



Justin Assad <justin.assad@gmail.com>

Question for judges for women's nationals

Sue Reilly <sue_reillytele@comcast.net>

Mon, May 20, 2019 at 6:22 PM

Reply-To: "sue.reilly.0314@gmail.com" <sue.reilly.0314@gmail.com>

To: "Justin M. Assad" <Justin.M.Assad@dartmouth.edu>, "sue.reilly.0314@gmail.com" <sue.reilly.0314@gmail.com>

Cc: John Mollicone <John_Mollicone@brown.edu>, Mike Kalin <mkalin@mit.edu>

The rules are pretty clear with regard to this and don't take current or what leg the boat is on into consideration. The key phrase is promptly. There is not much wiggle room there. I will be sure to discuss this with the other judges when I see them in the am.

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From: Justin M. Assad <Justin.M.Assad@dartmouth.edu>**Sent:** May 20, 2019 17:55**To:** sue.reilly.0314@gmail.com**Cc:** John Mollicone <John_Mollicone@brown.edu>; Mike Kalin <mkalin@mit.edu>**Subject:** Fwd: Question for judges for women's nationals

----- Forwarded message -----

From: **Michael Kalin** <mkalin@mit.edu>**Date:** Mon, May 20, 2019 at 1:28 PM**Subject:** Question for judges for women's nationals**To:** Justin M. Assad <Justin.M.Assad@dartmouth.edu>, John Mollicone <john_mollicone@brown.edu>**CC:** Matt Lindblad <mitsail@mit.edu>

Hey Justin and John,

I asked this same question before Coast Guard Alumni Bowl, but I think its important that the judges think about it and then give their view. Would you be able to forward to chief judge?

MIT has a question on how the umpires will be ruling on penalty turns when a foul occurs at the windward mark.

If the current and the wind are in same direction, we've seen many different varieties of penalty turns. Coaches, athletes and umpires have all had different interpretations. This season, I've seen boats:

a) immediately start their turn on the offset leg by gybing first and completing penalty turn(s) slightly below the reaching parade. Often that boat will be in last place after the penalty -- I've seen a boat lose 15 places performing this maneuver.

b) immediately trim back to close hauled (or remain close hauled) on starboard tack in an effort to stay well clear, but above the fleet. This takes time to develop, and the boat begins their turns with a tack above the fleet. This maneuver usually costs 4-6 places in the race.

c) reach at full speed beyond the offset mark, gybe around the offset mark, and complete the turns between the windward mark and offset. On a single penalty turn, I've seen this maneuver result in the loss of a mere one boat.

Other questions:

1) Does the length of the offset leg change your interpretation?

2) Does the sailing angle of the offset leg change your interpretation (ie. in a strong current and a tight offset leg)?

Could you please provide your interpretation of how a boat is to "keep clear" before performing penalty turn(s) in this situation?

All the best,

Mike Kalin

MIT

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please excuse my brevity and any typographical errors as this was sent from my mobile device.