



## Rule 42 Most Common Breaches Finn

**THIS PAPER IS INTENDED AS A 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 they will act to protect the sailors that are complying with the rule.

### **CLASS RULES AFFECTING RULE 42:**

#### **FINN CLASS**

#### **C.1 GENERAL**

#### **C.1.1 RULES**

(1) RRS 42.3 is changed by adding a new RRS 42.3 (i):

42.3(i) The Race Committee may signal in accordance with RRS Appendix P5 that pumping, rocking and ooching are permitted after the starting signal, except when the boat's proper course is closehauled or above. This changes rules 42.2(a), 42.2(b) and 42.2(c).

(2) The Finn Class recommends that race committees apply Rule C.1.1 (1) in winds of 10 knots and above, measured at deck level on a race committee boat at the windward mark. See also A.7.2.

### **Class Specific Techniques and Breaches:**

The Finn is a much heavier boat than a Laser and rule 42 breaches are normally easier to identify because greater effort is needed to have any effect. The Finns use flag O in winds over 10 knots. Normal rule 42 restrictions always apply before starting signal and when the boats proper course is close-hauled or above.

## **STARTS**

### **1. One Roll**

- A roll at the start should not clearly propel the boat.

#### **Permitted actions:**

- One roll that does not clearly propel the boat.

#### **Prohibited actions:**

- One roll clearly propelling the boat - BASIC 4
- Repeated rolling the boat - 42.2(b)(1)
- Body pumping- Pump 6

#### **Gathering evidence:**

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

### **2. Sculling**

Sculling is a problem in this class because the Finn rudder has a good shape to help propel the boat. The movements do not have to be forceful to keep the boat stationary or propel it.

**Permitted actions:**

- Sculling, even forceful sculling, when a boat is above close-hauled course and clearly changes direction to a close-hauled course – 42.3(d), SCULL 1
- Repeatedly moving the helm to reduce the speed – 42.3(f)

**Prohibited actions:**

- Sculling when a boat is above close-hauled course and at the same time sheeting in the main on the deck to stop the boat from changing course
- Sculling below a close-hauled course
- Forceful sculling on both sides – SCULL 2
- Crabbing, but only if the rudder movements are forceful enough to offset the steering caused by backing a sail – SCULL 3

**Gathering evidence:**

- Are the tiller movements forceful?
- Are they propelling the boat forward or preventing it from moving astern?
- Is the boat above a close-hauled course and clearly changing direction towards a close-hauled course?
- Is the sculling offsetting previous sculling?
- When backing a sail, is the sculling preventing the boat from changing course?

**UPWIND****1. Body pumping**

Normally only seen off the starting line and often combined with sculling in an effort to be high and fast. Sometimes used by a port tack boat trying to cross a starboard tack boat. There are normally very few breaches on the upwind legs.

**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 causing repeated flicks on the leech – 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 leech to flick?
- Can you connect sailor's body movements with the flicks?
- Are the flicks repeated?
- May the flicks on the leech be caused by the waves?
- How does it appear compared to the other boats?

**DOWNWIND****1. Pumping**

The Finn class sheet pump more than other classes in light air downwind because they have a JC strap (elastic attached to the boom) that allows them to repeatedly trim and release the sail. This is best observed from the side of the boat as quite small sheet movements' result in the end of the boom moving 10-30cm and fanning the sail. At the completion of the gybe you can also observe a single sheet pump while a sailor is flattening a boat. If a single sheet pump clearly propels the boat it breaks a basic rule and if it is repeated straight after or at the completion of a subsequent gybe in the same area on a leg it breaks rule 42.2(a).

**Permitted actions:**

- Trimming a sail in order to trim the boat in the prevailing conditions – PUMP 2

- Pumping a sail once per wave or gust of wind to initiate surfing or planing but to qualify as surfing the boat must rapidly accelerate down the front of the wave – 42.3(c)

**Prohibited actions:**

- Repeatedly trimming a sail in order to fan it – PUMP 1
- After the boat was rolled through a gybe, making a sheet pump at its completion; If one of these is strong enough it can break a basic rule (BASIC 4) and if it is repeated it breaks 42.2(a)
- Pumping a sail when already surfing or planing – PUMP 12

**Gathering evidence:**

- Are there surfing or planing conditions?
- Does one pump per wave or gust of wind initiating surfing or planing?
- Is the boat pumping while already surfing or planing?
- Could the trim and release be a response to wind shifts, gusts or waves?
- Is the repeated trim and release fanning the sail?

**2. Rocking**

Sailors sometimes combine pumping and rolling by adding a roll to a legal pump. The exception in rule 42.3(c) refers to one pump per wave or gust of wind and at no time includes one roll per wave or gust of wind.

**Permitted actions:**

- Heeling the boat to leeward to facilitate heading up and heeling the boat to windward to facilitate bearing away, provided it is linked to wave patterns and the amount of boat's heeling is consistent with the boat's turn – ROCK 6
- Adopting static crew position when the boat's stability is reduced – ROCK 4

**Prohibited actions:**

- Repeated rolling of the boat that is not linked to wave patterns – ROCK 7
- Repeated rolling of the boat in order to facilitate steering by making big body movements followed by the small change of course that in turn induces rocking – ROCK 6
- Standing up when making legal rolling and sitting down hard at the completion of the roll clearly propelling the boat – BASIC 4
- Single body movement followed by repeated rolling especially after inducing a roll to windward and before the roll is completed moving the body inward to counteract against it – ROCK 5
- In light air, inducing rolling by rhythmic repeated movements of the shoulder or head when sitting inside the boat on the traveller with the centreboard out of the water and a loose leech

**Gathering evidence:**

- Is the competitor causing the boat to roll?
- Is the rolling helping the steering of the boat?
- Are there conditions for rolling the boat to facilitate steering?
- Is the amount of heeling consistent with the boat's turn?
- Is it linked to the wave patterns?

**3. Roll gybing**

In light air, sailors sometimes make repeated gybes in order to gain speed especially when reaching the zone or trying to escape from other boats cover.

**Permitted actions:**

- Repeated gybes that are related to changes in the wind or to tactical considerations
- Repeated gybes that do not cause a boat to sail out of a gybe with a greater speed then it had before the manoeuvre – ROCK 8

**Prohibited actions:**

- Repeated gybes that are not related to changes in the wind or to tactical considerations – 42.2(e)
- Repeated gybes that cause a boat to sail out of a gybe with a greater speed than it had before the maneuver

**Gathering evidence:**

- Do the individual gybes increase the speed of the boat?
- Does sailor's body movement cause the increased speed?
- Is the increase in speed after the gybe followed by a sudden and significant decrease in speed?
- Can the gybes be justified by wind shifts or tactical considerations?

**TIPS**

1. Ask questions!
2. If you are not sure about a technique, ask in writing for a 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 of what you can and can't do.
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.

In case of any further questions please contact: Bill O'Hara [billohara@aol.com](mailto:billohara@aol.com)

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