

Rule 42 Most Common Breaches for the 29er

INTENDED AS GUIDE TO JUDGES AND SAILORS

PRINCIPLE:

The judges will give sailors the benefit of the doubt. However, when they are sure a sailor is breaking rule 42, the judges will act to protect the sailors that are complying with the rule.

CLASS RULES AFFECTING RULE 42:

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

(a) RRS 50.4 shall not apply.

(b) If the wind is consistently 10 knots or above, measured at deck level, the Race Committee may signal in accordance with RRS Appendix P5 that “pumping, rocking an ooching” are permitted. This changes RRS 42.2(a), RRS 42.2(b) and RRS 42.2(c).

(c) RRS 49.1 is amended such that 1 member of the crew may use a trapeze.

Class Specific Techniques and Breaches and Judge’s positioning:

Please note that 29ers travel very fast. Judge’s positioning is crucial to avoid any unexpected accidents. Judges and competitors should maintain a 360 degree view when on the course. For the judges, it is recommended that:

1. Before the start, give plenty of room for the boats to maneuver as they require a large area in strong winds. If you cannot get out of the way, it is better to remain stationary and let the 29ers avoid you.
2. At the top mark, do not position yourself close to the mark on the extension of the starboard lay line, especially in gusty conditions. In strong gusts, 29ers over-stand on a close-hauled course as they have difficulty bearing away.
3. To anticipate the course a 29er will steer on the run remember:
 - If a boat is hit by a gust of wind, she needs to bear away.
 - If running into a lull in wind speed, she needs to luff.
4. The foils on 29ers are very sensitive. Prop wash disrupts the efficiency of the foils. If in doubt, do not cross in front of a 29er unless you are confident your prop wash will be minimal when the 29er crosses it.

In general Rule 42 penalties are not common in the 29er class, but breaches do occur in the 4-8 knot wind range.

Additionally, in winds over 10 knots when flag O is displayed, 29ers can pump, rock and ooch both upwind and downwind from the preparatory signal. However, the sculling prohibition applies at all times and the relaxation of the rule does not allow a 29er to repeatedly tack or gybe or do any single action that propels the boat. The main problem for the 29ers occurs when the wind goes above 10 knots but the Oscar flag has not been displayed. Competitors subconsciously start using some of the prohibited actions listed below. Additionally, judges should stay aware of flag O and not penalize when in effect unless the breach goes beyond what is allowed.

STARTS

1. Sculling

Due to small and vertical rudder, 29ers require forceful and repeated movements to change hercourse. Such action is permitted provided the boat’s course is above close-hauled and she clearly changes direction towards a close-hauled course. Repeated forceful movements of the helm are permitted until the boat is on a close-hauled course. This action is permitted even if the boat gains speed. She may scull to turn to a close-hauled course on either tack. The amount of course change when sculling to one side will be very small compared to conventional boats. If a boat is being sculled on both sides, only penalize if it is clearly propelling the boat.

Permitted actions:

- Sculling to one and to both sides before the start as long as it does not propel the boat – 42.3(d)
- Repeatedly moving the helm to reduce the speed – 42.3(f)

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Prohibited actions:

- Sculling to one side or both sides clearly propelling the boat – BASIC 4 / SCULL2
- Forceful sculling on both sides propelling the boat – SCULL 2
- Crabbing through forceful sculling and backing of the main. This is only prohibited if sculling is forceful enough to offset the steering caused by backing a sail – SCULL 3. This is the most common penalty in the 29er class. Be cautious when sculling and backing as you are quite likely to draw a penalty.

Gathering evidence:

- Are the tiller movements propelling the boat forward?
- Is the competitor backing the main?

2. Pumping

Due to the fully battened main, the boom needs to be pushed out to stop the boat swinging up to wind direction. If 29er wants to bear away from an almost stopped situation, she needs to back the main. Afterwards, with a strong pull on the main or boom, she will get the battens onto the correct side. This action can be repeated as long as it is clearly intended to get the battens on the correct side.

Permitted actions:

- Repeatedly pumping the main in order to invert the batten(s) – 42.3(e)

Prohibited actions:

- Repeatedly pumping the main when battens are already on the correct side – PUMP 1

Gathering evidence:

- Is a boat having an inverted batten(s)?
- Is pumping the main inverting the batten(s)?

UPWIND

1. Body pumping

This mostly occurs in marginal trapeezing conditions and is usually induced by the crew. Body pumping to windward may also occur with no flicks on the leach due to high leach tension. This action will not break rule 42.2(a) but may still break a basic rule if it clearly propels the boat. For judges, be very careful to confirm and don't penalize unless there is a very high confidence the competitor is body pumping.

Permitted actions:

- Moving the body fore and aft in order to change the trim of the boat in phase with the waves – OUCH 1

Prohibited actions:

- Body pumping with no flicks on the leach that clearly propels the boat – BASIC 4
- Body pumping causing repeated flicks on the leach by flexing the crew's legs on the trapeze or excessively torquing upper part of the body – PUMP 6

Gathering evidence:

- Are there waves?
- Is the sailor's body movement in phase with the waves?
- Is the sailor's body movement causing the leach to flick?
- Can you connect sailor's body movements with the flicks?
- Are the flicks repeated?
- May the flicks on the leach be caused by the waves?
- How does it appear compared to the other boats?
- Is observed body pumping causing no flicks on the leach clearly propelling the boat?

2. Sheet pumping

Rapid sheet adjustment on the main is required to simply keep the boat flat. The amount of adjustment is much larger and faster than for other boats. The more regular the adjustments become the closer they get to the penalty area.

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Permitted actions:

- Moving a sail in and out in phase with wind shifts, gusts or waves – PUMP 2

Prohibited actions:

- Pulling in and releasing the main not in response to wind shifts, gusts or waves – PUMP 1

Gathering evidence:

- Could the trim and release be a response to wind shifts, gusts or waves?
- Is the repeated trim and release fanning the sail?

3. Rocking after rounding the gate mark

Slow rocking often occurs while rounding the gate mark especially in light airs. When the boat has come to a virtual standstill, you will observe the crew repeatedly moving to leeward and back to windward to rock the boat. This is done gently in order to keep the wings out of the water, and is stopped once the boat gets up to normal speed. It is unlikely that both judges will see the whole incident, as mark roundings are usually busy, but since it qualifies as a tactical breach even one judge can penalize if he can connect the repeated rolling of the boat to the crew movement. Be very careful to confirm and don't penalize unless there is a very high confidence the competitor is rocking.

Permitted actions:

- Adopting static crew position, a static setting of sail or centerboard when the boat's stability is reduced – ROCK 4

Prohibited actions:

- Repeated rolling of the boat that is not linked to wave patterns by moving the body to leeward and back to windward in order to get normal boat's speed.

Gathering evidence:

- Is the competitor causing the boat to roll?
- Is the rolling repeated?

WINDWARD MARK

1. Body pumping

Mainly observed on boats that tack near the zone or below the lay line next to the mark. After the tack the 29er slows or stalls, the boat's crew and helmsman bounce once on the wing to balance the boat flat and invert the battens. However repeated bounces on the wing that flick the main and are not required to release the battens should be penalized.

See UPWIND section for permitted and prohibited actions.

2. Rock/Pump combination

This combination often happens in lighter conditions and is induced by the crew holding onto the mast or shroud.

Permitted actions:

- One roll or one body pump that does not clearly propel the boat.

Prohibited actions:

- One roll or one body pump clearly propelling the boat - BASIC 4
- Repeated rolling the boat - 42.2(b)(1)

Gathering evidence:

- Is the competitor causing the boat to roll?
- Does a single roll or body pump clearly propel the boat?
- Is the rolling repeated (more than once)?

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DOWNWIND

1. Body Pumping

It is possible to see the crew jumping on the edge of the wing to give an additional boat speed that causes the leech to flick.

See UPWIND section for permitted and prohibited actions. 2.

Rocking

Rocking in 29er downwind mostly occurs near the finishing line in light air when sailors fight for position and count on not being caught in time by the judges. Judges should make the finish a high priority and act quickly to penalize a competitor before, or as soon as possible after, the boat finishes.

See UPWIND section for permitted and prohibited actions.

3. Pumping the mainsail

A forceful pull on the boom with the hand or sheet may be required to get the battens onto the correct side after a gybe, and will be repeated if it failed to do so. These actions are permitted as long as it is clear they are being done to release the battens.

See STARTS section for permitted and prohibited actions.

TIPS FOR COMPETITORS

1. Ask questions!
2. If you are not sure about a technique, ask the jury in writing for clarification so that other sailors can also benefit from the answer.
3. If you get a yellow flag penalty, ask the judges for an explanation after finishing. Don't argue with the judges during the race as it is unproductive and could lead to a further penalty.
4. Remember, the more important the event, the higher the ratio of judges to sailors, so your sailing technique will be under scrutiny when it really matters.

THIS DOCUMENT RANKS ONLY AS GUIDANCE FOR THIS EVENT.

THE ONLY OFFICIAL DOCUMENTS ARE ISAF INTERPRETATIONS.