



Rule 42 Most Common Breaches - J/80

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.

J/80 CLASS RULES AFFECTING RULE 42

Section C – Conditions for Racing

C.6 BOAT

C.6.2 USE

(a) When roll tacking the upper body of any crew shall not go outside the lifelines. Standing up and hanging on the shrouds and mast when roll tacking is prohibited.

Class Specific Techniques and Breaches:

In accordance with the 2014 J/80 Worlds Sailing instructions, breaking rule C.6.2 will be penalized as being a breach of rule 42 and the penalty is the same as for other rule 42 breaches.

The J80 is a relatively heavy keelboat and requires significant force for the crew to roll the boat therefore breaches on rolling will be fairly obvious to observe. Care should be taken to observe that the crew's upper body does not project over the lifelines when roll tacking or gybing.

The class rules do not specify this as a modification to rule 42. But, the Sailing Instructions may include enforcement of this as a part of Appendix P.

STARTS

1. Sculling

Generally sailors scull from above close-hauled towards a close-hauled course. To be effective, sculling a J80 must be forceful because of the aspect ratio of the rudder and the weight of the boat. Sculling is not very common in the J/80 unless the boat has little or no steerage. The boat has a rolling furling jib, and it is common for boats to leave their jib furled until seconds before the start. With the jib furled and when slow, more forceful rudder movements are sometimes used to turn the boat away from the wind.

Permitted Actions:

- 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(f)

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.
- Forcefully sculling on both sides – SCULL 2

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 her heading?

UPWIND

1. Roll Tacking

While tacking, some sailors roll the boat by moving their bodies to facilitate steering and reduce speed loss during a tack. The effort required to effectively roll a J80 is significant and some sailors will use aggressive movements to roll the boat.

Permitted Actions:

- Body movements that exaggerate the rolling and cause the boat to sail out of the tack no faster than she had been traveling just before the maneuver – ROCK 8
- Repeated tacks related to wind or tactical considerations. – ROCK 9

Prohibited Actions:

- Body movements that project a sailor's upper body outside the vertical plane of the lifelines. (CR C.6.2)
- Hanging onto the shrouds and pulling to facilitate rocking the boat. (CR C.6.2)

Gathering Evidence:

- Is the sailor leaning out while holding onto the shrouds during the tack?
- Has the sailor's upper body gone outside of the plane of the lifelines during the maneuver?

DOWNWIND

1. Pumping

Pumping breaches are most likely to occur on downwind legs. Body pumping is never permitted. A single sheet pump may be permitted by 42.3(c), but repeated sheet pumping is never permitted. Sailors may change course continuously as they surf the waves, and adjust the trim of the mainsheet and gennaker sheet accordingly. They may also pump once per wave (or gust) to initiate surfing (or planing). The resulting combinations of movements need to be carefully observed to determine which movements are permitted and which are not.

Movements that are not permitted are sheet pumping when the boat is already on a plane. Repeated sheet pumping may also be observed during the run and during gybes.

Due to the asymmetrical nature of the gennaker it is necessary to over-trim it to completely gybe the sail. Sailors may intentionally aggressively ease the sheet immediately afterward such that the sail begins to luff. The sail is then aggressively trimmed to eliminate the luff. A single such trim is a pump. If repeated it is pumping.

Sailors may also rhythmically trim and release the gennaker or mainsail, especially in lighter winds. If this is not connected to changes in wind or waves, it breaks rules 42.2(b).

Positioning of the judges is crucial to be able to distinguish between aggressive but legal sailing and rule 42.2(a) breaches. On a run sheet pumping is best seen from a position abeam and to leeward of the observed boat.

Permitted Actions:

- Trimming the boat or sail in the prevailing conditions. – PUMP 2
- Pumping a sail once per wave or gust of wind to initiate surfing or planing. Note that to qualify as surfing, the boat must rapidly accelerate down the front of the wave – 42.3(c)

Prohibited Actions:

- Trimming the sail in order to fan it. – PUMP 1
- Pumping the sail when already surfing or planing. – PUMP 12
- A third consecutive unsuccessful attempt is prohibited – PUMP 8
- Over easing the gennaker sheet to cause a luff and subsequently aggressively trim the sheet – PUMP 1, PUMP 3.

Gathering Evidence:

- Are there surfing or planing conditions?
- Does one pump per wave or gust of wind initiate 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

Rocking is not very common because of the weight of the boat and the tighter downwind angles that the boats sail under the gennakers, especially in light winds. However, sailors may use their bodies to induce repeated rolling of the boat, especially in lighter winds.

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

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?

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 they saw, and what you can and can't do.

In case of any further questions during the 2014 J/80 World Championships, please contact: Chief Judge, Charlotte Greppe, cgrepp@yahoo.ie

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