

Rule 42 Most Common Breaches Laser Standard, Laser Radial and Laser 4.7



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 must act to protect the sailors that are complying with the rule.

CLASS RULES AFFECTING RULE 42: NONE

Class Specific Techniques and Breaches:

These classes share many of the same breaches of rule 42. The Laser Standard sailors are heavier than the boat and using their extra muscle mass they can really throw the boat about by moving their body. Nearly all the men move aggressively and the problem for the judges is spending sufficient time analysing what one individual sailor is doing without getting distracted by all the other possible breaches.

The Laser Radial and Laser 4.7 sailors are lighter than the boat and in many cases have less impact when they move. The few aggressive sailors really stand out against the majority of the fleet.

STARTS

1. One Roll and One Body Pump

A roll or a body pump at the start should not propel the boat. Very often one roll is combined with strong body pump at the completion of the roll what may break the paddle test.

Permitted actions:

- One roll or one body pump that does not have an effect of one stroke of a paddle.

Prohibited actions:

- One roll or one body pump propelling the boat with the effect of one stroke of a paddle - 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 have an effect of one stroke of a paddle?
- Is the rolling repeated (more than once)?

2. Sculling

Generally sailors scull from above a close-hauled towards a close-hauled course. Sculling in Laser tends to be forceful as gentle movements with the Laser rudder have little effect, except in light air.

Permitted actions:

- Gentle rudder movements through the centreline that do not propel the boat or prevent it from moving astern
- Sculling, even forceful, 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(e)

Prohibited actions:

- Sculling below a close-hauled course often in an effort to stop the boat immediately going back to head to wind or to duck in to leeward of another boat
- 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. Torquing

Rule 42 breaches in Lasers do not happen too often on the beat to windward. The likelihood grows in the light air when competitors want to speed up the boat by using their extra muscle mass what is more often seen in Laser Standard class.

Permitted actions:

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

Prohibited actions:

- Excessive torquing causing the leach to flick – PUMP 6
- Torquing on flat water – OUCH 2

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?

2. Roll tacking

Permitted actions:

- Body movements that exaggerate the rolling that facilitates steering the boat through a tack and cause the boat to sail out of a tack at the same speed as she had just before the maneuver - ROCK 8
- Moving the mast to windward of vertical at the completion of the tack – ROCK 9
- Repeated tacks related to wind or to tactical considerations

Prohibited actions:

- Body movements exaggerating rolling the boat though a tack that increase the boat's speed just after the tack is completed
- Delaying righting the boat after the tack is completed and when trimming the boat flat accompanying it with a sheet pump – single sheet pump can break BASIC 4
- Mostly Laser Standards:
Delaying righting the boat after the tack is completed on a new close-hauled course, followed by a strong body pump that breaks the paddle test– BASIC 6
- Mostly Laser Radials and Lasers 4.7:
In very light air, delaying righting the boat after the boat has reached a close-hauled course and rolling it further to leeward before trimming it flat; if this action is repeated in their subsequent tacks it breaks 42.2(b)(1)
- Repeated tacks unrelated to wind or tactical considerations – 42.2(e)

Gathering evidence:

- Is the sailor delaying righting the boat after the tack?
- Is it followed by a sheet or body pump?
- Is it having the effect of one stroke of a paddle?
- Do the individual tacks increase the speed of the boat?
- Does sailor's body movement cause the increased speed?
- Is the increase in speed after the tack followed by a sudden and significant decrease in speed?
- Can the tacks be justified by wind shifts or tactical considerations?

DOWNWIND

1. Pumping

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 leeward side of the wave – 42.3(c)

Prohibited actions:

- Body pumping causing repeated flicks on the leach – PUMP 6
- Trimming a sail in order to fan it – PUMP 1
- Pumping a sail when surfing or planing

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 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?
- Can you connect the flicking leach with body movements?

2. Rocking

Permitted actions:

- Heeling the body to leeward to facilitate heading up and heeling the body to windward to facilitate bearing away, provided it is linked to wave patterns – ROCK 6
- Adopting static crew position, a static setting of sail or centreboard 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 7
- Rolling the boat connected with the change of course when conditions to facilitate steering do not exist e.g. lack of waves
- 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

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 rolling consistent with the amount the boat turns?
- 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 than 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 manoeuvre

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.

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