Racing Rules of Sailing

Appendix F

A submission from the International Formula Kite Class Association, the International KiteFoil Class Association, the International TwinTip:Racing Class Association and the Chairman of the Racing Rules Committee

Proposal 1

Change the definition *Clear Astern and Clear Ahead; Overlap* in Appendix F as follows:

**Clear Astern and Clear Ahead; Overlap** One kiteboard is *clear astern* of another when her hull is behind a line abeam from the aftermost point of the other kiteboard’s hull. The other kiteboard is *clear ahead*. They *overlap* when neither is *clear astern*. However, they also *overlap* when a kiteboard between them overlaps both. **If there is reasonable doubt that two kiteboards are overlapped, it shall be presumed that they are not.** These terms always apply to kiteboards on the same **tack**. They apply to kiteboards on opposite **tacks** only when both kiteboards are sailing more than ninety degrees from the true wind.

Current Position

See above

Reason

The kiteboard hulls are very short, and they move in high speeds. Consequently, in the vast majority of situations the relationship between them is clear ahead/clear astern. This addition will simplify the game.

Proposal 2

Change the definition *recovering* in Appendix F as follows

**Recovering**

(a) A kiteboard is *recovering* from the time she loses steerage way until she regains it, unless she is capsized.

(b) A kiteboard is *recovering* from the time her kite is out of the water until she has steerage way.

Current Position

See above

Reason
Often a kiteboard may lose steerage way and will be recovering without having been capsized and her kite ever been in the water.

Proposal 3

Add rule 15 in appendix F as follows:

15 ACQUIRING RIGHT OF WAY

Rule 15 is changed to:

When a kiteboard acquires right of way, she shall initially give the other kiteboard room to keep clear, unless she acquires right of way because of the other kiteboard’s actions. However, a kiteboard shall be exonerated if she breaks this rule and there is no contact.

Current Position

See above

Reason

The last sentence added to rule 15 compared with the basic rule, is preventing a kiteboard which initially broke rule 15 but then avoided contact, from being penalized. It is not possible to ‘unbreak’ a rule with a subsequent action, therefore, exonerating the kiteboard is the only way to solve this.

Proposal 4

Change rule 16.1 in appendix F as follows:

16.1 When a right-of-way kiteboard changes course or the position of her kite, she shall give the other kiteboard room to continue to keep clear.

Current Position

See above

Reason

Rule 16.1 puts a limitation to the actions of a right of way kiteboard not to change course or the position of her kite without giving the keep clear kiteboard room to keep clear. When the right of way leeward kiteboard changes course or the position of her kite and there is immediate contact, she will break rule 16.1, even though the keep clear windward kiteboard has not been keeping clear. The addition of the words ‘to continue’, clarify that the limitation on the rights of the right-of-way kiteboard apply only when the keep clear kiteboard is indeed keeping clear. This addition is
necessary as the situation is common between kiteboards, because of the tree dimensional movement.

Proposal 5
Add to Appendix F a change to the preamble of Section D of Part 2:

**SECTION D**

**OTHER RULES**

*When rule 22 or 23 applies between two kiteboards, Section A and C rules do not.*

Current Position
See above

Reason
To clarify that rules 22 and 23 prevail over other rules that apply at marks and obstructions.

Proposal 6
Add rule 26 in Appendix F

**Rule 26 is changed to:**

**26 STARTING RACES**

26.1 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>3</td>
<td>Class flag</td>
<td>One</td>
<td>Warning signal</td>
</tr>
<tr>
<td>2</td>
<td>U or black flag</td>
<td>One</td>
<td>Preparatory signal</td>
</tr>
<tr>
<td>1</td>
<td>U or black 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>

Current Position
See above

Reason
To include a starting system in Appendix F, consistent to other appendices, in order to promote consistent practice across events. The starting sequence is reduced to 3 minutes considering the target race duration and the speed of the kiteboards. Only rules 30.3 and 30.4 are being used.

Proposal 7
Change Appendix F rule 44.1(b) to:

(b) if the kiteboard caused injury, serious damage or a tangle or, despite taking a penalty, gained a significant advantage or caused significant disadvantage to the other kiteboard in the race or series by her breach, her penalty shall be to retire.

Current Position
See above

Reason
A kiteboard that breaks a rule may cause the other kiteboard to lose a lot of time before she can resume racing without damage or injury occurring. Although the right of way kiteboard would not be entitled to redress, the One-Turn penalty to the kiteboard that did not keep clear does not seem sufficient.

Proposal 8
Change Appendix F rule 44.2 to:

44.2 One-Turn Penalty

After getting well clear of other kiteboards as soon after the incident as possible, a kiteboard takes a One-Turn Penalty by promptly making one turn with her hull appendage in the water. The turn shall include one completed tack and one completed gybe. Forward motion shall be established between the tack and the gybe (or vice versa) with the competitor on the correct side of the hull in normal sailing position. When a kiteboard takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

Current Position
See above

Reason
Foiling kiteboards which are used for course racing sail with their appendage in the water, while the hull is in the air. They are only able to move forward and it is not possible to sail without moving, therefore the third sentence in rule 44.2 is redundant. This change makes the rule simpler.