



Spain 2026
SAILING
GRAND SLAM

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

SGS

Protest nr: 68

Class	IQ FOIL Men
Protestor	FRA 7 - Adrien Mestre
Protestee	TUR 2008 - Artun Senol
Witnesses	
Type	protest & redress
Incident	TUR2008 crashed me while tacking
Date/Time of hearing	3 Apr 2025 at 16:45
Location	Hearing Room - Portixol
Procedural matters	1. The panel of the international jury was composed in accordance with RRS N1.4(b). 2. Hearing No. 81 was heard together with hearing No. 68 in accordance with RRS 63.(2)(b) since both hearings arose from the same incident. 3. FRA 7 failed to deliver the protest form of Hearing No. 81 within the protest time limit, as required by RRS 60.3(b)(1). There was no good reason for the panel of the international jury to extend the time limit. However, since Hearing No. 68 was valid, the hearing proceeded. 4. FRA 7 was represented by Adrien Mestre. 5. TUR 2008 was represented by Artun Senol.

Facts found	1. Race 16 of the iQFOiL Men's Gold fleet was a course race. 2. At the time of the incident, the wind was 20 knots, and the sea state was choppy. 3. In the first upwind leg, FRA 7 was foiling on port tack, approaching starboard layline to mark 1, 250 metres from it, positioned between 15th and 25th place. 4. At that time, TUR 2008 was overlapped to leeward of FRA 7, at a lateral distance of 6 board lengths. 5. TUR 2008 luffed sharply and moved his body towards the front of the board, and contact occurred between the port side of the TUR 2008's board nose and FRA 7. 6. As a result of the contact, both boards capsized. 7. The contact resulted in two scratches on FRA 7's foil mast (10cm and 2cm long; within 25cm of the board) and a 20cm-long and 5cm-deep breakage on TUR 2008's board. 8. After 2 minutes, FRA 7 recovered and continued in the race, positioned then in the last place. 9. FRA 7 was the last in the fleet of 56 boards to cross the finishing line. 10. FRA 7 was scored DNC in race 16. 11. TUR 2008 did not finish the race, and submitted retirement declaration for race 16 upon returning ashore.
Conclusion	1. When changing course, TUR 2008 the right-of-way board failed to give FRA 7 room to keep clear, and broke RRS 16.1. 2. FRA 7 to windward failed to keep clear of TUR to leeward, and broke RRS 11. 3. Since FRA 7 broke RRS 11 while she was sailing within the room to which she was entitled, she is exonerated under RRS 43.1(b) for this breach. 3. TUR did not avoid contact with FRA 7 even though it was reasonably possible, and broke RRS 14(a). 4. It was not reasonably possible for FRA 7 the board sailing within the room to which she was entitled to avoid contact with TUR 2008 when it became clear that TUR 2008 giving room. FRA 7 did not break RRS 14(a). 5. FRA 7's score in race 16 was made significantly worse through no fault of her own by capsizing because of the action of TUR 2008 that broke a RRS 14(a) and 16.1 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 11, 14(a), 16.1, 43.1(b), 60.3(b)(1), 60.5(c)(2), 63.(2)(b), B5.61.4(b)(2), N1.4(b)
Jury Decision:	1. The protest is upheld. Since TUR 2008 took an applicable penalty, they are not further penalized under RRS 60.5(c)(2). 2. Redress is given to FRA 7.



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Course racing / Marathon racing in the Final series will count as a “series” for the purpose of WS Case 116. FRA 7 is to be scored in race 16 average points in accordance with rule A9(a), based on Course and Marathon races in the Final Series, except race 16. Results from Sprint races should not be included in this calculation. No other boards scores shall change.

Date of decision:	3 Apr 2025 at 17:28
Jury members	Stavros Kouris IJ (GRE) (c), Mina Stanikic IJ (SRB)(s), Luis Jordan NJ (ESP)

Signature:

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22 Jul 2026 21:57:02