



Umpire Questions and Answers

QA001

07 December 2020

based on RRSAC v3.00

Q1

When one yacht has a penalty, can the other yacht slow it's own VMG to slow the progress of the first yacht's penalty for its own tactical gain?

A1

The other yacht may slow it's own VMG without that action breaking a rule. Rule 44.3(b) allows the umpires to signal a penalty complete if they believe the penalized yacht is reducing its VMG but the loss of distance is not being incurred as intended. Based on the question asked, when the umpires are certain that the non-penalized yacht is slowing it's VMG for tactical gain, they will act under rule 44.3(b).

Q2

When both yachts have a penalty, one of which is for OCS, will the umpires slow the lead yacht until they are both even and, if so, which yacht's true wind axis will you use?

A2

The umpires will manage this scenario under rule 44.3(b).

In practice, the umpires first signal that the penalty is completed for the yacht they determine is behind and then, using the wind data of the yacht that is behind, the umpires will signal that the remaining penalty is complete when both yachts are even on the course based on the true wind axis. Using rule 44.3(b), the umpires may determine that the yachts are even using more than just the non-penalized yacht's true wind axis.

cont...

Q3

Can a yacht taking a penalty luff the other yacht in its required action of slowing its own VMG?

A3

After the starting signal, the penalized yacht is required to act immediately to reduce her VMG/VMC. If the umpires are certain that a luff by the penalized yacht is an act to reduce her VMG / VMC then the penalized yacht is not breaching rule 44. The right of way rules do not change when a yacht is taking a penalty and there is no rule that limits the course of a penalized yacht.

Q4

When a yacht is taking a penalty, would her sailing higher or lower angles to slow her VMG now be considered as her proper course?

A4

No.

Q5

How does a yacht request redress if its score has been made worse by the action of a yacht or support person that resulted in a penalty or warning for breaking rules 2 or 69?

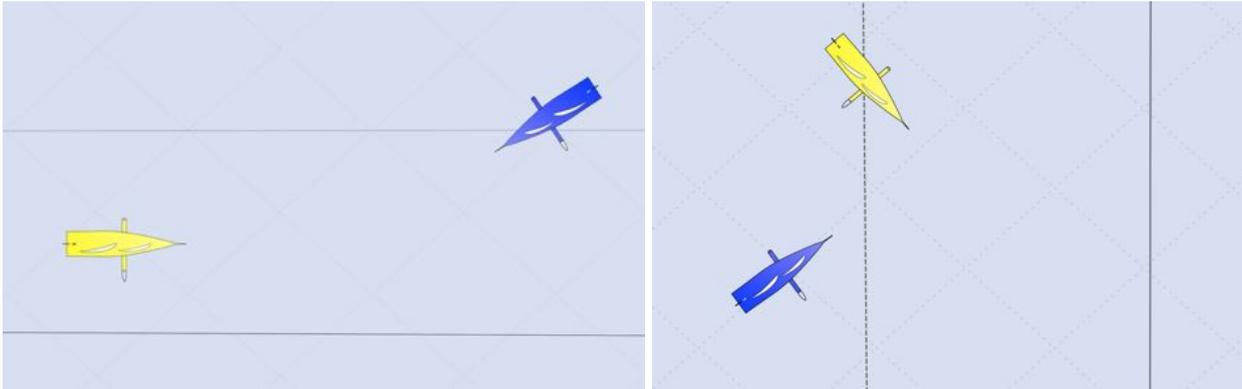
A5

A yacht would need to 'red flag protest' the other yacht under rule 60.1(b) when it involves an allegation of a yacht breaking rule 2. A yacht would report to the Jury as required by rule 60.1(c) if it believed that a support person had breached rule 2. A yacht would report to the Arbitration Panel as required by rule 60.1(c) if it was requesting action under rule 69.2(b). If the Jury penalizes a yacht for a breach of rule 2, or the Arbitration Panel penalizes or warns under rule 69.2, the Jury or Arbitration Panel can then consider redress (refer rules 64.1(c) and 64.3).

cont...

Q6

In the 2 diagrams below, prior to starting and with the solid line representing the boundary and the dotted the boundary zone, if blue holds her course and yellow moves forward, when would you consider yellow to be overlapped 'inside' as per the wording in rule 19.2(b)?

**A6**

The umpires would not consider Yellow to be overlapped inside in either diagram.

For the purpose of rule 19, the determination of inside and outside yacht is relative to the right of way yacht and the obstruction when at least one yacht is in the zone of the obstruction.

In diagram one, Blue is the right of way yacht and she is passing the obstruction on her port side, Yellow is not on Blue's port side when rule 19 first applied so Yellow is an outside yacht.

In diagram two, Blue is the right of way yacht and she is passing the obstruction on her starboard side, Yellow is not on Blue's starboard side when rule 19 first applied so Yellow is an outside yacht.