

# WINTER WINDSURFING RACING RULES 2010 (WWRR 2010)

Winter windsurfing racing rules has been established in associate with international ISAF Racing Rules of Sailing 2009-2012, Funboard Class Association (IFCA) rules, Word Ice and Snow Sailing Association (WISSA) rules and winter windsurfing competition practice.

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## 1. CLASS DEFINITIONS

- 1.1. SLED any winter windsurfing device provided with serial 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 surfaces. Sleds can be custom or serial made.
- 1.2. HIBOARD is Sled which is:
  - 1.2.1. steered by tilting a deck,
  - 1.2.2. capable to support downwind jibe on ice within 20 m wide area,
  - 1.2.3. Maximum length 220 cm and maximum width 90 cm.

## 2. DISCIPLINES, DISTANCE, STARTS

### 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 marathon.
- 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 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 either „eight“ or „downwind“ (Appendix 3)
- 2.2.2. Length is 80 - 300 m in between jibing marks.
- 2.2.3. Quantity of competitors in the heat is from 4 for strong wind and/or short eight distances up to 12 for slow wind and/or long downwind distance.
- 2.2.4. Races should be organized using
  - 2.2.4.1. „Slalom elimination series“ according RRS appendix B or
  - 2.2.4.2. „Slalom chart“ with one or two qualification heats for each competition day dividing fleet to charts A, B, C etc. where each of following races give valid result for all competitors.
- 2.2.5. For Slalom chart after every race first and last competitor(s) of each chart go to upper and lower charts depending on quantity of competitors:
  - 2.2.5.1. If up to 5 competing in chart, the winner is going to upper chart, and loser is going down,

- 2.2.5.2. If 6 to 8 competing, 2 fastest competitors are going up and 2 slowest going down,
    - 2.2.5.3. If 9 to 12 competing 3 competitors are going up 3 slowest are going down.
  - 2.2.6. Minimum wind speed depends on sliding conditions.
  - 2.2.7. In case of wind ceasing and more than p.2.2.5. mentioned as „going down“ competitors are not sliding, heat shall be abandoned in all charts except last one. Heat for last chart shall be abandoned, if less than p.2.2.5. mentioned as „going up“ competitors are not sliding.
- 2.3. Reserved for FREESTYLE.
- 2.4. Reserved for SPEED COURSE.
- 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 or other hazards.
  - 3.3. Safety Equipment. Helmets must be worn. Recommended equipment is ice picks, protectors for knee, elbow and back, clothing appropriate for the weather conditions.
  - 3.4. Traction clews are forbidden for Hi-board slalom discipline.
  - 3.5. Safety zones should be marked around jibing marks. Slowdown area behind finish line should be clear.
- 4. RESTRICTIONS and 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. Maximum sail size permitted is 7,6 m<sup>2</sup> for season 2010 and will be 8.0 m<sup>2</sup> for season 2011. For WISSA championships in course discipline sail size 7.5 will stay in force, and can be changed only with WISSA decision.
  - 4.5. 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 but for custom sleds dimensions should be identified.
- 5. EQUIPMENT INSPECTION
  - 5.1. The authorized Inspector may check and measure equipment at any time during the event and if equipment is dangerous or does not fulfill rule limits forbid its usage in the race.
  - 5.2. Until the Inspector gives permission, a selected sailor and his/her equipment shall have no contact with support personnel, or leave the inspection area. 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 by random. For following starts standings depends from result of previous race.
    - 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 haven't decide about other standing system.
    - 6.1.4. Not less than 10 minutes before first start of the day on shore preparation signal should be made. Warning signal for taking places on start line can be

given 3 minutes before start. If all competitors are ready within warning time or after it Race Officer gives Attention signal. On any moment within following 30 seconds Race Officer open start.

#### 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. Obligation to give way. The sailor without right-of-way shall give way.
- 6.2.3. 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.
- 6.2.4. Right-of-way on different tacks. The sailor on port tack shall give a way to the sailor on starboard tack.
- 6.2.5. Right-of-way on same tack. When two sailors are on the same tack, the windward shall keep clear.
- 6.2.6. Right-of-way when overtaking. The overtaking sailor must give way. The sailor being overtaken must maintain his/her course
- 6.2.7. 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.

#### 6.3. MARKS

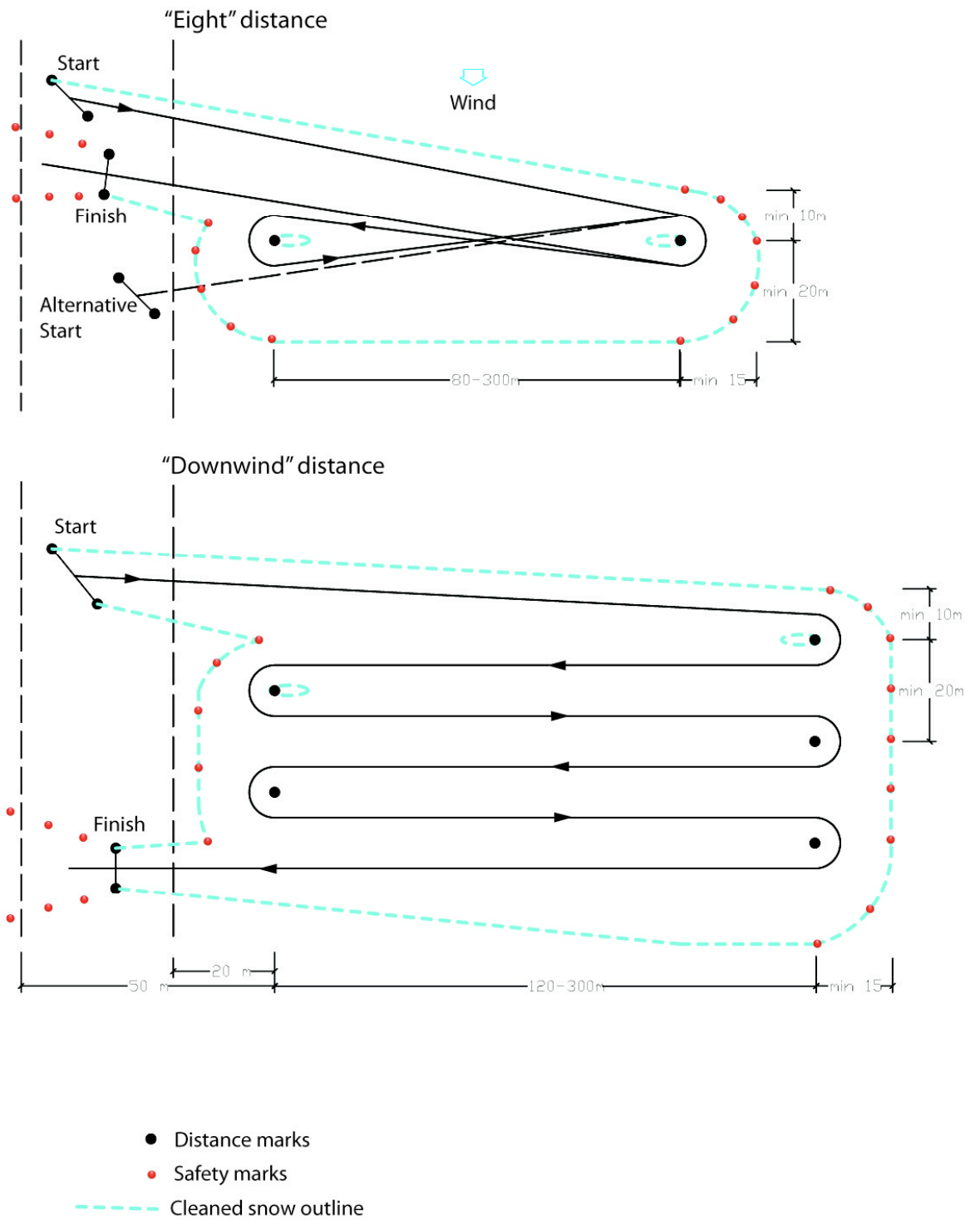
- 6.3.1. Right-of-way at Marks. At all marks, the first competitor entering the mark circle perimeter has the right-of-way. The Mark Circle is an area 10 meters in diameter around the mark. This circle may or may not be physically marked on the ice or snow.
- 6.3.2. Stopping in the mark circle. No sailor shall intentionally stop or get off his/her sled inside the perimeter of the mark circle.
- 6.3.3. Leaving the mark circle. Each sailor shall leave the mark circle as quickly as possible, without delay, 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 accordingly wind conditions.
- 6.4.2. To push sled within the mark circle is permitted if this facilitates leaving the mark circle more quickly.
- 6.4.3. The lifting of sleds is permitted after stops, falls or to complete tacks or jibes.
- 6.4.4. Pumping is permitted.

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).
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 when going for training or racing.

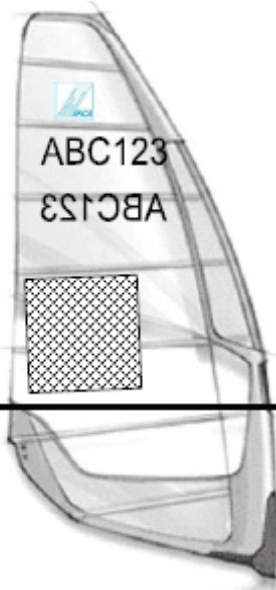
SLALOM DISTANCES



## APPENDIX 4 SAIL AREAS

If you dissect the sail above the boom into three parts, from the luff:

In the top third you have space for the class insignia;  
Manufacturers names or logos may be placed in two places



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The middle third is where you place your national letters and sail numbers

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The lower third, and in the back half of that area, is the place reserved for event sponsors, maximum 1 square meter. (The maximum height and width of the event-advertising sticker is 1 meter)  
One makers mark may be displayed each side on spars

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The rest of the sail (below the boom and the front half of the lower third above the boom) can be used for personal sponsors.