



## WINTER WINDSURFING RACING RULES WWRR-3

Winter windsurfing racing rules have been established by IWWA based on winter windsurfing competition practice and inspired by international ISAF Racing Rules of Sailing, Funboard Class Association (IFCA) rules, World Ice and Snow Sailing Association (WISSA) rules.

CLASS RULES are prescribed under § 1. and 2.

### CONTENTS:

<ul style="list-style-type: none"> <li>1. CLASS DEFINITIONS               <ul style="list-style-type: none"> <li>1.1. SLED</li> <li>1.2. HIBOARD</li> </ul> </li> <li>2. DISCIPLINES, DISTANCE, DIVISIONS               <ul style="list-style-type: none"> <li>2.1. COURSE</li> <li>2.2. SLALOM</li> <li>2.5. DIVISIONS</li> </ul> </li> <li>3. GENERAL RULES &amp; SAFETY</li> <li>4. REGISTRATION</li> </ul>	<ul style="list-style-type: none"> <li>5. EQUIPMENT INSPECTION</li> <li>6. RACING RULES               <ul style="list-style-type: none"> <li>6.1. STARTS</li> <li>6.2. RIGHT OF WAY</li> <li>6.3. MARKS</li> <li>6.4. PUSHING</li> </ul> </li> <li>7. SCORING</li> <li>8. VALIDITY OF RESULTS</li> <li>9. EVENT SPONSORS ADVERTISING</li> </ul>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

### 1. CLASS DEFINITIONS

- 1.1. SLED - any winter windsurfing device having a windsurfing rig attached to the sled only with a serial windsurfing mast base. Windsurfing sled may be based on blades and/or skis or other sliding devices. Sleds and sails can be custom or serial made. Maximum allowed sail size is 10,0 m<sup>2</sup>
- 1.2. HIBOARD is a Sled on blades which is:
  - 1.2.1. steered by tilting the deck,
  - 1.2.2. capable to support downwind jibe within 20 m wide area,
  - 1.2.3. maximum length 220 cm and maximum width 90 cm.
  - 1.2.4. maximum allowed sail size is 8,0 m<sup>2</sup>

### 2. DISCIPLINES, DISTANCE, STARTS, DIVISIONS

#### 2.1. COURSE

- 2.1.1. Distances with upwind and downwind courses are recommended for all SLEDS.
- 2.1.2. Distance is recommended within 15 – 30 minutes for first half of fleet. Longer distances – one up to two hours are allowed, but should be announced as marathons.
- 2.1.3. Minimum wind speed depends on sliding conditions.
- 2.1.4. In case of wind ceasing and less than half of competitors are able to slide without pushing, the race shall be abandoned.

#### 2.2. SLALOM (SHORT TRACK SLALOM, STS) discipline for safety reasons is allowed only for Hiboards.

- 2.2.1. Distance is „eight“, „downwind“ or combination of legs from both of them. Length is 60 - 250 m in between jibing marks.
- 2.2.2. Quantity of competitors in a heat is from 4 for strong or slow wind and/or short

eight distances up to 12 competitors for medium wind and/or long downwind distances.

2.2.3. Races should be organized using

2.2.3.1. „Slalom elimination series“ according RRS appendix B or

2.2.3.2. „Slalom chart“ with one or two qualification heats for each competition day dividing fleet to charts A, B, C etc. where each following race gives a valid result for all competitors.

2.2.4. For Slalom, chart after every race first and last competitor(s) of each (heat?) and then move competitors to upper and lower charts depending on quantity of competitors:

2.2.4.1. 1, if up to 5 competing in the chart,

2.2.4.2. 2, if 6 to 8 competing in the chart,

2.2.4.3. 3, if 9 to 12 competing in the chart

2.2.4.4. race officer has the right to increase quantity of competitors by changing charts according disqualifications.

2.2.4.5. Race officer has the right to change quantity of competitors in charts with one heat with prior notice to competitors and/or additional qualification, or without notice and qualifications if race conditions are significantly changing, becoming dangerous or leading to invalid results.

2.2.5. Minimum wind speed depends on sliding conditions.

2.2.6. In case of wind ceasing and more competitors, than given in the p.2.2.5. as „going down“, are not sliding, heat shall be abandoned in all charts except the last one. Heat for last chart shall be abandoned, if less competitors, than given in the p.2.2.5. as „going up“, are not sliding.

2.3. Reserved for FREESTYLE.

2.4. Reserved for SPEED COURSE.

2.5. DIVISIONS should be divided in gender divisions and age divisions depending on age in the first of January of competition year. A minimum of 5 competitors is required to constitute a division. Additional divisions or minimum reduced to 4 or 3 can be indicated in NoR.

2.5.1. A Junior shall be under the age of 17;

2.5.2. A Youth shall be under the age of 20;

2.5.3. A Master shall be a man over the age of 35 or a woman over the age of 30;

2.5.4. Grand Master shall be a man over the age of 45 or a woman over 40;

2.5.5. Veterans shall be a man over the age of 55 or a woman over 45.

3. GENERAL RULES & SAFETY

3.1. Avoid accidents. Every sailor shall behave and act in such a way so as to avoid accidents.

3.2. Obligation to be informed. It is the responsibility of every sailor to insure that they are fully informed about conditions and hazards in the event area where they intend to sail, such as ice and snow conditions, obstacles in area, spectators, reporters and other hazards.

3.3. Helmets must be worn. Recommended equipment includes ice picks, knee protectors, elbow and back guards, clothing appropriate for prevailing weather conditions.

3.4. For SLALOM discipline spikes or any similar attached under shoes for adding grip of shoes on ice/ snow are forbidden. Competitor violating this rule will be disqualified from the start in question and all previous starts.

3.5. Safety zones should be marked and clear around the jibing marks and the slowdown area behind finish line.

4. REGISTRATION

4.1. Each competitor shall complete an Equipment Registration Form (ERF) obtained from registration.

- 4.2. Only registered equipment can be used during the race.
- 4.3. Each competitor shall clearly identify his sails in ERF. Five sails can be registered for one event.
- 4.4. Each competitor shall clearly identify his sleds in ERF. Quantity of skis, blades or other changeable parts should be described. For serial hi-boards, producer & model must be disclosed, but for custom sleds accordance to Hi-board definition should be confirmed.

## 5. EQUIPMENT INSPECTION

- 5.1. Equipment may be checked and measured at any time during the event. If equipment is dangerous or does not fulfill rule limits, its usage in the race can be forbidden and sailor disqualified.
- 5.2. If decision to inspect equipment has been made, a selected sailor and other persons shall have no contact with equipment. Failure to comply may result in disqualification.

## 6. RACING RULES

### 6.1. STARTS and SIGNALS

- 6.1.1. Standing start shall be used for Course and Slalom. Race Officer can organize standing on one tack (Course, Slalom) or opposite tacks (Course).
- 6.1.2. Standings for first Course race and elimination/qualification for Slalom shall be organized randomly. For following starts standings depends from result of previous race(s).
- 6.1.3. For „one tack start“ winner of previous race stands upwind and for „opposite tack start“ winner stands in middle of distance. If Race Officer hasn't chosen another standing system.
- 6.1.4. Signals should be given by flags visible to all competitors „on shore“ and on start line. Sound signals are optional.
  - 6.1.4.1. Preparation - not less than 10 minutes before first start of the day the „on shore“ signal should be made.
  - 6.1.4.2. Warning signal for taking places on start line can be given 3 minutes before start.
  - 6.1.4.3. Attention signal can be given within warning time, if all competitors are ready, or any moment after warning time .
  - 6.1.4.4. Start signal can be given on any moment within the following 30 seconds after Attention.

### 6.2. RIGHT OF WAY

- 6.2.1. Obligation to maintain course. The sailor with right-of-way shall maintain his course.
- 6.2.2. When a right-of-way sailor changes course, he shall give the other sailor *room to keep clear*.
- 6.2.3. Obligation to give way. The sailor without right-of-way shall give way.
- 6.2.4. When a sailor acquires right of way, he shall initially give the other sailor *room to keep clear*.
- 6.2.5. Obligation to look behind. The sailor who intends to change tacks must look behind, several times if necessary, to make sure that there is a clear space to tack.
- 6.2.6. Right-of-way on different tacks. The sailor on port tack shall give a way to the sailor on starboard tack.
- 6.2.7. Right-of-way on same tack. When two sailors are on the same tack, the windward shall keep clear.
- 6.2.8. Right-of-way when overtaking. The overtaking sailor must give way. The sailor being overtaken must maintain their course.
- 6.2.9. Emergency Maneuvers. If a possible collision seems imminent, all sailors must decrease speed and must give way so as not to cause such a collision. If on different tacks, the sailor with right-of-way must luff up and the sailor without right-of-way must bear off. If on the same tack, the windward sailor

must luff up and the leeward sailor must bear off. Exception to this rule is on the STS marks, where contact with other sailor rig can not be penalised.

#### 6.3. MARKS

- 6.3.1. Right-of-way at Marks. At all marks, the first competitor entering the 10 meters circle has the right-of-way. This circle may or may not be physically marked on the ice or snow.
- 6.3.2. No sailor shall intentionally stop or get off their sled inside the perimeter of the mark circle.
- 6.3.3. Each sailor shall leave the mark circle as quickly as possible maintaining course to the next mark in distance or by the shortest route possible so as not to interfere with other sailors rounding the mark.

#### 6.4. PUSHING

- 6.4.1. Pushing at the start line, after stopping or falling is permitted in order to reach sliding speed according to wind conditions. Quantity of steps can be limited by race officer.
- 6.4.2. The lifting of sleds is permitted after stops, falls or to complete tacks or jibes.
- 6.4.3. Pumping is permitted.

#### 6.5. JUDICATURE In the STS distance area during competitions decisions

(disqualifications) according p. 2.2., 3., 5., 6.2., 6.3. and 6.4. should be made immediately by referee. There should be as minimum two referees in STS distance with no other obligations during race for national, continental or World championships.

7. SCORING. The „Alternative Points Scoring System“ detailed in the RRS Appendix A and amended in Appendix B shall be used. (Low point with 0.7 points for the first place). Competitor disqualified in „slalom chart“ gets points as last in their chart plus one point.
8. VALIDITY OF RESULTS - event is valid for Course after one completed race and for Slalom after one completed series or three valid races for Slalom chart system.
9. EVENT SPONSORS ADVERTISING
  - 9.1. ISAF Regulation 20 – Advertising Code, Category C shall apply. In the event that competitors are required to carry advertising in compliance with ISAF Regulation 20-Advertising Code – Art #20.3. (d) (ii), the maximum height or width of the event-advertising sticker is 1 meter. If the event organizer is requiring this, each competitor shall place the advertising stickers issued by the organizing authority, back to back immediately above the boom and as close to the leach as possible (appendix 4)
  - 9.2. Competitor shall not cut or adapt the stickers in any way.
  - 9.3. Bibs issued by local organizer shall be worn outside other clothing during training and racing.