

# Questions and Answers

Deutsche Segel-Bundesliga

16.04.2019

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## Change Log

28.04.2015	Publishing
29.04.2015	Change Log, Contents added
28.07.2015	QA3 changed
28.07.2016	QA11 added new Question 3
28.07.2016	QA12 added
28.07.2016	QA13 added
19.05.2017	English translation
29.03.2019	Corrected some typos, updated rules references for 2019
16.04.2019	QA11 updated to reflect reworded SI B8
16.04.2019	QA14 added

## QA 1 – Extending the bowsprit

Question 1:

In which position may the bowsprit, according to Sailing Instruction B5 be extended earliest in diagram 1?

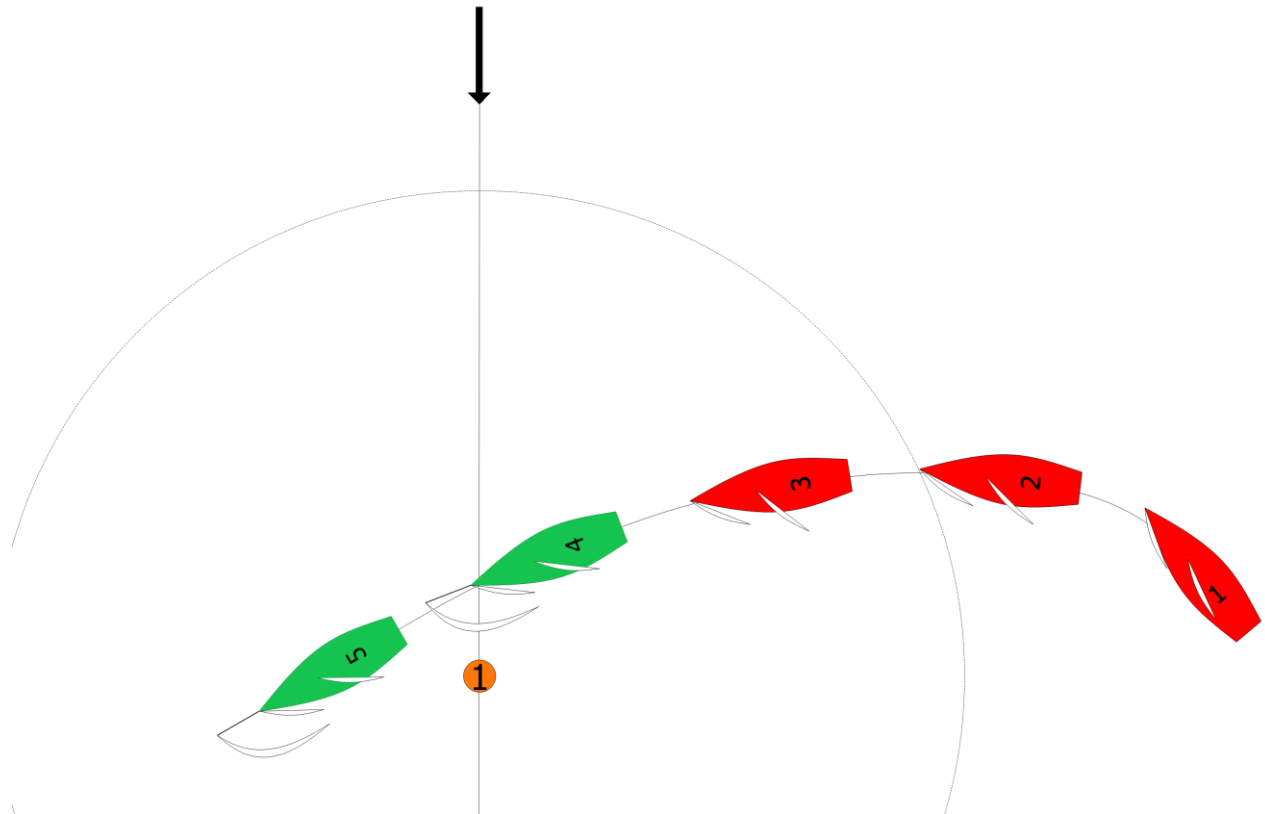


Diagram 1

Answer 1:

In position 4.

## QA 2 – Removing the bowsprit

### Question 1:

When shall the bowsprit be removed latest?

### Answer 1:

According to Sailing Instruction B5, the bowsprit has to be removed as soon as reasonably possible after retrieving the gennaker is completed.

Retrieving the gennaker is completed latest when the crew has adopted a hiking position for an upwind course.

### Question 2:

In a situation where the bowsprit jams while being removed, can the boat be penalized?

### Answer 2:

The crew needs to try fixing the jammed bowsprit and remove it afterwards.

An umpire will not penalize a boat while the crew is visibly working on the bowsprit or trying to remove it.

### QA 3 – When is the bowsprit extended?

Question 1:

When is the bowsprit extended?

Answer 1:

The bowsprit is extended when it is visible from abeam the bow (diagram 2).



Diagram 2 – left: removed, right: extended

## QA 4 – Voluntary penalties

### Question 1:

A boat wants to take a voluntary penalty before the start. How shall this penalty be executed?

### Answer 1:

Before the start, a boat takes a voluntary penalty (Half-Turn-Penalty) by gybing and as soon as reasonably possible luffing to a close-hauled course.

### Question 2:

When is a boat on a leg to the windward mark?

### Answer 2:

A boat is on a leg to the windward mark from her start or from the time her bow passes to leeward of a gate mark until her bow passes to windward of the windward mark.

### Question 3:

When is a boat on a leg to the gate or to the finishing line?

### Answer 3:

A boat is on a leg to the gate or to the finishing line from the time her bow passes to windward of the windward mark until her bow passes to leeward of a leeward mark or until she has finished.

## QA 5 – Time for voluntary penalties

### Question 1:

In a situation between boat A and boat B at the windward mark, one of the boats protests before the boats round the mark.

How long after the incident may one of the boats latest begin to sail free or to signal she will take a voluntary penalty?

### Answer 1:

As soon as reasonably possible. An umpire will usually signal a decision latest when both boats start to hoist the gennaker.

### Question 2:

In a situation between boat A and boat B close to the finishing line, one of the boats protests.

How long after the incident may one of the boats latest begin to sail free or to signal she will take a voluntary penalty?

### Answer 2:

As soon as reasonably possible. Close to the finishing line, an umpire will signal a decision a shorter time after the protest to allow finishing as soon as possible. A boat that wants to take a voluntary penalty in this situation should in addition signal this promptly, if possible.



## QA 6 – Complete Half-Turn-Penalties

Question 1:

When is a Half-Turn-Penalty complete?

Answer 1:

Diagram 3 shows examples of complete and incomplete Half-Turn-Penalties.

Penalties 1 to 6 are complete.

Penalties 7 to 14 are incomplete.

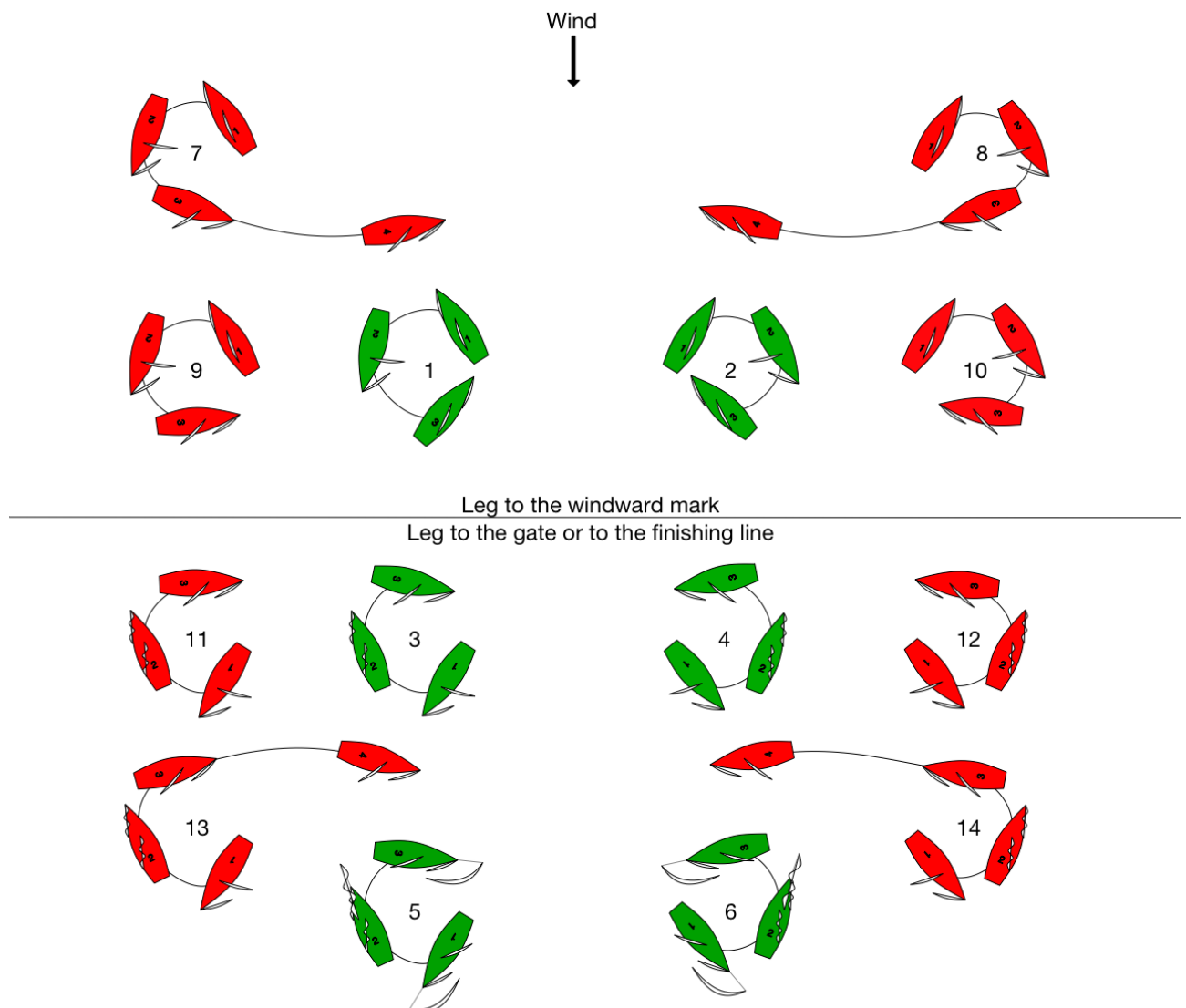


Diagram 3

## QA 7 – Complete One-Turn-Penalties

Question 1:

When is a One-Turn-Penalty complete?

Answer 2:

Diagram 4 shows examples of complete and incomplete One-Turn-Penalties.

Penalties 1 to 6 are complete.

Penalties 7 to 14 are incomplete.

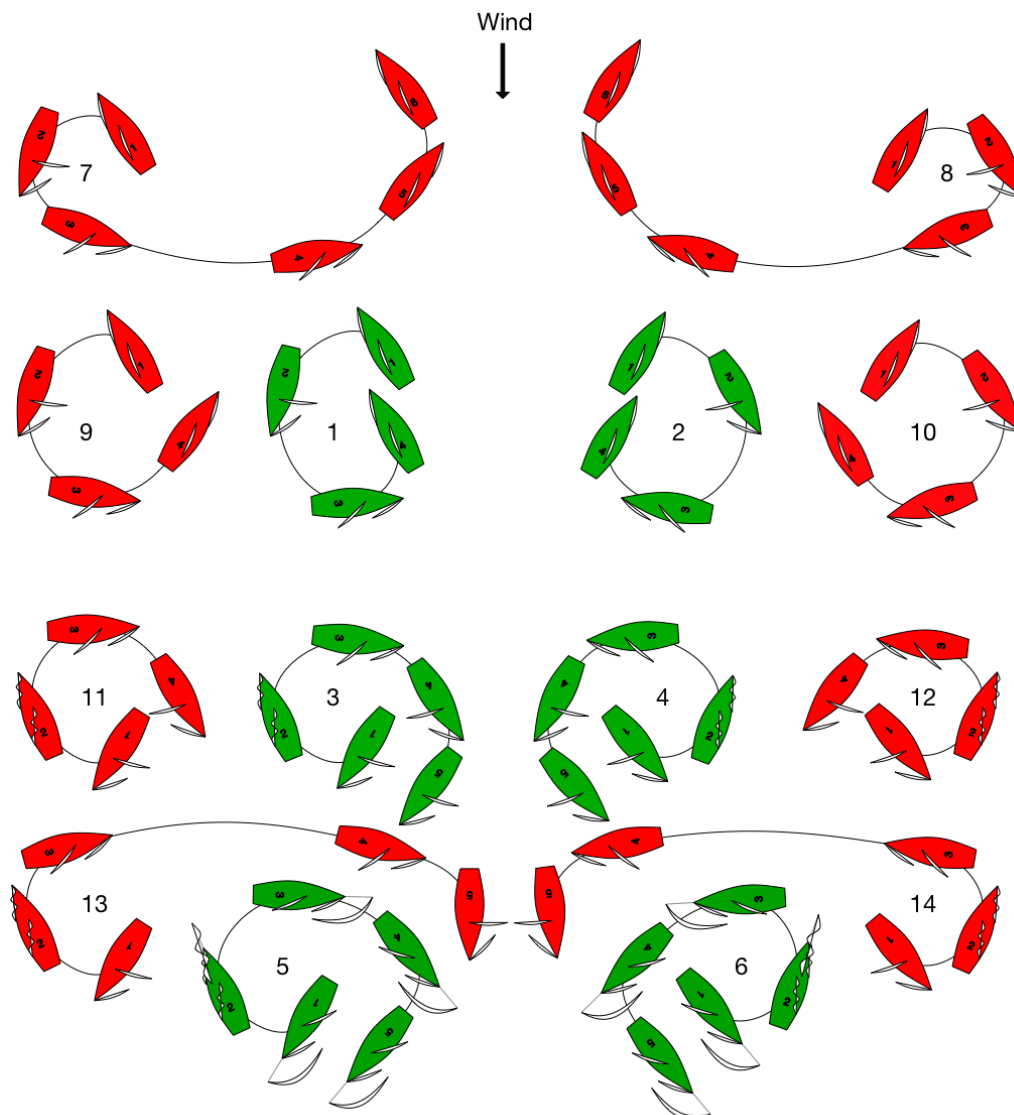


Diagram 4

QA 8 – Leg to the gate or to the finishing line

Question 1:

From which position in diagram 5 is the boat on a leg to the gate or to the finishing line?

Answer 1:

From position 3.

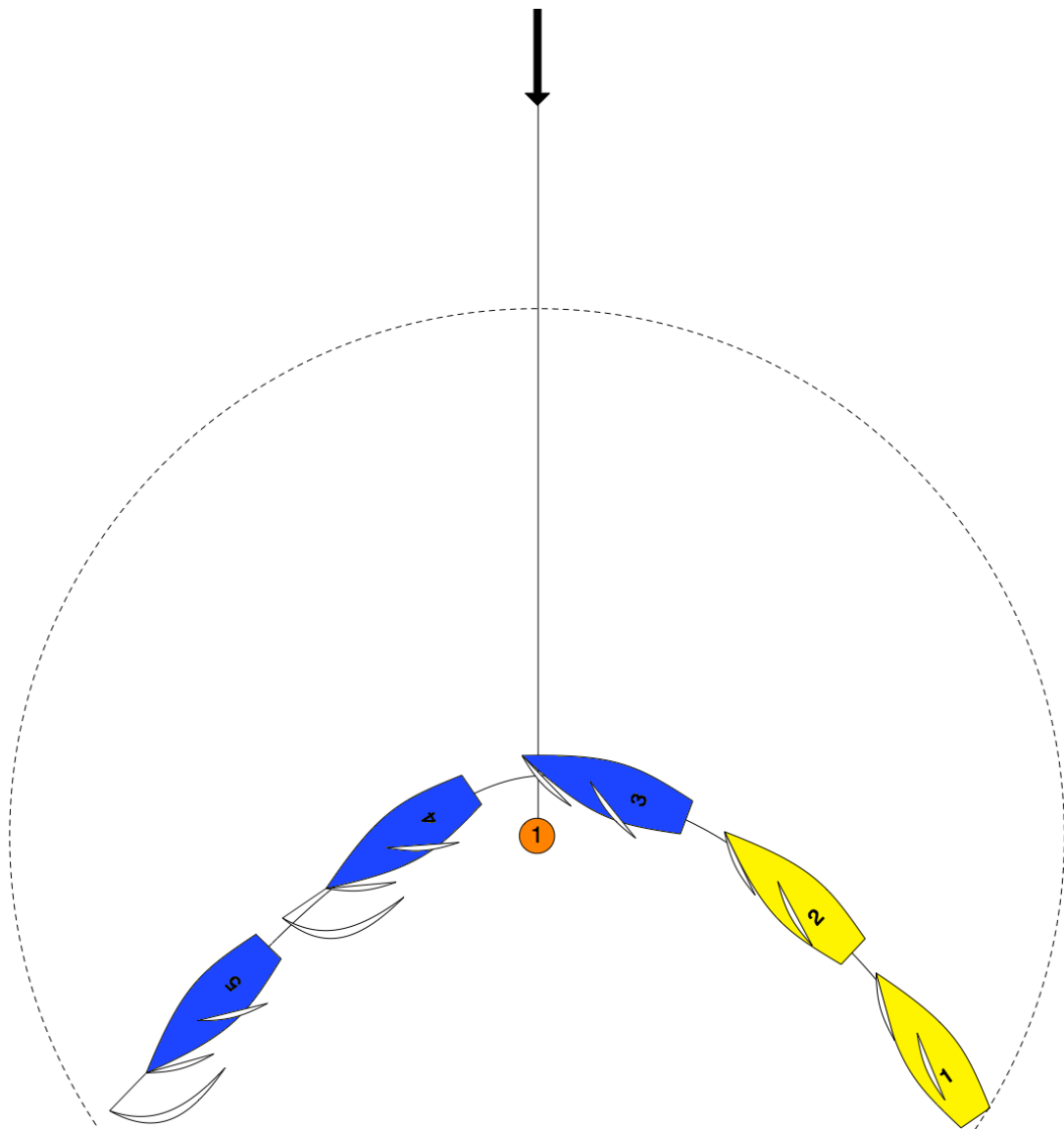


Diagram 5

## QA 9 – Leg to a windward mark

Question 1:

From which position in diagram 6 are the boats on a leg to the windward mark?

Answer 1:

From positions 3.

The boat at mark 2a is not on a leg to the windward mark in position 2, because her bow did not yet pass to leeward of the mark.

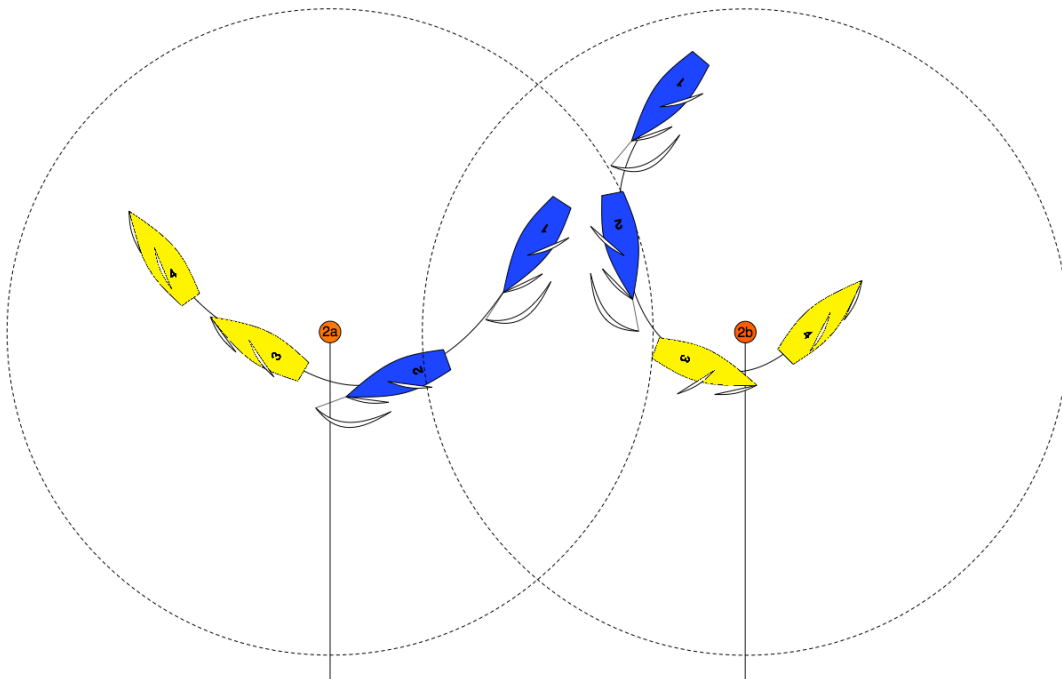


Diagram 6

## QA 10 – Crew positioning and cockpit lines

### Question 1:

Sailing Instruction B4 describes crew positioning. Is RRS 49.2 applicable on boats with cockpit lines?

### Answer 1:

As no Class Rules apply and the Sailing Instructions do not prescribe the use of lifelines, RRS 49.2 is not applicable, even if cockpit lines are installed.

## QA 11 – Pumping mainsail and gennaker sheets

### Question 1:

Sailing Instruction B8 allows pumping the mainsail and gennaker using the sails' sheets. On which courses to the wind does this apply?

### Answer 1:

On all courses to the wind.

### Question 2:

May the main sheet be worked in parts only or does it have to be worked through the block only?

### Answer 2:

Both is permitted.

### Question 3:

May the main sheet also be pumped on the boom, the vang or the line holding the top block?

### Answer 3:

Sailing Instruction B8 only permits pumping the main and gennaker sheets. Pumping the boom, vang or line holding the top block is not permitted.

### Question 4:

May the boat be rolled or rocked by pumping the mainsail or gennaker sheet?

### Answer 4:

Repeated rolling of the boat induced by body movements or repeated adjusting of the sails may break RRS 42.2(b).

## QA 12 – Serious damage

### Question 1:

When is damage considered serious according to RRS 44.1(b)?

### Answer 1:

After contact with damage, the Repair Service will check both boats and, if possible, tell the umpires on the water whether repair will likely cost more than the damage deposit. If the Repair Service finds that the repair will likely cost more than the damage deposit, the umpires will consider the damage serious and initiate a hearing under RRS 14 with both parties, if possible on the water.

## QA 13 – Yellow flags

### Question 1:

Which infractions will be warned by the umpires using a yellow flag?

### Answer 1:

An umpire will warn a boat using a yellow flag for infractions of Sailing Instructions B4 (Crew position) or B5 (bowsprit) they consider accidental. When the umpires decide that the infraction was intentional, they will signal a red flag penalty according to Sailing Instruction Q3.1(b).

### Question 2:

When is a yellow flag warning discarded?

### Answer 2:

A yellow flag warning is discarded according to Sailing Instruction Q3.2(c), when

- a) the warned boat took a One-Turn-Penalty according to RRS 44.2 after her first warning, even if it was not necessary,
- b) the warned boat took a One-Turn-Penalty according to RRS 44.2 after her second warning,
- c) the warned boat failed to take a One-Turn-Penalty after her second warning and was disqualified from the race according to Sailing Instruction Q3.2(c).

### Question 3:

Can a warning using a yellow flag also be used for infractions other than those of Sailing Instructions B4 or B5, when the infraction was accidental, for example accidental rolling?

### Answer 3:

No yellow flag warnings will be given for other infractions.



## QA 14 – Flags

### Question 1:

SI 21 and SI Appendix C prescribe a flag to be attached at the stern of the boats. Will this flag be considered as part of the boat's "equipment in normal position" for the determination of overlaps or contact between two boats?

### Answer 1:

No. In the Bundesliga flags are not considered to be part of a boat's equipment; the flag staffs are.