Racing Rules of Sailing

Appendix B

A submission from the Chairman of the Racing Rules Committee

Purpose

To change the structure of Appendix B to the structure used in Appendix F and, in particular to change the system for assigning rule numbers in Appendix B to the system used in Appendix F. Also, to move rules B11 and B12 to two separate online appendices for Expression and Speed Competition for windsurfers.

Proposal 1

Renumber and reorganize, without changing any wording, the Definitions and rules B1 – B10 in Appendix B as shown in the file titled ‘Addendum to the Submission on Appendix B Structure’, which can be found at <Insert web address here>.

Proposal 2

Delete rule B11 and move its rules into a new online appendix, Appendix BX, Rules for Windsurfing Expression Competition.

Proposal 3

Delete rule B12 and move its rules into a new online appendix, Appendix BV, Rules for Windsurfing Speed Competition.

Current Position


Reason

Proposal 1: In the current RRS, rules B1 – B9 in Appendix B are very similar to rules F1 – F9 in Appendix F. However, the numbering system used in Appendix B is very different from the system used in Appendix F. For example, in Appendix B, rule 23 is changed and the number given to rule 23 for Appendix B is ‘B2.23’; in Appendix F, rule 23 is changed and the number given to rule 23 for Appendix F is simply ‘23’. In no other place in the RRS are numbers such as ‘B3.26.1’ used. For consistency and simplicity, Proposal 1 changes the numbering system used in Appendix B to that used in Appendix F.
Proposals 2 and 3: Expression Competitions and Speed Competitions for windsurfers are strikingly different from events in which races are held for windsurfers. In expression, points are given by judges after they view an individual sailor’s performance on a windsurfer. In speed, boats ‘race’ against a clock, not other windsurfers. A book of ‘racing rules’ is not a logical place to locate rules for these strikingly different disciplines. Under Proposals 2 and 3, the rules for expression and speed for windsurfing would be treated just as they are for kiteboards (see the second paragraph of the preamble to Appendix F). They would be in separate online appendices.

Locating the rules for expression and speed online has the advantage that their development and management could be turned over to specialized working parties appointed by the chairman of the Racing Rules Committee, and the rules in those appendices could be changed at any time as those disciplines develop. This gives the possibility of more rapid evolution to these relatively new disciplines. The rules for Slalom for windsurfing were recently posted on the website where they can develop in this manner.
Addendum to Submission on Appendix B Structure

**File showing the structure that Appendix B would have in the 2021-2024 RRS if the proposals in the Submission on Appendix B Structure are approved.**

Rule B11, Changes to Rules for Expression Competition, and Rule B12, Changes to Rules for Speed Competition, are not in this file because, if Proposals 2 and 3 in that submission are approved, those two rules will be moved out of *The Racing Rules of Sailing* (RRS) and will become two new appendices posted on the World Sailing website.

In this file, you will find a restructured version of about the first 70% of Appendix B from the current edition of the RRS. This includes the preamble, changes to the Definitions, and rules B1 through B10. The structure used here is identical to the structure used in Appendix F in the current edition of the RRS.

The main difference between current Appendix B and the restructured Appendix B is in how rules numbered. The numbering used in current Appendix B (which uses numbers such as B2.24.3 and B7.90) has been replaced by numbering system used in current Appendix F.

There are a few other changes shown. They follow the standard process for showing changes that is used in all submissions: Words that are added are shown in **bold underlined**, and words that deleted are shown **struck through with a double line**.

Also, note that on 20 October 2016, in a Changes and Correction document posted on the World Sailing website, two urgent changes in Appendix B were made – the change in the definition *Proper Course* was deleted, and, in rule B2, the wording of rule 17 was changed. Those two changes have been made in the version of current Appendix B shown below.
Windsurfing races shall be sailed under The Racing Rules of Sailing as changed by this appendix. The term ‘boat’ elsewhere in the racing rules means ‘board’ or ‘boat’ as appropriate. The term ‘heat’ means one elimination race, a ‘round’ consists of several heats, and an ‘elimination series’ consists of one or more rounds. However, in speed competition, a ‘round’ consists of one or more speed ‘runs’.

A windsurfing event can include one or more of the following disciplines or their formats:

<table>
<thead>
<tr>
<th>Discipline</th>
<th>Formats</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racing</td>
<td>Course racing; Slalom; Marathon</td>
</tr>
<tr>
<td>Expression</td>
<td>Wave performance; Freestyle</td>
</tr>
<tr>
<td>Speed</td>
<td>Standard Offshore Speed Course; Speed Crossings; Alpha Speed Course</td>
</tr>
</tbody>
</table>

In expression competition a board’s performance is judged on skill and variety rather than speed and is organized using elimination series. Either wave performance or freestyle competition is organized, depending on the wave conditions at the venue.

In racing or expression competition, boards may compete in elimination series, and only a limited number of them may advance from round to round. A marathon race is a race scheduled to last more than one hour.

In speed competition a board’s performance is based on her speed over a measured course. Boards take turns sailing runs over the course.

Note: Appendix BX, Windsurfing Expression Competition Rules, and Appendix BV, Windsurfing Speed Competition Rules, are not included in this appendix. The current versions of these appendices can be found the World Sailing website.

CHANGES TO THE DEFINITIONS

The definitions Mark-Room, and Tack, Starboard or Port are changed to deleted and replaced by:

Mark-Room  Mark-Room for a board is room to sail her proper course to round or pass the mark. However, mark-room for a board does not include room to tack unless she is overlapped inside and to windward of the board required to give mark-room and she would be fetching the mark after her tack.

Tack, Starboard or Port  A board is on the tack, starboard or port, corresponding to the competitor’s hand that would be nearer the mast if the competitor were in normal sailing position with both hands on the wishbone and arms not crossed. A board is on starboard tack when the competitor’s right hand would be nearer the mast and is on port tack when the competitor’s left hand would be nearer the mast.

The definition Zone is deleted.
Appendix B  WINDSURFING RACING COMPETITION RULES

Add the following definitions:

**Capsized**  A board is *capsized* when she is not under control because her sail or the competitor is in the water.

**Rounding or Passing**  A board is *rounding or passing a mark* from the time her proper course is to begin to manoeuvre to round or pass it, until the mark has been rounded or passed.

B1  CHANGES TO THE RULES OF PART 1

[No changes.]

B2  CHANGES TO THE RULES OF PART 2

13  WHILE TACKING

Rule 13 is changed to:

After a board passes head to wind, she shall *keep clear* of other boards until her sail has filled. During that time rules 10, 11 and 12 do not apply. If two boards are subject to this rule at the same time, the one on the other’s port side or the one astern shall *keep clear*.

17  ON THE SAME TACK BEFORE A REACHING START

Rule 17 is changed to:

When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind, a board *overlapped to leeward* of another board on the same tack during the last 30 seconds before her starting signal shall not sail above the shortest course to the first mark while they remain overlapped if as a result the other board would need to take action to avoid contact, unless in doing so she promptly sails astern of the other board.

18  MARK-ROOM

Rule 18 is changed as follows:

The first sentence of rule 18.1 is changed to:

Rule 18 applies between boards when they are required to leave a mark on the same side and at least one of them is *rounding or passing* it.

Rule 18.2(b) is changed to:

(b)  If boards are *overlapped* when the first of them is *rounding or passing* the mark, the outside board at that moment shall thereafter give the inside board *mark-room*. If a board is *clear ahead* when she is *rounding or passing* the mark, the board clear astern at that moment shall thereafter give her *mark-room*.

Rule 18.2(c) is changed to:

(c)  When a board is required to give *mark-room* by rule 18.2(b), she shall continue to do so even if later an *overlap* is broken or a new *overlap* begins. However, if the board entitled to *mark-room* passes head to wind, rule 18.2(b) ceases to apply.
Rule 18.3 is deleted.

18.4 Gybing or Bearing Away

Rule 18.4 is changed to:

When an inside overlapped right-of-way board must gybe or bear away at a mark to sail her proper course, until she gybes or bears away she shall sail no farther from the mark than needed to sail that course. Rule 18.4 does not apply at a gate mark.

23 CAPSIZED; AGROUND; RESCUING

Rule 23 is changed to:

23.1 If possible, a board shall avoid a board that is capsized or has not regained control after capsizing, is aground, or is trying to help a person or vessel in danger.

23.2 If possible, a board that is capsized or aground shall not interfere with another board.

24 INTERFERING WITH ANOTHER BOARD; SAIL OUT OF WATER

Add new rule 24.3:

24.3 In the last minute before her starting signal, a board shall have her sail out of the water and in a normal position, except when accidentally capsized.

PART 2 RULES DELETED

Rule 18.3 is deleted.

B3 CHANGES TO THE RULES OF PART 3

26 STARTING RACES

Rule 26 is changed to:

26.1 System 1

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<table>
<thead>
<tr>
<th>Minutes before starting signal</th>
<th>Visual signal</th>
<th>Sound signal</th>
<th>Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>5*</td>
<td>Class flag</td>
<td>One</td>
<td>Warning signal</td>
</tr>
<tr>
<td>4</td>
<td>P, I, Z, Z with I, U, or black flag</td>
<td>One</td>
<td>Preparatory signal</td>
</tr>
<tr>
<td>1</td>
<td>Preparatory flag removed</td>
<td>One long</td>
<td>One minute</td>
</tr>
<tr>
<td>0</td>
<td>Class flag removed</td>
<td>One</td>
<td>Starting signal</td>
</tr>
</tbody>
</table>

*or as stated in the sailing instructions

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.
26.2 **System 2**

Races shall be started by using the following signals. Times shall be taken from the visual signals; the absence of a sound signal shall be disregarded.

<table>
<thead>
<tr>
<th>Minutes before starting signal</th>
<th>Visual signal</th>
<th>Sound signal</th>
<th>Means</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Class flag or heat number</td>
<td></td>
<td>Attention signal</td>
</tr>
<tr>
<td>2</td>
<td>Red flag; attention signal removed</td>
<td>One</td>
<td>Warning signal</td>
</tr>
<tr>
<td>1</td>
<td>Yellow flag; red flag removed</td>
<td>One</td>
<td>Preparatory signal</td>
</tr>
<tr>
<td>½</td>
<td>Yellow flag removed</td>
<td>30 seconds</td>
<td></td>
</tr>
<tr>
<td>0</td>
<td>Green flag</td>
<td>One</td>
<td>Starting signal</td>
</tr>
</tbody>
</table>

26.3 **System 3 (for Beach Starts)**

(a) When the starting line is on the beach, or so close to the beach that the competitor must stand in the water to start, the start is a beach start.

(b) The starting stations shall be numbered so that station 1 is the most windward one. Unless the sailing instructions specify some other system, a board’s starting station shall be determined

(1) for the first race or round of the event, by draw, or

(2) for any race or round after the first one, by her place in the previous race or heat (The first place on station 1, the second place on station 2, and so on.).

(c) After boards have been called to take their positions, the race committee shall make the preparatory signal by displaying a red flag with one sound. The starting signal shall be made, at any time after the preparatory signal, by removing the red flag with one sound.

(d) After the starting signal each board shall take the shortest route from her starting station to the water and then to her sailing position without interfering with other boards. Part 2 rules will apply when both of the competitor’s feet are on the board.

31 **TOUCHING A MARK**

Rule 31 is changed to:

A board may touch a mark but shall not hold on to it.

B4 **CHANGES TO THE RULES OF PART 4**

42 **PROPELATION**

Rule 42 is changed to:

A board shall be propelled only by the action of the wind on the sail, by the action of the water on the hull and by the unassisted actions of the competitor. However, significant progress shall not be made by paddling, swimming or walking.
COMPETITOR CLOTHING AND EQUIPMENT

Rule 43.1(a) is changed to:

(a) Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of at least one litre and weigh no more than 1.5 kilograms when full.

**Rule 43.2 is deleted.**

PENALTIES AT THE TIME OF AN INCIDENT

Rule 44 is changed to:

44.1 Taking a Penalty

A board may take a 360°-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while _racing_. The sailing instructions may specify the use of some other penalty. However, if the board caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

44.2 360°-Turn Penalty

After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before _finishing_.

**Rule 44.3 is deleted.**

OTHER PART 4 RULES DELETED

Rules 43.2, 44.3, 45, 47.2, 48.1, 49, 50, 51, 52 and 54 are deleted.

CHANGES TO THE RULES OF PART 5

60 RIGHT TO PROTEST; RIGHT TO REQUEST REDRESS OR RULE 69 ACTION

Rule 60.1(a) is changed by deleting ‘or saw’.

61 PROTEST REQUIREMENTS

The first three sentences of rule 61.1(a) are changed to:

A board intending to protest shall inform the other board at the first reasonable opportunity. When her _protest_ will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’. She shall also inform the race committee of her intention to protest as soon as practicable after she _finishes_ or retires.

62 REDRESS

Rule 62.1(b) is changed to:

(b) injury, physical damage or _capsize_ because of the action of...
(1) a board that broke a rule of Part 2 and took the appropriate penalty or was penalized, or

(2) a vessel not racing that was required to keep clear.

64 DECISIONS

Rule 64.3(b) is changed to:

(b) When the protest committee is in doubt about a matter concerning the measurement of a board, the meaning of a class rule, or damage to a board, it shall refer its questions, together with the relevant facts, to an authority responsible for interpreting the rule. In making its decision, the committee shall be bound by the reply of the authority.

B6 CHANGES TO THE RULES OF PART 6

78 COMPLIANCE WITH CLASS RULES; CERTIFICATES

Add to rule 78.1: ‘When so prescribed by World Sailing, a numbered and dated device on a board and her centreboard, fin and rig shall serve as her measurement certificate.’

B7 CHANGES TO THE RULES OF PART 7

90 RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING

The last sentence of rule 90.2(c) is changed to: ‘Oral instructions may be given only if the procedure is stated in the sailing instructions.’

B8 CHANGES TO APPENDIX A

A1 NUMBER OF RACES; OVERALL SCORES

Rule A1 is changed to:

The number of races scheduled and the number required to be completed to constitute a series shall be stated in the notice of race or sailing instructions. If an event includes more than one discipline or format, the notice of race or sailing instructions shall state how the overall scores are to be calculated.

A2 SERIES SCORES

Rule A2.1 is changed to:

Each board’s series score shall, subject to rule 90.3(b), be the total of her race scores excluding her

(a) worst score when from 5 to 11 races have been completed, or

(b) two worst scores when 12 or more races have been completed.

(The notice of race or sailing instructions may make a different arrangement. A race is completed if scored; see rule 90.3(a).) If a board has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The board with the lowest series score wins and others shall be ranked accordingly.
A8 SERIES TIES

Rule A8 is changed to:

A8.1 If there is a series-score tie between two or more boards, they shall be ranked in order of their best excluded race score.

A8.2 If a tie remains between two or more boards, each board’s race scores, including excluded scores, shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the board(s) with the best score(s). These scores shall be used even if some of them are excluded scores.

A8.3 If a tie still remains between two or more boards, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied boards’ scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

B9 CHANGES TO APPENDIX G

G1 WORLD SAILING CLASS BOARDS

G1.3 Positioning

Rule G1.3(a) is changed to:

(a) The class insignia shall be displayed once on each side of the sail in the area above a line projected at right angles from a point on the luff of the sail one-third of the distance from the head to the wishbone. The national letters and sail numbers shall be in the central third of that part of the sail above the wishbone, clearly separated from any advertising. They shall be black and applied back to back on an opaque white background. The background shall extend a minimum of 30 mm beyond the characters. There shall be a ‘–’ between the national letters and the sail number, and the spacing between characters shall be adequate for legibility.

APPENDIX G RULES DELETED

The first sentence of rule G1.3(b) is deleted. Rules G1.3(c), G1.3(d) and G1.3(e) are deleted.

B10 CHANGES TO RULES FOR EVENTS THAT INCLUDE ELIMINATION SERIES

For an event that includes an elimination series, the rule changes in rule B10 apply, in addition to the changes in Definitions and in rules B1 – B9.

29 RECALLS

For a race of an elimination series that will qualify a board to compete in a later stage of an event, rule 29 is changed to:

(a) When at a board’s starting signal any part of her hull, crew or equipment is on the course side of the starting line, the race committee shall signal a general recall.

(b) If the race committee acts under rule 29(a) and the board is identified, she shall be disqualified without a hearing, even if the race is abandoned. The race committee shall hail or display her sail number, and she shall
leave the course area immediately. If the race is restarted or resailed, she shall not sail in it.

(c) If the race was completed but was later abandoned by the protest committee, and if the race is resailed, a board disqualified under rule 29(b) may sail in it.

37 ELIMINATION SERIES INCLUDING HEATS

Add new rule 37:

*Rule 37 applies in elimination series in which boards compete in heats.*

37.1 Elimination Series Procedure

(a) Competition shall take the form of one or more elimination series. Each of them shall consist of either rounds in a single elimination series where only a number of the best scorers advance, or rounds in a double elimination series where boards have more than one opportunity to advance.

(b) Boards shall sail one against another in pairs, or in groups determined by the elimination ladder. The selected form of competition shall not be changed while a round remains uncompleted.

37.2 Seeding and Ranking Lists

(a) When a seeding or ranking list is used to establish the heats of the first round, places 1–8 (four heats) or 1–16 (eight heats) shall be distributed evenly among the heats.

(b) For a subsequent elimination series, if any, boards shall be reassigned to new heats according to the ranking in the previous elimination series.

(c) The organizing authority’s seeding decisions are final and are not grounds for a request for redress.

37.3 Heat Schedule

The schedule of heats shall be posted on the official notice board no later than 30 minutes before the starting signal for the first heat.

37.4 Advancement and Byes

*The* in racing and expression competition, the boards in each heat to advance to the next round shall be announced by the race committee no later than 10 minutes before the starting signal for the first heat. The number advancing may be changed by the protest committee as a result of a redress decision.

(b) In expression competition, any first round byes shall be assigned to the highest seeded boards.

(c) In wave performance competition, only the winner of each heat shall advance to the next round.

(d) In freestyle competition, boards shall advance to the next round as follows: from an eight-board heat, the best four advance, and the winner will sail against the fourth and the second against the third; from a four-board heat, the best two advance and will sail against each other.
37.5 Finals
   (a) The final shall consist of a maximum of three races. The race committee shall announce the number of races to be sailed in the final no later than 5 minutes before the warning signal for the first final race.
   (b) A runners-up final may be sailed after the final. All boards in the semifinal heats that failed to qualify for the final may compete in it.

63 HEARINGS
   For a race of an elimination series that will qualify a board to compete in a later stage of an event, rules 61.2 and 65.2 are deleted and rule 63.6 is changed to:

63.6 Taking Evidence and Finding Facts
   Protests and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

70 APPEALS AND REQUESTS TO A NATIONAL AUTHORITY
   Change rule 70 to: Add new rule 70.7.
   Appeals are not permitted in disciplines and formats with elimination series.

A2.1 SERIES SCORES
   Rule A2.1 in rule B8 is changed to:
   Each board’s elimination series score shall, subject to rule 90.3(b), be the total of her race scores excluding her
   (a) worst score when 3 or 4 races are completed,
   (b) two worst scores when from 5 to 7 races are completed,
   (c) three worst scores when 8 or more races are completed.

   Each board’s final series score shall be the total of her race scores excluding her worst score when 3 races are completed. (The notice of race or sailing instructions may make a different arrangement. A race is completed if scored; see rule 90.3(a).) If a board has two or more equal worst scores, the score(s) for the race(s) sailed earliest in the series shall be excluded. The board with the lowest series score wins and others shall be ranked accordingly.

A4 LOW POINT SYSTEM
   Add at the end of the first sentence of rule A4.2: ‘or, in a race of an elimination series, the number of boards in that heat’.

   Add new rule A4.3:
   When a heat cannot be completed, the points for the unscored places shall be added together and divided by the number of places in that heat. The resulting number of points, to the nearest tenth of a point (0.05 to be rounded upward), shall be given to each board entered in the heat.