



# **Championship Rulebook 2010**

As of January 19, 2010

## **Part A: Fundamental Rules**

### ***A1. Language, Terms and Currency***

The official language of the International Speed Windsurfing Class (ISWC) is English. The official Tour and Event Series is promoted as Speed:World:Cup. The official currency is Euro.

### ***A2. Racing Rule Principles***

These rules are intended to ensure that the best competitor wins through individual Windsurfing skill, good fortune and quality of equipment alone and not as a result of procedural devices or legalistic argument.

### ***A3. Safety***

Sailing in a manner that can be considered to be dangerous or a threat to the safety of other competitors will not be tolerated. All disputes under the rules shall be conducted on this principle. Each competitor, when in a Position to do so, must render every possible assistance to a competitor in danger and assist Organizers with any rescue information in the event of a rescue being needed.

### ***A4. Responsibility of Competitors***

It is the sole responsibility of each competitor to decide whether or not to start or to continue to race and to provide for his/her safety.

### ***A5. Applying Rules***

If not changed through this Rulebook, the Notice of Race or the Sailing Instructions, the Racing Rules of Sailing shall apply in full. For record attempts, also the WSSRC rules apply in full.

## **Part B: Event**

### ***B1. Event Status***

The Status of a Speed:World:Cup event must fall into one of the following categories:

- Grade A: World Championship Events
- Grade B: Continental Championship Events
- Grade C: National Open Events

Points are awarded to the events regardless of the event status as follows, depending on the total price money of the event. The winner gets 100 points multiplied by the factor:

National Events	Factor 1
Tour Events with less than 5000 Euro	Factor 1
5000-9999 Euro	Factor 3
10000-14999 Euro	Factor 4
15000-20999 Euro	Factor 5
21000-26999 Euro	Factor 6
27000-34999 Euro	Factor 7
35000-42499 Euro	Factor 8
42500-49999 Euro	Factor 9
50000 Euro and more	Factor 10

The following additional factors are granted:

- Events with provisional timing and information about the speed and the current ranking:  
Add 0.5 factors
- World Championship events (Open and Production) add 2.0 Factors
- Continental Championship Events add 1.0 Factors
- Any price money adds an additional factor of "price money/100000"

All Events together form the ISWC World Tour.

Every organizer wishing to add his event or series to the ISWC World Tour requires an agreement with the Speed:World:Cup, outlining the conditions of the event or series. The Speed:World:Cup will grade an event or series only after receiving and approving the Notice of Race for that specific event or series. Each nation may nominate one event counting towards the ISWC ranking.

These rules are valid for any Speed:World:Cup graded event but shall also be used as a guideline for other kinds of Speedsailing events.

The minimum length of a Speed:World:Cup Grade A and B event shall be scheduled for five consecutive racing days.

There is no maximum number of legs in a speed competition.

### ***B2. Minimum Conditions for Grade A and B events***

In speed racing, there is no minimum wind speed, although a wind speed of 17 knots average is

regarded as a guideline for minimum. However, the course may be left open if the wind drops under 17 knots. The ratio between course angle and wind speed should be 5.5 or less. The following matrix shows examples for good ratios. The ratio shall be used as a guideline for suitable conditions.

90 degree	17 knots average wind
120 degree	22 knots average wind
150 degree	27 knots average wind

No races shall be started if the wind direction is more than 150 degree.

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

Only courses where it is possible to return to the start by sailing on the water without being forced to walk or to use a car will be accepted for graded events. Only courses of 500, 250 metres and 1 nautical mile will be considered for Speed:World:Cup graded events. All event courses must have the distance professionally surveyed. A copy of the surveyors report and a clear map must be submitted before the start of the event.

Other course lengths might be used for fun races.

There should be a clearly marked manned area on the beach prohibiting spectators, competitors and vehicles from creating a wall blocking wind. This will be approximately 100m beyond the finish line and will extend 300 m before the start line.

### ***B3. Minimum Conditions for Grade C events***

Only courses where it is possible to return to the start by sailing on the water without being forced to walk or to use a car will be accepted for sanctioned or recognised events. Only courses of a defined length will be considered for an Speed:World:Cup Grade C event. All competitors have to compete together during a defined period.

The minimum number of competitors for Grade C events is 10 (men and women)

### ***B4. Suitable Conditions***

The decision on suitable conditions shall be made by the Race Committee.

The compatibility of air density, wind speed, wind direction, wave size and currents, weather and temperature will be considered when determining suitable conditions. If the air temperature for competition is below 8° Celsius, the event Organizer should provide shelter on the beach, together with hot drinks and food.

### ***B5. Organizers***

Speed:World:Cup graded events shall be organized by any body or person recognized by the Speed:World:Cup, which will henceforth be referred to as the Local Organizer. All competitions shall be organized, conducted and judged under this manual.

Subject to such direction as the Organising Authority may exercise, all competitions shall be conducted and judged by the Race Committee in conformity with the terms and conditions published in the Notice of Race. The term "Race Committee" whenever it is used shall include any person or committee which is responsible for carrying out any of the designated duties or functions of the Race Committee. The head of the Race Committee shall be the Race Director.

Speed:World:Cup Grade A and B events shall use as appropriate:

- (a) A Speed:World:Cup appointed Race Director,
- (b) A Speed:World:Cup appointed Head Judge
- (c) A Speed:World:Cup appointed Commissioner

Speed:World:Cup Grade C events shall use as appropriate:

- (a) A Speed:World:Cup approved Race Director,
- (b) A Speed:World:Cup approved Commissioner

The Race Director shall be the Chairman of the Race Committee and shall have the power to direct the Race Committee. The Race Director or any of the above officials may not be the Local Organiser or the Sponsor or their representative.

The Speed:World:Cup Commissioner shall have the right to veto any decisions if they are not in accordance to the rules or the general ISWC or Speed:World:Cup interests.

## ***B6. Equipment***

There are no restrictions on equipment other than those defined in these rules. The Speed:World:Cup reserves the right to impose further restrictions on equipment in the interests of safety or fair competition. No such prohibition shall be made without stating such in Notice of Race.

Only sailboards are eligible to enter ISWC parts of an event.

A sailboard is a surfboard using a free sail system. A free sail system means a swivel-mounted mast not supported in a permanent position while sailing.

ISAF recognized production equipment must be registered within the times published in the Notice of Race for the event. Failure to register boards to be used in the production part of the competitions 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 Speed:World:Cup commissioner.

Equipment not registered as ISAF production equipment may be subject to a "plaque system", a one time fee per board in benefit of the ISAF.

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

Equipment which in the opinion of the Race Director could cause injury to competitors must be prohibited. It is the responsibility of each competitor to check this aspect of his/her equipment with the Race Director. Under this Rule, rigging on the mast and sharp nosed boards which could cause injury to competitors must be prohibited.

Each competitor must mark his/her sails with his/her registered sail number. The number shall be at least 23 centimeters in height and with a spacing of 4.5 centimeters, displayed clearly above the wishbone, and above the area reserved for the event and tour Sponsors. The number shall be placed at different heights on both sides with the number on the Starboard side being uppermost. National letters and sail numbers shall be in capital letters and Arabic numerals, clearly legible and of the same colour. Only commercially available typefaces giving the same or better legibility than Helvetica are acceptable.

Failure to using correct sail numbers may lead to loosing the allowance to start in the race.

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 sail numbers will be checked on the registration day. The number shall not exceed three digits.

Only production equipment registered with the ISAF shall be used at the production board part of the ISWC tour (or single Production World Championship) if it is also manufactured by a brand who is a recognised corporate member. In addition, any production boards from the ISAF list are allowed in this part of the tour, but will be listed as "Other".

### ***B7. Event / Tour / Seeding Sponsor***

If required by the Notice of Race or Sailing Instructions, competitors shall, for the duration of an event (including registration day), be compelled when racing, taking part in fun events, going out to compete and coming in from competing, warming up in the designated course or warm up area, being interviewed by event media at official press calls or at presentations on event podiums to:

- wear a standard Speed:World:Cup specification, Event/Tour advertising vest over all their clothes, including harness and life jacket,
- carry event/tour advertising stickers in their sails.

Vests should be designed as follows:

- The Event logo shall be displayed on the left breast of the competitor's advertising jersey with a minimum diameter of 8 cm.
- The Class Logo shall be displayed on the right breast of the advertising jersey with a minimum diameter of 8cm.
- The IWA logo shall be displayed at the top of the back just below the neck of the advertising jersey with a minimum diameter of 8cm.
- The Speed:World:Cup logo is entitled to prominent branding on the event advertising jersey.
- The Speed:World:Cup shall reserve an equally prominent position on the advertising jersey for an SA tour sponsor if one is in existence.
- The title sponsor of a tour regatta is entitled to prominent branding on the event advertising jersey.

### ***B8. Sail Advertising***

Advertising on sails shall be in accordance with the following Rule. The entire area on the sail from the boom to an imaginary line drawn parallel to the boom and 60 cm above the boom is reserved for the Event and Tour Sponsors stickers. These stickers must be placed parallel to the boom and in such a position that the bottom edge of the sticker falls within the 60 cm zone.

No other sponsor stickers or advertising may be placed in this zone. These stickers may be required on one or both sides of the sail being used. This sticker may not exceed one time 0.20 square meters in area with the recommended dimensions are 75 cm x 25 cm and/or three times 25cm x 25 cm. The main sail sticker shall include the phrase "International Speedsurfing Association" in the bottom line covering the whole width of the sticker.

Secondary Event and Tour sponsor stickers may be placed in the zone directly below the boom close to the mast. These stickers may be required on one or both sides of the sail being used. This sticker may not exceed 0.08 square meters in area.

If event sponsors stickers are compulsory, this shall be stated in the Notice of Race and or Sailing Instructions.

Competitors must follow any instructions given in the Notice of Race, Sailing Instructions or by the Race Committee regarding the proper placement of such advertising.

The rest of the sail area is at the disposal of the individual competitor, allowing for his sail number which must appear on both sides of the sail above the event sponsor sticker, and the restrictions concerning branding as stated in rule C3 (corporate membership).

Only corporate members of the Speed:World:Cup are allowed branding space. Sail manufacturers not in membership with the Speed:World:Cup are entitled to a branding area of 150 sq. cm in the clew of the sail.

Competitors should make every endeavour to ensure that branding is properly adhered and arranged on their sails. However, no competitor shall be responsible for loss of advertising sticker(s) during racing due to inadequate adhesion of the stickers.

## **Part C: Membership**

### ***C1. Membership***

All competitors who compete in Speed:World:Cup World and Continental Championship events must be ISWC members. If a national speed windsurfing association exists, the competitors must be a registered member of the appropriate national speed windsurfing association also. The duration of the ISWC membership is the calendar year. New memberships from 01.10. on also apply for the upcoming year.

Membership fees shall be determined by the ISWC Management Board at the start of the year and may be changed at any notice during the course of the year.

As a guideline below is an indication of the various levels of licenses.

Membership paid until 01.03. of the upcoming season	€ 50
Membership paid after 01.03. (late entry)	€ 100
Membership throughout the year (only for rookies)	€ 50

### ***C2. Non-payment of membership fees***

Non-payment of membership fees before competing may result in a fine of € 50. This fine and the membership fee must be paid within 30 days of notification, or before the next event, whichever is sooner. In the event that fees are not paid prior to the next event, the sailor may be liable to further fines, loss of seeding order, disqualification from competing in further events and/or exclusion from the Speed:World:Cup Ranking Lists.

### ***C3. Corporate Membership***

There are two categories of corporate membership open only to manufacturers of boards and sails.

Full corporate members	€ 2.500
Temporary corporate members	€ 1.250 per event

Full corporate members are allowed to advertise brands of board or sail on competitor's sails or boards and are allowed to have branding at events in the form of corporate flags or banners no bigger than 2m by 2m. They will have their names appearing in all Speed:World:Cup press

releases and results. They will also receive Branding coverage through display of their corporate flag at events, on all Speed:World:Cup TV shows distributed World Wide. Additionally, they receive 1 size page ad in every tour stop program and a link and logo at the Speed:World:Cup website.

Only corporate members riders will be considered for the Speed:World:Cup manufacturers rankings.

Manufacturers not in membership of the association are restricted to the following branding:

Board manufacturers: branding on board only

Sail manufacturers: 150 sq. cm on either the clew, luff or tack of the sail.

Advertising outside of these restrictions will be removed. The Speed:World:Cup reserves the right to disqualify sailors attempting to compete with advertising outside of these restrictions.

Associate Corporate Membership is open to all other companies and the annual membership fee is 1000 €



## **Part D: Entry**

### ***D1. Entry Eligibility and Reserved Entry***

Anyone wishing to compete in Speed:World:Cup World and Continental Championship events may only do so with the approval of the Speed:World:Cup and his national authority.

All entries into the main section of an Speed:World:Cup World or Continental Championship event shall be handled by the Speed:World:Cup Office.

The maximum total number of entries including men, women and wildcards may not exceed 60 competitors on a 500m course, and 45 competitors on a 250m course. Entries will be separated into two or more fleets if necessary. If possible, only one fleet racing shall be used.

Even though all Speed:World:Cup events are in an open entry format, the following entries for World and Continental Championship events are qualified by right:

#### *Personal Qualification:*

Top 5 last World Championship

Top 5 last Production World Championship

All continental champions

#### *Slot qualification*

Top 5 current GPSSS 500m ranking

Unlimited number of women

#### *Wildcards:*

5 Wildcards Speed:World:Cup

5 Wildcards Organiser

1 Wildcard per corporate member (manufacturers)

Remaining Places are granted strictly by current ISWC ranking. All entries need to be confirmed by their respective national authority.

Exceptions to these limits may be made by the ISWC Management Board.

There might be a minimum qualifying speed to ensure high level competition.

If more entrants request starting eligibility than slots available, seeding shall be done with the help of the current ISWC ranking to the discretion of the race committee.

### ***D2. Wildcard allocation on-site***

If places remain after these entry procedures have been applied, names will be placed onto the event waiting list. If places become available more than two weeks prior to an event, then these will be allocated from the waiting list. If places become available within two weeks prior to an event then these places may be allocated on the registration date. Any sailor on the waiting list wishing to be considered for a slot on the registration day of event should apply in person during normal registration hours.

Note: Having a place on an event waiting list is no guarantee of entry into an Speed:World:Cup event and places are awarded from the waiting list at the discretion of the Speed:World:Cup.

### ***D3. Wild Card entries***

Wild Card entries may be given to competitors for special reasons e.g. competitors suffering from injuries from previous events, or who, for a variety of reasons, have been unable to compete in

previous events through no fault of their own. The remaining slots shall be filled either by Speed:World:Cup selection or by event trials. Competitors shall apply in writing to the Speed:World:Cup Office and shall provide information about themselves.

The Speed:World:Cup reserves the right to change the allocation of Wild Card entries if the quality of competition may be impaired. The entry eligibility for all competitors accepted for an event will be posted on the Official Notice Board on completion of event registration.

#### ***D4. Multi-Fleet competition***

The separation into fleets is up to the race managements discretion. Whenever possible, only one fleet shall be run. If multi-fleet competition is necessary, the Race Management shall decide due to the weather conditions whether to run Gold-Silver-Bronze, Split Fleet or Full Fleet races. In Split-Fleet Racing, the racer heading the current ranking list shall initially be in the first Group, racers in 2nd and 3rd positions on the ranking list shall be in the second Group, racers in 4<sup>th</sup> and 5<sup>th</sup> positions on the ranking list shall be in the First Group and so on.

#### ***D5. Entry Procedure***

All ISWC members must request entry to Speed:World:Cup events in writing or by email, exclusively through the Speed:World:Cup Office. If a sailor doesn't receive an entry form the Speed:World:Cup will not be liable for his or her entry not being accepted into an event. Ultimately it is the sailors responsibility to apply for an entry for an event and to ensure that that application has been received.

NOTE: All sailors who provide a correct, working e-mail address will be e-mailed a notification that entry forms have been released. The Notice of Race will initially be distributed by e-mail.

A no-show of any competitor shall result in the following fines:

Default	€50
Top 20 competitors men / Top 6 competitors women	€100
Top 10 competitors men / Top 4 competitors women	€200
Top 5 competitors men / Top 2 competitors women	€400

All fines shall be paid to the Speed:World:Cup before that sailor may enter any other Speed:World:Cup event.

All entrants must personally complete and sign the entry forms at the registration of the event at the time and place published in the Notice of Race. Exceptions may only be granted by the Speed:World:Cup Commissioner.

#### ***D6. Starting fees***

Starting fees shall be appointed by the local organizer. The maximum starting fees are 160 € per World Championship Event, 120 € per Continental Championship event, 100 € per other event. Exceptions may only be granted by the Speed:World:Cup.

## **Part E: Speed Rules**

### ***E1. Courses***

The standard speed courses are given in the sailing instructions.

Other courses may be used after approval from the ISWC Management Board.

Speed racing: standard off shore course

AREA A: through a narrow gate, then min. 400 meters, do not overtake

AREA B: 100 meters, only one sailor

SPEED COURSE : 500 m or 250 m, or 1 nautical mile

FINISH AREA : min 75 m

A diagram and description of the course to sail shall be posted on the Official Notice Board at least 30 minutes before the start.

An authorized member of the Race Committee might be positioned at the finish line with a loud-hailer to control the finish area and advise competitors of any infringements, warnings etc. A finishing area shall be defined by an imaginary area from the finish line to a mark approximately 75 m after the finish mark, in which no competitor may stop or sail into, other than from the course, except in an emergency.

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

While on the course, no beach or water starting is allowed except to leave the course. The course starts at the gate to area A and finishes at the gibing mark at the end of the Finish Area. Competitors leaving the course must avoid competitors on the course.

Competitors returning to the start on the water must keep clear of the course.

Competitors returning to the start by land may walk back up the beach, taking care not to obstruct timing equipment. They should also keep their sails as low as possible so as not to disturb the wind. Competitors may not use vehicles to return to the start.

It must be realised by all competitors that 100 m is the minimum distance required in record-breaking conditions for clean air and water. The purpose of this procedure is to help competitors secure the clean conditions vital for fast times. It also secures a guaranteed time as opposed to the risk of losing a time due to congestion.

### ***E2. Duration***

The length of a Speed Racing Round is 90 minutes exactly.

If, during the last 15 minutes, there is any change in the top five personal best ranking, the round will be extended by 15 minutes to 105 minutes. A maximum of two extensions is allowed.

Exceptions to the above may only be granted by the Race committee and must be published 30 minutes before the start latest, if there is no general statement in the Notice of Race.

The Timekeeper will have to be able to follow, at every moment, the evaluation of the personal best of all racers. Only the Race Director with the help of the Timekeeper will have the responsibility by referring strictly this rule to extend or not the running round.

After the finishing of a Speed Racing leg there will be a break of 30 minutes.

The Race Committee reserves the right to shorten these 30 minutes to 15 minutes in Record breaking conditions. On the final day of competition no race or elimination series shall be started if the competition cannot reasonably be finished one hour before sunset. Exceptions to this rule

may only be made by the Race Committee if there is no result counting towards the Annual Ranking list in the scheduled discipline.

### ***E3. Signals for Starting and Closing a Round***

The course will be open whenever the green flag is displayed. The Organisers reserve the right to close the course at any time without prejudice during the specified opening times for any technical or safety reasons.

At each event there will be flags indicating if the course is open/closed or on standby.

AP:	start is postponed, AP down = min 15 minutes to the start
red:	course closed, organisation on standby
yellow and red:	course will open 5 minutes after raising
green:	course open
yellow and green:	course will close 5 minutes after raising
red and green:	course is closed for a few minutes but the round will be continued
yellow only	round will be extended by 15 minutes
no flag :	indicates no racing/end of day.

All Flags may be substituted by light signals.

### ***E4. Penalties / Direct Judging / Protests / Redress***

If any competitor fails to observe any Race Committee Members warning for whatever reason, he/she will be cautioned. If the competitor receives another warning in this period, he/she will be suspended from the course for that round. Any competitor seen on the water during a suspension period will be disqualified from the competition, and none of his/her previous times/results recorded at the competition will be valid.

Competitors shall be informed about given penalties as soon as possible. The final decision to give a penalty or not is up to the members of the Race Management team during the race, if necessary after hearing the competitor and witnesses.

All warnings and penalties follow the principle of "Direct Judging". No protests of competitors are possible. Affected competitors have the possibility to request for redress. The request for redress hearing and decision is processed by the race committee. Its decision shall be final.

### ***E5. Verifications***

The Race Committee will verify all runs they deem necessary to determine a valid result.

A WSSRC commissioner is not present on any Speed:World:Cup unless otherwise stated. This means, that usually no national nor world records can be ratified.

No competitor may discuss any problem directly with the timing organisation. Any queries, requests, ideas or problems should be made through the Speed:World:Cup commissioner. At no time, for any reason, any competitor is allowed in the timing control station. Any competitor breaking this rule will be fined according to rule G4.

Anyone may request the verification of their time by video recording. If the Speed:World:Cup commissioner and Timekeeper consider the request valid, the run will be checked on video where possible.

## **Part F: Scoring**

### ***F1. Principles of Scoring***

All races are scored depending on the factor of that event.

### ***F2. Validity of Scoring***

One leg is considered valid when, after the course has been opened and at least 25% of the finishing racers in the mens fleet have been recorded at least three times at a certain speed. The decision about “onshore” conditions has to be made before opening the course by the Race Committee. The standard condition is “ offshore “ until other stated. The following matrix shows the necessary speeds for each fleet:

Conditions	Gold / Split Fleet / Full Fleet	Silver	Bronce
Offshore 500m	30 knots	28 knots	26 knots
Onshore 500m	28 knots	26 knots	24 knots
Offshore 250m	33 knots	31 knots	29 knots
Onshore 250m	30 knots	28 knots	26 knots
Offshore mile	26 knots	24 knots	22 knots
Onshore mile	23 knots	21 knots	19 knots

### ***F3. Leg scoring***

For the ranking within a single leg of a Grade A and B event, the average speed of the two fastest runs is counted. For Grade C events, different systems may apply, due to the regulations of Part B, the notice of race, and the sanctioning agreement between the local organizer and Speed:World:Cup. Whenever possible, the average of the two fastest runs shall be used for the ranking.

If a leg is considered valid, all competitors are awarded points equivalent to their finishing position, except the first place, who is awarded 0.7 points. Competitors advancing to the superordinate fleet are awarded no points in that leg, as they will get points from the next race in the superordinate fleet.

If a leg is not considered valid, all competitors are awarded average points of their remaining valid scores before any discards, except the race is abandoned and will be restarted. Going up and down between gold/silver/bronze is affected only by the result of the current leg, even if the scoring of the leg is not given valid.

In a speed race, all competitors who do not start in a leg, who start and thereafter retire, who do not finish, who finish and thereafter retire or who are disqualified, score the points awarded to the last possible finishing position in that speed leg or division

### ***F4. Round scoring***

A round consists of completed legs of all fleets. Only completed rounds shall count for the final rankings after the first discard, otherwise incomplete rounds shall also count.

### ***F5. Discards***

Dependant upon the number of discards permitted, the highest, second highest, third highest and the fourth highest and so on 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 manner.

Discards in Speed Events :

N° of scores	N° of scores discarded
1 - 3	0
4 - 6	1
7 – 10	2
11 – 15	3
16 or more	4

### ***F6. Event Ranking***

The event ranking list shall display the finishing positions of each competitor in every run as well as points awarded and the highest speed achieved during the whole event.

There shall be separate ranking lists for open and production boards, if both world championships are determined throughout the same event, as well as for men and women.

### ***F7. Ties in the Event Ranking***

The tie shall be broken in favour of the competitor who has achieved the best speed during the event, if the best speeds of those competitors have been achieved in the same fleet. If the tie remains, it shall be decided in favour of the competitor who has the greater number of firsts, seconds, and so on. If the tie remains, it shall stand as the final result.

### ***F8. Prize Money***

The prize fund at an event, reduced by the part (10 %) for the annual ranking list, is divided between the divisions. The amount for each division shall be stated in the Notice of Race or entry form.

The full amount of the advertised prize money shall be payable when a valid result Stands, reduced by the percentage foreseen to the years ranking list.

If no valid result stands, the prize money is divided into two parts. 30% is equally divided between the Speed:World:Cup and the Local Organiser and 70% is split evenly amongst all officially registered competitors at the event.

In the event that a regatta on this tour is cancelled due to circumstances commonly defined as "force majeure", within 2 days of the specified start date, then the regatta prize money shall be split, with 40% equally divided between Speed:World:Cup and the Local Organiser, 10% for the

overall tour purse, and 50% being distributed equally among the top 32 entered competitors.

Should it be decided to run competition unofficially, 5% of the 70% allocated to the competitors at an event, may be offered as unofficial prize money.

When a number of competitors share a single Position, their ranking order not having been determined, the payment for these competitors shall be as follows.

The prize money for the occupied Position and the following unoccupied positions (equal in number to the competitors Standing on the single Position) shall be added together, then divided by the number of the group of competitors being paid in this manner.

If tax deductions are applicable on prize money at any event the Organiser shall provide the contestant with a letter detailing the deductions and providing information on refunds.

Prize money must be distributed according to the prize money distribution table in Euro Cash, check at the closing ceremony. Prize money not collected during the time stated in the NOR falls back to the Organizer/ Speed:World:Cup 50/50.

Additional prizes may be offered. These, however, are additional to the official prize money which is taken into account for the annual ranking lists.

### ***F9. Percentage of Prize Money Payable***

When there are between 3 and 5 women, the prize money (reduced by 10 % for the annual ranking list) is divided 90/10 in favour of the men's division, with the women's prize money being distributed to the top 2. If only 3 Women are registered, only the 1<sup>st</sup> one will benefit from the Prize money.

When there are 6 or more women, their percentage increases to 15%, with the women's prize money being distributed to the top 3.

Percentage of Prize money payable for Speed events :

Position	Men	Women : 6 and more 15% of total Prize Money	Women : 3 to 5 10% of total Prize money
1	19	50	65
2	12	30	35
3	10	20	-
4	9	-	-
5	8	-	-
6	7	-	-
7	6	-	-
8	5	-	-
9	4,5	-	-
10	4,0	-	-
11	3,5	-	-
12	3	-	-
13	2,5	-	-
14	2	-	-

15	1,5	-	-
16	1	-	-
17	1	-	-
18	1	-	-

### ***F10. Annual Ranking***

Every riders best three individual results count towards the annual ranking. The ranking system is “rolling”, which means that the results of the last 12 months shall be included in the ranking. Graded events will replace their latest edition, even if not 12 months ago. E.g. European Championship 2009 replaces European Championship 2008, regardless of the date.

The sailors on top of the ranking list at the 31.12. of each year will be awarded with the tour purse and trophies (the “World Cup”) and shall be named “Overall World Cup Winner”

### ***F11. Event scoring for the annual ranking***

Tour Ranking Lists shall be calculated for each format on an annual basis for men & women separately. Only one official result is necessary for an event to produce a valid result counting for that tour ranking list.

The factor of an event is determined by

- a) The Factor of the specific event
- b) The amount of pricemoney

Factor x 100 x (number of entrants +1 – rank)/number of entrants

### ***F12. Ties in the Annual Ranking***

When there is a tie in total points in the Annual Ranking list, the tie shall be broken in favour of the competitor who has the best speed during any of the seasons graded events. If the tie remains, it shall be decided in favour of the competitor who has the greater number of firsts, seconds, and so on. If the tie remains, it shall stand as the final result. Ties between more than two competitors shall be broken in the same manner, considering all the competitors concerned at once.

### ***F13. Nations and Manufacturers Ranking***

A Speed:World:Cup Nations and Manufacturers Overall Ranking list shall be calculated after each completed Speed:World:Cup Grade A and B event by adding the points scored by the three best men and one best woman per nation / manufacturer from the Annual Overall Ranking list. The highest combined score wins. Only full corporate members are eligible to enter the Manufacturers Overall Ranking List. Non corporate members may be listed in the manufacturers ranking, but only with best man / best women counting towards the ranking. There shall be separate lists for boards and sails.

### ***F14. Annual Ranking List & Prize Money***

The amounts from each event, being 10% of the advertised prize fund in the NoR, shall be added together and paid out at the last event on that tour calendar.



The prize money shall be shared as follows:

Position	Men	Women : 6 and more 15% of total Prize Money	Women : 3 to 5 10% of total Prize money
1	20	50	65
2	17	30	35
3	14	20	-
4	10	-	-
5	9	-	-
6	8	-	-
7	7	-	-
8	6	-	-
9	5	-	-
10	4	-	-

Prize money must be distributed according to the prize money distribution table in Euro Cash, check at the closing ceremony of the last event of the season. Prize money not collected during the time stated in the NOR must be claimed by the competitor to the Speed:World:Cup within 28 days after the closing ceremony. Otherwise the price money falls back to the Speed:World:Cup.

## **Part G: Fines**

### ***G1. General Attitude/code of conduct***

All participants must, by their actions and general attitude, during all events and at all times while within the precincts of the site of a Speed:World:Cup sanctioned event, promote the Image of the sport, the Sponsors of the event, the Speed:World:Cup, ISWC and themselves in a professional manner.

Any failure to do so immediately prior to, during and immediately after an Speed:World:Cup event may result in appropriate fines. The responsibility to impose fines under section G of this rulebook are as follows: For all incidents happening during the event and on the event site, the Race Committee is in charge. For all incidents happening outside an event, the ISWC committee is in charge. This procedure is following the principles of RRS 69.

More severe cases of bringing the sport into disrepute may result in the Suspension or expulsion of a competitor from the Speed:World:Cup after due consideration by the ISWC Management Board.

### ***G2. Fun Events***

A fun event is a side event which does not count towards the official result. All sailors must sail in fun races/event as instructed by the Race Director. The Race Director must first obtain the permission of the Speed:World:Cup Commissioner to hold fun races in which the competitors are compelled to participate. Failure to participate without prior permission of the Speed:World:Cup Commissioner may result in a penalty. Fun Races can also be held as "clinics" with simple timing instruments like speed-guns, gps-handhelds or something similar. The professional sailors shall advise rookies and amateurs with tips and tricks whenever possible.

### ***G3. Official Attendance***

All competitors may be required to attend a post heat/race media Conference immediately after, or within 45 minutes of the end of the race, whether he/she be the winner or loser. Sailors must wear the Event Sponsors' advertising vest or a suitable substitute supplied by the Organizer during this Conference.

Competitors failing to attend a post heat/race media Conference or to wear the correct branding will be penalized.

Punctual attendance at up to a maximum of three Official Functions per event is mandatory for all sailors and sailors' representatives on the Management Board at the event. Failure to adhere to this rule may result in offending competitors being penalized.

All sailors shall dress in a suitable attire as outlined in the Sailing Instructions.

### ***G4. General Codes and Fines***

The Rules set forth under this section apply to the conduct of each competitor while within the precincts of an event site.

Fines levied for breach of this code are payable to the Speed:World:Cup and/or the event organizer and competitors fined shall not be allowed to compete further in any event, race or heat recognized or

sanctioned by the Speed:World:Cup until the fine is paid.

When imposing a fine or penalty the committee involved will consider the seriousness of the offence and if the rule violation is a repetition.

Fines may be imposed for each individual breach of these rules and where different rules have been breached during a single incident, each individual breach may be penalized.

Sailors will be notified of any fines levied in writing by the Speed:World:Cup Commissioner. Any sailor wishing to appeal against a fine may submit a written appeal to the Speed:World:Cup Commissioner. This appeal will be considered by a committee consisting of the Head Judge, the Speed:World:Cup Commissioner and the Race director. Where it is not possible for an appeal to be heard by this committee i.e. after an event has finished, then the appeal may be heard by the Management board of the ISWC.

### **Failure to obey Written or Verbal instructions**

A competitor failing to follow clear written or verbal instructions at an event may be subject to a fine of not more than €500, payable to the Speed:World:Cup.

### **Entering the Timing Station whether competing or not**

Violations under this rule will result in immediate disqualification of the whole event.

### **Sailing in the Course/Competition Area when not competing**

Violations under this rule will incur a fine of no more than € 300 per violation and/or disqualification from the series, event or elimination, payable to the Speed:World:Cup.

### **Littering**

Competitors found to be littering or causing any other environmental damage within the precincts of the event site will incur a fine of no more than €200 per violation, payable to the event organizer.

### **Media Conference**

Any competitor failing to attend a media Conference as prescribed will incur a fine of no more than € 300, payable 50/50 to the Speed:World:Cup and the event organizer.

### **Official Functions**

Any competitors failing to attend an Official Function as prescribed will incur a fine of no more than € 300, payable 50/50 to the Speed:World:Cup and the event organizer. Failing to attend the price giving ceremony will also lead to losing the price money.

### **Advertising**

All competitors are required to abide by the advertising rules as laid out in these rules. Violation of the various categories of this section will incur a fine of no more than € 500 for each violation and/or disqualification from the series, event or elimination, fines payable to the Speed:World:Cup.

### **Audible Obscenities**

Any competitor using an audible obscenity will incur a fine of no more than € 500 for each violation, payable to the Speed:World:Cup. For the purpose of this rule, audible Obscenities are defined as

words commonly known and understood to be profane and uttered clearly and loudly enough to be heard by any officials in the proximity.

### **Visible Obscenities**

Any competitor making an obscene gesture of any kind will incur a fine of up to € 500 payable to the Speed:World:Cup for each violation and/or disqualification from the series, event or elimination. For the purpose of this rule, a visible obscenity is defined as the making of signs or gestures by a competitor using his hands, body, or sailing equipment that commonly have an obscene meaning or import to reasonable people.

### **Verbal Abuse**

Any competitor heard to be verbally abusive of an official, Opponent, spectator, member of the media or any other person will incur a fine of no more than € 500 payable to the Speed:World:Cup for each violation and/or disqualification from the series, event or elimination. For the purpose of this rule, verbal abuse is defined as a Statement directed at an official, Opponent, spectator, member of the media or any other person that implies dishonesty, or is derogatory, insulting or otherwise abusive.

### **Abuse of Event Equipment**

Any competitor abusing or damaging event equipment, violently or dangerously or with anger, will incur a fine of no more than € 500 payable 50/50 to the Speed:World:Cup and the event organizer plus the costs of repairing or replacing any damaged equipment and/or disqualification from the series, event or elimination.

### **Physical Abuse**

Any competitor found to have been physically abusive of an official, Opponent, spectator, member of the media or any other person will incur a fine of no more than € 1000 for each violation, payable to the Speed:World:Cup, and, depending on the character of the physical abuse, in immediate disqualification from the series, event or elimination, in addition to further claim of damages.

For the purposes of this rule, physical abuse is the unauthorized touching of an official, Opponent, spectator, member of the media or any other person.

### **Safety Precautions**

Any competitor failing, wilful or careless, neglect of safety precautions and thus causing danger to officials, opponents, spectators, members of the media or any other person or event equipment will incur a fine of no more than € 500 for each violation, payable to the Speed:World:Cup in addition to further claim of damages.

### **Unsportsmanlike Conduct**

Any competitor failing to conduct themselves at all times in a sportsmanlike manner and or to give due regard to the authority of officials and the rights of opponents, spectators, members of the media or other persons will incur a fine of no more than € 750 payable to the Speed:World:Cup for each violation and/or disqualification from the series, event or elimination.

For the purposes of this rule, unsportsmanlike conduct is defined as any misconduct that is clearly abusive or detrimental to the sport, but does not fall within the prohibition of any specific on site offence contained in these rules. In addition, unsportsmanlike conduct shall include but not be limited to the giving, making issuing, authorizing or endorsing any public Statement having or designed to have an effect prejudicial or detrimental to the best interests of the Speed:World:Cup, the event or the sport.

### **Cheating**

Violations under this rule will result in immediate disqualification of the leg, whole event or the whole tour, at the race committees discretion.

### ***G5. Coaches, Team Managers***

Competitors take responsibility for the presence of their coaches, managers, representatives and any ancillary staff and the violation of any of these Rules by any of these will result in the appropriate penalty being applied to the competitor.

### ***G6. Future Disciplinary Action***

When the Speed:World:Cup Commissioner, Race Director or Head Judge excludes a competitor from further participation in an event or takes further disciplinary action against the competitor after a gross breach of good manners or unsportsmanlike conduct, his action shall be reported to the ISWC Management Board, who may reconsider the matter after further investigation.

### ***G7. Doping***

For doping test and violation of the rules the ISAF rules apply in full.