

# Uncle Al's Racing Rules in Pictures

Rules are quoted, then illustrated and explained as seems necessary.

## Part 2D & Penalty Turns

for easy access without scrolling, the Rules listed below are bookmarked:

22 Starting Errors; Taking Penalties; Moving Astern

23 Capsized, Anchored or Aground; Rescuing

24 Interfering with Another Boat

31 Touching a Mark

44 Penalties for Breaking Rules of Part 2

### Section D - Other Rules

*When rule 22 or 23 applies between two boats, Section A rules do not.*

Section A rules are port/starboard (10), windward/leeward (11), clear astern/clear ahead (12) and tacking (13).

#### 22 Starting Errors; Taking Penalties; Moving Astern

**22.1** A boat sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to *start* or to comply with rule 30.1 shall *keep clear* of a boat not doing so until she is completely on the pre-start side.

**22.2** A boat taking a penalty shall keep clear of one that is not.

**22.3** A boat moving astern through the water by backing a sail shall *keep clear* of one that is not.

In so many words, if you are

- \* sailing back towards the start line or its extensions after the start signal is made, or
- \* deliberately sailing backwards (done rarely, usually before the start), or
- \* doing penalty turns

you must keep clear of all boats not doing what you are doing.

#### 23 Capsized, Anchored or Aground; Rescuing

If possible, a boat shall avoid a boat that is capsized or has not regained control after capsizing, is anchored or aground, or is trying to help a person or vessel in danger. A boat is capsized when her masthead is in the water.

I believe this photo was taken during an abandoned race of the 1989 Wayfarer Worlds in Vallensbæk near Copenhagen. In these Force 9 (44-knot or 22 m/sec) winds, there was no lack of capsizes includ-



ing this beauty by Henrik Koch, who either had the first-ever Wayfarer with airbags installed or was trying to fly the spinnaker?? Surely not!??

Rule 23 is very much a common sense rule and is one I have never seen broken or invoked. People just naturally do the right thing. A boat that is capsized and/or full of water, anchored or aground (not a Wayfarer of course) is obviously in no position to keep clear. And of course, no one in their right mind would call "starboard" on a boat that is busy rescuing someone.

## **24 Interfering with Another Boat**

**24.1** If reasonably possible, a boat not *racing* shall not interfere with a boat that is *racing*.

**24.2** Except when sailing her *proper course*, a boat shall not interfere with a boat taking a penalty or sailing on another leg.



Rule 24 again is a matter of common sense:

**24.1:** Obviously those still/already racing should be entitled to do so without interference from boats not yet/no longer racing. In the photo above, Mike Murto (W2945) is taking a well-earned rest by heaving to after single-handing one of the 2003 Midwinters races. In doing so, he must be careful not to interfere with any of the C Scows still completing their final beat.

You are "interfering" with another boat if you hit that boat or force it to change course. Taking another boat's wind is not considered by the Rules to be "interfering" (in the expert opinion of Speed'n'Smarts author, Dave Dellenbaugh), but we will all do well to remember - starting with Uncle Al himself!! - how annoyed we get when a bunch of guys who have finished, sometimes sit there blocking all our wind while having lunch right near the finish area. Even to take pictures, I now try to get well clear of boats still fighting it out for finish positions!

**Note** that 24.1 is a unique rule insofar as there will be no penalty turns remedy available to you if you break it - because rule 44.1 limits this remedy to rules of Part 2 broken "while racing"!!

**24.2:** Again, the poor guy doing a penalty already has enough troubles without anyone going out of their way to interfere with the turn(s)!!

## Part 3

### 31 Touching a Mark

While *racing*, a boat shall not touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a *finishing mark* after *finishing*.



**About 5 seconds before the start.** John Cawthorne (W3654) ends up "sitting" too close to the favoured "pin" end, and is unable to get up enough speed to be able to "shoot" the mark without hitting it. Uncle Al (W6) oddly enough, starts off slightly to leeward of John but is already up to speed and will clear the mark (and John) with relative ease. After his brush with the mark, John can keep sailing on starboard (tacking would be risky here!!) and gybe to initiate his penalty turn as per rule 44 as soon as there are no boats he'll interfere with to leeward. Often, it will be possible (but not required!!) to just do the penalty turn right around the mark (as John did!). But he must then remember to end up going in the same direction as he is in the photo, i.e. he can't just gybe to port, harden up and sail away on port. **That** would not satisfy 44.1 (below) which requires a "complete turn including one tack and one gybe"!

### 44 Penalties at the Time of an Incident

#### 44.1 Taking a Penalty

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while *racing*. She may take a One-Turn Penalty when she may have broken rule 31. Alternatively, sailing instructions may specify the use of the Scoring Penalty or some other penalty, in which case the specified penalty shall replace the One-Turn and the Two-Turns Penalty. However, (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;

(b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.

#### 44.2 One-Turn and Two-Turns Penalties

After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before *finishing*.

**44.3 Scoring Penalty** exists but is very rarely seen by Wayfarers.



Former rule 31.2 is now part of rule 44 (above). Pretty straightforward, this! You can (under most circumstances!) exonerate yourself for hitting a mark by doing a prompt penalty turn - always remembering that rule 22 requires you to keep clear of any boats not doing turns. You can do the penalty turn by sailing a circle around the mark or not - as you see fit - so long as the turn is done "as soon as possible".

If you hit a finish mark, you can also just gybe around it, tack back onto your original tack on which you hit the mark, and finish. This takes care of the part which says "she shall sail completely to the course side of the line before finishing".

Note that rule 44.1(a) points out that if a boat breaks "a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31". In so many words, one penalty per incident is all you need to do.

Instead of a picture (which I don't have and which wouldn't help very much!) may I suggest you do as I say not as I do: Don't get so upset - especially in a blow - at having to do a turn or two, that you rip the boat around so fast and in such a rage that you capsize or swamp the boat (as I have done).

Tip: You may find it faster to gybe first (rather than tacking) when initiating a penalty turn.

In my experience, we Wayfarers always seem to have the Two-Turns Penalty available to us - except of course if a foul causes injury or serious damage. I have yet to see a situation where the "significant advantage" has applied. I suppose it would apply if a boat came in to the windward mark on port, faced an endless parade of starboard tackers and decided to butt in and take a penalty that might cost her a lot less than waiting for 20 boats to go by?



**Three minutes before the start.** If Leif Trier Jensen (W8420, port tack) fouls Mogens Just (W4645) here, Leif can do a Two-Turn Penalty to exonerate himself (unless he caused injury or serious damage). He can - **must** in fact - immediately sail well clear of all other boats and do his turns. With luck, he'll have the turns completed in time to still have a go at a good start.