

# WINTER WINDSURFING RULES WWR4

**Valid –from 1. Jan. 2014.**

This is fourth edition of Winter Windsurfing Rules, created by International Winter Windsurfing Association (IWWA), riders and organizers of WW events, based on winter windsurfing competition practice, inspired from international RRS, IFCA and World Ice and Snow Sailing Association (WISSA) rules.

**WW 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> <li>1.3. KITEWING</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 for 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>.

**1.3. KITEWING** is a handheld wingsail which is:

1.3.1. not attached to, or supported by the rider by other means than the arms of the rider or a harness line.

1.3.2. Is constructed of a frame and a canvas sail.

1.3.3. of maximum wingspan of 450cm and maximum length of 230cm

1.3.4. maximum wingsail size is 7,5 m<sup>2</sup>

## **2. DISCIPLINES, DISTANCE, DIVISIONS**

### **2.1. COURSE**

2.1.1. Distances with upwind and downwind courses are recommended for all SLEDS and KITEWINGS

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.

**2.2. SLALOM (SHORT TRACK SLALOM, STS)** discipline is allowed only for HIBOARDS and KITEWINGS

2.2.1. Distance is „eight“, „downwind“ or combination of legs from both of them. For Kitewings in strong wind „upwind“ slalom distance can be set.

2.2.2. The length is 60 - 250 m in between jibing marks.

2.2.3. The quantity of competitors in each heat varie from 4 , reommended for strong or slow wind and/or short eight distances, up to 12 competitors for HIBOARDS and 8 competitors for KITEWINGS, recommended for medium winds and/or long downwind distances.

2.2.4. **No protests.** During STS competition decisions according §§ 3., 5., 6.2., 6.3. and 6.4. should be made immediately by referee. In case of contact between competitors, the competitor(s) whose actions do not comply with rules 6.2, 6.3, 6.4, may be disqualified if consequences of the contact lead to disadvantage to other competitor(s), causes harm to a competitor(s) / equipment or causes threat to injury.

2.3. FREESTYLE, RIDE

2.4. 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 minum reduced to 4 or 3 can be indicatded 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 the age of 40;

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

### 3. GENERAL SAFETY RULES

3.1. Avoid accidents. Every competitor 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 competitor 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.

3.4. Recommended equipment includes ice picks, knee protectors, elbow and back guards, clothing appropriate for prevailing weather conditions.

#### 3.5. Additionally for **SLALOM**

3.5.1. spikes or anything similar attached under shoes for adding grip are forbidden.

Competitor violating this rule will be disqualified.

3.5.2. Safety zones should be clear and marked 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 HIBOARD 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 competitor disqualified.

5.2. If decision to inspect equipment has been made and competitor informed, he should stay near equipment and make sure, that nobody is in contact with the equipment until inspection. 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 first Slalom qualification shall be organized randomly. For subsequent starts standings in Course races and Slalom heats 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 the middle of distance.

6.1.4. Standings in each Slalom heat, is determined by the results in previous race: first competitors of each heat (except first) are moved one heat up, but last or disqualified

competitors of each heat (except last) are moved one heat down.

6.1.5. Number of competitors exchanging their heats for next race depend on number of competing in the heat:

6.1.5.1. 1 is moved, if up to 5 competing in the heat,

6.1.5.2. 2 are moved, if 6 to 8 competing in the heat,

6.1.5.3. 3 are moved, if 9 to 12 competing in the heat.

6.1.5.4. All disqualified competitors from a chart should be moved to lower chart and the same quantity of competitors are moved up even if that exceed quantities given in 6.1.5.1-6.1.5.3.

6.1.5.5. The Race Officer has the right to change quantity of competitors in heats with one heat prior notice to competitors or, in case of conditions significantly changing, becoming dangerous or leading to unvalid results, without notice but with additional qualification.

### **WIND MINIMUM**

6.1.6. SLALOM In case of wind during the heat ceasing so, that more competitors are not sliding, than given in the §6.1.5. as „ moved“, heat shall be abandoned for all charts except the last one. Heat for last chart shall be abandoned, if less competitors are not sliding, than given in the §6.1.4. as „moved“.

6.1.7. COURSE In case of the wind ceasing and less than half of competitors are able to slide without pushing/skating, the race shall be abandoned.

### **SIGNALS**

6.1.8. Signals should be given by flags visible to all competitors „on shore“ and on start line. Sound signals are optional.

6.1.8.1. Preparation – the „on shore“ signal should be given not less than 10 minutes before first start of the day. Recommended to use Class signal.

6.1.8.2. The Warning signal for taking places on start line can be given 3 minutes before start. Recommended to use Class signal together with Heat signal for STS.

6.1.8.3. The Attention signal can be given within warning time, if all competitors are ready, or at any moment after warning time .

6.1.8.4. The 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 competitor with right-of-way shall maintain his course.

6.2.2. When a right-of-way competitor changes course, he shall give the other competitor room to keep clear.

6.2.3. Obligation to give way. The competitor without right-of-way shall give way.

6.2.4. When a competitor acquires right of way, he shall initially give the other competitor room to keep clear.

6.2.5. Obligation to look behind. The competitor 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 competitor on port tack shall give a way to the competitor on starboard tack.

6.2.7. Right-of-way on same tack. When two competitors are on the same tack, the windward shall keep clear.

6.2.8. Right-of-way when overtaking. The overtaking competitor must give way. The competitor being overtaken must maintain his course.

6.2.9. Emergency Maneuvers. If a possible collision seems imminent, a competitor must give way so as not to cause collision.

### **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. In the STS distance competitors shall follow optimal track around Mark.

6.3.3. No competitor shall intentionally stop or get off their sled inside the perimeter of the mark circle.

6.3.4. Each competitor shall leave the mark circle as quickly as possible maintaining course to the next mark in distance or, if falling/loosing control, by route less interfering with competitors rounding the mark.

#### **6.4. PUSHING**

6.4.1. Pushing/Skating 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 the 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.

#### **7. SCORING.**

7.1. 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).

7.2. A competitor disqualified in STS race gets points as last in his heat.

7.3. DISCARDS for Slalom: 1 - discard from 4-6 races, 2 discards from 7-10 races, 3 discards from 11 – 15, 4 discards for 16 – 20 races and so on 1 discard for every 5 races.

7.4. DISCARDS for Course shall be given in NoR or SI

**8. VALIDITY OF RESULTS** – an event is valid after one completed race, if there are no other quantity given in NoR.

**9. COURSE PROTEST COMMITTEE** shall be appointed by the organizing authority or race committee.

9.1. Protest committee shall be composed of experienced sailors with knowledge of the racing rules and protest committee experience.

9.2. For continental and World competitions an international Committee shall be composed

9.3. jury is responsible for hearing and deciding all protests, requests for redress and other matters arising and according the rules of Part 5 RRS

9.4. When asked by the organizing authority or the race committee, it shall advise and assist them on any matter directly affecting the fairness of the competition.

**10. STS REFEREE(S)** shall be appointed by the organizing authority or race committee.

10.1. For National, International and World races at last two (1st and 2nd) experienced Referees should judge STS on each side of distance.

10.2. No protests are accepted. During STS competition decisions according §§ 3., 5., 6.2., 6.3. and 6.4. should be made immediately by Referee.

10.3. Decisions can be disqualification or warning. In case of different opinions decision of 1st. Referee prevail.

10.4. In case of contact between competitors, the competitor(s) whose actions do not comply with rules 6.2, 6.3, 6.4, may be disqualified or warned if consequences of the contact lead to disadvantage to other competitor(s), causes harm to a competitor(s) / equipment or causes threat to injury.

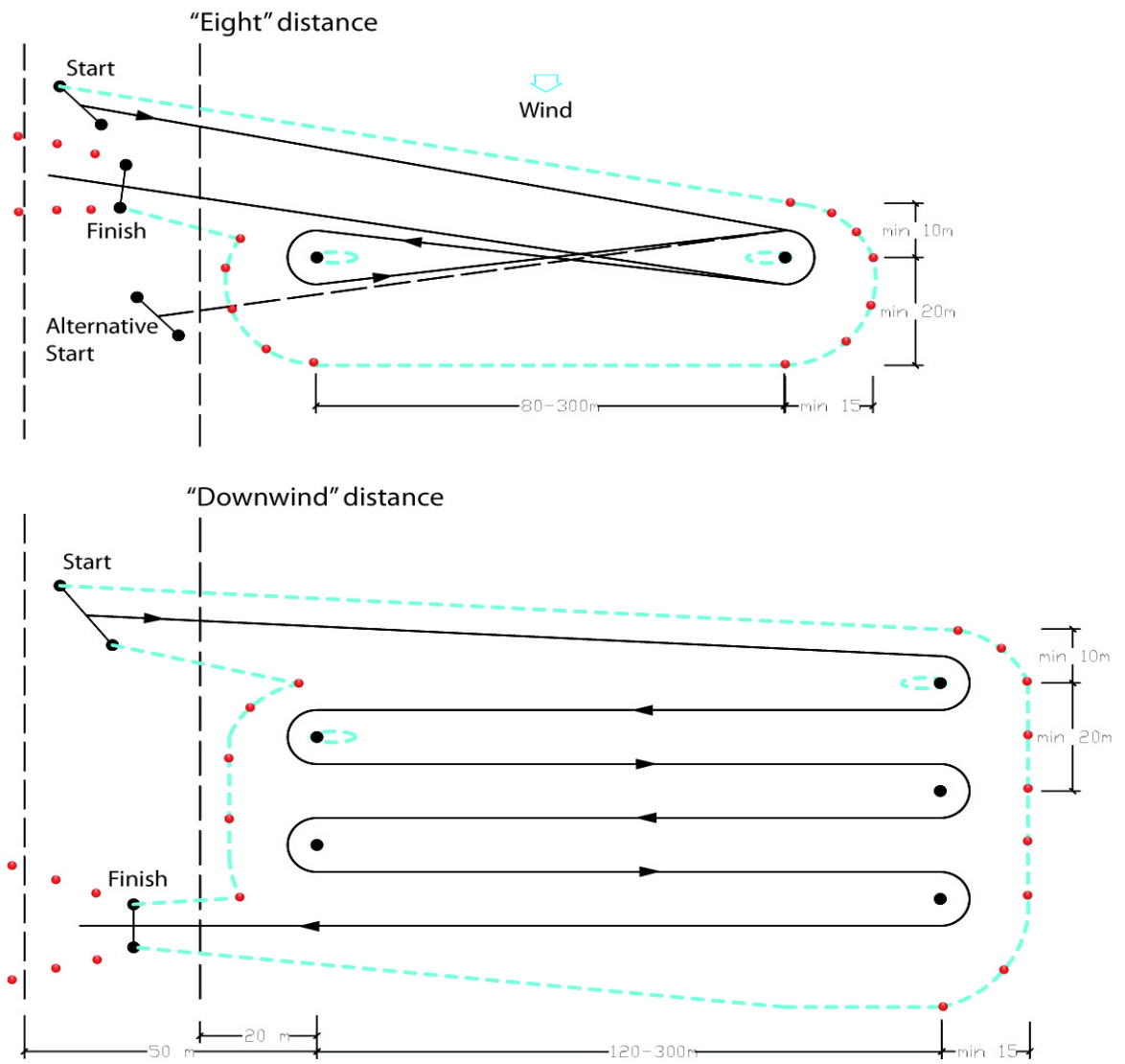
#### **11. EVENT SPONSORS ADVERTISING**

11.1. For Sailboards 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)

11.2. Competitor shall not cut or adapt the stickers in any way.

11.3. Bibs issued by local organizer shall be worn outside other clothing during training and racing.

### SLALOM DISTANCES

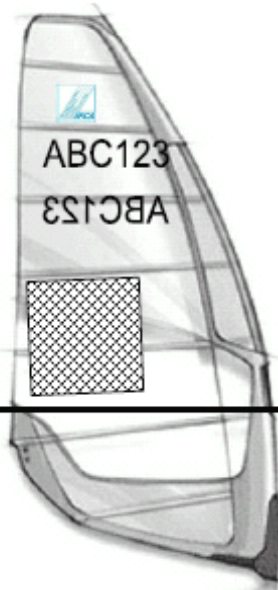


- Distance marks
- Safety marks
- Cleaned snow outline

#### 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



---

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

---

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

---

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.