

Racing Rules of Sailing

Appendix LG – SI Guide 16.3

A submission from the Japan Sailing Federation

Purpose or Objective

To remove ambiguity and potential conflict with Rule 63.1.

Proposal

Change SI 16.3 in the template given in Appendix LG as follows:

16.3 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes.

Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place [one] [two] more than the ~~points scored by the last boat that finished~~ **number of boats that have finished** within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

Current Position

As above.

Reasons

1. It is not logical at all that a boat's "finishing place" is to be determined based on a "score" of another boat.
 2. A potential conflict may arise if the last boat that finished within the Finishing Window is thereafter disqualified for instance. In such a case, the last boat disqualified shall be then scored points for the finishing place one more than the number of boats entered in the series as provided by Rule A5.2, and then the finishing place of a TLE boat is now [one] [two] more than the "points" given to the last boat, which is now [two] [three] more than the number of boats entered (when the Low Point System applies). Thus, disqualification given to the last boat makes the TLE boat's score worse significantly as if they were given disqualifications despite not being a party to the hearing, which Japan Sailing Federation believes is not intended.
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