



Spain 2026
SAILING
GRAND SLAM

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

SGS

Protest nr: 59

Class	IQ FOIL Women
Protestor	CHN 37 - Zheng Yan
Protestee	FRA 11 - Marion Couturier
Witnesses	
Type	protest & redress
Incident	In race 15 leg 1, close to mark 1 around 100m. I was on starboard, FRA 11 was on port. When we got close, I yelled 'starboard' to her. And noticed she wasn't slow down to avoid me. The moment we were about to collapse, I slowed down immediately. But she kept the speed without slowing down. So we collapsed and I capsized. I yelled 'protest' to her. Before I capsized I was ranked around 3 or 4, just behind GBR 7. When I back to sail, I lost my position, my position was around 30. She broke rule 10 and based on rule 61.1 I ask for redress
Date/Time of hearing	3 Apr 2025 at 14:40
Location	Hearing Room - Portixol
Procedural matters	1. The panel of the international jury was composed in accordance with RRS N1.4(b). 2. CHN 37 was represented by Zheng Yan. 3. FRA 11 was represented by Marion Couturier. 4. Danyang Li (team member of CHN 37) attended the hearing as interpreter for CHN 37. 5. Sofia Tomasoni (coach of FRA 11) attended the hearing as an observer.

Facts found	1. Race 15 of the iQFOiL women's was a course race. 2. The conditions at the time of the incident were 15 knots of wind with flat water. 3. CHN 37 was foiling on starboard tack, on the starboard layline to the windward mark, on a collision course with FRA 11, which was on port tack. 4. Both boards were holding their courses. When the boards were 20 metres apart, CHN 37 started slowing down. 6. If CHN 37 would not have slowed down, her bow would have hit FRA 11's starboard side of the board amidships. 7. When the boards were 5 metres apart, they simultaneously luffed. FRA 11 started to pump. 8. Contact occurred between the front parts of both boards, with no damage or injury. 9. Both competitors fell into the water. 10. Before the incident, the boards were approximately in 3rd to 4th place. 11. FRA 11 took a 360°-Turn Penalty immediately after recovering from the water. 12. CHN 37 resumed sailing 20 seconds after capsizing. 13. CHN 37 finished the race in 11th place.
Conclusion	1. FRA 11 on port tack failed to keep clear of CHN 37 on starboard tack, and broke RRS 10. 2. FRA 11 did not avoid contact when it was reasonably possible, and broke RRS 14(a). 3. It was not reasonably possible for CHN 37, the right-of-way board, to avoid contact with FRA 11 when it was clear that FRA 11 was not keeping clear. CHN 37 did not break RRS 14(a). 4. CHN 37's score in race 15 was made significantly worse through no fault of their own by capsizing because of the action of FRA 11 that broke a RRS 10 & 14 and took the appropriate penalty. Therefore, the requirements for redress in RRS 61.4(b)(2) as changed by RRS B5.61.4 are met.
Rules applicables	RRS 10, 14(a), 60.5(c)(2), B5.61.4(b)(2), N1.4(b)
Jury Decision:	1. The protest is upheld. Since FRA 11 took an applicable penalty, they are not further penalized under RRS 60.5(c)(2). 2. Redress is given to CHN 37. Course racing / Marathon racing in the Opening series will count as a "series" for the purpose of WS Case 116. CHN 37 is to be scored in race 15 average points in accordance with rule A9(a), based on Course and Marathon races in the Opening series, except race 15, but not worse than their finishing place. Results from Sprint races should not be included in this calculation. No other boards scores shall change
Date of decision:	3 Apr 2025 at 15:31



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Jury members	Stavros Kouris IJ (GRE) (c), Vaclav Brabec IJ (CZE)(s), Luis Jordan NJ (ESP)
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Signature:

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