

Other Committees -

Racing Rules of Sailing

A submission from the Norwegian Sailing Federation

Proposal

Appendix C

Add new rule C2.12

C2.12 Add to the preamble of Part 4: 'Rule 42 shall also apply between the warning and preparatory signal.'

Change the title of C2 to read:

C2 CHANGES TO The DEFINITIONS, The RULES OF PART 2 AND PART 4

Reason

In light conditions, it has become common for boats to use the engine for propulsion up to the preparatory signal. As a result, a boat will enter in accordance with C4.2 with more momentum than she would have had without using the engine.

This is undesirable for the following reasons:

1. The aim of C4.2 is to give the boats an equal start in the prevailing conditions. Use of the engine by one or both boats may compromise this.
2. It can be difficult to judge the exact moment when the engine is being shut off.
3. There is a requirement in the ISAF Standard Sailing Instructions for Match Racing that the gear lever shall be in reverse position while racing. Instant reverse may cause damage to supplied boats.
4. This is not the image we want to present to spectators and the media.

The proposed wording will enable the umpires to penalise in under C5(b).

