

**RULE 42.3 — 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.
- (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 an engine may be permitted by rule 42.3(i).
- (i) Sailing instructions may, in stated circumstances, permit propulsion using an engine or any other method, provided the boat does not gain a significant advantage in the race.



*“Can I change the angle of my boat’s heel to steer the boat more efficiently than using the rudder?”*

Yes. Rule 42.3(a) permits “rolling” the boat to facilitate steering. For instance, sailing downwind in waves it is legal to heel the boat to leeward to head up over a wave, then heel it to windward to steer down the backside, etc. Notice

also that on a run most boats sail faster when heeled to windward, and the crew can position their weight to do this, provided the boat doesn't start "rocking" back and forth as a result.

*"So it is legal to roll-tack and roll-gybe?"*

Absolutely yes! Rule 42.3(b) specifically permits you to exaggerate the rolling provided it helps you steer the boat onto the new *tack*, and provided you don't come out of your tack or gybe going faster than just before you began it. Therefore, you can begin your tack with a slight heel to leeward to begin the boat heading up. Then, as the boat is at or near head to wind, you can roll the boat hard to the new leeward side to help "pivot" the boat onto its new close-hauled course. Finally, you can bring the boat upright or even past upright as it gets to its close-hauled course.

The most important thing is that once the boat is brought up from its roll, the mast cannot make a major dip to leeward and back up again. This second "pump," which serves to accelerate the boat rather than steer it, is illegal.

*"Does rule 42.3(c) permit one pump of each sail per wave?"*



Yes, unless you are attempting to foil in which case you can pump as much as you want to. Rule 42.3(c) permits "pumping," but only to initiate surfing, planing or foiling. The rule permits one "pump" for each sail (main, spinnaker and jib if desired, though pumping the jib is generally slow unless you are winging it) to attempt to surf or plane, and as many pumps as you'd like to foil. However, if the "pump" on the main gets the boat surfing, planing or foiling, a subsequent "pump" on any sheet would not be legal. If the main and spinnaker were "pumped" simultaneously, there would be no problem.

Notice that for surfing you must be trying to launch down the front of the wave (the "downhill side"), meaning you cannot ordinarily pump upwind unless there is a wave coming from behind you (such as a motorboat wake or after a large windshift). You can't "pump" up the backside of the wave claiming it will get you over the top and down the front side faster. A "surfing" boat will shoot through the water faster than boats around it that are not surfing. A "planing" boat will be lifted partly out of the water by its own bow wave, and its stern wave will disappear. Visually it will look like the boat is skimming across the surface of the water. A "foiling" boat will be lifted completely out of the water and will be riding on its foils.

Also you can “pump” using anything controlling the sail, including the vang or a special “pumping” line unless prohibited by class rules.



*“What if after a tack or gybe my compression batten is inverted; can I repeatedly pull in on the main to ‘pop’ it?”*

Yes. But you break rule 42.2(a), pumping, if you clearly propel the boat as a result (see rule 42.3(e)).



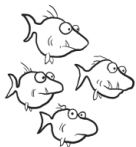
*“Is it true I can never ooch?”*

That’s basically right. Rule 42.3 makes no exception for ooching. However class rules can permit ooching (see next paragraph); and the Intercollegiate Sailing Association (ICSA), which governs college racing in the U.S., permits it in its Procedural Rules.



*“Why is rule 42.2 so restrictive, and can the rule ever be made more permissive other than the exceptions in rule 42.3?”*

The rule writers have taken this step to reduce the strength factor required to race sailboats successfully, and to ensure that the sport remains a sailing contest. Notice that sailing instructions cannot change rule 42 (rule 86.1, Changes to the Racing Rules). Only **class rules** can make rule 42 more permissive by modifying it with a specific reference to it (rule 86.1(c), Changes to the Racing Rules). Therefore a class can permit more than one pump per wave or ooching or more liberal rules about roll tacking and gybing, etc. Additionally a class can permit pumping, rocking and ooching when the wind speed exceeds a specified limit (see Appendix P5, Flags O and R). This is an issue the members of each class should thoroughly discuss, and sailors should be proficient in those skills if permitted.



*“I heard that a protest committee can throw me out under rule 42 without a hearing, and that a DSQ under rule 42 can’t be used as a ‘throwout’ race; is this true?”*

Absolutely not! Under previous editions of *The Racing Rules of Sailing* this was permitted, but no longer. If a judge sees an apparent infringement of rule 42 on the water and Appendix P (Special Procedures for Rule 42) is in effect, he or she can act as permitted (see next paragraph). Otherwise, the judge must protest the boat; and if the protest committee decides the boat broke rule 42, it will disqualify her under rule 64.2 (Penalties), just as with any other rules breach.