

RACING RULES



WING FOIL TOUR promotes and supports the protection of the environment in all sailing & surfing competitions and related activities throughout the world.

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Wing Foil Discipline: wave, sailing, downwind, marathon race, slalom, freestyle, speed.

In racing or expression competition, boards may compete in elimination series, and only a limited number of them may advance from round to round. A marathon race is a race scheduled to last more than one hour. In expression competition a board’s performance is judged on skill and variety rather than speed and is organized using elimination series. Either wave performance or freestyle competition is organized, depending on the wave conditions at the venue. In speed competition a board’s performance is based on her speed over a measured course. Boards take turns sailing runs over the course.

BASIC PRINCIPLES

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.

ENVIRONMENTAL RESPONSIBILITY

Participants are encouraged to minimize any adverse environmental impact of the sport of sailing.

PART 1

FUNDAMENTAL RULES

1 SAFETY

1.1 HELPING THOSE IN DANGER

A board or competitor shall give all possible help to any person or vessel in danger.

1.2 LIFE-SAVING EQUIPMENT AND PERSONAL FLOTATION DEVICES

Every surfer shall carry adequate life-saving. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions. it's mandatory: wing-leash, board-leash, impact vest, helmet.

2 FAIR SAILING

A board and her owner shall compete in compliance with recognized principles of sportsmanship and fair play. A board may be penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be either disqualification or disqualification that is not excludable.

3 ACCEPTANCE OF THE RULES

3.1

(a) By participating or intending to participate in a race conducted under these rules, each competitor and boat owner agrees to accept these rules.

(b) A support person by providing support, or a parent or guardian

by permitting their child to enter a race, agrees to accept the rules.

3.2 Each competitor and board owner agrees, on behalf of their support persons, that such support persons are bound by the rules.

3.3 Acceptance of the rules includes agreement:

(a) to be governed by the rules;

(b) to accept the penalties imposed and other action taken under the rules, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the rules;

(c) with respect to any such determination, not to resort to any court of law or tribunal not provided for in the rules; and

(d) by each competitor and boat owner to ensure that their support persons are aware of the rules.

3.4 The person in charge of each boat shall ensure that all competitors in the crew and the boat's owner are aware of their responsibilities under this rule.

3.5 This rule may be changed by a prescription of the national authority of the venue.

4 DECISION TO RACE

The responsibility for a board's decision to participate in a race or to continue racing is hers alone.

PART 2

RACE ORGANIZATION

RACE COMMITTEE; SAILING INSTRUCTIONS; SCORING; SAILING THE COURSE

5 RACE COMMITTEE

The race committee shall conduct races as directed by the organizing authority and as required by the rules of WING FOIL TOUR.

5.1 SAILING INSTRUCTIONS

(a) The race committee shall publish written sailing instructions.

(b) When appropriate, for an event where entries from other countries are expected, the sailing instructions shall include, in English, the applicable national prescriptions.

(c) The sailing instructions may be changed provided the change is in writing and posted on the official notice board before the time stated in the sailing instructions or, on the water, communicated to each boat before her warning signal. Oral changes may be given only on the water, and only if the procedure is stated in the sailing instructions.

6 SCORING

(a) The race committee shall score a race or series as provided using the Low Point System, unless the notice of race or sailing instructions specify some other system. A race shall be scored if it is not abandoned and if one boat sails the course in compliance

with rule 7 and finishes within the time limit, if any, even if she retires after finishing or is disqualified.

(b) When a scoring system provides for excluding one or more race scores, any score that is a Disqualification Not Excludable (DNE) shall be included in a board's series score.

(c) When the race committee determines from its own records or observations that it has scored a boat incorrectly, it shall correct the error and make the corrected scores available to competitors.

SCORING ABBREVIATIONS

These scoring abbreviations shall be used for recording the circumstances described:

DNC - Did not start; did not come to the starting area

DNS - Did not start

SSP - Start Scoring Penalty applied

DNF - Did not finish

RET - Retired

DSQ - Disqualification

DNE - Disqualification that is not excludable

DPI - Discretionary penalty imposed

7 SAILING THE COURSE

A board shall start, sail the course described in the sailing instructions and finish. A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to start until she finishes shall, when drawn taut, pass each mark on the required side and in the correct order as it's written on sailing instruction.

PART 3

WHEN BOARDS MEETS

Definition

Mark-Room

for a board is room to sail her proper course to round or pass the mark. However, mark-room for a board does not include room to tack unless she is overlapped inside and to windward of the board required to give mark-room and she would be fetching the mark after her tack.

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, except that during the last 30 seconds before her starting signal, the proper course for a board shall be the shortest course to the first mark. A board has no proper course until 30 seconds before her starting signal.

Tack, Starboard or Port

A board is on the tack, starboard or port, corresponding to the competitor's hand that would be nearer the "nose of the wing" if the competitor were in normal sailing position with both hands on the wishbone and arms not crossed. A board is on starboard tack when the competitor's right hand would be nearer the "nose of the wing" and is on port tack when the competitor's left hand would be nearer the "nose of the wing".

Capsized

A board is capsized when she is not under control because her sail

or the competitor is in the water.

Rounding or Passing

A board is rounding or passing a mark from the time her proper course is to begin to manoeuvre to round or pass it, until the mark has been rounded or passed.

SECTION A

RIGHT OF WAY

A board has right of way over another board when the other board is required to keep clear of her.

8.1 (10 ISAF) ON OPPOSITE TACKS

When boards are on opposite tacks, a port-tack board shall keep clear of a starboard-tack board.

8.2 (11 ISAF) ON THE SAME TACK, OVERLAPPED

When boards are on the same tack and overlapped, a windward board shall keep clear of a leewardboat.

8.3 (12 ISAF) ON THE SAME TACK, NOT OVERLAPPED

When boards are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.

8.4 (13 ISAF) WHILE TACKING

After a board passes head to wind, she shall keep clear of other boards until her sail has filled. During that time rules 8.1, 8.2 and 8.3 do not apply. If two boards are subject to this rule at the same time, the one on the other's port side or the one astern shall keep clear.

8.4 (17 ISAF) ON THE SAME TACK; PROPER COURSE

When, at the warning signal, the course to the first mark is approximately ninety degrees from the true wind, a board overlapped to leeward of another board on the same tack during the last 30 seconds before her starting signal shall not sail above her proper course while they remain overlapped if as a result the other board would need to take action to avoid contact, unless in doing so she promptly sails astern of the other board.

8.5 ROUNDING A MARK

If boards are overlapped when the first of them is rounding or passing the mark, the outside board at that moment shall thereafter give the inside board mark-room. If a board is clear ahead when she is rounding or passing the mark, the board clear astern at that moment shall thereafter give her mark-room.

8.6 GYBING OR BEARING AWAY

When an inside overlapped right-of-way board must gybe or bear away at a mark to sail her proper course, until she gybes or bears away she shall sail no farther from the mark than needed to sail that course.

9 ROOM TO PASS AN OBSTRUCTION

When Rule 9 applies between two boards at an obstruction except (a) when the obstruction is a mark the boards are required to leave on the same side,

9.1 Giving Room at an Obstruction

(a) A right-of-way boat may choose to pass an obstruction on either side.

(b) When boats are overlapped, the outside boards shall give the inside boat room between her and the obstruction, unless she has been unable to do so from the time the overlap began.

9.2 A board may hail for room to tack and avoid a boat on the same

tack. However, she shall not hail unless

(a) she is approaching an obstruction and will soon need to make a substantial course change to avoid it safely, and

(b) she is sailing close-hauled or above.

10 CAPSIZED; AGROUND; RESCUING

If possible, a board shall avoid a board that is capsized or has not regained control after capsizing, is aground, or is trying to help a person or vessel in danger.

11 STARTING RACES

System 1

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	WFT FLAG	One	Attention signal
2	RED FLAG	One	Warning signal
1	YELLOW FLAG		
30 sec	YELLOW FLAG REMOVED		
START	GREEN FLAG	One	Starting Signal

11.1 STARTING PENALTIES

If “Yellow Flag” has been displayed, and any part of a board’s hull, crew or equipment is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall sail across an extension to the pre-start side before starting.

If a boat breaks this rule and is identified, she shall receive, without a hearing, two minutes as Scoring Penalty calculated.

System 2

When the starting line is on the beach, or so close to the beach that the competitor must stand on the knees on the board in the water ready to start.

10 TOUCHING A MARK

A board may touch a mark but shall not hold on to it.

11 PROPULSION

A board shall be propelled only by the action of the wind on the sail, by the action of the water on the hull and by the unassisted actions of the competitor. However, significant progress shall not be made by paddling, swimming or walking.

12 COMPETITOR CLOTHING AND EQUIPMENT

Competitors shall not wear or carry clothing or equipment for the purpose of increasing their weight. However, a competitor may wear a drinking container that shall have a capacity of at least one litre and weigh no more than 1.5 kilograms when full.

13 PENALTY

A board may take a “360°Turn Penalty” when she may have broken one of more rules of Part 3 in an incident while racing. The sailing instructions may specify the use of some other penalty. However, if the board caused injury or serious damage or, despite taking a

penalty, gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

13.1 HOW TO 360° - Turn Penalty

After getting well clear of other boards as soon after the incident as possible, a board takes a 360°-Turn Penalty by promptly making a 360° turn with the board, no requirement for a tack or a gybe. When a board takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.

14 ADVERTISING

A board and her crew can show freely his sponsor on board and wing.