



*ILCA 6 Women's & ILCA 7 Men's
World Championships
12 May, 2025
Qingdao, CHINA*

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Racing Rules of Sailing – RRS 42 – Propulsion

Principles



✦ Racing should be

- ✦ Enjoyable
- ✦ Fun
- ✦ Encourage achievement



✦ Focus should be

- ✦ Raising standards from Club level through Youth to Elite level

✦ Success = pushing to the limits!

✦ But can lead to breaches of Rule 42



Why we have propulsion rules?

- ✦ Sailors shall use the **wind** and **water** to sail their boats
- ✦ Sailors shall be allowed to **move** their bodies and **trim** their sails and hull
- ✦ With no limit on sailors' actions, racing in light displacement boats would become a primarily physical test, and not a test of **sailing skills**



Interpretations of Rule 42, Propulsion

May 2017 – RRS 2017-2020 version



Interpretations of Terms Used

A term used as stated below is shown in italic type. Other terms that are specific to rule 42 are defined in the rule.

Background rolling is the minimum degree of rolling caused by the waves.

Body pumping is the movement of a sail caused by in and out or up and down body movement.

A *flick* is the effect caused by body movement or pulling in or releasing a sail that is so abrupt that the normal shape of the sail is changed and almost immediately returned to the original shape.

A *pump* is a single pull on a sail that is unrelated to wind or waves.

Repeated means more than once in the same area on a leg.

A *roll* is a single-cycle athwartship movement of the boat during which the mast goes to leeward and back to windward, or vice versa.

Torquing is repeated fore and aft or rotating movement of the body.

Yellow light area is a phrase used when it is not clear that an action is prohibited. It is unlikely that a boat in the yellow light area would be penalized, but it is possible. If the action is repeated, the likelihood of a penalty will rapidly increase.

42.1 Basic Rule

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may adjust the trim of sails and hull, and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

Interpretations (Basic)

Basic 1 An action that is not listed in rule 42.2 may be prohibited under rule 42.1.

Basic 2 A kinetic technique not listed in rule 42.2 that propels the boat, and is not one of the permitted actions covered in rule 42.1, is prohibited.

Basic 3 An action prohibited in rule 42.2 cannot be considered as permitted under rule 42.1.

Basic 4 Except when permitted under rule 42.3, any single action of the body that clearly propels the boat (in any direction) is prohibited.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

Interpretation

Basic 5 An action listed in rule 42.2 is always prohibited, even if it fails to propel the boat.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

a pumping: repeated fanning of any sail either by pulling in and releasing the sail or by vertical or athwartships body movement;

Interpretations (Pumping)

Pump 1 Fanning is moving a sail in and out not in response to wind shifts, gusts or waves.

Pump 2 Pulling in and releasing a sail in response to wind shifts, gusts or waves is permitted, even if *repeated* (see rule 42.1).

Pump 3 Except when permitted under rule 42.3(c), one pump may be prohibited under rule 42.1.

Pump 4 A *flick* of a sail resulting from the sudden stopping of an eased sheet is permitted.

Pump 5 One flick of a sail due to body pumping, or a pump not permitted by rule 42.3(c), is in the yellow light area. Body movement that does not result in a flick of a sail does not break rule 42.2(a), but may break other parts of rule 42.

Pump 6 *Repeated flicks* of a sail due to *body pumping* are prohibited.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

b rocking: repeated rolling of the boat, induced by

1. body movement,
2. repeated adjustment of the sails or centreboard, or
3. steering;

Interpretations (Rocking)

Rock 1 A *roll* of the boat caused by a gust or a lull followed by a corrective body movement to restore proper trim is permitted by rule 42.1.

Rock 2 One *roll* that does not clearly propel the boat is permitted.

Rock 3 *Background rolling* is permitted. Boat's crew is not required to stop this type of rolling.

Rock 4 Adopting any static crew position or any static setting of the sails or centreboard, even when stability is reduced, is permitted by rule 42.1 and is not prohibited by rule 42.2(b).

Rock 5 A single body movement that is immediately followed by repeated rolling of the boat is prohibited.

42.2 Prohibited Actions

Without limiting the application of rule 42.1, these actions are prohibited:

c ooching: sudden forward body movement, stopped abruptly;

Interpretations (Ooching)

Ooch 1 *Torquing* to change the fore and aft trim of the boat in phase with the waves is permitted, provided it does not result in pumping the sails.

Ooch 2 *Torquing* on flat water is prohibited.

✦ Sailor



✦ Coach



✦ Judge



- ✦ Your Coach expecting you to compete **on the limit** of the rules and the best of your ability
- ✦ Champions **minimise risk**
- ✦ Champions take a **responsibility** for their own outcomes



- ✦ Your responsibility to the development of the Sailor as an **individual** is more important than results
- ✦ Your Sailor will achieve better results if he/she **knows the limits** of the Rules and sails inside that limits
- ✦ Working with Judges will achieve better results than criticising them



- ✦ Rule 42 **infringers** will find you
- ✦ Give the Sailor the **benefit** of doubt
- ✦ **Protect** the legal sailors
- ✦ Be **consistent**
- ✦ Be **impartial**



- ✦ It is **possible** but **not a clear** breach of a Rule
 - ✦ The sailors want to be in the **Yellow Light Area** because it can **be fast**
 - ✦ For the Judges: you have to decide if a sailor breaks a Rule, or not?
 - ✦ There is **no rush** to decide (except when Tactical infringements)
 - ✦ You may witness multiple infringements before penalizing a boat
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How judges work?

✦ Tactical infringements normally occur at the:

- ✦ Start
- ✦ While crossing a right of way boat
- ✦ Zone
- ✦ Finish



✦ Judges can decide **quickly** and they can act **independently**, i.e. without considering the opinion of another judge

- ✦ Technical infringements like rocking and pumping, occur around the course and could be the sailor's style of sailing
- ✦ Technical breaches are only flagged when **both** judges agree.
- ✦ The benefit of doubt is given to the sailor!



- ✦ Actions that cause pumping or rocking, are penalized if the judge can **connect the action** to the sailor.
 - ✦ 'Two Component Observation':
 - ✦ An Equipment (rig/boat) is doing 'wrong' – does the sailor causing it?
 - ✦ A Sailor is moving – does it make any (illegal) influence to the equipment?
 - ✦ An increase in speed is **not required** for a penalty.
 - ✦ A speed increase is **required** to make roll tacking and gybing illegal.
 - ✦ Sculling falls into both camps
 - ✦ 'Crabbing' is a forbidden action
 - ✦ An increase in speed by sculling is an illegal effect.
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- ✦ When identified the violator, **rise** and **hold up** the Yellow flag
- ✦ Drive **fast** to the violator, but still by **saving** the other competitors,
Yellow flag still up



- ✦ Approaching to the violator, **POINT** the Yellow flag at her and make a sound signal - **WHISTLE!**
- ✦ **IDENTIFY** by hailing [RRS P1.2]
(Additionally the nationality, name, boat/hat/clothes colour, etc. may be hailed)





RRS Appendix P

Special Procedures for Rule 42

- ✦ Appendix P applies **only** if the
 - ✦ NOR (Notice of Race) or
 - ✦ SIs (Sailing Instructions)
- so state

The text in the NOR or SIs for example:

“RRS Appendix P, Special Procedures for Rule 42, will apply.”

When not stated – no Appendix P and no ‘Yellow flag penalties!

Through the protests & hearings only!

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- ✦ P1.1 The Protest Committee (PC) appoints the **observers**, who may/usually are the PC members (however, the PC may appoint any expert as an observer)
- ✦ P1.2 ... A boat so penalized **shall not** be penalized a **second time** under rule 42 for the **same incident**



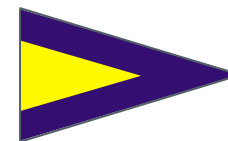
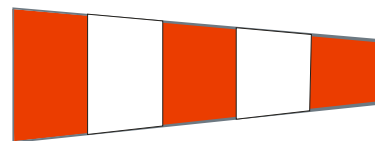
Rule	No of Penalty	Appropriate Penalty	If not taken, then
P2.1	First	Two-Turns Penalty (RRS 44.2)	DSQ
P2.2	Second	RET	DNE
P2.3	Third +	RET & DNE	DNE from all races + considering RRS 69

✦ P2.4 Penalties Near the Finishing Line

If a boat is penalized under rule P2.2 or P2.3 and it was not **reasonable possible** for her to retire **before finishing**, she shall be scored as if she had **retired promptly**. (Make sure you inform the RC!)

✦ SI 15.1.1

If a **FIRST** penalty is signalled **AFTER** a boat has **crossed** the finish line, the penalty will be **10% Scoring Penalty** calculated as RRS 44.3(c).



- ✦ If a boat has been penalized under rule P1.2 and the race committee signals a postponement, general recall or abandonment, the penalty is **cancelled** (a boat **can restart**) but it is still **counted** to determine the number of times she has been penalized during the regatta.

The principle is to eliminate the advantage, received through the breach, from that specific race!

A boat shall not be given **redress** for an **action** by a member of the protest committee or its designated observer under rule P1.2 unless the action was **improper** due to a failure to take into account a race committee signal or a class rule.

For ILCA Worlds this rule has been changed to allow the International Jury to give a redress!

SI 15.1 Appendix P will apply with the following changes:

15.1.2 RRS P4 is replaced with “An action by the member of the jury or its designated observer under RRS P1.2 shall not be grounds for a request for redress by a boat under RRS 61.1(a). The jury may initiate a redress hearing and may give redress for an action under RRS P1.2 by a member of the jury or its designated observer”.

.....

What to consider before penalizing a boat?



- ✦ Repeated fanning of any **sail** either by
 - ✦ pulling in and releasing the **sail**, or
 - ✦ vertical or athwartship **body** movement



- ✦ Are there surfing or planing conditions?
 - ✦ Are there waves?
 - ✦ Is the sailor's body movement in phase with the waves?
 - ✦ Is the sailor's body movement causing the leech to flick?
 - ✦ Can you connect sailor's body movements with the flicks?
 - ✦ Are the flicks repeated?
 - ✦ May the flicks on the leech be caused by the waves?
 - ✦ Does one pump per wave or gust of wind initiating surfing or planing?
 - ✦ Is the boat pumping while already surfing or planing?
 - ✦ Could the trim and release be a response to wind shifts, gusts or waves?
 - ✦ How does it appear compared to the other boats?
-

- ✦ Repeated rolling of the **boat**, induced by
 - ✦ **body** movement,
 - ✦ repeated adjustment of the **sails** or **centreboard**, or
 - ✦ **steering**



- ✦ Is the competitor causing the boat to roll?
 - ✦ Does a single roll clearly propel the boat?
 - ✦ Is the rolling repeated (more than once)?
 - ✦ Is the rolling helping the steering of the boat?
 - ✦ Are there conditions for rolling the boat to facilitate steering?
 - ✦ Is the amount of heeling consistent with the boat's turn?
 - ✦ Is it linked to the wave patterns?
 - ✦ How does it appear compared to the other boats?
-

- ✦ Sudden forward **body** movement, stopped abruptly.



- ✦ Is the movement of the body in phase with the waves?
- ✦ Is the movement of the body forward stopped abruptly?
- ✦ How does it appear compared to the other boats?

- ✦ Repeated movement of the **helm (rudder)** that is either
 - ✦ **forceful**, or
 - ✦ propels the boat **forward**, or
 - ✦ prevents her from moving **astern**



- ✦ 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?
 - ✦ When backing a sail, is the sculling preventing the boat from changing course?
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- ✦ Repeated tacks or gybes **unrelated** to
 - ✦ changes in the **wind**
 - ✦ **tactical** considerations



- ✦ Do the individual tacks or gybes increase the speed of the boat?
 - ✦ Is the increase in speed after the tack/gybe followed by a sudden and significant decrease in speed?
 - ✦ Can the tacks be justified by wind or tactical considerations?
 - ✦ Is there a delay between the completion of the tack/gybe and the righting of the boat?
 - ✦ Does the sailor righten the boat by using forceful body movement?
 - ✦ Does the manoeuvre clearly propels the boat?
 - ✦ How frequently the tack/gybes are taking place?
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Exceptions

(A) A boat may be rolled to **facilitate** steering



(B) A boat's crew may move their bodies to **exaggerate** the rolling that **facilitates steering** the boat through a tack or a gybe, provided that, just after the tack or gybe is completed, the boat's **speed** is **not greater** than it would have been in the absence of the tack or gybe.



(C) When surfing (rapidly accelerating down the front of a wave), planing or foiling is possible

- (1) to INITIATE surfing or planing, each sail may be pulled in only once for each wave or gust of wind, or
- (2) To INITIATE foiling, each sail may be pulled in any number of times.



(D) When a boat is **above** a close-hauled course and either stationary or moving slowly, she may scull to turn **TO** a close-hauled course. (Either tack)



(E) If a batten is inverted, the boat's crew may pump the sail until the batten is no longer inverted.

This action is not permitted if it clearly propels the boat!

(F) A boat **may** reduce speed by repeatedly moving her helm.



(G) Any means of propulsion **may** be used to **help a person** or another vessel in **danger**.



- (H) To **get clear** after grounding or colliding with a vessel or object, a boat **may use force** applied by her crew or the crew of the other vessel and any equipment other than a propulsion engine.
However, the use of engine may be permitted by rule 42.3(i).





Fair Racing!



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