

# Rule 42 Most Common Breaches 420



**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:**

### **Section C – CONDITIONS FOR RACING – effective from March 10, 2013**

**C.1.2.1** If the wind speed is consistently 13 knots or above, measured at deck level, the race committee may permit pumping, rocking and ooching as stated in RRS P5. If the Race Committee displays flag "O" before or with the warning signal, these actions are permitted from the preparatory signal.

#### **Class Specific Techniques and Breaches:**

The lighter the wind, the calmer top sailors become in the boat as smooth boat handling is better for keeping the air flow in the sails. In winds over 13 knots when flag O is displayed 420 sailors are allowed to pump, ooch and rock both upwind and downwind.

The sculling prohibition applies at all times and the relaxation of the rule does not allow them to repeatedly tack or gybe.

## **STARTS**

### **1. One Roll**

A roll at the start shall not clearly propel the boat.

#### **Permitted actions:**

- One roll that does not clearly propel the boat.

#### **Prohibited actions:**

- One roll clearly propelling the boat - BASIC 4
- Repeated rolling the boat - 42.2(b)(1)

#### **Gathering evidence:**

- Is the competitor causing the boat to roll?
- Does a single roll clearly propel the boat?
- Is the rolling repeated (more than once)?

### **2. Sculling**

Sculling tends to appear in light wind especially when the boat is trapped between other boats at the starting line.

#### **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
- Forceful 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?

**UPWIND**

**1. Body pumping**

Normally seen off the starting line or on the beat to windward in conditions between 10-13 knots and refers mainly to body pumping by the crew on the trapeze.

**Permitted actions:**

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

**Prohibited actions:**

- Body pumping causing repeated flicks on the leach by flexing the crew's legs on the trapeze or excessively torquing upper part of the body – PUMP 6

**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. Sheet pumping**

In conditions between 9-13 knots, the helm tends to sheet pump the main rhythmically not in phase with wind shifts, gusts or waves.

**Permitted actions:**

- Moving a sail in and out in phase with wind shifts, gusts or waves – PUMP 2

**Prohibited actions:**

- Pulling in and releasing the main not in response to wind shifts, gusts or waves – PUMP 1

**Gathering evidence:**

- Could the trim and release be a response to wind shifts, gusts or waves?
- Is the repeated trim and release fanning the sail?

**3. Roll tacking**

Exaggerated roll tacking can appear especially in light air. Sailors move their bodies forcefully through a tack accentuating it by the crew hanging on the shroud.

**Permitted actions:**

- Body movements to 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

**Prohibited actions:**

- Body movements exaggerating rolling the boat through a tack that increase the boat's speed just after the tack is completed

**Gathering evidence:**

- 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?

**DOWNWIND****1. Pumping**

Spinnaker pumping downwind and on the reaches is one of the most common infringements in 420 class as sailors try to justify it by trimming.

**Permitted actions:**

- Trimming a sail in order to trim the boat in the prevailing conditions – PUMP 2
- Pumping a sail, or both sails at the same time, once per wave or gust of wind to initiate surfing or planing but to qualify as surfing the boat must rapidly accelerate down the front of the wave – 42.3(c)
- If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted, provided this action will not clearly propels the boat - 42.3(e).

**Prohibited actions:**

- Trimming a sail in order to fan it – PUMP 1
- Pumping the spinnaker justified as a trim by causing the spinnaker to break and excessively trimming it in a repeated and rhythmic fashion - PUMP 1
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- In very light airs repeatedly floating the spinnaker away from the boat and pulling it back forcefully with no initiation of surfing or planing - PUMP 1
- Pumping a sail when already surfing or planing - PUMP12
- Making one pump of the mainsail by the helm to initiate surfing or planing followed by the pump on the spinnaker when already planing or surfing.

**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?

**2. Rocking**

Rocking in 420 class is not that difficult to notice as normally these are regular and repeated body movements of both the helm and the crew who are sitting on the opposite sides of the boat.

**Permitted actions:**

- Adopting static crew position when the boat's stability is reduced – ROCK 4

**Prohibited actions:**

- Rolling caused by helm and crew sitting on opposite sides of the boat and either inducing rolling or accentuating the background rolling - 42.2(b)(1)

**Gathering evidence:**

- Is the competitor restoring proper trim of the boat when stability is reduced?
- Is the competitor causing the boat to roll?
- Is the rolling repeated?

**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.

In case of any further questions please contact: Jacob Mossin Andersen [jacob@andersen-fredericia.dk](mailto:jacob@andersen-fredericia.dk)

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