



Umpires Question and Answer #12

These questions are in relation to Match Racing in AC35.

Question A:

How soon after a yacht is given a penalty are the umpires looking for the yacht to start reducing her VMG/VMC? What are the umpires looking at / for to determine that a yacht is in fact reducing her VMG/VMC?

Answer A:

The umpires expect the yacht to start reducing her VMG/VMC immediately after receiving the penalty signal or immediately after the starting signal if the penalty was signalled prior to the start.

Question B:

At what point will you give a penalized yacht an additional penalty for not immediately reducing her VMG/VMC?

Answer B:

When the umpires are certain that the penalized yacht is able reduce her VMG/VMC but is not doing so, they shall penalize the yacht under rule 60.4(a). The umpires may communicate the original penalty via radio in order to help them reach certainty for a penalty under 60.4(a).

Question C:

Does Ump App show if you give a boat an additional penalty to a yacht for not taking her penalty in a timely way?

Answer C:

The loss line on the UmpApp is adjusted after the umpires adds an additional penalty and is noted in the incident column as an additional penalty. It does not indicate what the additional penalty was for.

Question D:

A yacht is OCS and several lengths ahead of the other yacht. She slowly slows such that she is still ahead at Mark 1. She gybes in the zone of Mark 1 and her penalty clears. Is this OK?



Answer D:

In a Match Race the umpires would usually expect an OCS penalty to be cleared before Mark 1. Assuming the non-penalized yacht is sailing as normal, in this scenario the umpires should penalize the yacht that was OCS with an additional penalty under rule 60.4(b).

Question E:

Do you anticipate the “2 lengths back” when the other boat is clearly faster and clear the penalty before the penalized yacht is physically “2 lengths back”, or do you wait until the penalized boat is actually “2 lengths back” before clearing the penalty?

Answer E:

The penalty is only cleared when the umpires are certain that the required distance has been lost and at that time the umpires should signal that the penalty is completed.

Question F:

What do the umpires add for “intentional fouls” and what are some clear examples the umpires have seen and additional penalties the umpires have added for that? (like sailing OOB to get to a layline)

Answer F:

Rule 60.4 allows the umpires to penalize for more than Part 2 rules (“When Yachts Meet”). When the umpires are certain that the requirements of 60.4 (b), (c), or (d) are met they shall either give an “other” penalty under 44.2 (c) or if the yacht has an existing penalty, the umpires would add an additional penalty(s) of the type the yacht already has. Examples that the umpires have seen include ‘barging’ at the windward start mark or going outside the boundary and gaining an advantage through a delay in gybing.

Question G:

Both yachts are OCS – how do you manage that?

Answer G:

The conditions under rule 44.3(b) have been met. In this case the OCS penalty(s) cannot be incurred as intended. The policy will be to manually turn off the penalty on the yacht the umpires consider to be behind and then turn off the penalty on the other yacht when both yachts are the same distance along the Mark 1 course axis. Please note that this has not yet occurred in a race so the umpires have no real time experience of the situation.



Question H:

A yacht is forced OCS by another yacht's foul, the other will end up "2 back" in a match race. Do you have any way to compensate the OCS yacht in a fleet race?

Answer H:

This is a question regarding fleet racing. Rule 44.4(g) allows the umpires to exonerate a yacht. To do so the umpires must be certain that the yacht was compelled to be OCS as a result of a rule breach.

Question I:

For a VMG penalty in a match race where the other yacht is on a different leg or is going slowly for some reason, how do you judge the loss of 2 lengths? (the sailors need to know how to anticipate the clearing of the penalty). Is it a loss compared to a theoretical boat on the same angle of sail at a theoretical VMG, or a boat on a theoretical VMG angle for the TW along the course axis? Do you have a theoretical polar in the system?

Answer I:

The umpires will compare the loss to the other yacht. If the umpires are certain the penalty is not being incurred as intended, rule 44.3(b) provides guidance on what the umpires should do. The only guide for sailors would be the relative position of the other yacht or guidance from the umpires via RO comms.

There is no theoretical polar in the UmpApp nor does the rule refer to a theoretical boat on the same angle of sail.

Question J:

Will the yachts know if they are given a VMG or Boat on Boat penalty? Perhaps on the RaceComms display?

Answer J:

RO Comms tells a yacht that they have a penalty by text of "Penalty" sent to the RaceComms display and the Blue penalty lights flashing. There are effectively only 3 times where a "VMG penalty" is given in a match race: Boundary (28.3); Part 2 rules when yachts are on different legs; and umpires initiated penalties under rule 60.4 (b) to (d). The umpires are also developing RO Comms to the yachts via radio in order to reinforce that a penalty has been assigned and whether the penalty is a 'boat on boat' penalty or not.



Question K:

When is a yacht on the first leg (ref rule 44.4(d))? Is it when it crosses the starting line after the starting signal, or wherever she might be after the starting signal?

Answer K:

A yacht is on the first leg of the course from the starting signal until she crosses the extension of the line from the leeward gate through Mark 1.

Question L:

A support boat breaks rule 87. Who can protest? (can't be the yacht). Who hears the protest? What are the penalty options?

Answer L:

The Regatta Director may protest for a breach of rule 87 (rule 60.2(a)). The Jury shall hear the protest (rule 63.1). The penalty options are outlined in rule 64.1(a).