



# Professional Windsurfers Association 2006 Rule Book

## **PART 2 - RACING RULES**



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## Part 2: RACING RULES

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### {2.1} DEFINITIONS

#### {2.1.1} Abandonment

An abandoned race is one which the Race Committee declares void at any time after the starting signal, and which may be re-sailed at its discretion.

#### {2.1.2} Beach Starting

When the start line is on the beach, or so close to the beach that the competitor must stand in the water to start, it is a Beach Start.

#### {2.1.3} Capsize

A sailboard shall rank as capsized when it is not under way due to the sail being in the water and/or the competitor is water starting or uphauling.

#### {2.1.4} Hearing

A protest committee holds a hearing to decide a protest or to consider giving redress.

#### {2.1.5} Interested Party

A person who may gain or lose as a result of a protest committee's decision, or who has a close personal interest in the decision.

#### {2.1.6} Mark

A mark is any object specified in the Sailing Instructions which a board must round or pass on a required side.

#### {2.1.7} On a tack

A board is on a tack except when it is capsized, tacking or gybing. A board is on the tack (starboard or port) corresponding to its windward side.

#### {2.1.8} Outside/Inside/Overlap

Outside. The outside board is the board furthest from the mark.

Inside. The inside board is the board closest to the mark.

Overlap. Boards overlap when the nose of one board is in front of the stern of the other.





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**{2.1.9} Overtaking**

A board shall rank as overtaking from the moment it gains an overlap until it gains right of way. If an overlap between two sailboards exists when approaching the starting line to start, the windward sailboard shall be considered to be overtaking.

**{2.1.10} Postponement**

A postponed race is one not started at its scheduled time and which may be sailed at any time the Race Committee may decide.

**{2.1.11} Proper course**

A course a board would sail to finish as soon as possible in the absence of other boards referred to in the rule using the term.

**{2.1.12} Racing**

A board is racing from its preparatory signal until it has either finished and cleared the finishing line or retired, or until the race has been postponed, abandoned, or a general recall has been signalled.

**{2.1.13} Right of Way**

Unless Direct Refereeing is to be used.

(a) Outside Board.

A board on the outside gains right of way when its hull and rig are ahead of the right of way line of the inside board.

(b) Inside Board.

A board on the inside gains right of way when its right of way line is ahead of the right of way line of the outside board.

(c) If there is reasonable doubt that a board has gained right of way, it shall be presumed that it did not.

**{2.1.14} Right of Way Line**

A right of way line is an imaginary line projected abeam from the nose of the board.

**{2.1.15} Room**

The space a board needs in the existing conditions while maneuvering promptly in a seamanlike way.

**{2.1.16} Room To Pass**

When boards are overlapped, a board required to keep clear shall give a board with right of way room to pass a mark

**{2.1.17} Rule**

(a) The rules in this book including definitions, race signals, preambles, the rules of an appendix when it applies (but not titles);

(b) the prescriptions of the national authority concerned, when they apply;

(c) the Sailing Instructions and Notice of Race;

(d) any other document governing the event.





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**{2.1.18} Set**

A course is considered set when all marks and starting/finishing vessels are anchored in their correct position and the Race Committee is ready to start a race.

**{2.1.19} Starting**

A board starts when, after its starting signal, any part of its hull, rig or crew first crosses the starting line in the direction of the course to the first mark.

**{2.1.20} Finishing**

A board finishes when any part of its hull, rig or crew first crosses the finish line in a controlled sailing position.

**{2.1.21} Tacking**

Is a transitional maneuver of changing tack with the wind ahead. A tack begins when the turn is started and it ends when the board has borne away to a proper course.

**{2.1.22} Gybing**

Is a transitional maneuver of changing tack with the wind astern. A gybe begins when the turn is started and it ends when the board is underway on a proper course.

**{2.1.23} An Upwind Race**

Where over 20% of the course is upwind

**{2.1.24} Dangerous Sailing**

Sailing in a manner that can be considered as dangerous or a threat to the safety of other competitors

**{2.2} CONDITIONS**

**Minimum Wind Conditions**

For all races in the Slalom 42 discipline, the wind minimum shall be 7 knots for the starting procedure. The race shall then be abandoned if the wind drops below the minimum of 7 knots, for more than 20 seconds, over the course area. It is recommended to have boats at various buoys around the course to determine if the wind is suitable.

In all cases the Race Director shall ensure that the wind is measured over the whole course area, i.e., at the start, on both sides of the course, close to course markers

Protests regarding wind strength and suitability of wind direction or wind conditions shall be disallowed.

**{2.3} EVENT OFFICERS**

PWA Slalom 42 Events shall use the following:

- i. a PWA approved Race Director
- ii. a PWA approved Principal Race Officer (PRO)
- iii. a PWA approved Head Protest Judge
- iv. at least 4 PWA approved Judges
- v. a PWA Representative
- vi. a PWA approved Scorer

Exceptions may only be made in advance by the PWA management board.





**{2.4} ENTRY ALLOCATION**

(a) Entries into PWA Slalom 42 events shall be allocated according to the following table

<b>RANKING</b>	<b>POSITION</b>
Previous years PWA Race Ranking	1-24
Current PWA Race Ranking	21-45
PWA Wildcard	46-64
Organizer Wildcard	67-up

(b) At the first event of the year, positions 21 - 45 shall be allocated according to the previous years ranking.

(c) If no Ranking exists then entries will be allocated at the discretion of the PWA.

(d) If entries in any bracket are not allocated completely, then the spare places shall be allocated at the discretion of the PWA

**{2.5} EQUIPMENT RESTRICTIONS**

A sailor may compete with 2 boards and 4 sails for the Slalom 42 discipline at any Race event. A sailor may only use equipment which is registered in his/her own name.

Competitors may only register boards from the PWA Registered Board list.

Competitors may only register sails from the PWA Registered Sails List

Boards shall be no wider than 80cm

Sails shall be no bigger than 10 square meters

Boards and sails must be registered by manufacturers according to the standard PWA registration process, details of which are available from the PWA office and may be altered from time to time at the discretion of the PWA.

**{2.5.1} Equipment Registration**

(a) Competitors will register 2 boards. Competitors must then race on either of these boards unless the protest committee permits the exchange of a board due to damage beyond reasonable repair.

(b) Competitors shall register 4 sails. Competitors must then race on any of these sails unless the protest committee permits the exchange of a sail due to damage beyond reasonable repair.

(c) All equipment must be registered within the times published in the Notice of Race for the event. Failure to register equipment during these hours may prohibit the use of that equipment from use at that event. Equipment may be stamped / marked for each event. Exceptions may be granted by the PWA representative.

**{2.5.2} Equipment Replacement**

If a board or sail is damaged, by no foul means, the protest committee may allow the sailor to exchange this board or sail with another identical board or sail. Board or sail replacement may only be sanctioned by the protest committee. If possible the original registered board or sail may be repaired and used again. Reinstatement of a board or sail may only be sanctioned by the protest committee. If an identical board or sail is not





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available, then a board or sail of a closely similar type and size may be used at the discretion of the protest committee.

**{2.5.3} Equipment Scrutinizing**

Scrutinizing of equipment will be performed either by a PWA Representative, or any member of the PWA Race Crew. A sailor must make his/her equipment available for scrutinizing at any time whilst the event is in progress. Failure to present equipment for scrutinizing may result in disqualification from the respective race or from the entire discipline.

Any sailor found to have been using equipment that has not been registered, shall be disqualified from the entire race discipline for that event.

**{2.6} SEEDING AND ELIMINATION PROCEDURE**

**{2.6.1} The racing Seeding list for an event shall be calculated as follows:**

(a) the most recent Annual PWA Race Ranking position of the registered competitors shall be used as a seeding list for the first race elimination in an event. If a competitor on the ranking list is not registered for the event, the next ranked competitor will be shifted up one place, etc.. If for some reason there is no PWA race ranking then the seeding may be allocated at the discretion of the PWA

(b) If more than one series of eliminations is held at an event, the Seeding of the next shall be based on the result of the last completed race/ elimination.

(c) If a top 40 ranked sailor is unable to compete at an event or events due to injury, the Seeding of that sailor will be protected for a period of four months, after which time Seeding will be allocated as described above.

**{2.6.2} Eliminations shall be either:**

(a) Single elimination

(b) Full fleet consisting of either a single heat or the combined results of multiple heats

**{2.6.3} The elimination procedure shall be:**

(a) Competitors' names shall be entered on the appropriate elimination ladder for the first elimination series according to the event Seeding list and the seeding distribution table found at the end of this section. The distribution in the next series then follows (Rule 2.6.1

(b) Those registered competitors who are included in the most recent seeding list shall be seeded in consecutive order in positions 1, 2, 3 etc, starting with the best ranked and finishing with the lowest ranked. The rest of the competitors' names shall be distributed evenly down the ladder by lot.

(b) When there are insufficient competitors to fill the first round brackets of an elimination, byes, if any, shall be allocated to the top seeds.

{2.6.4} The race director shall decide, in consultation with the PWA Rep the number of competitors in a heat and the number of sailors advancing.

{2.6.5} If the number of sailors in a heat, for any reason, is equal to or less than the number of sailors advancing to the next round the heat may not be re-sailed and all sailors shall advance.





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- {2.6.6} If a full fleet race is commenced but has not reached a valid result and conditions become unsuitable for full fleet racing then the following race may be commenced in an elimination format. The seeding from the race prior to the incomplete race shall be used for the elimination.

If an elimination is started and the race committee decides to switch to full fleet racing, then the elimination shall be postponed and may be completed at a suitable time.

**{2.7} SAILING THE COURSE**

**{2.7.1} Courses**

Any form of downwind slalom, figure eight slalom or long distance course may be used for the Slalom 42 discipline at the discretion of the Race Director in consultation with the PWA Representative. Courses shall not contain more than 20% upwind sailing except when a figure eight course is set. Upwind starts may be used but only when the upwind leg is less than 20% of the entire course distance

- {2.7.2} Courses to be used will be posted on the Official Notice Board.

- {2.7.3} The course diagram shall be posted on the official notice board at least 20 minutes before the start or before the Z flag is hoisted.

**{2.7.4} The starting line and finishing lines shall be:**

(a) An imaginary straight line between the objects indicated on the course diagram/description. This line shall be taken between those points of the indicated objects which are facing the course side most. If one of these objects is on the beach, it shall be marked by a blue flag, prominently displayed, or

(b) A line between two marks,

(c) Any other line specified in the Sailing Instructions or course diagram.

- {2.7.5} A competitor shall start and finish only as prescribed in the starting and finishing definitions, unless otherwise prescribed in the sailing instructions.

- {2.7.6} Time Limit: all competitors who fail to finish within 50% of the first finishers' finishing time of their heat/race shall be deemed to have retired. (i.e. if the first finishers' time is 30 minutes, the total time allowed for all other finishers would be 45 minutes)

- {2.7.8} When 50% of the registered entries finish a race in suitable conditions (Rule 2.2) the race shall be valid and other competitors shall be scored up to the time limit.

- {2.7.9} A competitor must sail the course so as to round or pass each mark on the required side in correct sequence according to the course diagram, and so that a string representing his/her wake from the time he/she starts until he/she finishes would, when drawn taut, lie on the required side of each mark, touching each rounding mark. A competitor shall not correct a course error or re-enter the course area after crossing through the finishing line.

- {2.7.10} There is no penalty for touching a mark, but competitors shall not hold on to a starting mark.





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{2.7.11} A competitor may not change equipment or receive outside assistance after the preparatory signal. Caddies may not be in the course or starting area during the races of all divisions. The course and starting areas shall be posted on the Official Notice Board together with the Course Diagram. Competitors whose caddies fail to keep clear of these areas will be disqualified.

{2.7.12} Any competitor who starts in any heat by error i.e. any heat in which he/she is not a legal competitor as prescribed by the official ladder board, shall be disqualified from that elimination series of competition and awarded last place for that series.

**{2.7.13} Sailing in the Course Area when not competing**

(a) If reasonably possible, a board not racing shall avoid interfering with a board that is racing.

(b) A competitor may not sail in the course area indicated on the course diagram/description while races are taking place other than during his/her own race(s). A competitor infringing this rule shall be penalized as specified under Rule 1.12.

**{2.7.14} Long Distance**

Long Distance courses to be sailed must be approved by the PWA Representative and must be written into the Sailing Instructions.

**{2.7.15} Identification of competitors**

(a) Competitors shall be required to carry sail numbers.

(b) Each competitor must mark his/her sails with his/her registered sail number. The number shall be at least 23 centimeters in height, displayed clearly above the wishbone, and above the area reserved for the event sponsor. The number shall be placed at different heights on both sides with the number on the starboard side being uppermost, except when the sail is of clear material, when the numbers may be placed on the starboard side only. Numbers must be clearly visible, in a solid contrasting color, and identifiable from both sides of the sail.

(c) All characters must be displayed horizontally and not in a column. A competitor may not be disqualified for infringing the provisions of this rule without prior warning and adequate opportunity to make correction. The number shall not exceed seven digits and shall include a national abbreviation. The national abbreviation must be that used by the sailor's National Windsurfing Association. Any exceptions to this rule must be approved by the PWA Management Board or PWA Representative.

**{2.8} STARTING**

**{2.8.1} Starting a Race on the Water**

(a) The signals shall be:

Warning Signal	Red flag displayed
Preparatory Signal	Yellow flag displayed
Starting Signal	Green flag displayed

(b) The interval between the starting signals is at the discretion of the Race Director and shall be posted on the Official Notice board, or in the way indicated in the Sailing Instructions. Each signal may be lowered before the next is raised. It shall be the sole responsibility of each competitor to know in which heat he/she will be racing.







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(c) Each visual signal may be accompanied by a sound signal. However, times shall be taken from the visual starting signals, and a failure or miss-timing of a gun or other signal calling attention to any visual signal shall be disregarded.

(d) An approved image recording device, such as a Polaroid, Digital or Video camera, may be used on the starting vessel to identify premature starters. Normally an image recording device shall not be used and any image recorded shall not be admissible as evidence or grounds for protest or request for redress. Use of these images is exclusively for the Judges. Unavailability of a starting image due to malfunctioning of the recording device, or any other reasonable grounds, shall not be grounds for a valid protest.

**{2.8.2} Starting a Race from the Beach**

(a) Each competitor in any heat will be randomly assigned his/her starting station at the line by drawing a number directly before his/her start. Starting station number 1 shall be the most windward one, unless stipulated otherwise. It shall be the sole responsibility of each competitor to know in which heat and in which position he/she will be racing/starting.

(b) After competitors of a heat have been called to take their starting positions, the starting officer may give a preparatory signal by the raising of a red flag or giving three short sound signals. At any time thereafter the starting officer may give the starting signal by lowering the red flag and giving one sound signal or by any other signal stated in the sailing instructions.

(c) When, at the starting signal, any part of a competitor's body, board or rig is on the course side of the starting line, he/she shall be disqualified for that heat. There shall be no recalls for premature starters.

(d) Once the starting signal has been given, each competitor shall take the shortest possible route from his/her starting position to his/her sailing position in the water (both feet on the board). This will normally be a course directly from his/her starting position to the first mark.

(e) Alterations may be made to these procedures in the Sailing Instructions.

**{2.9} RECALLS**

**{2.9.1} Elimination**

For races comprising 4 or more heats in the first round when at his/her starting signal, and one minute prior, any part of one or more competitor's board, rig or body is identified in a triangle between the two ends of the start line and the first mark, the race committee shall as soon as possible give a general recall by displaying the code flag "First Substitute". The identified sailor (s) shall be disqualified for that heat. These disqualified competitors must be hailed or listed on a board and must leave the course area immediately. They are prohibited to join a re-start of the heat/race. If the heat/race is subsequently recalled, postponed or abandoned and is sailed later, these competitor(s) may not start and remain disqualified. Premature starts shall not be protested by the competitors.

**{2.9.2} Full and Half Fleet**

For full or half fleet races it is not necessary to raise the "general recall" flag if the sailor(s) are clearly identified. The identified sailor (s) is disqualified. Two sound signals may accompany the raising of the flag. The identified competitors may not be notified on the





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water but shall be disqualified at the end of the race and shall be notified on the results list.

**{2.9.3} Abandonment**

If the Race Committee is not able to identify, even with the help of a recording device, the premature starter/s, then the heat/race may also be abandoned and re-sailed. This abandonment may be announced at any time after the start, i.e. even after finish of the heat/race. The abandonment shall be signalled by the N-flag and/or by announcement ashore.

(b) An abandoned heat/race shall be re-sailed immediately or rescheduled.

(c) Any sailors in that heat/race shall have to accept these circumstances, even though some may have started correctly.

(d) Following a general recall and exactly one minute after the recall flag “First Substitute” has been lowered, accompanied by a sound signal, a new preparatory signal (Yellow Flag) shall be given.

**{2.10} POSTPONING AND ABANDONING A RACE**

**{2.10.1} The Race Committee may:**

(a) before the starting signal, postpone a race for any reason

(b) after the starting signal, abandon a race or heat because of insufficient wind, or because a mark is missing or has shifted, or because the course is incorrectly laid, or for other reasons directly affecting the fairness of the competition. The time limit for any such abandonment is 15 minutes after the first finisher.

(c) postpone or abandon a race at any time for safety reasons.

**{2.10.2} Postponement**

A postponement must be signalled by the raising of the “Answering Pendant” over the committee boat or station, accompanied by two sound signals. After a postponement the ordinary starting signals in accordance with Rule 2.8.1 are used. The postponement signal shall be lowered, accompanied by a sound signal, one minute before the new preparatory signal or warning signal (Rule 2.8.1) is made.

**{2.10.3} Abandonment**

(a) Raising of code flag “N,” accompanied by three sound signals, means: “Present race(s) is/are abandoned.”

(b) Raising of code flags “N” over “X” with three sound signals, means: “Present race(s) is/are abandoned and will shortly be re-sailed. The warning signal will be made one minute after this signal is lowered.”

(c) The raising of code flag “N” over “F,” accompanied by three sound signals, shall mean: “Only the present women’s race is abandoned.”

(d) The raising of code flag “N” over “G,” accompanied by three sound signals, shall mean: “Only the present men’s race is abandoned.”





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(e) Raising of code flags “N” over “Answering Pendant,” with three sound signals, means: “Present race(s) is/are abandoned, return to shore immediately to receive information regarding further activity.”

(f) Raising of code flags “N” over “Fun Flag,” with three sound signals, means “Present race(s) is/are abandoned and you shall continue racing and finish the race(s) for fun, training and press/spectator purposes.”

(g) The Race Committee must notify all competitors concerned by signal or otherwise when a postponed or abandoned heat will be sailed.

**{2.11} ADDITIONAL SIGNALS**

**{2.11.1} Additional signals afloat**

(a) Raising of the “Fun Flag” before the start of a race means: “The following race shall be an unofficial race and shall be held for fun, training and press/spectator purposes only.

(b) Raising of code flag “M” means: “Round or pass the object displaying this signal instead of the mark that it replaces.”

(c) Displaying of code flag “L” at the finish of a race means: “Stay in the vicinity of the starting line. Another race will be started soon.”

(d) Raising the code flag “Z” means: “Proceed back to the beach immediately for further instructions.”

(e) Displaying “Answering Pendant” over “A,” with two sound signals, means: “No more competition today.”

**{2.11.2} Additional signals ashore**

(a) The “Answering Pendant” shall be displayed ashore if the scheduled starting time of the race is substantially postponed.

(b) The “Answering Pendant” shall be lowered at least fifteen minutes before the new warning signal is given (only for entire fleet starts).

(c) Code flag “Z” displayed means: “Proceed to the race area now.

(d) Displaying “answering Pendant” over “A,” with two sound signals, means: “No more competition today.”

**{2.12} RIGHT OF WAY RULES**

Unless Direct Refereeing is to be used

**{2.12.1} Boards on Opposite Tacks**

The competitor on the port-tack shall keep clear of competitors on the starboard tack.

**{2.12.2} Overtaking.**

(a) A competitor clear astern shall keep clear of a competitor clear ahead.

(b) An overtaking competitor shall keep clear.





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**{2.12.3} Changing tacks : Tacking or Gybing**

A competitor who is tacking or gybing shall keep clear of a competitor who is on a tack, except when gybing around a mark.

**{2.12.4} Avoiding Contact**

If reasonably possible, a board shall avoid contact with another board. However, a right-of-way board or one entitled to room:

(a) need not act to avoid contact until it is evident that the other board is failing to meet its obligation, and

(b) shall not be penalized for insignificant contact.

**{2.12.5} Limitations on Altering Course**

(a) When one competitor is required to keep clear of another, the competitor with right of way shall not alter the course so as to prevent the other from keeping clear, or so as to obstruct him/her whilst he/she is keeping clear.

(b) Limitations on altering course are also applicable when boards are sailing in the direction of the starting line to start.

**{2.12.6} Moving Astern**

A board moving astern shall keep clear of one that is not.

**{2.12.7} Capsized Boards**

(a) A competitor underway must keep clear of one who is capsized.

(b) A competitor shall not be penalized for failure to keep clear of another who capsized immediately in front of him/her.

(c) A competitor who is capsized shall not take any action, which hinders another competitor.

**{2.13} PROTESTS, PENALTIES AND REDRESS**

**{2.13.1} Direct Refereeing**

(a) Protests may be conducted using 'Direct Refereeing'. Sailors will be informed in the Sailing Instructions for the event that Direct Refereeing may be used. The principle of Direct Refereeing is that the protest committee, normal protest and redress process and normal right of way rules are replaced by an instant and un-appealable protest made by the protest committee on the offending sailor based on the following rules.

(b) If a sailor is judged to have infringed the PWA Direct Referring rules:

i. Boards on Opposite Tacks

ii. Dangerous Sailing

A Black Flag will be raised at the finish line. If the Black Flag is raised then all sailors must consult the Official Notice Board immediately after their heat. The ONB will display the sail numbers of disqualified sailors and any redress awarded. All protest decisions are final and may not be appealed. Any sailor who fails to check the Official Notice Board and competes when disqualified will be fined according to Rule 1.12. A Protest Log





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stating the heat, sail number, decision and rule number for each protest shall be posted at the end of the days racing.

**{2.13.2} Protests for entire (full) fleet races**

(a) The following conditions must be satisfied for a valid protest.

i. The competitor being protested shall be notified at the first reasonable opportunity after the incident. This may be on the water or on the beach after the race. Competitors should notify any witnesses as soon as possible and it is the competitors responsibility to ensure that witnesses are present at the protest hearing.

ii. The Race Committee on the finishing vessel/station or beach official shall be notified as soon as possible after the finish.

iii. the protest shall be presented to the Race Committee on the Protest Form within 45 minutes of the end of the time limit for the race concerned, or of the last race of the day, if races are run back to back. The time limit for protests shall be posted on the official notice board and it shall be the responsibility of the HPJ to ensure that this is done.

iv. there shall be no third party protest, other than by the official Race Committee.

(b) The time and place of the Protest Hearings must be posted on the Official Notice Board shortly after the end of the protest time limit of the last race of the day. Each competitor is responsible for checking whether or not he/she is involved in any protest, and if so, for being present at the correct time and place. A competitor may retire from a race provided he/she informs the Race Committee at any time before his/her protest is heard.

The parties to the hearing or a representative of each, have the right to be present throughout the hearing of all the evidence.

New evidence- should significant new evidence become available then the committee may reopen a hearing if it is considered in the interest of the competition, the event and the spirit of windsurfing.

Sailors have no rights to ask to reopen a hearing.

(c) Protest contents.

A protest shall be in writing and identify

- i. the protestor and protestee;
- ii. the incident, including where and when it occurred;
- iii. any rule the protestor believes was broken;

Provided the written protest identifies the incident, other details maybe be corrected before or during the hearing.

(d) The Judges shall deliberate in private and announce their decision to the parties concerned. A majority vote shall decide the protest. When there is a tie vote, the vote of the Head Judge shall be decisive. The HPJ will immediately announce the result to the Race Director as well as all parties concerned

(e) The decision shall not be appealed.





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(f) For each protest that is heard the Head Judge shall, before the following day's skippers meeting/first race, or, if on the last day, as soon as possible, post on the notice board a statement which includes:

- i. the sail numbers of those involved in the protest
- ii. the facts found in the protest
- iii. rule(s) judged applicable
- iv. the decision and grounds on which it is based

**{2.13.3} Protests for half fleet, 16 or 8 man races**

(a) When a competitor thinks that he/she has been fouled while racing, he/she may file a protest/request for redress by making an oral declaration to the official finish recorder, the Race Director, Head Judge or beach marshall immediately following the race in which the incident occurred. The declaration shall include:

- i. the word "protest,"
- ii. the protester's sail number and
- iii. the sail number(s) of the competitor(s) being protested or other particulars to identify the protestee(s).

(b) The Race Committee may protest a competitor under any of the rules at any time.

(c) A hearing to decide the protest shall be convened immediately. At the hearing each competitor shall have the opportunity to make two short statements, with the protester taking the first and third opportunities to speak. The Judges may hear witnesses if they wish. The parties to the hearing or a representative of each, have the right to be present throughout the hearing of all the evidence.

Video-tape evidence is usually too time consuming and will therefore normally not be accepted.

(d) The Judges shall deliberate in private and quickly announce their decision to the parties concerned and the official scorer. A majority vote shall decide the protest. When there is a tie vote, the vote of the Head Judge shall be decisive. The HPJ will immediately announce the result to the Race Director and Start Boat as well as all parties concerned (i.e. any sailors who are not directly involved in a hearing but who may have qualified as a result of the protest). The decision shall not be appealed.

New evidence- should significant new evidence become available then the committee may reopen a hearing if it is considered in the interest of the competition, the event and the spirit of windsurfing.

(e) For each protest that is heard the Head Judge shall, before the following day's skippers meeting/first race, or, if on the last day, as soon as possible, post on the notice board a statement which includes:

- i. the sail numbers of those involved in the protest
- ii. the facts found in the protest





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- iii. rule(s) judged applicable
- iv. the decision and grounds on which it is based

Sailors have the option to have an interested party in the protest committee replaced or removed. However, the committee must always comprise of a PWA approved Head Protest Judge and a minimum of 2 PWA approved judges. The interested party may be a witness to the protest. Premature starts cannot be protested.

**{2.13.4} Guidelines for running a protest.**

The Protest shall follow the following format

1. The HPJ (Head Protest Judge) will ensure that all the correct criteria have been met for an allowable protest.
2. The HPJ shall ensure that that all committee members have read and understood the protest form (full fleet only).
3. The HPJ shall at all times control and lead the protest. The protestor and protestee shall, unless invited to do otherwise, address the committee and not each other.
4. The HPJ shall introduce himself and explain to the protestor and protestee whom is protesting whom.
5. The HPJ shall then introduce the protest committee and enquire as to whether the sailors have any complaint with the nominated committee members hearing the protest. If it is believed that any member of the committee can be considered an interested party they may if possible be replaced.
6. The HPJ shall invite the protestor to speak first. The protestor will then give a concise explanation of the facts without emotion or insult and shall be allowed to draw diagrams if applicable. If the protestor or protested becomes enraged or abusive then the HPJ must prohibit this immediately.
7. The HPJ shall then invite the protested to speak. The protestee will then give a concise explanation of the facts without emotion or insult and shall be allowed to draw diagrams if applicable. If the protestor or protestee becomes enraged or abusive then the HPJ must prohibit this immediately.
8. Both the protestor and the protested will then be invited, in turn, to add anything extra that they wish to do so having heard the other party speak. They will direct their comments to the committee unless invited to do otherwise. All questions shall be directed through the committee.
9. The HPJ shall then invite questions from the committee.
10. If required and available, witnesses shall be heard.
11. Video evidence is usually too time consuming and will therefore normally not be accepted.







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12. The committee will then retire to consider its verdict in private. Where circumstances allow the committee may allow up to 24 hours to deliberate and accumulate evidence before making a final decision. This facility should only be used where it is in the general interests of competition. When in discussion, the HPJ should ensure that the committee members fully understand the rules in question, have sound reasons for their decisions and are forming opinions based on the evidence presented, not hearsay or personal opinion.
13. The HPJ shall then announce the verdict as soon as possible.
14. Under no circumstances will the committee be drawn into discussion over the verdict once it has been decided.
15. For protests surrounding 8, 16 or 32 man eliminations, the HPJ will ensure that there is as little disruption to competition as possible and that protests hearing are conducted as quickly as possible, preventing irrelevant discussion and repetition of evidence.
16. Sailors wishing to discuss the verdict may approach the PWA Rep. or the HPJ to arrange a time to do so but it should be made clear to competitors that decisions will not be overruled.

**{2.13.5} Disciplinary guidelines**

1. If a protestor fails to conduct him or herself in a professional manner and/or is abusive to either the protestee or the committee then the protest may be disallowed immediately. Fines or disqualification may also be imposed under the provisions of the PWA rulebook.
2. A competitor's emotions will normally be running high during a hearing and any competitor who shows signs of bad temper should be reminded to act in a professional manner.
3. A protest is a formal hearing and should be respected accordingly; abuse of any nature during a protest shall be dealt with harshly.
4. There will often be opposing accounts of events during an incident and it should be understood that this in itself is not evidence of a deliberate attempt at deception. However, if the HPJ feels there is clear evidence of deliberate deception, then it should be dealt with utilising the full force of the rulebook. The HPJ should consult with the PWA Rep. before taking any action under these circumstances.
5. Before imposing any fines or disciplinary measures, the HPJ should consult with the PWA Rep. as directed under rule 1.12 of the PWA rulebook.

**{2.13.6} Penalties**

A competitor may be disqualified from a race, from the Race Discipline or from the event for infringing the Sailing Instructions or the PWA Rulebook.







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**{2.13.7} Redress**

(a) A competitor who alleges that his/her finishing position has been materially prejudiced through no fault of his/her own by:

- i. an action or omission of the Race Committee, or
- ii. rendering assistance in accordance with fundamental Rule 1.3 (rendering assistance), or
- iii. being infringed by a competitor against whom a penalty has been imposed under Rule 1.12.14 (Unsportsmanlike Contact), may request redress from the Judges in accordance with Rule 2.13

(b) If the Judges decide that the finishing position was materially prejudiced in any of the circumstances set out above, they shall make as equitable an arrangement as possible for all competitors concerned. This may be to let the results of the heat stand, to adjust the point score of the prejudiced competitor, to abandon and eventually re-sail the heat or to have a sail-off between certain competitors in the heat or to adopt some other means.

(c) Before a race or heat is abandoned the protest committee shall consult the PWA representative and race director. It is advised that also before abandoning a race the protest committee wait 12 hours where possible in making the final decision. This way the protest committee have time to consider all evidence to make an informed decision as a decision like this can have a huge impact on the final results and needs to be taken very seriously.

(d) Competitors may not request redress for incidents that have been judged using Direct Refereeing

**{2.14} SCORING**

**{2.14.1} Maximum number of rounds**

There shall be no more than 15 races / eliminations at PWA Slalom 42 Events

There shall be no more than 5 full fleet races or 4 eliminations / combinations of full fleet races and eliminations per day

**{2.14.2} Validity of Scoring**

The minimum number of races or elimination series to constitute a valid discipline scoring at an event and to distribute the prize money is one race or elimination where the fleet has been eliminated to the top 16 for men or top 4 for the women's division.

For the internal scoring at an event points are awarded as set out in the rules below. The winner is the one who has the least points after adding all points and removing the points from discarded scores.

Individual races will be scored on the following principles:

(a) For full fleet races sailors will score points according to their finishing position as set out below.





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**Entire fleet Racing**

POSITION	POINTS
1	.7
2	2
3	3
etc	etc

(b) For races which are decided on multiple full fleet heats (multiple finals) sailors will score points based on the above table for each heat. The points of all heats to be considered shall then be combined with sailor with the lowest overall points score being considered the winner. The overall finishing positions shall then be scored as per the table above to give the result of the race.

**{2.14.3} Racing eliminations**

When racing is run using an elimination system, competitors will score points based on the following principle. Competitors in the final shall score their finishing position (0.7 for 1<sup>st</sup> place). Competitors in a losers final shall score their finishing position plus the number of competitors in the final. Competitors in previous heats shall score the average of the positions covered by all sailors who finished in the same position in the other heats in that round of the elimination.

For example, in an eight man elimination

Finishing Position	Points
<b>FINAL</b>	
1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , 4 <sup>th</sup> , 5 <sup>th</sup> , etc.	0.7, 2, 3, 4, 5, etc.
<b>LOSERS FINAL</b>	
1 <sup>st</sup> , 2 <sup>nd</sup> , 3 <sup>rd</sup> , 4 <sup>th</sup> , 5 <sup>th</sup> , etc.	9, 10, 11, 12, 13, etc.
<b>QUARTER FINAL</b>	
5 <sup>th</sup> , 6 <sup>th</sup> , 7 <sup>th</sup> , 8 <sup>th</sup>	18.5, 22.5, 26.5, 30.5
<b>FIRST ROUND</b>	
5 <sup>th</sup> , 6 <sup>th</sup> , 7 <sup>th</sup> , 8 <sup>th</sup>	36.5, 44.5, 52.5, 60.5

**{2.14.4} Scoring of Incomplete Heats**

Where the minimum number of heats for a valid race/elimination series has been completed but not all places determined, competitors qualified for heats which have not been run shall be awarded the total of the points for all the positions not decided, divided by the number of competitors in the remaining heats.

**{2.14.5} Calculation of discipline ranking lists at an event**

The positions in the individual disciplines shall be established by means of the total score earned over the valid races / elimination series held in each discipline





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**{2.14.6} Discards**

Dependant upon the number of discards permitted, the highest then second highest scores are discarded. The lowest total score, with discards, if any, taken into account, wins. Scores may be discarded as set out in the following table.

**Discards in single or double discipline:**

<b>NO. OF RACE / ELIMINATIONS</b>	<b>DISCARDS</b>
1 - 3	0
4 - 6	1
7 - 15	2





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{2.6}

**Distribution of competitors**

The following table lays out the correct seeding order for a ten man elimination with max 80 competitors

Distribution of competitors		
Heat No.	Competitor No.	Competitor No.
1	6	43
	11	54
	22	59
	27	70
	38	75
2	3	46
	14	51
	19	62
	30	67
	35	78
3	7	42
	10	55
	23	58
	26	71
	39	74
4	2	47
	15	50
	18	63
	31	66
	34	79
5	5	44
	12	53
	21	60
	28	69
	37	76
6	4	45
	13	52
	20	61
	29	68
	36	77
7	8	41
	9	56
	24	57
	25	72
	40	73
8	1	48
	16	49
	17	64
	32	65
	33	80

