

WORLD SAILING DEVELOPMENT RULE

DR21 05 - APPENDIX WF WINGFOILING RACING RULES

Under Regulation 28.1.5(b), World Sailing has approved the use of this rule as set out in this approval document.

This rule applies only if the relevant version of the rule is included in the notice of race ('NoR').

BACKGROUND AND DESIRED OUTCOME

Wingfoiling is gaining enthusiasts around the world, events are starting to be held and the class association has applied for World Sailing Class status. In order to ensure that events are run consistently, the World Sailing Racing Rules Committee, after consultation with the class association, is publishing this development rule.

WHO MAY USE THIS DEVELOPMENT RULE?

Any organizing authority that wishes to run a wingfoiling event.

The use of this development rule does not require MNA approval under rule 86.3.

CHANGES TO THE RULES IN APPENDIX WF

The Rules in this Appendix may be changed as permitted by rule 86.1. An organizing authority who, for example, wants to test a penalty other than the one stated in WF4.44.2 could state so in the Notice of Race or the Sailing Instructions referring to rule WF4.44.2.

VALIDITY

This development rule has the status of a test rule and it applies until 31 December 2024, unless changed or revoked earlier by World Sailing.

World Sailing may change this development rule and issue a new version of this document. The new version shall be used in events not yet started and may be used in events that are running if suitable notification of the change is issued to competitors.

FEEDBACK

The World Sailing Racing Rules Committee is interested in feedback on the use of this development rule. Such feedback will allow this development rule to be changed to reflect the needs of the wingfoiling community.

A representative of the organising authority shall send a report to World Sailing promptly after the event describing the experiences with this development rule. If possible, please include views of the competitors. The report shall be emailed to: rules@sailing.org, referencing the DR21 05 – Appendix WF.

APPENDIX WF

WINGFOILING RACING RULES

*When stated in the notice of race, Wingfoiling course races shall be sailed under The 2021-2024 Racing Rules of Sailing as changed by this appendix. The term 'boat' elsewhere in the **rules** means 'wingfoil' or 'boat' as appropriate.*

Note: Rules for other wingfoiling competitions (such as Freestyle, Wave, Big Air, Speed) are not included in this appendix

Version 2.0 March 2024

CHANGES TO THE DEFINITIONS

The definitions *Clear Astern* and *Clear Ahead*, *Overlap*, *Finish*, *Mark-Room*, *Start*, *Tack*, *Starboard* or *Port* and *Zone* are changed to:

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

Finish A wingfoil *finishes* when, after *starting*, while the competitor is in contact with the hull, any part of her hull, or the competitor, or equipment, 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*.

Keep Clear A wingfoil *keeps clear* of a right-of-way wingfoil

- (a) if the right-of-way wingfoil can sail her course with no need to take avoiding action and,
- (b) if the right-of-way wingfoil can also change course in both directions without immediately making contact.

Mark-Room Room for a wingfoil to sail no farther from the *mark* than needed to sail her *proper course* to round or pass a *mark* on the required side, and *room* to pass a finishing *mark* after finishing.

Start A wingfoil *starts* when, having been entirely on the pre-start side of the starting line at or after her starting signal, any part of her hull, the competitor, or equipment crosses the starting line from the pre-start side to the course side.

Tack, Starboard or Port A wingfoil is on the *tack, starboard* or *port*, corresponding to the competitor's hand that would be forward if the competitor were in normal riding position (riding heel side with both hands on the wing and arms not crossed). A wingfoil 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.

Zone The area around a *mark* within a distance of 10 metres. A wingfoil is in the *zone* when any part of her hull is in the *zone*.

Add the following definition:

Capsized A wingfoil is *capsized* if her wing or the competitor is in the water.

WF1 CHANGES TO THE RULES OF PART 1

[No changes.]

WF2 CHANGES TO THE RULES OF PART 2

13 WHILE TACKING

Rule 13 is deleted.

14 AVOIDING CONTACT

Rule 14 is changed to:

If reasonably possible, a wingfoil shall

- (a) avoid contact with another wingfoil,
- (b) not cause contact between wingfoils, and
- (c) not cause contact between a wingfoil and an object that should be avoided.

However, a right-of-way wingfoil, or one sailing within the *room* or *mark-room* to which she is entitled, need not act to avoid contact until it is clear that the other wingfoil is not *keeping clear* or giving *room* or *mark-room*.

16 CHANGING COURSE

Rule 16 is changed to:

When a right-of-way wingfoil changes course, she shall give the other wingfoil *room* to continue *keeping 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, during the last minute before her starting signal a wingfoil *overlapped* to *leeward* of another wingfoil on the same *tack* shall not sail above her shortest course through the starting line to the first *mark* while they remain *overlapped* if as a result the other wingfoil would need to take action to avoid contact, unless in doing so she promptly sails astern of the other wingfoil.

18 MARK-ROOM

Rule 18 is changed to:

18.1 When Rule 18 Applies

Rule 18 applies between wingfoils when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply

- (a) between a wingfoil approaching a *mark* and one leaving it, or
- (b) between wingfoils that are on opposite *tacks* when the first wingfoil reaches the *zone*.

Rule 18 no longer applies between wingfoils when *mark-room* has been given.

18.2 Giving Mark-Room

- (a) When the first wingfoil reaches the *zone*,
 - (1) if wingfoils are *overlapped*, the outside wingfoil at that moment shall thereafter give the inside wingfoil *mark-room*.
 - (2) if wingfoils are not *overlapped*, the wingfoil that has not reached the *zone* shall thereafter give *mark-room*.
- (b) If the wingfoil entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the wingfoils at the time rule 18.2(a) is re-applied.

18.3 Changing Tack in the Zone

When an inside *overlapped* right-of-way wingfoil must change *tack* at a *mark* to sail her *proper course*, until she changes *tack* she shall sail no farther from the *mark* than needed to sail that course if by doing so she affects the course of another wingfoil. Rule 18.3 does not apply at a gate *mark* or a finishing *mark*.

SECTION D — PREAMBLE

The preamble to Section D is changed to:

When rule 21 or 22 applies between two wingfoils, Section A and C rules do not.

21 STARTING ERRORS; TAKING PENALTIES

Rule 21.3 is changed to:

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

22 CAPSIZED; AGROUND; RESCUING

Rule 22 is changed to:

If possible, a wingfoil shall avoid a wingfoil that is *capsized*, is aground, or is trying to help a person or vessel in danger.

WF3 CHANGES TO THE RULES OF PART 3

26 STARTING RACES

Rule 26 is changed to:

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.

| <i>Minutes before starting signal</i> | <i>Visual signal</i> | <i>Sound signal</i> | <i>Means</i> |
|---------------------------------------|-------------------------|---------------------|--------------------|
| 3 | Class flag | One | Warning signal |
| 2 | U or black flag | One | Preparatory signal |
| 1 | U or black flag removed | One long | One minute |
| 0 | Class flag removed | One | Starting signal |

29 RECALLS

Rule 29.1 is deleted.

30 STARTING PENALTIES

Rules 30.1 and 30.2 are deleted.

In rules 30.3 and 30.4 ‘hull’ is changed to ‘hull, the competitor, or equipment’.

In rule 30.4, ‘sail number’ is changed to ‘competitor number’.

WF4 CHANGES TO THE RULES OF PART 4

42 PROPULSION

Rule 42 is changed to:

42.1 Basic Rule

Except when permitted in rule 42.2, a wingfoil shall compete by using only the wind and water to increase, maintain or decrease her speed.

42.2 Exceptions

- (a) A wingfoil may be propelled by unassisted actions of the competitor on the hull.
- (b) A competitor may swim, walk or paddle while *capsized*, provided that the wingfoil does not gain a significant advantage in the race.
- (c) Any means of propulsion may be used to help a person or another vessel in danger.

43 EXONERATION

Add new rule 43.1(d):

- (d) A wingfoil is exonerated if she breaks rule 15 and there is no contact.

44 PENALTIES AT THE TIME OF AN INCIDENT

Rule 44 is changed to:

44.1 Taking a Penalty

A wingfoil may take a penalty in accordance with rule 44.2 when she may have broken one or more rules of Part 2 or rule 31 in an incident while *racing*. However,

- (a) when a wingfoil may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31; and
- (b) if the wingfoil caused injury or damage or, despite taking a penalty, gained a significant advantage or caused significant disadvantage to the other wingfoil in the race or series by her breach, her penalty shall be to retire.

- 44.2** After getting well clear of other wingfoils as soon after the incident as possible, a wingfoil takes a penalty by:
- (a) Except on a beat to windward, by promptly tacking and bearing away to a course that is more than ninety degrees from the true wind.
 - (b) When on a beat to windward, by promptly gybing and then luffing to a close-hauled course.
- 44.3** When a wingfoil takes a penalty at or near the finishing line, she shall sail completely to the course side of the line before she *finishes*.

50 COMPETITOR CLOTHING AND EQUIPMENT

Rule 50.1(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.

PART 4 RULES DELETED

Rules 45, 48.2, 49, 50.2, 51, 52, 54, 55 and 56.1 are deleted.

WF5 CHANGES TO THE RULES OF PART 5

63 HEARINGS

Add new rule 63.10:

- 63.10** For a race of an elimination series that will qualify a wingfoil to compete in a later stage of an event, rules 61.2, 62.2 and 65.2 are deleted and rule 63.6 is changed to:

63.6 *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.

64 DECISIONS

Rules 64.4(a) and 64.4(b) are changed to:

- (a) When the protest committee finds that deviations in excess of acceptable manufacturing tolerances were caused by damage or normal wear and do not improve the performance of the wingfoil, it shall not penalize her. However, the wingfoil shall not race again until the deviations have been corrected, except when the protest committee decides there is or has been no reasonable opportunity to do so.
- (b) When the protest committee is in doubt about any matter concerning the measurement of a wingfoil, the interpretation of a class rule, or a matter involving damage to a wingfoil, 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.

**70 APPEALS AND REQUESTS TO
A NATIONAL AUTHORITY**

Add new rule 70.7:

70.7 Appeals are not permitted in disciplines and formats with elimination series.

WF6 CHANGES TO THE RULES OF PART 6

[No changes.]

WF7 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.’

WF8 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.

A5 SCORES DETERMINED BY THE RACE COMMITTEE

Rule A5.2 is changed to:

A5.2 A wingfoil that did not *start*, did not *sail the course*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of wingfoils entered in the series or, in a race of an elimination series, the number of wingfoils in that heat.

WF9 CHANGES TO APPENDIX G

Appendix G is changed to:

APPENDIX G - IDENTIFICATION

Every wingfoil shall be identified as follows:

- (a) Each competitor shall be provided with and wear a bib with a personal competition number of no more than three digits. The bib shall be worn as intended with the competition number clearly displayed.
- (b) The numbers shall be displayed as high as possible on the front, back and sleeves of the bib. They should be at least 20 cm tall on the back and at least 6 cm tall on the front and the sleeves.
- (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 bib.