



Spain 2026
SAILING
GRAND SLAM

SGS

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

Protest nr: 67

Class	IQ FOIL Men
Protestor	ESP 1 - Nacho Baltasar Summers
Protestee	GBR 983 - Matthew Barton
Witnesses	FRA 465 - Nicolas Goyard
Type	protest & redress
Incident	In race 15F I was sailing on starboard. FRA465 and GBR983 were sailing on port. I had to bore away sharply to avoid contact with FRA and GBR. There was a contact between ESP and GBR. GBR took a penalty. FRA retired from the race. I capsized after the incident.
Date/Time of hearing	3 Apr 2025 at 16:15
Location	Hearing Room - Portixol
Procedural matters	The panel of the international jury was composed in accordance with RRS N1.4(b). 2. Diego Yubero (rules advisor of ESP 1) and Marcos Fernandez (coach of ESP 1) attended the hearing as observers. 3. FRA 465 gave evidence as a witness for ESP 1.
Facts found	1. Race 15 of the iQFOiL Men Gold Fleet was a course race. 2. The conditions at the time of the incident were 17-18 knots of wind and choppy waves. 3. 10 seconds after the starting signal ESP 1, GBR 983 and FRA 465 were foiling on close hauled course. 4. GBR 983 and FRA 465 were on port tack on a collision course with ESP 1, who was on starboard tack. 5. FRA 465 was slightly advanced and overlapped 1 board length to leeward of GBR 983. 6. When ESP 1 was 2-3 meters apart from FRA 465, he bore away sharply and passed less than a meter astern of FRA 465. 7. Immediately after, ESP 1 bore away more, and there was contact between the boom of GBR 983 and the starboard side of the ESP 1's board. 8. ESP 1 and GBR 983 both capsized. 9. There was a 5 cm scratch and 5 cm crack on ESP 1's board. 10. ESP 1 retired from the race due to sustained damage. 11. GBR 983 took a 360°-Turn Penalty, continued in the race, and then retired after the finish. 12. FRA 465 retired from the race. 13. ESP 1 repaired the board afloat and started in race 16.



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Conclusion	1. GBR 983 on port tack failed to keep clear of ESP 1 on starboard tack and broke RRS 10. 2. GBR 983 did not avoid contact with ESP 1 even though it was reasonably possible and broke RRS 14(a). 3. It was not reasonably possible for ESP 1, the right-of-way board, to avoid contact with GBR 983 when it became clear that GBR 983 was not keeping clear. ESP 1 did not break RRS 14(a). 4. By retiring, GBR 983 took an applicable penalty. 5. ESP 1's score in race 15 was made significantly worse through no fault of their own by capsizing and physical damage because of the action of GBR 983 that broke RRS 10 and 14(a) 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 and N1.4(b)
Jury Decision:	1. The protest is upheld. Since GBR 983 took an applicable penalty, they are not further penalized under RRS 60.5(c)(2). 2. Redress is given to ESP 1. Course racing / Marathon racing in the Final series will count as a "series" for the purpose of WS Case 116. ESP 1 is to be scored in race 15 average points in accordance with rule A9(a), based on Course and Marathon races in the Final Series, except race 15. Results from Sprint races should not be included in this calculation. No other boards scores shall change.
Date of decision:	3 Apr 2025 at 17:27
Jury members	Fran Vidal IJ (ESP)(c), Anastazja Lewandowska IJ (POL)(s), Hella Bouma IJ (NED)

Signature:

22 Jul 2026 21:52:08