



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



Protest nr: 58

Class	FORMULA KITE WOMEN
Protestor	CHN LC7 - JingYue Chen
Protestee	TUR DS11 - Derin Deniz Sorguc
Witnesses	
Type	protest & redress
Incident	I was clearing ahead, 14 was clear astern, she got higher speed and her kite hit my kite suddenly, have no space and time to avoid contact
Date/Time of hearing	3 Apr 2025 at 15:10
Location	Jury Container
Procedural matters	1. CHN LC7 was represented by JingYue Chen. 2. TUR DS11 was represented by Derin Deniz Sorguc. 3. Tian Wang (team Leader of CHN) and Andres Perez (rules advisor of Turkish Sailing Team) attended the hearing as observers. 4. Hearing No. 58 and hearing No. 65 were combined into one hearing in accordance with RRS 63.2(b) since both hearings arose from the same incident. 5. Validity of hearing request No. 65: a. The incident between CHN LC7 and TUR DS11 in race 14 occurred before 11:45, the time at which race 11 was completed. b. The protest time limit for the women's fleet on 3 April was at 13:40. c. TUR DS11 delivered hearing request No. 65 at 14:47. d. TUR DS11 failed to deliver the request for redress within the protest time limit or two hours after the incident, as required by RRS 61.2(b)(1). There was no good reason for the International Jury to extend the time. e. Therefore, hearing request No. 65 is invalid under RRS 61.3. However, the hearing was continued because hearing request No. 58 is valid. 6. CHN and TUR presented video evidence of the 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 were 15 knots of wind and small chop. 2. Six seconds before the starting signal of race 14, CHN LC7 and TUR DS11 were approaching the starting line on starboard tack with CHN LC7 being 3 m clear ahead and 2 m to windward of TUR DS11, both kiteboards sailing on parallel courses and still having the kite up. 3. TUR DS11 was sailing slightly faster than CHN LC7 and was closing the gap. 4. At the same time, CZE DB5 was sailing clear astern and to windward of CHN LC7 and TUR DS11 at distance of approximately 10 m. 5. Three seconds before the starting signal, CHN LC7 lowered her kite. 6. Within one second, contact occurred between the lower tip of CHN LC7's kite and the bridles of TUR DS11's kite, which did not result in a tangle. 7. TUR LC7's and CHN DS11's kites stalled and fell into the water, while doing so they fell onto CZE DB5's lines and all three kiteboards subsequently capsized. 8. TUR DS11's and CZE DB5's kites got tangled. 9. CHN LC7's kite has a long cut from the leading to the trailing edge and several smaller cuts of approximately 10 cm length. TUR DS11's main bridle broke and she has a 10 cm long cut in her kite 10. One minute after the starting signal, CHN LC7 freed her kite from TUR DS11's kite and lines and relaunched her kite. Due to the damage, CHN LC7 was not able to control the kite and recover. 11. CHN LC7 retired from race 14, replaced her kite and sailed in race 15. 12. TUR DS11 and CZE DB5 retired from race 14 and were taken to the beach by their coaches. 13. In race 14, 15 kiteboards finished within 1 minute after the race winner.
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Conclusion	1. Since there was reasonable doubt that CHN LC7 and TUR DS11 were overlapped at the time of the incident, it is presumed that they were not, in accordance with RRS F Definition Clear Astern and Clear Ahead; Overlap. 2. TUR DS11 clear astern failed to keep clear of CHN LC7 clear ahead, and broke RRS 12. 3. TUR DS 11 did not avoid contact with CHN LC7 and CZE DB5 even though it was reasonably possible, and broke RRS 14(a). 4. It was not reasonably possible for CHN LC7, the right-of-way kiteboard, to avoid contact with TUR DS11 when it became clear that TUR DS11 was not keeping clear. Furthermore, it was not reasonably possible for CHN LC7 to avoid contact with CZE DB5. CHN LC7 did not break RRS 14(a). 5. While recovering, CHN LC7 and TUR DS11 failed to keep clear of CZE DB5 who was not recovering, and broke RRS F2.22.2 6. Since CHN LC7 was compelled to break RRS F2.22.2 as a consequence of TUR DS11 breaking RRS 12 and 14(a), she is exonerated under RRS 43.1(a) for this breach. 7. Since TUR DS11 caused serious damage and a tangle by her breach, her penalty was to retire as required by RRS F4.44.1(b). 8. It was not reasonably possible for CZE DB5, the right-of-way kiteboard, to avoid contact with CHN LC7 and TUR DS11 when it became clear that CHN LC7 and TUR DS11 were not keeping clear. CZE DB5 did not break RRS 14(a). 9. CHN LC7s score in race 14 was made significantly worse through no fault of her own by physical damage because of the action of TUR that was breaking RRS 12 and 14(a) and took an appropriate penalty. Therefore, the requirements for redress in RRS 61.4(b)(2) are met.	
Rules applicables	RRS 12, 14(a), 43.1(a), 60.5(c)(2), 61.2(b)(1), 61.3, 61.4(b)(2), 63.2(b), F Definition Clear Astern and Clear Ahead; Overlap, F2.22.2, F4.44.1(b), F5.60.5(e), N1.4(b)	
Jury Decision:	1. Request for redress No. 65. is invalid. 2. The protest is upheld. Since TUR DS11 took an applicable penalty, she is not further penalized under RRS 60.5(c)(2). However, the incident is counted to determine the number of tangles the kiteboard has caused during the event under RRS F5.60.5(e). 3. Redress is given to CHN LC7. CHN LC7 is to be scored in race 14 with a score of 15 points. No other kiteboards's score shall change.	
Date of decision:	3 Apr 2025 at 16:19	
Jury members	Finn Mrugalla, IJ (GER), Aleksander Prusinski, IJ (POL), Pablo Macias, IJ (ESP)	

Signature:



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