

Q&A 01/2025

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 will display the Green and white-flag.

Q&A 02/2025

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 hand signal to cross?

Answer 1:

Any hand signal from the starboard boat will be interpreted as a 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 signalling Boat A across and bearing away, Boat B is sailing “her course” as the term used in the definition “*Keep Clear*”. If Boat B clearly signalled Boat A to cross, Boat B committed a breach of sportsmanship by protesting Boat A for a breach of rule 10 after signalling her to cross. Boat A kept clear and no rule of Part 2 is broken.

Question 3:

What actions would the umpires take?

Answer 3:

If the umpires are certain that Boat B signalled Boat A to cross, 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 signalled Boat A to cross, 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 5.2(b).

Also, rule UF3.4(b) applies.

Q&A 03/2025

Disposing a spinnaker

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-2025" 25.3.

Q&A 04/2025

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.

Q&A 05/2025

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:

Yes, the boat can wait for an umpire's decision. UF1.2

Q&A 06/2025

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, after being on a closed-hauled course on a tack, from the moment it passes head to wind until it has reached a downwind course (90° from the wind) on the other tack.

Q&A 07/2025

Start time 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 5 minutes.
- If the delay request is a consequence of a collision, the maximum delay time is 20 minutes.
- No delay shall be given that brings the warning signal on the final day beyond the cut-off time of NoR/SI 15.7.