

Q&A 01/2024

Mark-room when rounding islands, beacons, etc.

Question 1

When a mark is an island or located on an island, are the underwater parts of this island, considered as part of this mark?

Answer 1

No, the underwater parts are not considered part of this mark.

Question 2

If the answer to question 1 is “No”, and these underwater parts do not allow for safe pilotage to round or pass close to the mark, which rules apply?

Answer 2

If these parts do not allow for safe pilotage to round or pass close to the mark, they are considered as obstructions and rule 19 applies.

Question 3

If the umpires are in doubt regarding safe pilotage in the area of an incident, how will they proceed?

Answer 3

In such a situation the umpires may display the J-flag.

Q&A 02/2024

Situation:

Boat A on port and Boat B on starboard are approaching each other on a collision course on a beat to windward. Boat B clearly signals Boat A across. Boat A crosses and Boat B bears away to avoid contact and protests.

Question 1:

What constitutes a 'clear across'?

Answer 1:

Any hand signal from the starboard boat will be interpreted as a 'clear signal' to cross.

Question 2:

What rules apply in the situation above?

Answer 2:

Boat A is required by rule 10 to keep clear of Boat B. By waving Boat A across and bearing away, Boat B is sailing "her course" as the term used in the definition "*Keep Clear*". Boat A kept clear and no rule of Part 2 is broken.

Boat B committed a breach of sportsmanship (Rule 2) by protesting Boat A for a breach of rule 10 after waving her across.

Question 3:

What actions would the umpires take?

Answer 3:

If the umpires are certain that Boat B called Boat A across, they would penalize Boat B for a breach of sportsmanship under instruction UF3.4(a)(4).

If the umpires are not certain that Boat B made a hand signal and called Boat A across, they will penalize Boat A for rule 10.

Question 4:

Would the answer be the same if there was a contact?

Answer 4:

Yes. However, in case of contact rule 14 has been broken. If Boat A wants to protest Boat B for a breach of rule 14, she has to do so in accordance with instruction UF 5.3(b).

Also, rule UF3.4(b) applies.

Q&A 03/2024

Situation:

While racing a boat cuts away her spinnaker with no effort to recover it. A support boat then recovers it.

Question 1:

Is the spinnaker 'trash', and does the boat therefore break RRS 47 TRASH DISPOSAL?

Answer 1:

No. 'Trash' is something that you dispose because it has no value to you. The intention is to recover and reuse the sail.

Question 2:

When the support boat recovers the spinnaker, does that qualify as outside help and does the boat therefore break RRS 41 OUTSIDE HELP?

Answer 2:

No. RRS 41 OUTSIDE HELP only applies to assistance given to a boat while racing and as long as there is no attempt to return the sail to the boat during the race, it is not considered outside help.

Question 3:

Does it break any other rules that govern the series?

Answer 3:

Yes: If the boat doesn't make a reasonable effort to recover the sail before cutting it adrift, she breaks "52 Super Series NoR_SI-2024" 25.3.

Q&A 04/2024

Exoneration for infringements made in the area Windward mark – Offset mark

Question 1:

Can a boat take a penalty on the offset leg?

Answer 1:

Yes.

Question 2:

Until what point can the boat delay taking the penalty on the offset leg?

Answer 2:

When a boat breaks a rule from the moment she reaches the *zone* of the windward mark until she leaves the *zone* of the offset mark, she can delay exonerating herself until getting well clear of the offset mark. She shall take her penalty before hoisting the spinnaker. This changes RRS 44.2 (as amended by “52 Super Series NoR_SI-2024, amendment 1”).

Q&A 05/2024

Taking a penalty before umpires' signal

Question:

After touching a mark, can a boat take a penalty immediately or shall she wait for the umpires' decision?

Answer:

Appendix UF Super Series Edition provides a series of rules to umpire on the water, this does not change the Basic Principle, Rule 2 or rule 44; therefore she should take the penalty immediately.

Q&A 06/2024

Remove Y-flag after an incident

Question:

After the umpires answer a protest by signalling a decision in accordance with UF3.5 (“J Flag”), when does the boat need to remove her Y- flag?

Answer:

A boat shall remove her Y- flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire’s decision (including displaying a J-flag).

Q&A 07/2024

Taking a penalty

Question:

When is a boat considered to be taking a penalty?

Answer:

A penalized boat is taking

- - an upwind penalty, when gybing, from the moment it has a new windward side until it has reached a close-hauled course and;
- - a downwind penalty, from the moment it passes head to wind until it has reached a downwind course (90° from the wind).

Q&A 08/2024

Warning signal delay

Question:

Can a boat request a warning signal delay?

Answer:

The Race Committee will consider a request for a warning signal delay due to a breakdown or damage.

This delay will not exceed a total of 5 minutes from either the announced time of a Warning Signal or the original intended time for a Warning Signal as determined by the Race Committee.

If more time is needed, the Race Committee may add up to 10 minutes after consulting with the Event Measurer.

If the delay request is a consequence of a collision, the maximum delay time is 20 minutes (5 + 15).

No delay shall be given that brings the warning signal on the final day beyond the cut-off time of NoR/SI 15.7.