

WSA Standard-Sailing Instructions v4.0

(WSA-SI)



1. Rules and General Format:

1.1. The event is governed by the rules set forth in World Sailing's "Windsurfing Slalom Racing Rules" (WSRR 2021-2024 or newer), the IFCA Class Rules in latest version and these WSA-SI (instead of the "Allgemeinen Segelanweisungen des OeSV). Class Rules C1.2 and C1.3 shall not apply.

1.2. Subsidiarily the IFCA Slalom Championship Rules shall apply.

1.3. Competitors and support persons shall comply with reasonable requests from race officials. [NP]

1.4. There shall be **no maximum** number of eliminations or full fleet races (hereafter "FFW") per day or event. When 3, 4 or 5 races are scored, a board's series score is equal to the sum of its scores in the races excluding its worst excludable score. If fewer than 3 races are scored, a board's series score is equal to the sum of its scores in the races. When 6, 7 or 8 races are scored, a board's series score is equal to the sum of its scores in the races excluding its two worst excludable scores. When 9, 10 or 11 races are scored, a board's series score is equal to the sum of its scores in the races excluding its three worst excludable scores. When 12 or more races are scored, a board's series score is equal to the sum of its scores in the races excluding its worst four excludable scores. When it comes to ratings to be excluded, a FFW is (exceptionally) equivalent to an elimination. Rating according to the low-point system (WSRR Appendix A) Windsurfing Edition, 1st place = 0.7 points, 2nd place = 2 points. As a ranking list regatta (focus), the event is already valid with 1 elimination or 2 FFW. To count, a race or elimination needs to remain valid.

1.5. With less than 18 starters (per division if applicable) and in case of doubt the Race Committee should prefer a considerable amount of Full-Fleet races over few Eliminations. This applies even more so, if a Downwind Slalom Course, which is generally preferable, can be set. [NP]

1.6 If eliminations are planned all those riders present at registration shall be allocated to qualification heats. In any suitable break riders shall be reallocated according to the preliminary results.

1.7 Allocations to qualifying heats may be changed by PRO at any time – in case of necessity also on the water.

1.8 Considering more time racing, fairness, practicability and the interest of the whole fleet the Principal Race Officer (PRO) shall abandon (running and even completed) FFW or heats or Eliminations –In such cases priority may be given to a new level playing field and a restart and thus more racing on the water.

1.9 Boards sailing in a wrong heat shall be scored DSQ without a hearing.

2. Notices to competitors and Official Notice Board (ONB):

2.1. Notices to competitors will be posted on the official notice board. A Whatsappgroup or equivalent browser based ONB maybe defined by the Race committee as ONB.

2.2. If no online ONB is available all necessary information and changes to the Sailing Instructions or changes to the programme while on land has to be published in writing on the ONB. To present necessary information at the skipper's meeting only, is not sufficient.

2.3. When relying on the second sentence of 2.1 common sense shall be used at when competitors (e.g. with their cars parked in considerable distance) preparing to launch into the water will run out of access to their mobile phones and similar electronic devices, and thus have no chance to read new notices – especially unexpected ones.

2.4. In case the allocation to heats is changed during a day, competitors should additionally to flag "L" be summoned to come together as a group and – if possible – actively informed about such a change.

3. Signals ashore (on the flag pole):

3.1. A flag or flags above – or obviously grouped with - a class/group/heat etc -flag are only for this very class/group/heat etc.

3.2. Any official announcement on the ONB shall be accompanied by flag "L" (including a sound signal).

3.3. Answering Pennant "AP" displayed with two sound signals means: race is postponed. The warning signal will not be given less than 15 minutes after "AP" is lowered ashore (together with a sound signal). Additional SI may change such duration.

4. Signals made afloat:

4.1 A flag or flags above– or obviously grouped with - a class/group/heat etc -flag are only for this very class/group/heat etc.

4.2. Official notices on the water shall be given on an (additional) ONB (whiteboard or similar) accompanied by flag "L". Such notices may include the identifications of boards excluded from a restarted or resailed races according to WSSR 29.3. To speed things up, those boards may be informed actively.

4.3. A "big" black flag with the white number „15“ written on it means, that there will be a minimum of 15 minutes after AP got raised until the next warning of any race. Both flags may be set at the same time. „15“ but not AP can be set even if some have to finish yet. Depending on the location and conditions such time can be adjusted to longer breaks if required. The adjusted time has to be communicated on the ONB

5. Start – Whose start is it?

5.1. Races will be started according to WSRR 26.1. Class flags/Heat flags shall be clearly readable from all positions. In case heat identifications are shown on a display, they shall be clearly visible for boards approaching the start line. The Race Committee is allowed to switch between Full Fleet Races and Eliminations at any time. In case an Elimination could not be finished before a break on land of more than two hours, unfinished first rounds or semifinals (where one or more heats are missing) shall be annulled and such round started again. Unless defined otherwise, the white IFCA Class flag shall be used for FFR (fin only). A heat flag may substitute a class flag according to WSRR 26.1. Such shall not apply for heat identifications shown on a board.

5.2. A board in the race area which has not started within two minutes after its starting signal may be scored as not started (DNS).

6. Flags at the start – Procedure in case of over earlies

6.1. Before the Start (0:00) the sequence can be stopped via AP (or N).

6.2. A General Recall **MUST NOT** be set before the starting signal (0:00). It **HAS** to be set if one or more boards could have been identified being on the course side at the start.

6.3. Only under special circumstances an Individual Recall (WSRR 29) may be set, but only if (a) ALL early starters could be identified and (b) none of those could have potentially harmed (via its waves, bad air, course changes, etc) or hindered any other board of such race. A case for such an Individual Recall might be a board starting more than 30 seconds too early (and remains on the course side of the starting line). The Individual Recall can be set on the start and/or finish-boat – and might save racing time by having a valid start.

6.4. Also those recalled individually shall be equally subject to WSRR 29 as after a General Recall. Thus genuine effort shall be taken to inform such board according to the facts found (see WSA-SI 4.2).

7. Courses

7.1. Courses according to the IFCA Slalom Championship Rules apply. Different courses can be defined in the sailing instructions. Downwind Slalom shall be preferred. Also a figure-8-course shall be sailed passing the marks on their required side while sailing downwind (gybing). If there are two equal marks (e.g. 1)a and 1)b) one of them or both shall be left on its/their required side while sailing downwind (gybing).

7.2. If more than one race per day is scheduled, the further race will start as soon as possible after the finish of the previous race. There will be no special signalisation.

8. Finish and Communication who has qualified for the next round / higher round (e.g. final)

8.1. The finish will be between a staff flying a blue flag on the finishing vessel and a nearby mark. A blue flag shall be shown as long as the time limit to finish has not run out.

8.2. The time limit to finish is set individually and ad hoc by the race committee but its duration shall be at least three minutes after the first finisher (which started correctly).

8.3. During Qualifying Heats of an Elimination those seeing the black and white checkered high aspect ratio flag still raised can – if started correctly - usually count on advancing to the A-Final. The boards finishing later will be in the lower

next round (e.g. B-Final). In cases of doubt clarification shall be sought and given – e.g. via „L“ and a notice board on the starting boat or other suitable means. See also WSA-SI 1.7.

8.4. When on land the qualification system has to be announced on the ONB at least 30 min before the start of an elimination.

9. Protests and Requests for Redress:

10.1. Whenever Eliminations are used as a format, protests or requests for redress can be made orally towards every member of the race committee, preferably the starting vessel. The protest time will be scheduled by the race officer after the last scored boat finished. The protest time will be posted on the official notice board.

10.2. If several races are sailed on one day without a break of at least 1 hour, the protest time for all races of the day automatically changes to after the last race. Protest forms are available at the race office.

10.3. Notices will be posted on the ONB no later than 30 minutes after protest time limit to inform competitors of hearings and the time the hearing will be held.

10.4. The Protest Committee has discretion to decide that the appropriate penalty for a breach of RRS, Class Rules, Sailing Instructions or other rules applying may be less than DSQ.

10.5. The notation '[NP]' in a rule of the sailing instructions (SI) or the NoR means that a boat may not protest another boat for breaking that rule or ask for redress because of such. This changes WSRR 60.1(a).

10. Identification:

Legible sail numbers shall be used at all times when racing. Sail numbers and numbers on the Event-Lycra must not be different – to avoid any confusion and a DSQ possible even without a hearing. Those who receive a Lycra with a different number than shown in their sails have to cross out their sail number using tape. There may also be Lycras without a number shown on the back. Race Committee can decide if a number is legible if the design of the number is not according to class rules. There shall be a warning and chance for improvement prior to any sanction or disqualification.

Appendix:

WSRR Definition: *Racing* A board is *racing* from her preparatory signal until she *finishes* and clears the finishing line and *marks* or retires, or until the race committee signals a general recall, *postponement* or *abandonment*.

WSRR 24 INTERFERING WITH ANOTHER BOARD

24.1 A board not *racing* shall not interfere with a board that is *racing*.

24.2 A board shall not sail in the course area, defined in the sailing instructions, when races are taking place except when the race is her own. A board that breaks this rule shall be penalized without a hearing and her penalty shall apply to the race sailed nearest to the time of the incident. The penalty for a breach of this rule may be less than disqualification.

24.3 If reasonably possible, a board shall not interfere with a board that is sailing on another leg.

24.4 In the last 30 seconds before the starting signal:

- (a) all boards shall sail in the pre-start zone in the direction of the starting line;
- (b) a board approaching from outside the pre-starting zone is not entitled to room or mark-room and shall keep clear of boards inside the pre-start zone;
- (c) a board that stops, slows down significantly, or one that is not making significant forward progress shall keep clear of all others, except when accidentally capsized.

WSRR 26.1 Starting Signals [description of visual signals slightly changed]

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.

Minutes before starting signal	Visual signal	Sound signal	Means
3	Class flag and/or heat ID		Attention signal
2	Red flag	One	Warning signal (Ankündigungssignal)
1	Yellow flag; red flag lowered	One	Preparatory signal
½	Yellow flag lowered		30 seconds
0	Green flag; Attention signal lowered	One	Starting signal

WSRR 29 RECALLS

29.1 When at a board's starting signal any part of her hull, is on the course side of the starting line, the race committee shall signal a general recall on the starting line or an individual recall on the finishing line as stated in the sailing instructions.

29.2 If the race committee acts under rule 29 and the board is identified, she shall be disqualified without a hearing, even if the race is later abandoned.

29.3 The race committee shall hail or display her sail number, and she shall leave the course area immediately. If the race is restarted or resailed, she shall not sail in it. If she does so, her disqualification shall not be excluded in calculating her series score.

29.4 If the race was completed but was later abandoned by the protest committee, and if the race is resailed, a board disqualified under this rule may sail in it.

