



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



Protest nr: 78

Class	IQ FOIL Men
Protestor	
Protestee	FRA 7 - Adrien Mestre
Witnesses	
Type	protest & redress
Incident	I was on sailing on starboard layline of the first upwind of the race. FRA 7 was sailing on port towards me. Just in the moment of crossing behind my board he crashed the nose of his board into the rear end of my board (photos of my damaged board attached). My sail fell into the water. I hailed PROTEST! PROTEST! right after the crash and started pulling out my sail out of water but I lost a lot of positions. I saw FRA 7 making 360 turn after the crash. I lost a lot of positions because of this crash and that's why I would like to ask for redress.
Date/Time of hearing	3 Apr 2025 at 18:30
Location	Hearing Room - Portixol
Procedural matters	1. POL 1 was represented by Pavel Tarnowski. 2. FRA 7 was represented by Adrian Mestre. 3. Przemyslaw Miarczyński (coach of POL 1) and Julien Bonterps (coach of FRA 7) attended the hearing as observers. 4. Photographic evidence was presented by both parties. 5. The panel of the International Jury was composed in accordance with RRS N1.4(b).

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 16 knots of wind with choppy waters. 3. During the first upwind leg of the race at 30 metres from mark 1, FRA 7 was sailing on port tack on a collision course with POL 1 which was sailing on a starboard tack on the starboard layline. 4. FRA 7 luffed and slowed down. 5. One second later, there was contact between FRA 7's starboard side nose and the back port side of POL 1's board. 6. POL 1 had a 10 to 15 centimetre crack with an additional scratch all the way to the back of the board and FRA 7 had some scratches on the starboard side of their board's nose. 7. POL 1 capsized for about 15 to 20 seconds. 8. FRA 7 continued sailing on port tack and took a 360°-Turn Penalty above the starboard layline. 9. Both boards finished the race. 10. There was no injury. 11. Both boards stated that the damage did not affect their performance in the races.
Conclusion	1. FRA 7 on port tack failed to keep clear of POL 1 on starboard tack, and broke RRS 10. 2. FRA 7 did not avoid contact when it was reasonably possible, and broke RRS 14(a). 3. It was not reasonably possible for POL 1, the right-of-way board, to avoid contact with FRA 7 when it was clear that FRA 7 was not keeping clear. POL 1 did not break RRS 14(a) 4. POL 1's score in race 13 was made significantly worse through no fault of their own by capsizing because of the action of FRA 7 that broke 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 7 took an applicable penalty, they are not further penalized under RRS 60.5(c)(2). 2. Redress is given to POL 1. Course racing / Marathon racing in the Opening series will count as a "series" for the purpose of WS Case 116. POL 1 is to be scored in race 13 average points in accordance with rule A9(a), based on Course and Marathon races in the Final series, except race 13, 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 20:10
Jury members	Francisco Vidal IJ (ESP)(c), Cxema Pico IJ (IRL)(s), Hella Bouma IJ (NED)
Signature:	



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