



Spain 2026
SAILING
GRAND SLAM

SGS

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

Protest nr: 75

Class	IQ FOIL Men
Protestor	FRA 965 - Côme Joly
Protestee	ITA 27 - Manolo Umberto Modena
Witnesses	
Type	protest & redress
Incident	(Between 10 - 20 seconds after the start) I was starboard and ITA 27 was Port, I was hailing, he crashed in me. I fall in the water and after it I checked my foil and realize that it was broken..
Date/Time of hearing	3 Apr 2025 at 18:15
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. 85 was heard together with hearing No. 75 in accordance with RRS 63.(2)(b) since both hearings arose from the same incident. 3. ITA 27 failed to deliver the protest and request for redress request No. 85 within either the protest time limit or two hours after the incident, as required by RRS 60.3(b)(1) and RRS 61.2(b)(1). There was no good reason for the panel of the international jury to extend the time limit. However, the hearing request No. 75 was valid and the hearing proceeded. 4. ITA 27 provided video evidence. 5. Ines Cabrer and Laia Vadell (members of the race committee) and Adriano Stella (coach of ITA 27) attended the hearing as observers. 6. Loquet Pierre (coach of FRA 965) attended the hearing as interpreter for FRA 965. The panel of the international jury made a significant error in writing the case decision: FRA 965 took an applicable penalty and should not be further penalized. The International Jury then decided to reopen the case, correcting the decision for FRA 965. Original time and date of the decision: 3 April, 20:30. Original decision: FRA 965 is DSQ in race 15.

Facts found

1. Race 15 of the iQFOiL Men Gold fleet was a course race.
2. At the time of the incident, there was 20 knots of wind and the sea state was choppy.
3. At the starting signal, FRA 965 was pumping, foiling on a starboard-tack, on a close-hauled course, and on a collision course with ITA 27 on port.
4. From that time, ITA 27 was pumping and foiling on a high upwind course.
5. One and a half seconds later, ITA 27 stopped pumping, opened her sail and bore away slightly.
6. One second later, FRA 965's nose touched the water, and at that moment she bore away by at least 30 degrees, slowing down.
7. Immediately afterwards, ITA 27 bore away further.
8. Half a second later, the contact occurred between the port side of the front wing of ITA 27, and the foil mast of FRA 965, causing both boards to capsize.
9. FRA 965 sustained a 1cm hole, extending into a crack, and structural damage to the foil mast. ITA 27 had a small crack in the front wing's leading edge, and her foil mast delaminated along its entire length.
10. Neither boards finished race 15.
11. FRA 965 went ashore, replaced the foil mast, returned for race 16, but went back ashore after realizing the replaced foil mast was moving. FRA 965 did not finish race 16.
12. ITA 27 went ashore, requested an equipment change, and replaced the damaged gear, taking 1.5 hours.
13. ITA 27 did not sail in race 16.
14. ITA 27 then visited the team doctor due to dizziness and a headache, taking about 1.5h, before submitting a hearing request.

Conclusion	1. When changing course and the position of her equipment, FRA 965 the right-of-way board failed to give ITA 27 room to keep clear, and broke RRS B2.16.1. 2. When bearing away on a beat to windward, FRA 965 on starboard tack forced ITA 27 on port tack and sailing to pass to leeward of her to change course immediately to continue keeping clear, and broke RRS 16.2. 3. ITA 27 on port tack failed to keep clear of FRA 965 on starboard tack, and broke RRS 10. 4. Since ITA 27 broke RRS 10 as a consequence of FRA 965 breaking RRS 16.1 and 16.2, and while she was sailing within the room to which she was entitled, she is exonerated under RRS 43.1(a) and 43.1(b) for this breach. 5. FRA 965 did not avoid contact with ITA 27 even though it was reasonably possible, and broke RRS 14(a). 6. It was not reasonably possible for ITA 27 the boat sailing within the room to which she was entitled to avoid contact with FRA 965 when it became clear that FRA 965 was not giving room. ITA 27 did not break RRS 14(a). 7. FRA 965's score in races 15 and 16 was made significantly worse through her own fault. Therefore, the requirements for redress in RRS 64.1(b) are not met.
Rules applicables	RRS 10, 14(a), 16.2, 43.1(a), 43.1(b), 60.3(b)(1), 61.2(b)(1), 64.1(b), B2.16.1, N1.4(b)
Jury Decision:	The protest is upheld. Since FRA 965 took an applicable penalty, they are not further penalized under RRS 60.5(c)(2). Redress is not given.
Date of decision:	4 Apr 2025 at 15:55
Jury members	Vaclav Brabec IJ (CZE)(c), Mina Stanikic IJ (s), Luis Jordan NJ (ESP), Pablo Macias IJ (ESP), Murat Suntay NJ (TUR)

Signature: