

The Ocean Race Europe Jury Decision

Holcim-PRB v Allagrande Mapei and Counter Protest; Request for Redress by Jury

Protest Parties: Holcim-PRB represented by Alan Roberts; Allagrande Mapei represented by Ambrogio Beccaria

Witness Allagrande Mapei: Hugo Feydit

Observer: Thomas Jullien

Redress Consideration Parties: the above plus other boats represented by Yoann Richomme (Paprec Arkea), Paul Meilhat (Biotherm), Sterenn Le Sech (Amaala) , Will Harris (Team Malizia)

Facts found

1. Wind was gusty, 12-22 kts, with flat seas.
2. Shortly after the start the boats were sailing on a broad reach, with Holcim-PRB 3 lengths clear ahead and on a course 1.5 length to leeward of Allagrande Mapei, when they were hit by a strong gust which initially caused both to heel and luff slightly.
3. Allagrande Mapei had regained a straight course about 2 lengths astern and 1.5 lengths to windward of Holcim-PRB's course when in the gust Holcim broached, causing her to luff 15 degrees and slow. During this time, Allagrande Mapei was able to maintain her speed and direction, which put the boats on collision course.
4. About 5 seconds later the boats became overlapped. At this time Allagrande Mapei's bow was about a boat length to windward of Holcim's stern quarter, and the boats' courses were converging at an angle of about 15 degrees.
5. After the boats became overlapped, Holcim-PRB luffed a further 10 degrees, slowing further. During this time Holcim eased sails and made every effort to bear away. Mapei held her course and the spectator fleet was more than 8 lengths to windward.
6. 6 - 7 seconds after becoming overlapped, when the boats were bow-level and their bows were about to collide, there was major contact between the rig appendages amidships which ripped Allagrande Mapei's genoa in two and made a large hole in Holcim-PRB's hull, and also caused foil damage and electrical issues.
7. Both boats retired.

Conclusions

1. Allagrande Mapei as windward boat failed to keep clear of Holcim-PRB, and broke rules 11 and 14(a). The collision was caused by Allagrande Mapei's failure to take any avoiding action when she could have safely luffed.
2. When it became clear that Allagrande Mapei was not keeping clear, it was not possible for Holcim-PRB to avoid contact. Holcim-PRB therefore did not break rule 14.
3. By retiring, Allagrande Mapei took an appropriate penalty.

4. Holcim is entitled to redress under rule 61.4(b)(2).

Decision

1. No boat is penalised further.
2. Holcim is given redress. Holcim is scored finishing points in Leg 1 equal to the average of her finishing points at the finish of Legs 2-5 (see NoR 16.1). As clarification, the finishing positions at Porto in Leg 2 are not included.
3. However, World Sailing Case 116 applies, and this redress will become effective at the conclusion of Leg 3.

Decision given on 24/08/25 at 17:00

Andres Perez IJ/IU ESP (Chair), Chris Atkins IJ/IU GBR (Scribe), Sofia Truchanowicz IJ/IU POL, Corinne Aulnette IJ FRA, Miguel Allen IJ/IU POR