

Part 4 – Other Requirements *When Racing:*

*Part 4 rules apply only to boats **racing** unless the rule states otherwise.*

Racing Definition: A boat is racing from her preparatory signal until she finishes and clears the finishing line and marks or retires, or until the race committee signals a general recall, postponement or abandonment.

SECTION A - GENERAL REQUIREMENTS

Very important!!

40 PERSONAL FLOTATION DEVICES

40.1 Basic Rule

When rule 40.1 is made applicable by rule 40.2, each competitor shall wear a personal flotation device except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

40.2 When Rule 40.1 Applies

Rule 40.1 applies

- (a) if flag Y was displayed afloat with one sound before or with the warning signal, while racing in that race; or
- (b) if flag Y was displayed ashore with one sound, at all times while afloat that day.

However, rule 40.1 applies when so stated in the notice of race or sailing instructions.



Y
Wear a personal flotation device

41 OUTSIDE HELP

A boat shall not receive help from any outside source, except

- (a) help for a crew member who is ill, injured or in danger;
- (b) after a collision, help from the crew of the other vessel to get clear;
- (c) help in the form of information freely available to all boats;
- (d) unsolicited information from a disinterested source, which may be another boat in the same race.

Part 4 – Other Requirements When Racing continued:

42 PROPULSION

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall **compete by using only the wind and water** to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and **perform other acts of seamanship**, but **shall not** otherwise **move their bodies to propel the boat**.

42.3: Exceptions

45: Hauling out; making fast; anchoring

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

- (a) **pumping**: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartship body movement;
- (b) **rocking**: repeated rolling of the boat, induced by
 - (1) body movement,
 - (2) repeated adjustment of the sails or centerboard, or
 - (3) steering;
- (c) **ooching**: sudden forward body movement, stopped abruptly;
- (d) **sculling**: repeated movement of the helm that is **either forceful** or that **propels the boat forward** or **prevents** her from **moving astern**;
- (e) **repeated tacks or gybes unrelated** to **changes in the wind** or to **tactical considerations**.

Part 4 – Other Requirements When Racing continued:

42.3 Exceptions

- (a) A boat may be **rolled** to **facilitate steering**.
- (b) A boat's crew may move their bodies to exaggerate the rolling that facilitates steering the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's speed is not greater than it would have been in the absence of the tack or gybe.
- (c) When surfing (rapidly accelerating down the front of a wave), planing or foiling is possible
 - (1) to initiate surfing or planing, each sail may be pulled in only once for each wave or gust of wind, or
 - (2) to initiate foiling, each sail may be pulled in any number of times.
- (d) When a **boat is above a close-hauled** course and either stationary or moving slowly, she **may scull to turn to a close hauled** course.
- (e) If a **batten is inverted**, the boat's crew may **pump the sail until** the batten is **no longer inverted**. This action is **not permitted if it clearly propels** the boat.
- (f) A boat may reduce speed by **repeatedly moving her helm**.
- (g) **Any means of propulsion** may be used to **help a person or another vessel in danger**.
- (h) To get **clear after grounding or colliding** with a vessel or object, a boat **may use force** applied **by her crew** or the **crew** of the **other vessel** and **any equipment other than a propulsion engine**. However, the use of an engine may be permitted by rule 42.3(i).
- (i) **Sailing instructions may**, in stated circumstances, **permit propulsion** using an engine or any other method, provided the **boat does not gain a significant advantage in the race**.

Note: Interpretations of rule 42 are available at the World Sailing website or by mail upon request.

Most Sailing Instructions allow and state, "does not gain a significant advantage"

Part 4 – Other Requirements When Racing continued:

43 EXONERATION

43.1

(a) When as a consequence of breaking rule a boat has compelled another boat to break a rule, the other boat is exonerated for her breach.

If a boat breaks a rule and that makes you break a rule, you are exonerated.

(b) When a boat is sailing within the room or mark-room to which she is entitled and, as a consequence of an incident with a boat required to give her that room or mark-room, she breaks a rule of Section A of Part 2, rule 15, 16, or 31, she is exonerated for her breach.

(c) A right-of-way boat, or one sailing within the room or mark-room to which she is entitled, is exonerated for breaking rule 14 if the contact does not cause damage or injury. *14: Avoid contact*

43.2 A boat exonerated for breaking a rule need not take a penalty and shall not be penalized for breaking that rule.

10 ON OPPOSITE TACKS: When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat. **11 ON THE SAME TACK, NOT OVERLAPPED:** When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat. **12 ON THE SAME TACK, NOT OVERLAPPED:** When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead. **13 WHILE TACKING:** After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side or the one astern shall keep clear. **15 ACQUIRING RIGHT OF WAY:** When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions. **16 CHANGING COURSE:** **16.1** When a right-of-way boat changes course, she shall give the other boat room to keep clear. **16.2** In addition, on a beat to windward when a port-tack boat is keeping clear by sailing to pass to leeward of a starboard-tack Boat, the starboard-tack boat shall not bear away if as a result the port-tack boat must change course immediately to continue keeping clear.

Section A of Part 2 are: 10 – 13, 15: Acquiring right-of-way, 16: Changing course, 31: Touching a mark. This rule is challenging to think of all the circumstances & not every exoneration listed is possible depending on the circumstances. (Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way.) 43.1(b) shows the consequences of the "One more thought!" (fig. 1), from Rule 18, that yellow has to keep clear. Let's imagine that blue actually closed the door and aggressively changed course to round the mark smartly & yellow had to bail out to the right of the mark & subsequently touched the mark. Blue would be within her mark-room rights and yellow would take the penalty. The only rule that blue could possibly breach in this scenario and be exonerated is Rule 16.1 and perhaps rule 31 if yellow somehow made blue touch the mark while blue was avoiding collision with yellow. This rule is reinforcing the fact that yellow has no room or mark-room rights and should expect blue to smartly round the mark and to keep clear!

One thought! *Using this example again!! 😊*

Can a boat clear astern that's not entitled to mark-room sneak in? Yes, i.e. blue went long due to slow spinnaker takedown. BUT, Yellow must be careful not to impede Blue's rounding because Yellow has no mark-room rights. Just because Blue has a poor rounding doesn't mean Yellow has to follow her.

fig. 1

I can think of 2 other possibilities.

Yellow is entitled to mark-room. Blue broke rule 18.2(b) by not giving mark-room. Yellow touches the mark, breaking rule 31 and is exonerated.

Blue is clearing green (starboard tack). Blue must give yellow room to duck green (R 19.2(b) – pass obstruction) but doesn't. Yellow heads down to avoid green, forcing blue to head down, yellow breaks rule 11 and is exonerated.

From Obstruction definition: However, a boat racing is not an obstruction to other boats unless they are required to keep clear of her (blue and yellow (port tack) are required to keep clear of green).

Part 4 – Other Requirements When Racing continued:**44 PENALTIES AT THE TIME OF AN INCIDENT****44.1 Taking a Penalty**

A boat may take a **Two-Turns Penalty** when she may have broken one or more **rules of Part 2** in an incident while racing. She may take a **One-Turn Penalty** when she may have broken **rule 31**. Alternatively, the **notice of race** or **sailing instructions may specify** the use of the Scoring Penalty or **some other penalty**, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. **However,**

(a) when a boat may have **broken a rule of Part 2 and rule 31** in the same incident she **need not take the penalty for breaking rule 31**; This is saying that you do a Two-Turns penalty and not a Three-Turns by adding the two infractions.

(b) if the **boat caused injury or serious damage** or, **despite taking a penalty, gained a significant advantage** in the race or series by her breach **her penalty shall be to retire**.

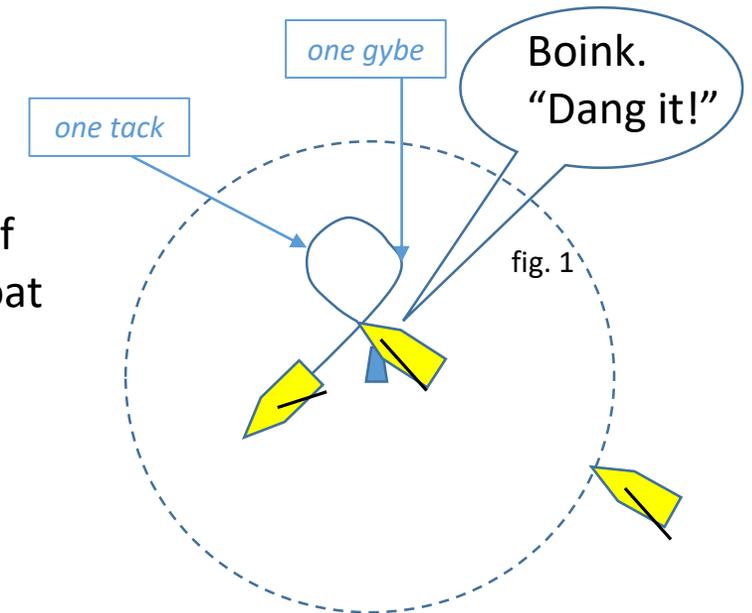
Racing A boat is *racing* from her preparatory signal until she *finishes* and clears the finishing line and marks or retires, or until the race committee signals a general recall, postponement, or abandonment. Trivia Night Question: a boat may conduct her penalty turns prior to the starting signal if she broke a rule after the Preparatory Signal. True!

Part 4 – Other Requirements When Racing continued:

44.2 One-Turn and Two-Turns Penalties

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, her hull shall be completely on the course side of the line before she finishes.

A penalty is one tack and one gybe, not a 360 degree turn. If you touched the upwind mark your penalty would look like fig. 1.



44.3 Scoring Penalty

- A boat takes a **Scoring Penalty** by **displaying a yellow flag** at the first reasonable opportunity after the incident.
- When a boat has taken a Scoring Penalty, she shall keep the **yellow flag displayed until finishing** and **call the race committee's attention** to it at the finishing line. At that time she shall also inform the race committee of the **identity of the other boat** involved in the incident. **If this is impracticable**, she shall do so at the **first reasonable opportunity** and within the protest time limit.
- The race score for a boat that takes a Scoring Penalty shall be the score she would have received without that penalty, made worse by the number of places stated in the notice of race or sailing instructions. When the number of places is not stated, the penalty shall be 20% of the score for Did Not *Finish*, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not *Finish*.

Part 4 – Other Requirements When Racing continued:

45 HAULING OUT; MAKING FAST; ANCHORING

A boat shall be **afloat** and **off moorings** at her **preparatory signal**. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails, or make repairs. **She may anchor** or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

46 PERSON IN CHARGE

A boat **shall have on board a person in charge** designated by the member or organization that entered the boat. See rule 75.

75: Entering an Event

47 TRASH DISPOSAL

Competitors and *support persons* **shall not intentionally** put trash in the water. This **rule applies at all times while afloat**. The penalty for a breach of this rule may be less than disqualification.

48 LIMITATIONS ON EQUIPMENT AND CREW

48.1 A boat shall **use only the equipment on board** at her **preparatory signal**.

48.2 No person on board shall intentionally leave, except when ill or injured, or to help a person or vessel in danger, or to swim. A **person leaving the boat** by accident or to swim **shall be back in contact** with the **boat** before the crew **resumes sailing the boat to the next mark**.