

ISAF Racing Rules Question and Answer Service



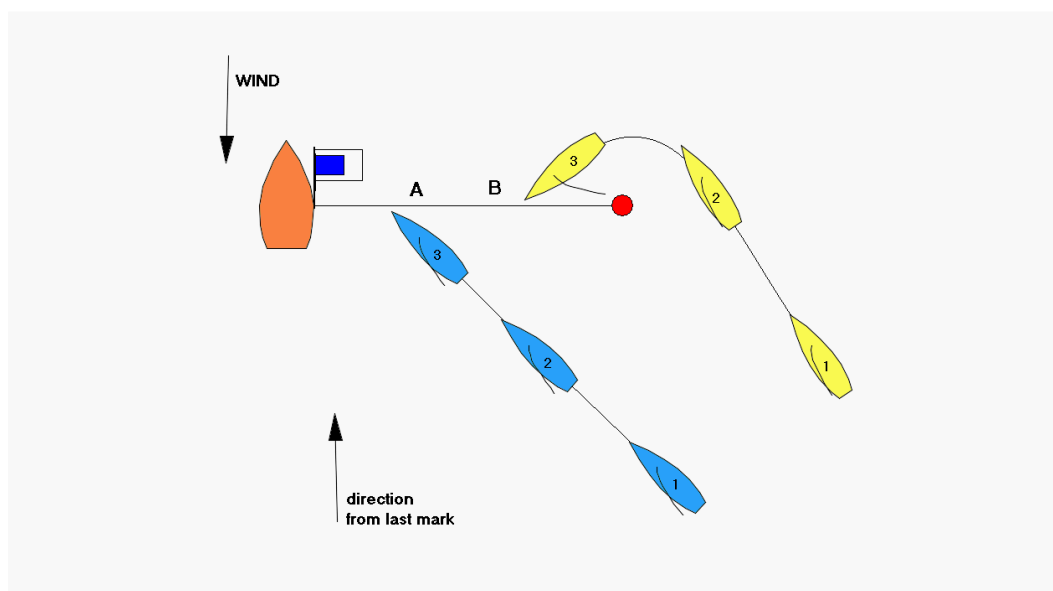
Q&A 2009-016

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Situation

According to the Sailing Instructions marks were to be left to port. Due to insufficient wind the race committee shortened the course by displaying flag S with two sounds at a staff on a committee boat near the windward mark.

Due to bad anchoring conditions at the starboard side of the mark the committee anchored the boat at the port side of the windward mark and so laid the finishing line at the “wrong side” of the mark.



Question 1

Are boats after the race committee has shortened the course still required to leave the mark to port and make a hook round finish as boat B (yellow) in the diagram, or is this mark no longer a rounding mark but a finishing mark so that boats are required to cross the finishing line in the direction of the course from the last mark as boat A (blue) in the diagram?

Answer 1

Because the race committee has signaled a shortened course, the mark is now a finishing mark rather than a rounding mark, and boats must cross the finishing line in the direction of the course from the last mark in accordance with the definition Finish. In the diagram, boat A finishes correctly.

Question 2

Could the protest committee consider laying the finishing line at the “wrong side” of the mark an improper action of the race committee, refer to case 45 *Revised 2007* and decide to score all the boats in the order they crossed the finishing line without regard to the direction in which they crossed it?

Answer 2

No. As long as the line clearly is at an angle to the course from the last mark, the definition Finish gives the correct finishing direction, irrespective of which side the finishing vessel is situated.

Had the race committee issued a sailing instruction that required the boats to cross the finishing line from the wrong direction, that would have been an improper action, and redress could have been considered (see ISAF Case 45).