

## Guidelines for on-the-water Rule 42 Enforcement at ICSA Events<sup>1</sup>

College events are often monitored by a panel of judges, some of whom may be unfamiliar with the practices and rules of college sailing. Given this, it is important that we work to ensure consistent enforcement of rule 42 by the judges on the water. This document outlines some guidelines for enforcing rule 42 in a collegiate event. While judges should follow these guidelines, they are not rules (see: definition of rule) and cannot be grounds for redress.

Before the event, please review the following documents:

- **ISAF Rule 42 Interpretations** (as modified for the collegiate dinghy class rules)
- **ICSA Procedural Rules** (pay special attention to Appendix F, but note there are several typographical errors in that appendix)

This document does not supersede the documents above. It is designed to offer specific guidelines for common situations in the context of college sailing.

**General Principle:** When enforcing rule 42 on the water, judges should only penalize a boat when they are sure they have observed the breach of rule 42 and they are able to explain it to the competitor after the race. However, once judges are sure that they have observed a breach, they are obligated to impose a penalty to ensure the fairness of the race for competitors who are following the rules.

**Technical versus Tactical Infringements:** There are two kinds of violations of rule 42. “**Tactical**” breaches “are of short duration and committed in order to achieve an immediate advantage. They typically occur at the start, while crossing a right of way boat, near the zone from a mark, or at the finish.”<sup>2</sup> When either judge is confident that he observed a tactical breach, he should penalize the boat involved.

Technical infringements are part of a competitor’s style of sailing, and can occur anywhere on the course. The most common place for technical breaches is on the downwind legs (rocking, pumping, too many gybes, *etc.*) but they can occur upwind (pumping, tacking improperly or too often, *etc.*) When both judges are confident that a boat has committed a technical breach, they should penalize the boat involved. If the judges are not certain that the activity they observed amounts to a technical breach, they may consider issuing a warning (see below).

**Warnings:** Warnings should only be issued for potential technical breaches and never for tactical breaches. The decision about whether to penalize, warn, or take no action should be based only on the actions of the boat at the time of the potential breach. A warning is appropriate when a competitor may have committed a technical breach, but the umpires are not confident enough to penalize. Whether a competitor has been penalized or warned previously must not be a factor in deciding whether to warn again or penalize. However, it may be appropriate to watch a boat that has been warned more carefully than others.

When issuing a warning, do not blow a whistle. Instead, get close to the boat in question and yell as loudly as possible. The warning should take the form of “WARNING: Boat 1, Rocking.” Repeat the warning.

It is important that as many boats in the fleet as possible hear the warning. Never warn a boat privately.

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<sup>1</sup> Prepared by Matt Knowles (May 2009; updated May 2010).

<sup>2</sup> ISAF International Judges Manual.

**College Sailing Situations:** the issues below are both common and controversial in college sailing. At this event, we will call these situations as follows:

<u>Issue</u>	<u>Description</u>	<u>Ruling</u>
<i>The College Roll</i>	<b>Just before or at the start</b> , a boat heels to leeward and then flattens.	If the roll facilitates steering, and the boat turns up during the roll, <b>no penalty</b> . It does not matter how aggressively the crew and skipper roll the boat so long as it helps to facilitate steering.  If both judges are certain that a boat did not turn during the roll, and the roll propelled the boat, <b>penalize</b> the boat.  If the roll is repeated, <b>penalize</b> for rocking.
<i>Tactical Roll</i>	<b>Other than at the start</b> , a boat's crew or skipper causes the boat to heel to leeward or windward and then flatten in such a way as to propel the boat.	If the roll facilitates steering, <b>no penalty</b> .  If the roll occurs in a tactical situation, propels the boat, and clearly does not facilitate steering, <b>penalize</b> .
<i>Technical Rocking</i>	<b>Other than at the start</b> , a boat is rocking (rolling repeatedly), induced by body movement, repeated adjustment of the sails or centerboard, or steering.	If a boat is rocking more than the boats around her, and both judges agree that the rocking is: (i) facilitated by actions of the sailor, and (ii) not related to the steering through waves then <b>penalize</b> .  If a boat is rocking more than the boats around her, but it is uncertain if the conditions above are met, consider <b>warning</b> the boat.  If a boat is rolling repeatedly in a way not related to wave conditions, <b>penalize</b> for rocking even if each roll facilitates steering.
<i>Transition to a Reach (unwing)</i>	A boat sailing wing-on-wing heels to leeward and then flattens while transitioning to a reach.	If the roll facilitates steering, and the boat turns up during the roll, <b>no penalty</b> . It does not matter how aggressively the crew and skipper roll the boat so long as it facilitates steering.  If both judges are certain that the boat did not turn and that the roll propelled the boat, <b>penalize</b> her.  If a boat unwings and rolls repeatedly in one area of the leg within a short period of time and for no apparent tactical reason, <b>penalize</b> for rocking.
<i>Roll Tack</i>	A boat's mast leaves vertical more than once during a tack.	If both judges agree that the mast "aggressively" leaves vertical more than once during a tack, <b>penalize</b> .  If the mast slightly and slowly moves past vertical after a tack, and then slowly returns, <b>no penalty</b> .

*Too many gybes/tacks*

A boat tacks or gybes often in light air.

Compare the actions of the boat in question to others around her. If the judges observe 3 or more tacks or gybes in one area of a leg for which there appears to be no tactical justification, **penalize**.

If the judges consistently observe a boat tacking or gybing more than the boats around her, but do not observe 3 tacks as described above, consider **warning** the boat.

*Sculling*

A boat sculls the rudder either forcefully or in a way that propels the boat, or both.

If the boat is clearly below close hauled, **penalize**.

If the boat is above close hauled and sculls to turn toward either close hauled course, **no penalty**. However, if after committing to sculling towards one close hauled course the boat then sculls in the direction of the other close hauled course, **penalize**.

If the competitor backs the sail and sculls to offset it, **penalize**.

If the sculling slows the boat, **no penalty**.

*Pumping*

A boat pumps her sail.

In collegiate dinghies, competitors often 'ventilate' (slightly ease and then trim) their sails periodically while sailing upwind. This is not a breach of rule 42.

If both judges are certain that a competitor is pumping the sail in violation of rule 42, **penalize**.

If it is not clear whether a boat is pumping illegally, consider **warning** the boat.

*Ooching*

Sudden forward body movement, stopping abruptly.

Except on a beat to windward, when planing or surfing is possible, unlimited ooching is permitted to initiate planing or surfing.

On a downwind leg, if both judges are certain that  
-neither planing nor surfing is possible,  
-a sailor ooches more than twice in one area of the leg, and  
-the ooching effectively propels the boat, then **penalize**.

On an upwind leg where waves are present, **do not penalize** for ooching unless both judges are certain that the competitor is ooching rather than torquing the boat **and** that the ooching effectively propels the boat.