



# Professional Windsurfers Association 2006 Rule Book

## **PART 5 - SUPER X RULES**



**I S A F**  
Affiliated



## Part 5 Super X Rules

- {5.1} DEFINITIONS**
- {5.2} SAFETY**
- {5.3} CONDITIONS**
- {5.4} EVENT OFFICERS**
- {5.5} ENTRY ALLOCATION**
- {5.6} EQUIPMENT RESTRICTIONS**
- {5.7} SEEDING AND ELIMINATION PROCEDURE**
- {5.8} SAILING THE COURSE**
- {5.9} STARTING**
- {5.10} RECALLS**
- {5.11} POSTPONING AND ABANDONING A RACE**
- {5.12} ADDITIONAL SIGNALS**
- {5.13} RIGHT OF WAY**
- {5.14} PROTESTS, PENALTIES AND REDRESS**
- {5.15} SCORING**

### **{5.1} DEFINITIONS**

#### **{5.1.1} 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.

#### **{5.1.2} 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.

#### **{5.1.3} On a tack**

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

#### **{5.1.4} Performing a Maneuver**

A board shall be considered as performing a maneuver from the point that it alters course in preparation for the maneuver to the point that it has settled on to a normal course on a tack.

#### **{5.1.5} 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.

#### **{5.1.6} Hearing**

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

#### **{5.1.7} 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.

#### **{5.1.8} Mark**

A mark is any object specified in the Sailing Instructions which a board must round or pass in a certain way, on a required side or perform a certain specified maneuver prior to passing or after passing.





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

- {5.1.9} Maneuver buoy**  
A marker buoy set on a reach to mark a point whereby compulsory maneuvers must be completed.
- {5.1.10} Obstacle**  
Any object specified in the course diagram that must be passed, jumped crossed or in any other way negotiated so as to complete the course correctly as specified in the sailing instructions.
- {5.1.11} 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.
- {5.1.12} 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.
- {5.1.13} 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 signaled..
- {5.1.14} Room**  
The space a board needs in the existing conditions while maneuvering promptly in a seamanlike way.
- {5.1.15} 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.
- {5.1.16} Set**  
A course is considered set when all marks, obstacles and starting/finishing vessels are anchored in their correct position and the Race Committee is ready to start a race.
- {5.1.17} 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.
- {5.1.18} Finishing**  
A board finishes when any part of its hull, rig or crew first crosses the finish line in a controlled sailing position.
- {5.1.29} 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.





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

**{5.1.19} Dangerous Sailing**

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

**{5.2} SAFETY**

**{5.2.1} 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.

**{5.2.2} Protection**

Due to the extreme nature of Super X, all competitors shall wear a suitable helmet when competing and it is recommended that all sailors wear body armor also. Suitability of protective equipment shall be decided at the discretion of the PWA Rep. Exceptions to this rule may be made by the Competition Director after consultation with the PWA Rep. It will remain the sole responsibility of each individual competitor to decide whether or not to start or to continue to race and to provide for his / her safety and whether or not to wear protective clothing.

**{5.3} CONDITIONS**

Super X will take place in suitable conditions.

**{5.4} Event Officers**

PWA Super X 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.

**{5.5} ENTRY ALLOCATION**

(a) Super X entries shall be allocated according to the following table

ENTRY PROCEDURE	32 MAN	40 MAN
Previous years PWA Super X Ranking	1-10	1-16
Current PWA Super X Ranking	11-16	17-26
PWA Wildcard	17-24	27-34
Previous years PWA Racing Ranking	25-28	35-36
National Association w/c	29-30	37-38
Organizer WC	31-32	39-40

(b) At the first event of the year, positions 11-16 shall be allocated according to the previous years Super X ranking.

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





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

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

**{5.6} EQUIPMENT RESTRICTIONS**

**{5.6.1} Competitors in the Super X discipline shall**

(a) only use boards that weigh at least 6.7 Kg including fins, and wet footstraps.

(b) Only use swept back fins, with no angled corners or sharp leading edges. No fin with an overall vertical depth of more than 36cm shall be used, measured perpendicular from the board to the tip of the fin when fitted. Straight Slalom and Racing style fins will not be permitted. Suitability of equipment under this rule shall be at the discretion of the PWA Rep and the Race Director.

(c) Not use sails with camber inducers or any similar system. Suitability of equipment under this rule shall be at the discretion of the PWA Rep and the Race Director.

{5.6.2} Equipment, which in the opinion of the Race Director, could cause injury to competitors, shall 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, straight fins with sharp corners and /or edges and sharp nosed boards which could cause injury to competitors shall be prohibited. Competitors failing to obey instructions in this regard may be penalized under Rule 1.12

**{5.6.3} Equipment Scrutineering**

Scrutineering 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 race discipline.

{5.6.4} Any sailor found to have been using equipment that breaches Rule 5.6 or that has been prohibited by the Race Committee, shall be disqualified from that entire race / elimination / discipline.

**{5.7} SEEDING AND ELIMINATION PROCEDURE**

**{5.7.1} The Super X Seeding list for an event shall be calculated as follows:**

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

(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 32 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.

**{5.7.2} Eliminations**

Eliminations shall be multiple single eliminations with up to 10 competitors per heat.





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

**{5.7.3} 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. The distribution in the next series then follows Rule 5.7.1 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.

(c) The race director shall decide, in consultation with the PWA Rep the number of competitors in a heat and the number of sailors advancing.

(d) 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.

**{5.8} SAILING THE COURSE**

**{5.8.1} Courses**

Courses to be used will be posted on the Official Notice Board.

{5.8.2} 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.

**{5.8.3} For Super X, 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.

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

{5.8.5} When 50% of the registered entries finish a race / heat in suitable conditions (Rule 1.3) the race shall be valid and other competitors shall be scored up to the time limit.

{5.8.6} A competitor must sail the course so as to round or pass each mark on the required side in correct sequence, 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.

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

{5.8.8} 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





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

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.

{5.8.9} 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.

**{5.8.10} 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

**{5.8.11} Compulsory maneuvers:**

(a) If required, compulsory maneuvers shall be specified on the course diagram and must be completed at the position marked on the diagram in the manner described on the diagram. Maneuvres may not be combined and shall not be performed over jumps or obstacles unless specified on the course diagram.

(b) Compulsory maneuvers may be taken from the list of moves below.

- i. Forward Loop
- ii. Spock
- iii. Sail and Body 360 (predominantly for light wind conditions)
- iv. Upwind 360 (predominantly for light wind conditions)
- v. Sail 360 (predominantly for light wind conditions)

(c) A specific area may be marked on the course, by maneuver buoys or obstacles, to specify exactly where a compulsory maneuver has to be performed. Sailors must perform the specific maneuver within this area as specified on the course diagram. Sailors who, in the opinion of the judges, have not completed the maneuver or made an adequate attempt within the specified area, shall be disqualified from that heat / race.

(d) Where specified, compulsory maneuvers must be completed clearly before the gibing mark. If possible the limit of the area for completion of maneuvers will be marked by a small buoy, known as a maneuver buoy. Sailors who, in the opinion of the judges, have not completed the maneuver or made an adequate attempt before the maneuver buoy, shall be disqualified from that heat / race. A specific area may be marked on the course by maneuver buoys to specify exactly where a compulsory maneuver has to be performed

(e) Sailors who, in the opinion of the judges, have not completed the compulsory maneuver or made an adequate attempt to complete the compulsory maneuver shall be disqualified from that heat / race. For the purposes of this rule, an attempt at completion of a compulsory maneuver shall be considered adequate if, in the opinion of the judges, the competitor has made a genuine and committed attempt to complete the specified maneuver and has in no way engineered their attempt or deliberately failed the maneuver to gain a favorable position in that heat / race. Should a sailor, in the opinion of the judges, be considered to have deliberately failed a maneuver in order to gain a favorable position in a heat / race, then they shall be disqualified for that heat / race.





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

(f) Compulsory maneuvers shall include Duck Gybes around the marks. All transitions at gybe marks shall be Duck Gybes.

**{5.8.12} Obstacles and Jumps**

Obstacles, jumps or gates may be specified in the course diagram. All obstacles, jumps and gates must be negotiated in the manner described on the course diagram or the sailing instructions. Any sailor who fails to successfully negotiate any obstacle, jump or gate as prescribed on the course diagram or the sailing instruction shall be disqualified. Sailors may not combine compulsory maneuvers with jumps over obstacles unless specified to do so on the course diagram. Any sailor infringing this rule shall be disqualified from that race / heat.

**{5.8.13} 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

**{5.9} STARTING**

**{5.9.1} 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.

(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 mis-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







2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

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.

**{5.9.2} 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.

**{5.10} RECALLS**

**{5.10.1} 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.

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

**{5.10.3} 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





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

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.

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

**{5.11.1} 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.

**{5.11.2} 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 5.9.1 are used. The postponement signal shall be lowered, accompanied by a sound signal, one minute before the new preparatory signal or warning signal is made.

**{5.11.3} 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) 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.”

(d) 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.”

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





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

**{5.12} ADDITIONAL SIGNALS**

**{5.12.1} 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.”

**{5.12.2} 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.”

**{5.13} RIGHT OF WAY RULES**

Direct Refereeing shall be used

**{5.13.1} Boards on Opposite Tacks**

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

**{5.13.2} 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.

**{5.13.3} 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.





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

**{5.13.4} 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.

**{5.13.5} Boards Performing a Maneuver**

A board performing a maneuver shall keep clear of a board not performing a maneuver.

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

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

**{5.14.2} 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.

**{5.14.3} 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 1.1.3 or

iii. being infringed by another competitor who was required to keep clear, or a competitor against whom a penalty has been imposed under 1.12.14 (Unsportsmanlike Contact), may request redress from the Judges in accordance with Rule 5.14.3

(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





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

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

**{5.15} SCORING**

**{5.15.1} Maximum number of rounds**

There shall be no more than 11 eliminations at PWA Super X events. There shall be no more than 4 eliminations per day

**{5.15.2} Validity of Scoring**

(a) 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 10 or 8 depending on the number of competitors advancing.

(b) 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.

**{5.15.3} Super X 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>FIRST ROUND</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





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

**{5.15.4} 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.

**{5.15.5} 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

**{5.15.6} 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:**

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





2006 PWA Rule Book – Issue 1  
Part 5 Super X Rules

{5.7}

**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

