

Questions and Answers

Deutsche Segel-Bundesliga
03.07.2020

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Change Log

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28.07.2015 QA3 changed
28.07.2016 QA11 added new Question 3
28.07.2016 QA12 added
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06.05.2019 QA15 added
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04.06.2019 QA4 added new Question 4, corrected a typo in QA4
29.07.2019 Corrected a typo in QA15
08.06.2020 QA13 updated to reflect 2020 SI
02.07.2020 QA11 added new Question 5
02.07.2020 QA13, QA14, QA15 updated rules references
02.07.2020 QA17 added
03.07.2020 QA4 updated Answer 4

QA 1 – Extending the bowsprit

Question 1:

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

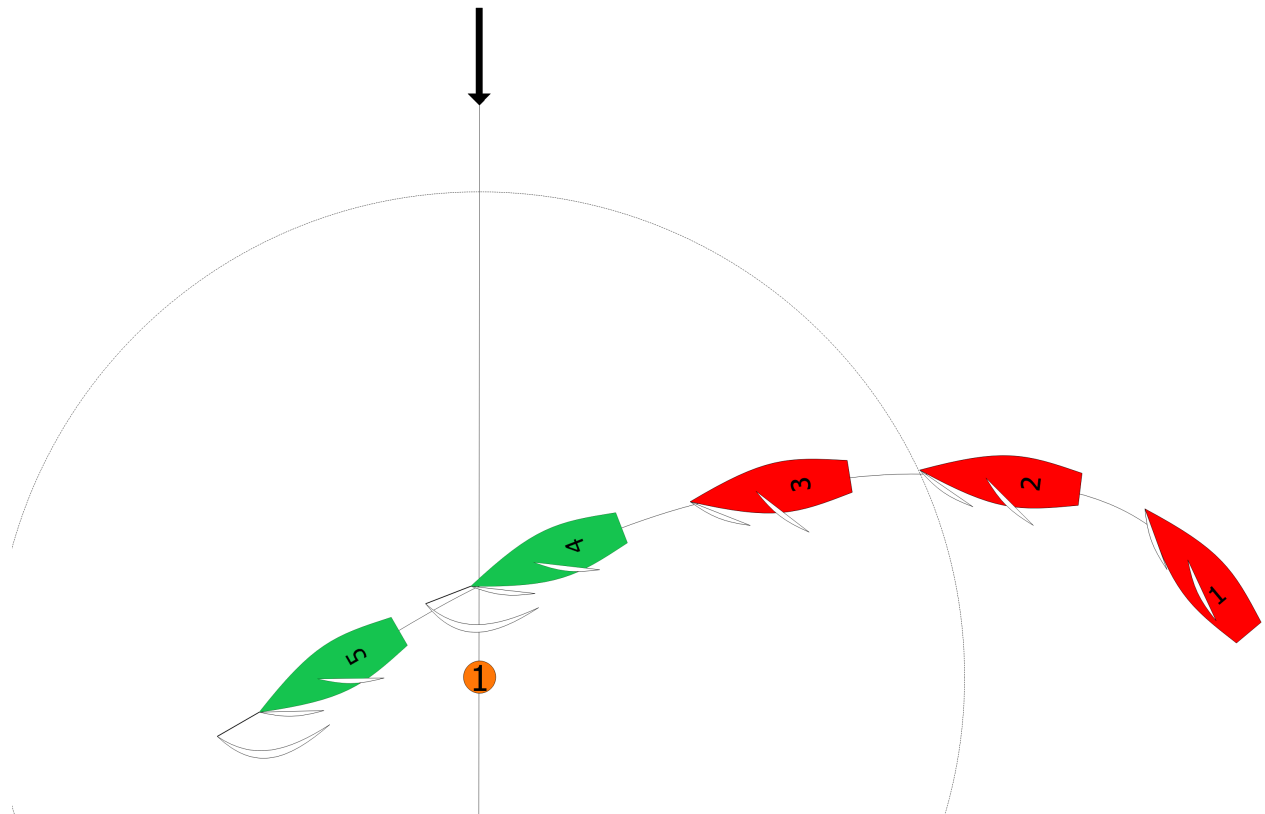


Diagram 1

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 finished.

Question 4:

A boat wants to take a voluntary penalty when she just crossed the finishing line. How shall this penalty be executed?

Answer 4:

A boat that takes a penalty under RRS 44.2 after crossing the finishing line has not finished according to the definition finish and is considered on a leg to the finishing line.

A boat on a leg to the finishing line takes a voluntary penalty (Half-Turn-Penalty) by tacking and as soon as reasonably possible bear away to a course that is more than ninety degrees from the true wind.

The boat needs to cross the finishing line again from the course side in order to finish.

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.

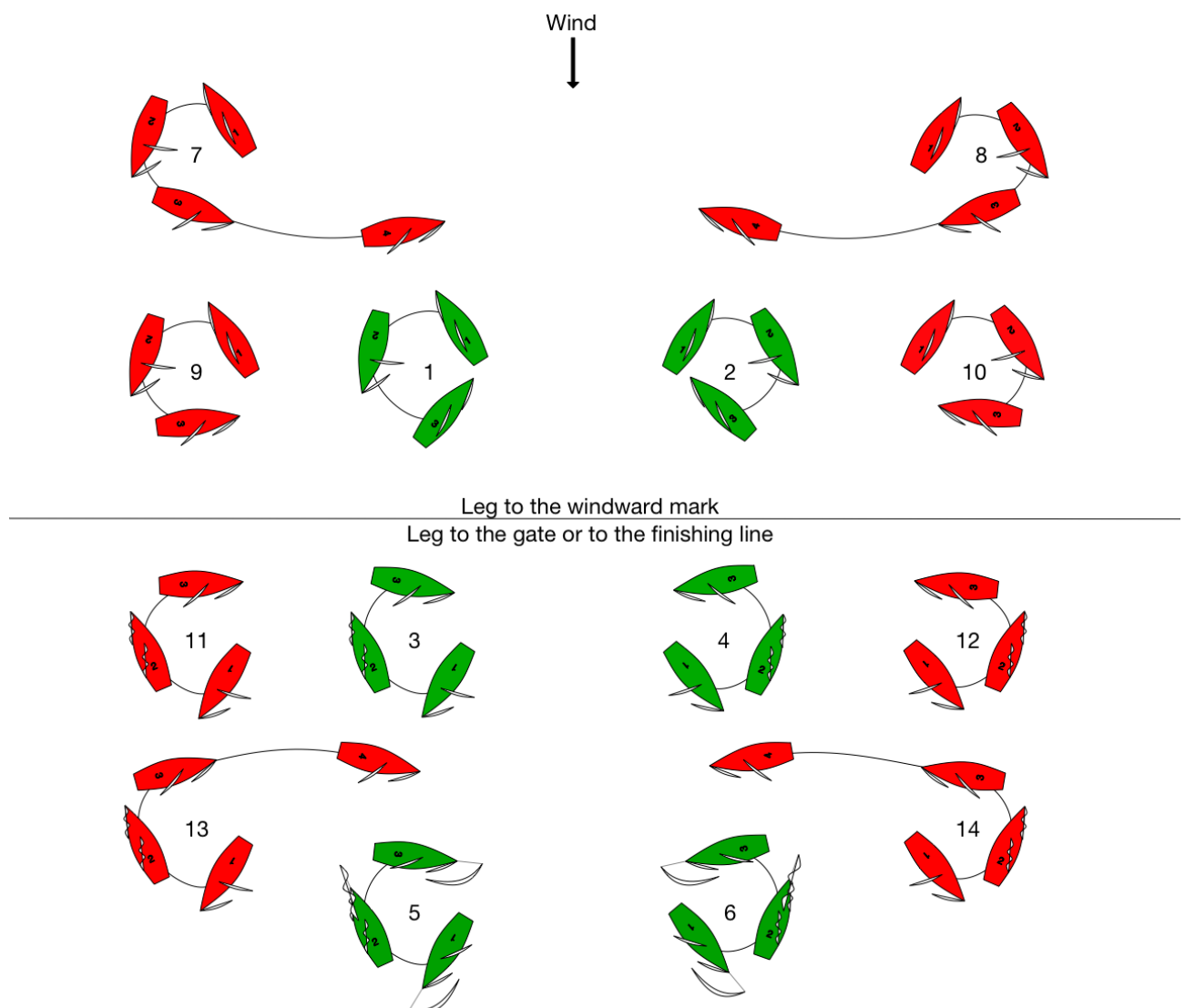


Diagram 3

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.

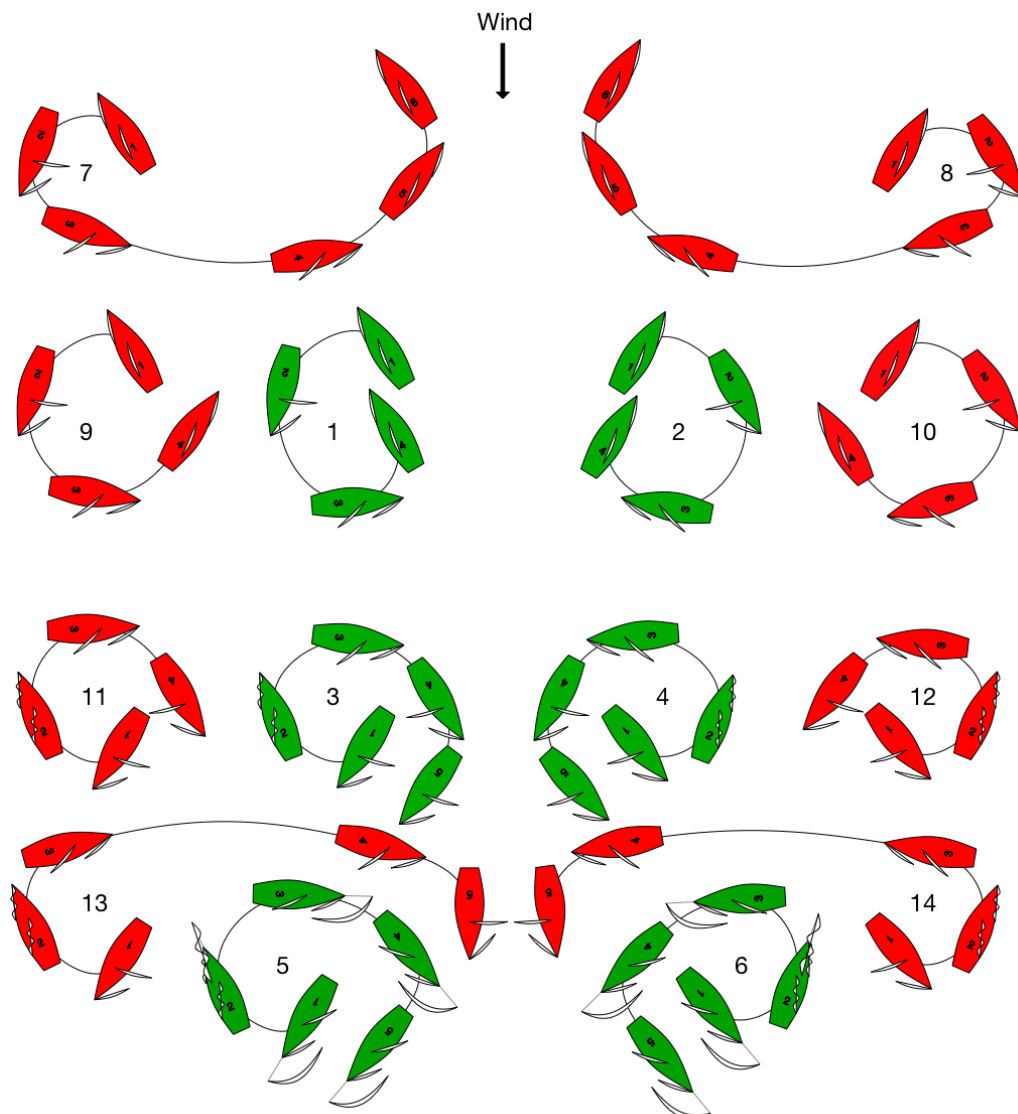


Diagram 4

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.

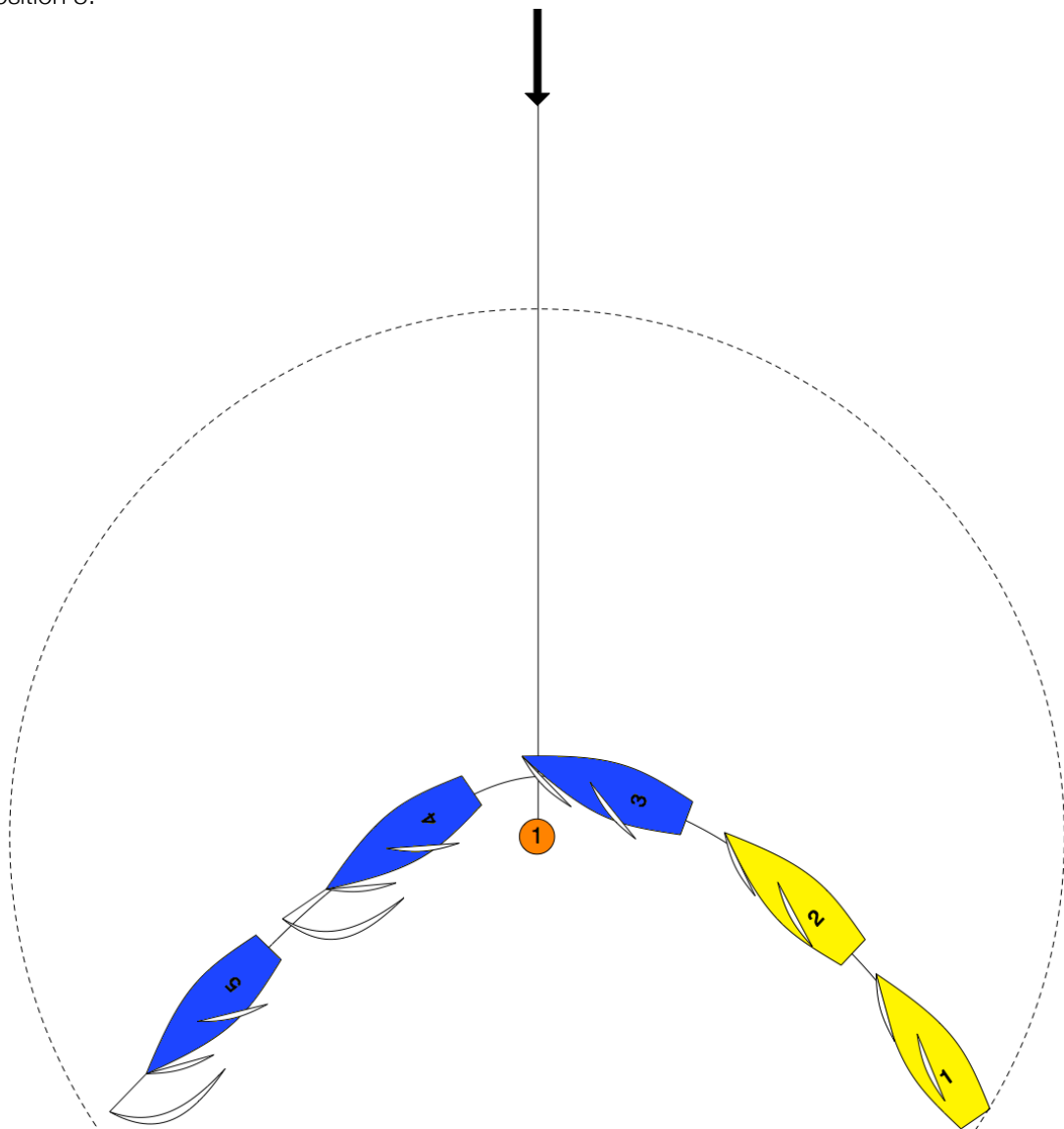


Diagram 5

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.

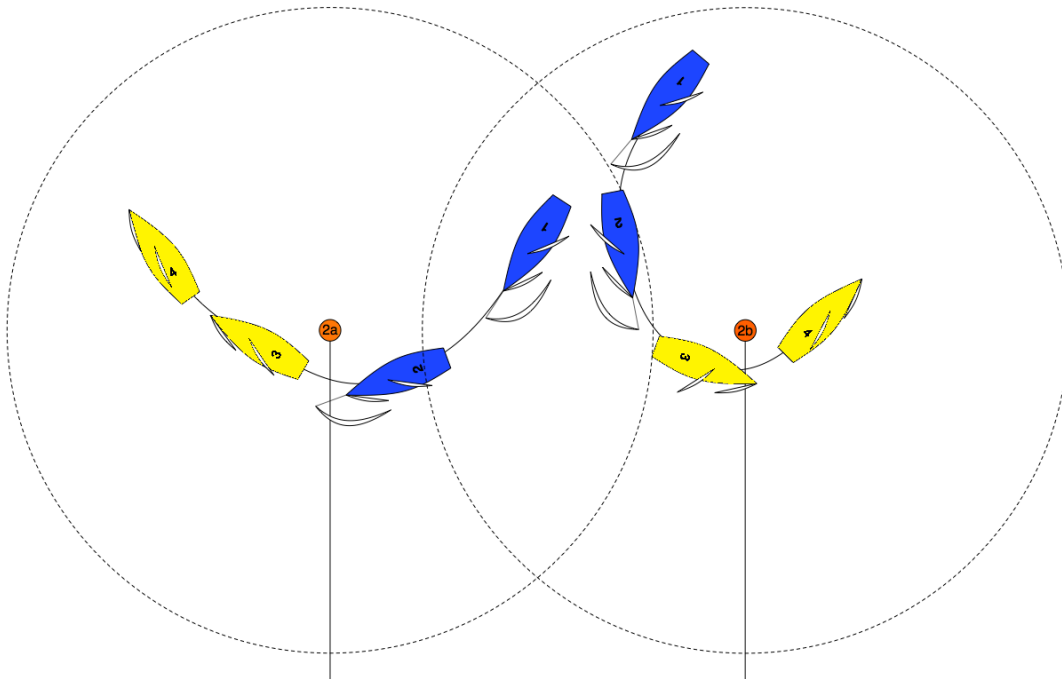


Diagram 6

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).

Question 5:

May the jib sheet be pumped at any time under SI B8?

Answer 5:

No. RRS 42.2(a) prohibits pumping. The exception under RRS 42.3(c) as changed by SI B8 does not include pumping the jib.

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:

Yellow flag warnings have been removed from the rules.

When the umpires decide that Sailing Instructions B4 (Crew position) or B5 (Bowsprit) were broken, they will signal a red flag penalty according to Sailing Instruction D3.1(b).

No yellow flag warnings will be given.

QA 14 – Flags

Question 1:

SI 20 and SI Attachment 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.

QA 15 – Correcting a signal made by an umpire

Question 1:

The umpires penalize a boat for breaking a right-of-way rule and signal accordingly. Shortly thereafter the umpires decide they have made an error. May they cancel their signal, by displaying a green and white flag, or by penalizing the other boat(s) involved in the incident, or by hailing or some other means of communication?

Answer 1:

No. There is no provision in Attachment D to change or amend decisions or signals. When a penalty signal is displayed, the boat is bound by SI D3 to take the appropriate penalty.

Question 2:

Would the answer be the same if the umpires displayed a green and white flag when they intended to penalize one or more boats?

Answer 2:

Yes.

QA 16 – Using the front hatch

Question 1:

May the gennaker be operated from the front hatch when either hoisting or stowing it away?

Answer 1:

No. SI B2.1(a) prohibits sailing in a manner that could cause serious damage or injury. Operating the gennaker from the front hatch bears a great risk of damaging the gennaker and an increased danger of injury for involved crew members.

QA 17 – Penalties initiated by umpires, breach of sportsmanship

Question 1:

After the umpires signal their decision in response to a boat's Y-flag, persons on one of the boats make it clear that they are unhappy with the decision. Should the umpires impose a penalty under SI D4.1(f) for a 'breach of sportsmanship'?

Answer 1:

This depends on the words, the manner in which they are spoken, and any other related actions of the crew of the boat. If they merely express unhappiness or disappointment, or that in their opinion the decision was wrong, then a penalty is not appropriate. However, if the total effect is to convey that the umpires are incompetent, or are prejudiced against the penalized boat, a penalty may be justified, whether the meaning is directed only at the umpires or also to others nearby. If the meaning is clearly insulting to the umpires, a penalty should be imposed.

Question 2:

An incident occurs between boat A and B, immediately after which a competitor on board boat A starts to shout loudly and forcibly that boat B should take a penalty. The shouting continues for a time, after which boat B sails clear and completes a penalty. The umpires have observed the incident and are in no doubt that boat A had broken a rule and that boat B had taken a penalty only as a result of the intimidating actions of boat A. Should the umpires impose a penalty under SI D4.1(f) for a 'breach of sportsmanship'?

Answer 2:

If the effect is one of intimidation and bullying by boat A, a penalty should be imposed under SI D4.1(f). The penalty imposed by the umpires may be of one or more One-Turn Penalties to be taken as described in RRS 44.2, each signalled in accordance with SI D3.1(b). The umpires may also disqualify the boat under SI D3.1(c), or report the incident to the protest committee for further action.