



FINISH

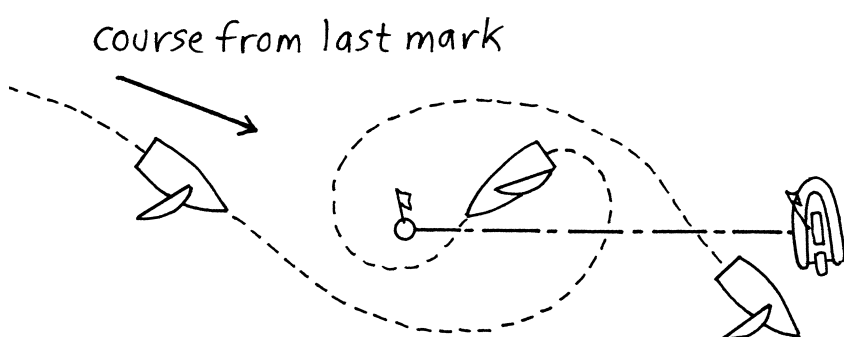
A boat *finishes* when, after her starting signal, any part of her hull crosses the finishing line from the course side. However, she has not *finished* if after crossing the finishing line she

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

After *finishing* she need not cross the finishing line completely. The sailing instructions may change the direction in which boats are required to cross the finishing line to *finish*.

You *finish* when any part of your hull (not your crew or equipment) crosses the finishing line. Therefore, in a strong adverse current for example, all you need to do is get your bow across the finishing line to get your finishing place or time. You do not need to cross the finishing line completely.

The “hull” is the boat’s main body or shell. Things protruding from the hull such as bowsprits are typically not part of the “hull.” Sailors and race officials will need to check with class rules, the World Sailing *Equipment Rules of Sailing* and a dictionary to determine what the “hull” includes in each class.



Boat X finishes when she crosses the finishing line the third time.

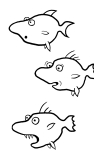
If you foul a boat at the finishing line or touch a finishing *mark*, it’s possible that you will have crossed the finishing line before doing your penalty turns (see rule 44.2, Penalties at the Time of an Incident). That is not a problem. Simply get clear of other boats, do your penalty turn(s) and then cross the finishing line again. You *finish* when you cross the finishing line after taking your penalty; i.e., the first time you crossed the line will be disregarded.

If you do not *finish* correctly, the race committee is required to score you DNF (Did not *finish*) without needing to protest you (rule A5.1, Scores Determined by the Race Committee). If you feel it has incorrectly scored you DNF, you can request redress under rule 61.4(b)(1) (Redress Decisions). However, if you *finish*, but the race committee thinks it saw you touch a finishing *mark* or foul another boat and you do not take a penalty, it must score you as having *finished* and then it can protest you for breaking rule 31 (Touching a Mark) or the appropriate racing rule in accordance with rules 60.1 (Right to Protest) and 60.2(a)(2) (Intention to Protest).

Note, if the race committee thinks you skipped a *mark* or otherwise failed to *sail the course* correctly, it is required to score you NSC (Did not *sail the course*) without needing to protest you (rule A5.1, Scores Determined by the Race Committee). Again, if you feel it has incorrectly scored you NSC, you can request redress under rule 61.4(b)(1).

Sometimes, when coming up to a finishing line, it is not always clear which way to go across it. The definition says that a boat *finishes* when she crosses the finishing line from the course side. The “course side” is the side the last *mark* of the course prior to the finishing line is on. Therefore, simply cross the line in the natural direction from the last *mark* you rounded or passed, regardless of any required sides either of the finishing *marks* may have had at other times during the race (see Cases 45 and 129).

“If the race committee shortens the course at a leeward mark that was supposed to be left to port, but anchors the committee boat to the left of the mark looking downwind, do I cross the finishing line leaving the mark to starboard, or do I hook around the mark and leave it to port?”



You cross the finishing line from the “course side,” which means leaving the leeward mark to starboard. Case 129 says, “After the race committee shortens the course, the mark is no longer a rounding mark. It becomes a finishing mark (see rule 32.2). To comply with rule 28, boats must finish in accordance with the definition *Finish*. Therefore they must cross the finishing line from its course side.”

And if you realize you have crossed the finishing line in the wrong direction, you can correct your error so that your course complies with rule 28.1 (Sailing the Course). Remember that this may require that you “unwind your string” first before crossing the line in the correct direction (see the definition *Sail the Course*).

Finally, there are times when the course requires boats to sail through a gate after each lap, or the course is windward/leeward twice around with the start/finish line in the middle of the beat. If boats cross the line on their way to the windward mark, they are continuing to *sail the course*, and therefore they have not “finished.”