

# RRS 42 - GUIDE - Nacra 17

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## INTRODUCTION

This paper ranks as a guide for judges and competitors. Official interpretations of RRS 42 are published in World Sailing RRS 42 Interpretations and these are referred to in this guide.

## PRINCIPLE

The judges will give competitors the benefit of the doubt, however, when they are sure a competitor is breaking RRS 42 they will act to protect the competitors that are complying with the rule.

## GENERAL

In general, RRS 42 is not a big problem for the Nacra 17 class, especially when foiling, but breaches do occur in the 4-8 knot wind range. It is always fastest for the crew to fully trapeze however because the sheet loads are very high in/out body movements are often required to adjust the sheets.

## NACRA 17 CLASS RULES THAT CHANGE RRS 42

### **Class Rule C.1.1 (b) (1<sup>st</sup> March 2024)**

RRS 42.3(c)(2) is deleted and replaced by:

*“except on a beat to windward, each sail may be pulled in any number of times to initiate foiling.”*

## JUDGE BOAT POSITIONING

Nacra 17s are very fast boats. Careful judge boat positioning is crucial to avoiding interference with the boats while racing, and accidents. Keeping a good 360-degree view on a Nacra 17 race area is essential.

Before the start give plenty of room for the boats to manoeuvre, they require a large area in strong winds. If you get into a poor position, it is better to remain stationary and let them avoid you.

At the top mark, do not position yourself close to the mark and on the extension of the starboard lay line especially in gusty conditions. The best position is to windward of the lay line with the bow pointing head to wind or to the right to have a way-out if necessary. In strong gusts Nacra 17 keep sailing on a close-hauled course pass the mark as they are unable to bear away. Most boats will not tack in the zone due to the loss of speed, they will want to establish themselves on starboard from further out so being close to the zone to see incidents is not as pressing as in other classes.

On the run, be aware that if a Nacra 17 sails into a gust, she needs to bear away and if she runs into a lull, she needs to be able to luff.

Also, never position directly behind the boat as in case of Nacra 17 capsize, you risk running into the crew in the water.

Judge boat wakes and propeller wash must always be kept well clear of boats racing as they cause foils to ventilate resulting in the boats crashing down and losing a lot of distance.

In light winds (4-8 knots) judges should try to position where they are clearly visible to the competitors as boats approach situations where infringements are most likely to occur.

## **Basic**

In light winds at the start, competitors may put their leg in the water. Judges should observe if the competitor is moving their leg in such a way that it propels the boat.

### ***Prohibited actions:***

- Paddling with the legs – 42.1, BASIC 4

### ***Gathering evidence:***

- Is there current moving the boats on the start line?
- Is the boat not moving as much as the others around it?

## **Sheet Pumping**

Rapid sheet adjustment on the main is required to simply keep the boat trimmed. The amount of adjustment is much larger and faster than for other boats. The more rhythmic the adjustments become the closer they get to the penalty area.

### ***Permitted actions:***

- Pumping the main to invert the batten(s) provided this does not clearly propel the boat – RRS 42.3(e)
- Moving a sail in and out in phase with wind shifts, gusts, or waves – PUMP 2
- Pumping to initiate foiling, except on a beat to windward – RRS 42.3(c)(2)

### ***Prohibited actions:***

- Pumping the main when battens are already inverted – PUMP 1
- Clearly propelling the boat while pumping the main to invert the batten(s) – RRS 42.3(e)
- Pulling in and releasing the main not in response to wind shifts, gusts, or waves – PUMP 1
- Pumping to initiate foiling on a beat to windward – RRS 42.3(c)(2)

### ***Gathering evidence:***

- Could the trim and release be a response to wind shifts, gusts, or waves?
- Is the repeated trim and release fanning the sail?
- Is the trim and release aiming to initiate foiling, in conditions where foiling is possible?
- Is foiling possible.

## **Body pumping**

Mostly occurs in marginal trapezing conditions and is induced by the crew. Body pumping to windward may also occur with no flicks on the leach due to high leach tension. Such action will not break RRS 42.2(a) but may still break a basic rule if it clearly propels the boat.

On the starting line, the crew may move to leeward and then to windward forcefully, producing a flick on the leach. This is body pumping if it is repeated. Judges should ensure they observe the effect on the whole of the sail and ensure it is connected to the movement of the competitor.

### ***Prohibited actions:***

- Body pumping with no flicks on the leach that clearly propels the boat – BASIC 4
- Body pumping causing repeated flicks on the leach by the crew leg flexing while on the trapeze or excessively torquing the upper part of the body – PUMP 6
- Body pumping causing repeated flicks on the leach by the crew moving between leeward and windward in a forceful way – PUMP 6

### ***Gathering evidence:***

- Are there waves?
- Is the competitor's body movement in phase with the waves?
- Is the competitor's body movement causing the leach to flick?
- Can you connect the body movements with the flicks?
- Are the flicks repeated?
- May the flicks on the leach be caused by the waves?
- How does it appear compared to the other boats?
- Is observed body pumping causing no flicks on the leach clearly propelling the boat?

## **Ooching**

### **Starting and upwind**

Ooching while starting and upwind in very light conditions is a common breach, where the crew is positioned forward on the windward hull, often on trapeze, and repeatedly moves forcefully forward stopping abruptly. This can be observed both tactically off the start line and at the top mark, and more generally around the course in light, non-foiling conditions.

When the crew is moving on the trapeze during a tack, these movements may be forward as well as outboard/inboard producing a rolling motion. RRS 42.3(b) permits movement of the body to exaggerate rolling in order to facilitate steering through a tack. This includes any forward movement that facilitates steering the boat through a tack or gybe.

To penalise a boat for ooching as a result of a competitor's movement during a tack, judges must be certain the movement was not to facilitate steering through the tack.

It is not permitted to ooch to clear the battens.

#### ***Prohibited actions:***

- Sudden forward body movements stopped abruptly.

### **Foiling**

The angle of the foils and stabilisers on a Nacra 17 are now able to be adjusted whilst racing. When foiling the crew must move fore and aft to maintain foiling and avoid the critical and dangerous situation of a "nose in" or a "flight out" action. Depending on the wind and sea state, the crew actions can be more forceful. These are seamanlike actions of the crew to control the flight of the boat while foiling and to avoid an uncontrolled landing that may cause an accident.

#### ***Permitted actions:***

- Fore and aft crew movements to control the flight of the boat while foiling that are not sudden forward movements stopping abruptly.

#### ***Prohibited actions:***

- Sudden forward body movements stopping abruptly - RRS 42.2(c)
- Sudden forward body movements stopping abruptly, even if they are to clear the battens.

#### ***Gathering evidence:***

- Is the movement a forward motion which stops abruptly?
- Is the movement sudden?
- Has the movement developed in a rhythm?

## **Sculling**

### **Starting**

Due to the small and vertical rudders, a Nacra 17 requires a lot of forceful and repeated helm movements to change course. Such action is permitted even if the boat gains speed provided the boat clearly changes direction towards a close-hauled course. This gaining of speed during course change is typically because of the sails filling, so you must be confident any speed gain is propulsion due to sculling before penalizing.

***Permitted actions:***

- Sculling to one side before the start if the boat is above close hauled and changes direction towards close-hauled course on either tack - RRS 42.3(d)
- Repeatedly moving the helm to reduce the speed – RRS 42.3(f)

***Prohibited actions:***

- After sculling in one direction, further connected sculling to offset the first sculling action. – SCULL 2
- Sculling to offset steering of the boat caused by backing a sail. – SCULL 3

***Gathering evidence:***

- Is the helm movement repeated?
- Is the repeated helm movement forceful or propel the boat forward or prevent her from moving astern?
- Is the boat above close-hauled and moving slowly or stationary?
- Is the repeated helm movement to one side only?
- Does the boat clearly change direction to close-hauled course on either tack?

**TIPS FOR COMPETITORS**

Ask questions.

If you are not sure about a technique, ask in writing for a clarification so that other competitors can also benefit from the answer.

If you get a yellow flag penalty, ask the judges for an explanation of what you can and can't do.

Remember, the more important the event, the higher the ratio of judges to competitors, so your sailing technique will be under scrutiny when it really matters.