

Racing Rules of Sailing

Introduction of a new rule in Appendix D

A submission from the German Sailing Federation

Purpose or Objective

To implement the last point of certainty in the rules for umpired team racing.

Proposal

Option 1:

Change the title of rule D1.1 as follows:

D1.1 Definitions and the Rules of Parts 1, 2 and 4

Add new rule D1.1(b) and renumber the remaining rule D1.1 accordingly:

(b) For races umpired as provided in rule D2, add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.

Option 2:

Add new rule D2.1(b); renumber the remaining rule D2.1 accordingly:

(b) Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.

Current Position:

None. The proposed rule is new.

Reasons

1. Unlike other umpired formats such as match racing or umpired fleet racing (see RRS C2.5, MR1.1(b), UF1.2 of FMS1.1), the rules for team racing do not include a specific rule for the 'last point of certainty'. However, even the World Sailing Team Racing Umpire Manual states in Section 3.2 that this principle is to be applied for umpired team racing. The proposed change implements this long-standing practice into the rules.
 2. The application of the proposed rule shall be limited to umpired races only.
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