



Spain 2026
SAILING
GRAND SLAM

SGS

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

Protest nr: 73

Class	IQ FOIL Men
Protestor	SUI 63 - Elia Colombo
Protestee	CHN 77 - Zhen Huang
Witnesses	Video proof
Type	protest & redress
Incident	In race 13, I was on the starting line on starboard. Two seconds after the start, CHN 77 was coming on port tack without keeping clear. We crashed, I fell in the water and my foil was damaged.
Date/Time of hearing	3 Apr 2025 at 18:00
Location	Hearing Room - Portixol
Procedural matters	1. The panel of the international jury was composed in accordance with RRS N1.4(b). 2. Diederik Bakker (coach of SUI 63) attended the hearing as an observer. 3. Danyang Li attended the hearing as an interpreter for CHN 77. 4. SUI 63 and CHN 77 provided video evidence.
Facts found	1. Race 13 of the iQFOiL Men Gold Fleet was a course race. 2. The conditions at the time of the incident were 15-18 knots of wind and choppy waves. 3. SUI 63 and CHN 77 were foiling towards the pin-end of the starting line. 4. CHN 77 was on port tack, on a collision course with SUI 63, who was on starboard tack. 5. Three to four seconds after the start and when the boards were 10 meters apart, SUI 63 slowed down significantly. 6. CHN 77 luffed sharply, and immediately after, there was contact between the foil mast of SUI 63 and the front wing of CHN 77. 7. There was a 15 cm scratch on the trailing edge and 0,5 cm dent in the leading edge of SUI 63's foil mast. 8. SUI 63 and CHN 77 both capsized. 9. Approximately 40 seconds after the incident, CHN 77 took a 360°-Turn Penalty and finished the race in the 51st place. 10. SUI 63 finished the race in the 29th place. 11. SUI 63 continued racing with the damaged foil mast, and her place in race 14 was 27. 12. In race 15, SUI 63 made contact with the pin-end boat rope, damaged his front wing and did not finish. 13. In race 16, SUI 63 finished in 37th position.



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

Conclusion	1. CHN 77 on port tack failed to keep clear of SUI 63 on starboard tack and broke RRS 10. 2. CHN 77 did not avoid contact with SUI 63 even though it was reasonably possible and broke RRS 14(a). 3. It was not reasonably possible for SUI 63, the right-of-way board, to avoid contact with CHN 77 when it became clear that CHN 77 was not keeping clear. SUI 63 did not break RRS 14(a). 4. By delaying her 360°-Turn Penalty by 40 seconds after the incident, CHN 77 failed to comply with the requirements of RRS B4.44.2. 5. SUI 63's score in races 13 and 14 was made significantly worse through no fault of their own by capsizing and physical damage because of the action of CHN 77 that broke RRS 10 and 14(a) and was penalized. Therefore, the requirements for redress in RRS 61.4(b)(2) as changed by RRS B5.61.4 are met. 6. SUI 63's score in races 15 and 16 was not made significantly worse because of the incident in question. Therefore, the requirements for redress in RRS 64.1(b) are not met.
Rules applicables	RRS 10, 14(a), 64.1(b), B4.44.2, B5.61.4 and N1.4(b)
Jury Decision:	1. CHN 77 is to be scored DSQ in race 13. 2. Redress is given to SUI 63. Course racing / Marathon racing in the Final series will count as a "series" for the purpose of WS Case 116. SUI 63 is to be scored in races 13 and 14 average points in accordance with rule A9(a), based on Course and Marathon races in the Final Series, except races 13 and 14, but not worse than their finishing position. Results from Sprint races should not be included in this calculation. No other boards scores shall change.
Date of decision:	3 Apr 2025 at 19:03
Jury members	Fran Vidal IJ (ESP)(c), Anastazja Lewandowska IJ (POL)(s), Hella Bouma IJ (NED)

Signature: