



KITEBOARDING RULES AND HEARINGS

Version 20 April 2022

The objective

Racing Rules of Sailing Appendix F – Kiteboarding Racing Rules, intends to change the RRS as little as possible, however some adaptations are inevitable. The main difference between kiteboards and conventional boats is that while sails on boats are set on spars and have a limited and predictable range of movement in relation to the hull, kites are only attached to lines and can move very fast to all directions. The rules in RRS appendix F are essentially an adaptation of the RRS to the multi-dimensional nature of the 'boat' and to the fact that there is no fixed rig.

This document aims to highlight the differences kiteboarding introduces, and to guide protest committees in applying the rules consistently.

The basics

1. A board's length is 1.5m. The kite area may be from 7m² to 25m² and it will fly up to 15m away from the board.
2. A kite will normally fly at a vertical angle between 10° and 90° to the sailor and at a horizontal angle of between 45° and 90° from the direction of the kiteboard.
3. In most cases the relationship between kiteboards is clear ahead/clear astern rather than overlapped.
4. Starboard and Port correspond to the forward hand of the competitor. (definition)
5. Start and finish are judged by the hull and the sailor. (definition)
6. Overlap is judged by the hull only. (definition)
7. The zone is a fixed 30m around the mark. (definition)
8. A kiteboard is capsized when her kite is in the water or when her lines are tangled with another kite's lines. (definition)
9. A kiteboard is recovering from the time she loses steerage way until she regains it unless she is capsized. (definition)
10. Rules 13 and 17 are deleted.
11. Kiteboards can touch marks except the windward mark-for safety of both the mark and the sailors. (RRS 31)

Moving the kite

1. All rules that refer to a change of course, include changing the position of the kite.
 - 1.1. In definition keep clear (b), the right-of-way kiteboard shall be able to change course in both directions and to move her kite in any direction without immediately making contact.
 - 1.2. In rule 16, the right-of-way kite shall not change course or the position of her kite, but for the limitation to apply, the keep-clear kiteboard must have been keeping clear to begin with.
 - 1.3. Obstruction is defined as an object that a kiteboard could not pass without substantially changing her course or the position of her kite and the subsequent adaptation is made to rule 20.1.
2. Kites take up a lot of space. It is not desirable to have individual kiteboards sailing against the flow as this increases the risk of incidents. For this reason, if a kiteboard is over the starting line in the last minute before her starting signal, she is disqualified, there is no way to correct it by going back. (RRS 26)
3. For the same reason, a kiteboard that stops, slows down significantly, or one that is not making significant forward progress during the last minute before her starting signal, shall keep clear of all other kiteboards, unless of course she is accidentally capsized. (RRS 21.3)
4. Kiteboards must avoid capsized kiteboards IF POSSIBLE. (RRS 22.1)
5. Recovering kiteboards SHALL keep clear of kiteboards sailing. (RRS 22.2)
6. Rules 21 and 22 overwrite the basic right of way and the mark and obstruction rules

Penalties

1. One-turn-penalty including a tack and a gybe with her foil in the water. (RRS 44.1 and 44.2)
2. Retirement when the kiteboard gained a significant advantage or caused injury, serious damage or significant disadvantage to the other kiteboard. (RRS 44.1)
3. When a kiteboard is disqualified for breaking a rule and causing tangle for the second or subsequent time in the same event, her penalty shall be a disqualification that is not excludable. If the race is restarted, she may sail the race, but the incident shall be counted to determine the number of tangles the kiteboard has caused during the event. (RRS 36(b) and 64.2(c))
4. When during a hearing a kiteboard that has retired from a race is found to have broken a rule and caused a tangle, she shall not be further penalized but the incident shall be counted to determine the number of tangles the kiteboard has caused during the event. (RRS 64.2(c))

Reckless sailing

Contact, other than minor incidents, is likely to cause damage on the equipment or a tangle. To strongly discourage actions with a high risk of breaking a rule, it is recommended to penalize such breaches under RRS 2. Examples of such breaches is starting on port or tacking to port in the zone.

Informing the protestee

1. Often, by the time the protesting kiteboard can hail protest, the protestee is too far to hear. In that case the protesting kiteboard shall inform the protestee at the first reasonable opportunity. (RRS 61.1(a)1)
2. When there is a tangle, the protesting kiteboard shall attempt to inform the protestee within the protest time limit. (RRS 61.1(a)4)

Giving redress

Rule 62 is not changed in appendix F.

Tangles sometimes occur because of kiteboard-to-kiteboard incidents but a kiteboard is not entitled to redress when her score is made significantly worse through no fault of her own by a tangle caused by another kiteboard breaking a rule.

For a kiteboard to be entitled to redress when both a tangle and damage or injury occur, it needs to be established that what made the kiteboard's score significantly worse through no fault of her own was the damage or the injury.

For instance, if a kiteboard does not finish a race because she was involved in an incident and was tangled with another kite and rescued, any injury or damage caused in that incident are not the reason she did not finish in the race as the tangle had prevented her from finishing the race already. Therefore, the kiteboard is not entitled to redress.

Guidance on redress

If the protest committee decides to give redress by adjusting a kiteboard's score for a race, it is advised to consider scoring her:

- a) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races sailed in that day, except the race in question, or
- b) points equal to the average, to the nearest tenth of a point (0.05 to be rounded upward), of her points in all the races before the race in question, or
- c) points based on the position of the boat in the race at the time of the incident that justified redress.

Suggested wording for conclusions

1. [kiteboard], right of way, changed the position of her kite without giving room to [kiteboard] to keep clear, breaking RRS 16.1 and 14
2. [kiteboard], clear astern did not keep clear of [kiteboard] clear ahead, breaking RRS 12 and 14.
3. [kiteboard] to windward did not keep clear of [kiteboard] to leeward, breaking RRS 11 and 14
4. [kiteboard] on port did not keep clear of [kiteboard] on starboard breaking RRS 10 and 14

5. It was not reasonably possible for [kiteboard] to avoid the contact, therefore she did not break RRS 14
6. The score of [kiteboard] was made significantly worse in race [race number] through no fault of her own by [damage/injury] caused by the action of a kiteboard that was breaking a rule of part 2 and took an appropriate penalty or was penalised.
7. By retiring, [kiteboard] took the appropriate penalty for her breach.
8. By [action], [kiteboard] intentionally broke RRS [rule number], clearly violating the recognized principles of sportsmanship.

Suggested wording for decisions

1. [kiteboard] retired. No further penalty imposed but the incident is counted to determine the number of tangles the kiteboard has caused during the event'
2. [kiteboard] is given redress in race [race number] and will be scored points equal to the average of her scores in the other races of the day rounded to the nearest tenth of a point (0.05 to be rounded upward). This shall not change the score of the other kiteboards.
3. [kiteboard] is penalized in race [race number] with a disqualification that is not excludable.