

Racing Rules of Sailing

Definition Start, Definition Finish

A submission from the Chairman of Race Officials Committee

Purpose or Objective

To simplify the definition of start and finish and avoid inconsistency between the definitions used in different events.

Proposal 1

Amend Definition Start as follows:

Start A boat *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, ~~crew or equipment~~ crosses the starting line in the direction of the first *mark*.

Current Position

As above.

Reasons

1. The current definition implies that the race officer sighting the line has to be aware of which boat certain equipment, e.g. a bow sprit, belongs to.
2. The challenges of relating equipment to a certain boat has led some events to change the definition of start. That solves the problem for the event, but it creates inconsistency between events.
3. This submission will establish consistency between events, and the ERS have a clear definition of 'hull', so there is no doubt what that is.

Proposal 2

Amend Definition Finish as follows:

Finish A boat *finishes* when any part of her hull, ~~or crew or equipment in normal position,~~ crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

- (a) takes a penalty under rule 44.2,
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- (b)corrects an error under rule 28.2 made at the line, or
- (c)continues to sail the course.

Current Position

As above.

Reasons

1. The same reasons as provided above for the definition of Start apply here. In addition, this submission removes the uncertainty about "in normal position".
2. Appendix C has already adopted this change in the current rulebook, and it has not caused any problems for race officers. Therefore, this submission will re-establish consistency between fleet racing and match racing.

Proposal 3

If Proposal 1 or 2 is not approved, this proposal should be considered for the non-approved proposals.

The proposal(s) are approved only as experimental rule changes for 2018-2019 to be used in specified regattas to collect data and experiences with the view of submitting the proposal(s) as permanent rule changes for November 2019.

The suggested regattas for this experimental change are the WS World Cup Series events in 2019.

Current Position

There is no current position.

Reasons

1. Submission 162-09 was similar to Proposal 2 above. It was rejected because of an assumed problem with identification of the hull when boats are under spinnakers. It has already proved to work for match racing. With this submission, it will be known next year exactly how it worked for fleet racing.
 2. There is an increasing probability that tracking systems will soon be reliable and accurate enough for OCS calls. When such systems are introduced, the call of OCS will be on the hull (bow). Therefore, it would be useful to introduce the concept as soon as possible.
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