



IFCA Slalom Experimental Rules

For 3 years IFCA has been experimenting with a simplified set of rules for slalom. We needed to do something...everything goes so fast that, like in America's Cup and the PWA slalom circuit, the normal "Racing Rules of Sailing", even amended with Appendix B are not easy enough to apply.

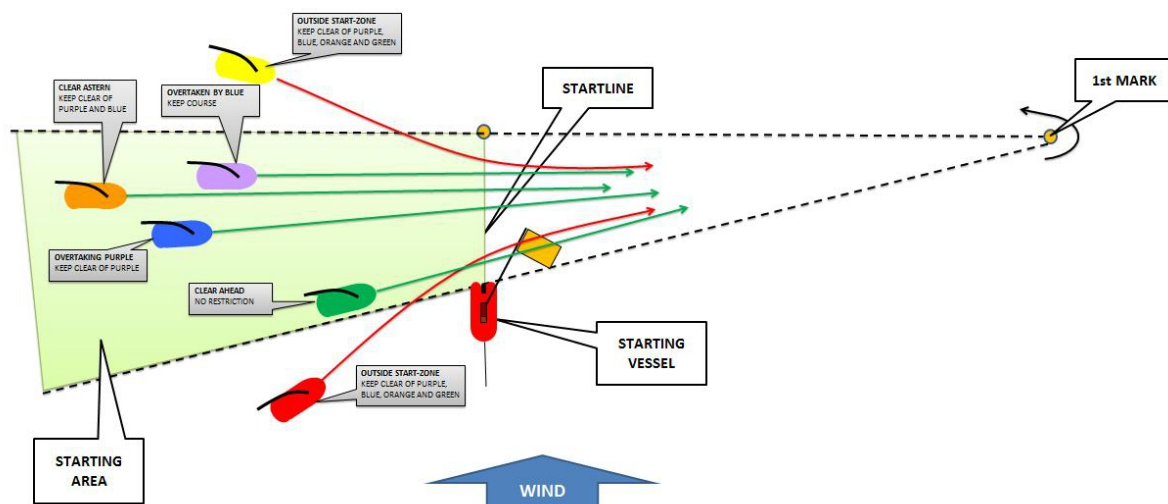
The testing we have been doing at our major events shows that we are on the good track and perhaps even other fast classes could benefit from these experimental rules or should we call them High Performance or Simplified Racing Rules?

The 3 basic principles behind the experimental rules are that we want to :

1. **put safety on the first place,**
 - a. we do not want high speed collisions with devastating consequences
2. **put the advantage to the fastest boat**
 - a. we do not want to see defensive tactics that are very common in slow boat dinghy sailing.
3. offer all the competitors at all time a **straightforward way to know** if they are "Right of way-boat" or "Keep clear boat". Like Umpires thread umpired races.
 - a. We do not want complicated protests

To achieve these goals, we simplified the rules a lot and took out everything that is too complicated and not easy to understand for a kid on a fast-moving craft. We ended up with 4 basic rules

- 1) Before the start: starters that are overlapped can only take the shortest route to Mark 1 without slowing down or changing course.



- 2) After the start, on the reaches: If you are being overtaken you have no right to alter course and defend yourself. Both boards must keep clear of each other.



- 3) At the gybing marks
- The board in the front (clear ahead) has the right of way. The board in the back (clear astern) has to keep clear.



- If there is an overlap (only in 3-5 % of the cases) the inside boat (closest to the mark) has room to do a normal gybe and the outside boat must keep clear.



The gybing rule ends when both surfers are back on the course to the next mark.

- 4) In case of doubt which board is inside board and/or if there is “an overlap” we go back to the “last point of certainty” to establish who from there onwards has right-of-way

So, be faster, be in front of the other and all the rules will protect you! If you are not in front, try to be inside overlapped and again the rules will protect you.

In a few minutes, you now know the new basics. Of course, we also advise you to download and read the slalom experimental rules in detail and if you have suggestions for us to make it even more clear/easier feel free to contact us at www.ifcaclass.com

PART 2 Slalom Experimental Rules 20170604

WHEN BOARDS MEET

The rules of Part 2 apply between boards that are sailing in or near the racing area and intend to race, are racing, or have been racing. However, a board not racing shall not be penalized for breaking one of these rules, except rule 14 when the incident resulted in injury or serious damage, or rule 24. When rules 23 or 24 apply, the other rules in Part 2 do not.

SECTION A RIGHT OF WAY

10 ON OPPOSITE TACKS

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

11 OVERTAKING

The overtaking board shall keep clear and the overtaken board shall not change course if as a result the other board would need to take action to avoid contact.

12 ON THE SAME TACK, NOT OVERLAPPED

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

13 WHILE CHANGING TACK

A board changing tack shall keep clear of a board which is not. If two boards are subject to this rule at the same time, the one on the other's port side or the one clear astern shall keep clear.

SECTION B GENERAL LIMITATIONS

14 AVOIDING CONTACT

A board shall avoid contact with another board if reasonably possible, but no board shall be penalized under this rule unless there is contact that causes injury, capsize or serious damage.

16 CHANGING COURSE

16.1 When a right-of-way board changes course or slows down, she shall give the other board room to keep clear.

SECTION C AT MARKS AND OBSTRUCTIONS

Rules 18, 19 and 20 are deleted and replaced by:

18 ROUNDING/PASSING MARK OR OBSTRUCTION

(a) An inside overlapped or a clear ahead board is entitled to room when rounding/passing a mark or obstruction.

(b) When an inside overlapped board must gybe or bear away at the mark to sail her proper course, until she gybes or bear away she shall sail not farther from the mark than needed to sail that course.

SECTION D OTHER RULES

21 EXONERATION

When a board is sailing within the room to which she is entitled, she shall be exonerated if, in an incident with a board required to give her room, she breaks a rule of Part 2.

23 CAPSIZED, RESCUING

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

23.2 If possible, a board that is capsized shall not interfere with another board.

24 INTERFERING WITH ANOTHER BOARD

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

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

24.3 During the last 30 seconds before her starting signal, a board that stops, slows down significantly, or one that is not making significant forward progress shall keep clear of all others unless she is accidentally capsized.