



Spain 2026
SAILING
GRAND SLAM

SGS

27TH MARCH TO 4TH APRIL
MALLORCA / SPAIN 2026

Protest nr: 83

Class	49er
Protestor	MEX 203 - Ander Belausteguigoitia
Protestee	CRO 812 - Buba Pulek
Witnesses	GBR 180 - Fin Armstrong, Race Committee
Type	protest & redress
Incident	Mex 203 was on starboard on the layline 40m to the finish line. Cro 812 was on port on collision coarse and did not keep clear. Mex 203 tried to avoid contact but wasn't able. Mex 203 pole hit cro 812 skipper. Mex 203 pole broke in half and lost 2 places at the finish and couldn't sail race 12.
Date/Time of hearing	3 Apr 2025 at 17:30
Location	Room 2
Procedural matters	1. MEX 203 was represented by Ander Belausteguigoitia. 2. CRO 812 was represented by Buba Pulek. 3. Fin Armstrong (helmsman of GBR 180) gave evidence as a witness for MEX 203. 4. Joaquim Malhao from the Race Committee gave evidence as a witness for MEX 203. 5. The panel of the International Jury was composed in accordance with RRS N1.4(b).

Facts found	1. The conditions at the time of the incident in race 11 were 20 knots of wind with gusts and choppy waves. 2. MEX 203 and CRO 812 were sailing downwind towards the finishing line. 3. At a distance of 40 metres from the finishing line MEX 203 was sailing on starboard-tack, close to the layline; CRO 812 was sailing on port-tack and on a collision course with MEX 203. 4. CRO 821 passed through an area of low wind, slowed down and luffed slightly. 5. At a distance of two boat lengths between CRO 821's hull and MEX 203's bowsprit MEX 203 luffed sharply. 6. There was contact between MEX 203's bowsprit and CRO 812's helmsman. 7. MEX 203's bowsprit broke in a half and the tack line was cut; injury occurred to the ribs of CRO 812's helmsman. 8. CRO 812 capsized 9. MEX 203 crossed behind CRO 812, gybed and finished the race. 10. During the incident and while MEX 203 was regaining control of the boat, one boat finished. 11. While MEX 203 was slowly sailing towards the finishing line without the gennaker set, another boat came from further behind and crossed the finishing line directly ahead of MEX 203. 12. CRO 812 took a one-turn penalty. 13. Both boats finished the race, and MEX 203 was scored 6. 14. The warning signal for race 12F was made 15 minutes later. 15. CRO 812 sailed the next race. 16. MEX 203 was not able to repair the bowsprit in the prevailing conditions before the start of the next race, and did not sail in race 12F.
Conclusion	1. CRO 812 on port-tack failed to keep clear of MEX 203 on starboard-tack, and broke RRS 10. 2. CRO 812 did not avoid contact with MEX 203 even though it was reasonably possible, and broke RRS 14(a). 3. Since CRO 812 caused serious damage by her breach, her penalty was to retire as required by RRS 44.1(b). 4. It was not reasonably possible for MEX 203 the right-of-way boat to avoid contact with CRO 812 when it became clear that CRO 812 was not keeping clear. MEX 203 did not break RRS 14(a). 5. MEX 203's scores in races 11 and 12 were made significantly worse through no fault of her own by physical damage because of the action of CRO 812 that broke RRS 10 and 14(a) and was penalized. Therefore, the requirements for redress in RRS 61.4(b)(2) are met.
Rules applicables	RRS 10, 14(a), 44.1(b), 61.4(b)(2), N1.4(b)
Jury Decision:	1. CRO 812 is DSQ in race 11F. 2. MEX 203 is to be scored in race 11F points equal to 5. No other boat's score shall change. 3. MEX 203 is to be scored in race 12F points equal to the average,



rounded to the nearest tenth of a point (0.05 to be rounded upward), of her points in the races 6F to 10F included, of the final series of the bronze fleet. No other boat's score shall change.

Date of decision:	3 Apr 2025 at 18:30
Jury members	Timo HaB (IJ-GER); Tatiana Almeida (NJ-BRA); Alina Stratigiou (IJ-GRE)

Signature: