Racing Rules of Sailing

New Rule X

A submission from the International Kiteboarding Association

Purpose or Objective

To include the rules for kiteboard course racing competitions in the Racing Rules of Sailing as an appendix, and to inform readers about the status and location of the rules for additional kiteboarding competition disciplines. These rules for additional disciplines shall be found on the ISAF Rules website as “Addendum X” (or letter as found appropriate).

Proposal

Add a new appendix, Appendix X, as follows:

APPENDIX X
KITEBOARD RACING RULES

Kiteboard races shall be sailed under The Racing Rules of Sailing as changed by this appendix. The term ‘boat’ elsewhere in the racing rules means ‘kiteboard’ or ‘boat’ as appropriate.

The rules for other kiteboard racing formats (such as Kitecross, Slalom, Boarder X) or other kiteboard competitions (such as Freestyle, Wave, Speed) are not included in this appendix because they are evolving rapidly. Links to the most current versions of those rules may be found at www.sailing.org/xx.

DEFINITIONS

The definitions Finish, Keep Clear, Leeward and Windward, Obstruction, Start, and Tack, Starboard or Port are deleted and replaced by:

Finish  A kiteboard finishes when, while the competitor is in contact with the hull, any part of her hull, or the competitor in normal position, crosses the finishing line in the direction of the course from the last mark, either for the first time or after taking a Turn Penalty under rule 44 or correcting an error made at the finishing line under rule 28.1.

Keep Clear  One kiteboard keeps clear of another if the other can sail her course with no need to take avoiding actions and, when the kiteboards are overlapped on the same tack, if the leeward kiteboard can move her kite in any direction or change course in both directions without immediately making contact with the windward kiteboard.

Leeward and Windward  A kiteboard’s leeward side is the side that is or, when she is head to wind, was away from the wind. However, when sailing by the lee or directly downwind, her leeward side is the side on which her kite lies. The other side is her windward side. When two kiteboards on the same tack overlap, the one whose hull is on the leeward side of the other’s hull is the leeward kiteboard. The other is the windward kiteboard.
Obstruction An object that a kiteboard could not pass without changing course substantially, if she were sailing directly towards it and 10 metres from it. An object that can be safely passed on only one side and an area so designated by the sailing instructions are also obstructions. However, a kiteboard racing is not an obstruction to other kiteboards unless they are required to keep clear of her or, if rule 22 applies, avoid her. A vessel under way, including a kiteboard racing, is never a continuing obstruction.

Start A kiteboard starts when, her hull and the competitor having been entirely on the pre-start side of the starting line at or after her starting signal, and having complied with rule 30.1 if it applies, any part of her hull, or the competitor crosses the starting line in the direction of the first mark.

Tack, Starboard or Port A kiteboard is on the tack, starboard or port, corresponding to the competitor’s hand that would be forward if the competitor were in standard riding position (riding heel side with both hands on the control bar). A kiteboard is on starboard tack, when the competitor’s right hand would be forward and is on the port tack when the competitor’s left hand would be forward.

The definition Zone is deleted.

Add the following definitions:

About to Round or Pass A kiteboard is about to round or pass a mark when her proper course is to begin to manoeuvre to round or pass it.

Capsized A kiteboard is capsized if
(a) her kite is in the water,
(b) her lines are tangled with another kiteboard’s lines, or
(c) the competitor has, clearly by accident and for a significant period of time,
   (1) fallen into the water or
   (2) become disconnected from the hull.

Jumping A kiteboard is jumping when her hull, its appendages and the competitor are clear of the water.

Looping A kite is looping when it is being flown in a single loop or in a pattern of repeated loops, clockwise, counter clockwise or alternating between the two.

X1 CHANGES TO THE RULES OF PART 1
[No changes.]

X2 CHANGES TO THE RULES OF PART 2
Rule 13 is changed to:

13 EXCEPTIONS TO RULES 10, 11 AND 12
13.1 When a kiteboard changes tack on an upwind leg, she shall keep clear of other kiteboards until she is moving on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two kiteboards are subject to this rule at the same time, the one on the other’s port side or the one astern shall keep clear.
13.2 When sailing downwind, if one kiteboard is looping her kite and another is not, the kiteboard that is looping her kite shall keep clear of the one that is not. During that time rules 10, 11 and 12 do not apply. If two kiteboards are looping their kites at the same time, then the kiteboard required to keep clear under rule 10, 11 or 12 shall do so.

13.3 If two kiteboards converge while sailing downwind and it is not possible under rule 10, 11 or 12 to determine which one has right of way,

(a) if they are overlapped, the one on the other’s starboard side shall keep clear.

(b) if they are not overlapped, the one clear astern shall keep clear.

Rule 16 is changed to:

16 CHANGING COURSE OR KITE POSITION

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

16.2 On a beat to windward, when it becomes clear to a starboard-tack kiteboard that a port-tack kiteboard is keeping clear by sailing to pass astern of her and there is risk of contact, the starboard-tack kiteboard shall, if reasonably possible, keep her kite high enough to allow the port-tack kiteboard to pass close astern of her hull.

Rule 17 is deleted.

Rule 18 is changed as follows:

The first sentence of rule 18.1 is changed to:

Rule 18 begins to apply between kiteboards when they are required to leave a mark on the same side and at least one of them is about to round or pass it. The rule no longer applies after the kiteboard entitled to mark-room has passed the mark.

Rule 18.2(b) is changed to:

(b) If kiteboards are overlapped when the first of them is about to round or pass the mark, the outside kiteboard at that moment shall thereafter give the inside kiteboard mark-room. If a kiteboard is clear ahead when she is about to round or pass the mark, the kiteboard clear astern at that moment shall thereafter give her mark-room.

Rule 18.2(c) is changed to:

(c) When a kiteboard 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.

Rule 18.3 is deleted.

Rule 18.4 is changed to:

18.4 Gybing

When an inside overlapped right-of-way kiteboard must change tack or bear away at a mark to sail her proper course, until she changes tacks 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.

Rule 21 is changed to:

21 

STARTING ERRORS AND OTHER REQUIREMENTS; JUMPING

21.1 A kiteboard sailing towards the pre-start side of the starting line or one of its extensions after her starting signal to start or to comply with rule 30.1 shall keep clear of a kiteboard not doing so until she is completely on the pre-start side.

21.2 A kiteboard taking a Turn Penalty shall keep clear of one that is not.

21.3 During the last minute before her starting signal, a kiteboard that significantly slows down or stops, or one that is not making material forward progress, shall keep clear of all others unless she is accidentally capsized.

21.4 A kiteboard that is jumping shall keep clear of a kiteboard that is not. During that time rules 10, 11 and 12 do not apply. If two kiteboards are jumping at the same time, then the kiteboard required to keep clear under rule 10, 11 or 12 shall do so.

Rule 22 is changed to:

22 

CAPSIZED OR AGROUND; RESCUING

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

22.2 A kiteboard that is capsized or aground shall not act in a way that hinders another kiteboard.

X3 

CHANGES TO THE RULES OF PART 3

In rule 30.3, change ‘sail number’ to ‘competitor number’.

Rule 31 is deleted.

X4 

CHANGES TO THE RULES OF PART 4

Add new rules 41(e) and 41(f):

(e) help from another kiteboard, who is also competing, to assist a relaunch;

(f) that she may change equipment, but only in the launching area.

Rule 42 is changed to:

42 

PROPELLSION

A kiteboard shall be propelled only by the action of the wind on the kite, by the action of the water on the hull and by the unassisted actions of the competitor. However, the competitor shall not make material forward progress by paddling, swimming or walking.
Add to rule 43.1(a): ‘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.

Rules 44.1 and 44.2 are changed to:

**44.1 Taking a Penalty**

A kiteboard may take a 360°-Turn Penalty when she may have broken a rule of Part 2 while *racing*. Sailing instructions may specify the use of some other penalty. However, if the kiteboard caused injury or serious damage or 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 kiteboards as soon after the incident as possible, a kiteboard takes a 360°-Turn Penalty by promptly turning 360° with her hull in the water and with no requirement for a tack or a gybe. 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*.

In rule 44.3(a), change ‘displaying a yellow flag’ to ‘hailing “Accept penalty”’.

In rule 44.3(b), replace the first two sentences with: ‘When a kiteboard has taken a Scoring Penalty, she shall inform the race committee at the finishing line of that fact and of the identity of the other kiteboard involved in the incident.’

In rule 44.3(c), change ‘20%’ to ‘10%’.

Rules 45, 47.2, 48, 49, 50, 51, 52 and 54 are deleted.

**X5 CHANGES TO THE RULES OF PART 5**

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

A kiteboard intending to protest shall inform the other kiteboard at the first reasonable opportunity. When her *protest* concerns an incident in the racing area that she is involved in or sees, she shall hail ‘Protest’. She shall inform the race committee of her intention to protest as soon as practicable after she *finishes* or retires.

Rule 61.1(a)(2) is deleted.

For a race of an elimination series that will qualify a boat to compete in a later stage of an event, rule 61.2 is changed to:

*Protests* and requests for redress 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.

Add new rule 62.1(e):

(e) *capsizing* because of the action of a kiteboard that was breaking a rule of Part 2.
Rule 70.5(a) is changed to:

(a) it is essential to determine promptly the result of a race of an elimination series that will qualify a boat to compete in a later stage of an event;

X6  **CHANGES TO THE RULES OF PART 6**

*No changes.*

X7  **CHANGES TO THE RULES OF PART 7**

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.’

X8  **CHANGES TO APPENDIX A**

Add to rule A2: ‘If an event includes more than one discipline or format, the sailing instructions shall state how the overall score is to be calculated.’

Rule A8 is changed to:

**A8 SERIES TIES**

A8.1 If there is a series-score tie between two or more kiteboards, it shall be broken in favour of the kiteboard(s) with the best single excluded race score(s).

A8.2 If a tie remains between two or more kiteboards, each kiteboard’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 kiteboard(s) with the best score(s).

A8.3 If a tie still remains between two or more kiteboards, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied kiteboards’ 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.

X9  **CHANGES TO APPENDIX G**

Appendix G is changed to:

**Appendix G – Identification on Competitors**

Every kiteboard shall be identified as follows:

(a) Each competitor shall be provided with and wear a shirt with a personal competition number of no more than three digits.

(b) The numbers shall be displayed on the front and back of the shirts and be at least 15 cm high.

(c) The numbers shall be Arabic numerals, all of the same solid colour, clearly legible and in a commercially available typeface giving the same or better legibility as Helvetica. The colour of the numbers shall contrast with the colour of the shirt.
Current Position

Appendix X is new.

Reasons

The proposed text of Appendix X represents the current state of the experimental kiteboarding competition rules (Appendix BB) as found on the ISAF website, re-organized in the order of the RRS for easier reading.

Additional changes to the current state of the experimental Appendix X may be found in additional submissions, which refer to the above text but should be discussed separately.

The development of the above rules for kiteboarding course racing competitions has been completed over the past three years and future changes should follow the same system as all other rules in the Racing Rules of Sailing.

However, for additional kiteboarding competition disciplines, the rules are still evolving fast and are likely to need changes more frequently than the usual four-year cycle.

If, as proposed, the rules for additional kiteboarding competition disciplines are made available on the ISAF website, the process for changing them will be simpler. A special working party can oversee the development process and, when and as necessary, issue revised versions. This process has been used productively during the current rulebook quadrennial to develop the current kiteboarding course racing rules (which therefore shall become a full appendix now). It also has been used very successfully during the last six or so years to develop Addendum Q, the special rules for Medal Races.

The appendix proposed is called “Appendix X” and not, for example, “Appendix C”. The choice of “X” was made to indicate that the authors of this submission are leaving the choice of a letter to the Racing Rules Working Party, which is responsible for the organization of the appendices in the rulebook, however the kiteboarding community has become familiar with the term “Appendix X” in the meantime and would welcome the use of this term.

The rules for additional kiteboarding competition disciplines would consequently be placed into “Addendum X” or the corresponding letter as assigned by the Racing Rules Working Party for the above Appendix and to be found online on the ISAF website only.