



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



Protest nr: 53

Class	49er
Protestor	GER 842 - Carl Krause
Protestee	JPN 893 - Teruaki Shimakura
Witnesses	Video from Coach Boat
Type	protest
Incident	We were sailing on Port to the First mark and Japan 893 Crashed into us with starboard.
Date/Time of hearing	2 Apr 2025 at 20:05
Location	Jury room
Procedural matters	1. Hearing No. 53 and 55 were heard together in accordance with RRS 63.2(b) since both hearings refer to the same incident. 2. Ken Gamito (IJ) acted as translator for JPN 3. GER 842 was represented by Carl Krause 4. JPN 893 was represented by Shintaro Kamisonoda 5. Masahiko Yasimoto (support person for JPN) and Matti Cippra (coach of GER) attended the hearing as observers. 6. Video evidence was provided 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 were 14 kts and slightly choppy sea. 2. Approaching mark 1 both boats were sailing on port tack below a close hauled course, with GER 842 3 boatlengths clear ahead and 2 boatlengths to leeward of JPN 893. 3. GER 842 was sailing 1.5 boatlengths below the port layline off a close hauled course pointing 2 boatlengths below the mark and JPN 893 slightly above the layline pointing slightly above GER 842. 4. GER 842 luffed to tack when she was 2 boatlengths to leeward of the mark. 5. GER 842 passed head to wind and her speed reduced significantly. When she reached a starboard close hauled course she was almost stopped and 1 boatlength from the mark. 6. Both boats were on a collision course with JPN 893's bow 1.5 boatlengths from GER 842's front to mid port wing. 7. JPN 893 bore away sharply. 8. There was contact between JPN 893 and GER 842. 9. The JPN 893's starboard trapeze got caught on the back of GER 842's port wing 10. JPN 893's starboard trapeze's shock cord was cut. GER 842 presented a small dent on the back of the port wing, where JPN 893's trapeze got caught. 11. JPN 893 unsuccessfully tried to fix the trapeze shock cord for 2 minutes after the incident. 12. JPN 893 retired from the race, GER 842 finished the race.
Conclusion	1. When acquiring right of way through her own actions, GER 842 failed to initially give JPN room to keep clear, and broke RRS 15. 2. JPN 893 on port tack failed to keep clear of GER 842 on starboard tack, and broke RRS 10. Since JPN 893 broke RRS 10 while she was sailing within the room to which she was entitled, she is exonerated under RRS 43.1(b) for this breach. 3. GER 842 did not avoid contact with JPN 893 even though it was reasonably possible, and broke RRS 14(a). 4. It was not reasonably possible for JPN 893 the boat sailing within the room to which she was entitled to avoid contact with GER 842 when it became clear that GER 842 was not giving room. JPN 893 did not break RRS 14(a). 5. JPN 893's score in race 7F was made significantly worse through no fault of her own by physical damage because of the action of GER 842, that was breaking RRS 15 and was penalized. Therefore, the requirements for redress in RRS 61.4(b)(2) are met.
Rules applicables	RRS 10, 14(a), 15, 43.1(b), 61.4(b)(2), N1.4(b).
Jury Decision:	1. GER 842 is to be scored DSQ in Race 7F 2. Redress is given. JPN 893 is to be scored in race 7FF 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 on the 2nd of April and the 3rd of



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	April except race 7F. No other boat's score shall change.
Date of decision:	2 Apr 2025 at 21:19
Jury members	Ken Gamito IJ (JPN), Cxema Pico IJ (IRL), Aleksander Prusinski IJ (POL)
Signature:	

22 Jul 2026 21:50:15