MILD. 5 Tim Saunt (coach of GBR 188), Linn Berntsson (crew of SWE 117) and Thomas Chaix (coach of IRL 206) attended the hearing as observers. 6. Protests No. 51 and 52 were not valid as per RRS 60.3(b)(1) since they were delivered after the protest time limit expired and there was no good reason for the International Jury to extend the time limit. The hearing continued with cases 48 and 50. The International Jury made a significant error in writing the case decision: the race in question is not 3F, but 8F. The International Jury then decided to reopen the case, correcting the race number in the decision. Original time and date of the decision: 2 April, 20:40. Original decision: SWE 117 is DSQ in race 3F.

Facts found

1. There were 16 knots of wind, with choppy waves.
2. IRL 206, SWE 117 and GBR 188 were approaching mark 4S on port tack.
3. IRL 206 entered the zone first, on a course higher than the starboard layline, two boat lengths clear ahead and 1 boat length to windward of GBR 188 and SWE 117.
4. At that moment, GBR 188 and SWE 117 were overlapped with GBR 188 to leeward by 3 meters and 1 meter ahead SWE 117.
5. When IRL 206 was at two boat lengths from mark 4s, she gybed to starboard and bore away almost to downwind to go towards the mark, losing speed.
6. SWE 117 luffed and released the gennaker sheet, which then went around the neck of GBR 188's helm, choking her; at that moment GBR 188's crew was dropping the gennaker.
7. GBR 188's helm was dragged out of the boat and into the water, one boat length from mark 4s.
8. GBR 188 bore away on a t-bone collision course with IRL 206.
9. When IRL 206's bow was at the mark, GBR 188's bow crashed into IRL 206 starboard wing; damage occurred to IRL 206: both the gelcoat and the glass fiber were cracked.
10. IRL 206 rounded the mark, finished the race and sailed the next one.
11. GBR 188's contact with IRL 206 pushed her into a right rotation and rounded the mark with no one controlling the boat.
12. GBR 188's rounding of the mark continued into a tack, and she then remained stationary on port tack; GBR 188 crew then realized that her helmperson was missing and she located her swimming towards her boat.
13. At that moment, SWE 117's starboard bow collided with GBR 188's starboard wing back corner; damage occurred to SWE 117: the gelcoat cracked.
14. Damage occurred to GBR 188: the port tiller extension snapped.
15. GBR 188's helm returned onboard, and its crew took the helm and sailed away from the mark.
16. GBR 188's helm throat was hurting and they did not finish race 3F, but they did compete in race 4F.
17. No boat took any penalty turns.

Conclusion	1. SWE 117 to windward failed to keep clear of GBR 188 to leeward, and broke RRS 11. 2. SWE 117 outside overlapped at the zone failed to give GB R188 mark-room, and broke RRS 18.2(a)(1). 3. SWE 117 did not avoid contact with GBR 188 even though it was reasonably possible, and broke RRS 14(a). 4. It was not reasonably possible for GBR 188 the right-of-way boat and the boat sailing within the mark-room to which she was entitled to avoid contact with SWE 117 when it became clear that SWE 117 was not keeping clear and giving mark-room. GBR 188 did not break RRS 14(a). 5. GBR 188 on port tack failed to keep clear of IRL 206 on starboard tack, and broke RRS 10. 6. GBR 188 not overlapped with IRL 206 and not in the zone at the time IRL 206 reached the zone, failed to give IRL 206 mark-room, and broke RRS 18.2(a)(2). 7. Since, through no fault of her own, GBR 188 did not have a helmperson onboard at the time of and preceding the contact with IRL 206, it was not reasonably possible for GBR 188 to avoid contact with IRL 206. GBR 188 did not break 14(a). 8. It was not reasonably possible for IRL 206 the right-of-way boat and the boat sailing within the mark-room to which she was entitled to avoid contact with GBR 188 when it became clear that GBR 188 was not keeping clear and giving mark-room. IRL 206 did not break RRS 14(a). 9. SWE 117 caused contact between GBR 188 and IRL 206 even though it was reasonably possible to avoid causing it, and broke RRS 14(b). 10. Since GBR 188 was compelled to break RRS 10 and 18.2(a)(2), as a consequence of SWE 117 breaking RRS 11, 14(a), and 18.2(a)(1), she is exonerated under RRS 43.1(a) for these breaches. 11. After rounding the mark, GBR 188 on port tack failed to keep clear of SWE 117 on starboard tack, and broke RRS 10. 12. Since GBR 188 was compelled to break RRS 10 due to her helmperson being pulled on the water by SWE 117's breach of RRS 11, 14(a), and 18.2(a)(1), GBR 188 is exonerated under RRS 43.1(a) for this breach. 13. Since, through no fault of her own, GBR 188 did not have a helmperson onboard at the time of and preceding the contact with SWE 117, it was not reasonably possible for GBR 188 to avoid contact with SWE 117. GBR 188 did not break 14(a). 14. It was not reasonably possible for SWE 117 the right-of-way boat to avoid contact with GBR 188 when it became clear that GBR 188 was not keeping clear and giving mark-room. SWE 117 did not break RRS 14(a).	
Rules applicables	RRS 10, 11, 14(a), 14(b), 18.2(a)(1), 18.2(a)(2), 43.1(a), 60.3(b)(1) and 63.2(b)	
Jury Decision:	SWE 117 is DSQ in race 8F.	
Date of decision:	3 Apr 2025 at 09:48	



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Jury members	Alina STRATIGIOU (IJ-GRE) (c), Pablo MACIAS (IJ-ESP), Giorgio DAVANZO (IJ-ITA), Murat SUNTAY (NJ-TUR), Mina STANIKIC (IJ-SRB)
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Signature:

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22 Jul 2026 21:55:36