

WAKEBOARD WORLD RULES 2016



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1.0 GENERAL

1.1 Applicability of the Rules

The rules set forth here govern wakeboard competitions sanctioned by the International Water Ski and Wakeboard Federation. It is requested that confederations establish rules as close to these rules as possible.

1.2 Exceptions to the Rules

Where compliance with the rules is not feasible, the Chief Judge shall, with the approval of the majority of the Judges, make the necessary changes. Such changes will be announced at a riders' or team captains' meeting, and by posting. The Chief Judge shall send a report to the Chairman of the IWWF World Wakeboard Council (WWC) to explain these changes to the rules. Where the rules are definite and feasible, a vote of the Judges to decide whether to enforce any provision is prohibited.

1.3 Drug Testing

All competitors must agree to be subject to doping control. Specific policies and procedures regarding doping control shall be under the control of the Medical Commission: The National Federation and independent riders confirm that all athletes entered by them into world Championships are aware of, and agree to be bound by, the provisions of the IWWF Anti-Doping Rules, including but not limited to, all amendments to the Anti-Doping Rules and all International Standards incorporated in the Anti-Doping Rules.

1.4 Alcohol

No alcohol is to be consumed by Athletes prior to or during the day's event. The day's event is deemed as starting 1 hour prior to the first rider starting their run and finished when the final scores for have been posted and the official protest time has elapsed. Once an athlete's heat and results are posted it is deemed that the athlete's day is finished.

1.5 Unsportsmanlike Conduct

Any rider (or his/her representative) or official whose conduct is deemed unsportsmanlike or whose conduct may cause discredit to the IWWF, IWWF World Wakeboard Council and sponsors, either on or off the competition site, before during, or after the competition, may be disqualified from all or part of the competition including completed events and/or be subject to a fine to be determined by the IWWF Executive Board, by a two-thirds majority vote of the Judges. Any and all infractions can also be punishable by disqualification of the whole team.

Unsportsmanlike conduct includes, but is not limited to: use of vulgar language in public, public tantrums, not riding to fullest potential, failure to attend designated functions or events, failure to attend media conference, opening / closing ceremony,

prize-presentation ceremony, podium presentations, discrediting publicly event organisers, fellow athletes and/or host countries and/or host federations verbally, and/or on social networking, consuming alcoholic beverages during or before the competition, use of prohibited substances, competing under false pretences, concealing significant injuries or health problems. This also includes but is not limited to riders and individuals who choose to vandalise or misrepresent wakeboarding at official hotels venues or functions during the event. Each rider, prior to participating, may be required to sign a code of conduct as a condition of entry.

1.6 Discharge of liability

At each national or international event, all competitors, or if the rider is under 18 years of age his/her parent or team captain, must sign a discharge of liability for the organizer and the host federation in case of accident, material damages, or moral or physical tort, in the domain of the competition. All organizations, federations, persons or institutions involved in the organization of an event who encounter an illicit deed of a competitor, are obligated to use the local Constabulary or judicial authorities in order to judge all litigation and charges against the competitor. A copy of the filed report shall be forwarded to his own federation who will prohibit the competitor's access to all events until such time as the litigation is settled.

2.0 COMPETITION SITE

There will not be any official familiarisation during the Wakeboard World Championships at the event site.

The organizers of the event will hand the site over to the Chief Judge one full day prior to the first day of the event for inspection.

Use of the site is under the authority of the Chief Judge until the completion of the competition.

At the discretion of the Event organiser, and only with the approval of the Chief Judge, riders may be selected to ride or partake in a course testing, and/or media, promotional or sponsorship obligations.

3.0 SAFETY

3.1 Safety Director

At least two months before the Wakeboard World Championships, the host Federation shall appoint a Safety Director, who will appoint such assistants as appear necessary and inform the World Wakeboard Council Chairman and Chief Judge. The Safety Director shall be responsible for the safe conditions of all equipment, facilities and operation of the event; but this shall not prevent him from delegating specific responsibilities to his assistants as approved by the Chief Judge. He shall have the authority to take whatever action is necessary, including stopping the event, whenever he observes a condition he believes unsafe. The Chief Judge

may overrule any contemplated action or decision of the Safety Director on his own responsibility.

3.2 Unsafe Rider Disqualification

No rider shall be allowed to compete or to continue to compete if, in the opinion of the Safety Director and a majority of the Boat Judges, his/her competing would be a danger to himself/herself or other riders in the competition. During the competition, the Safety Director may, at any time, request the Chief Judge to halt the event for a poll of the Boat Judges in regard to a rider's actions or conditions. Whenever practical, the advice of a doctor should be obtained.

3.3 Safety Boats

Two safety boats shall be used during the event. The suggested positioning of the safety boats is operating outside the wakeboard course buoys facing a rider during his pass. The Chief Judge will determine the safety boats final position on course.

3.4 Safety Boat Personnel

Each safety boat will be manned by:

- 3.4.1** An experienced driver who is familiar with the conduct of all practice and competitive events;
- 3.4.2** A swimmer, fully trained in First Aid, Emergency Resuscitation and Water Rescue Techniques. The swimmer will wear a life jacket at all times and, in the event of a serious fall, will jump into the water to assist the rider. If the injured rider is unable to climb into the safety boat with little or no assistance, the rider will be floated to shore and lifted from the water on a suitable board or stretcher. Under no circumstances will an injured rider be lifted passively over the side of the safety boat. It is emphasized that, in international competition, language difficulties may interfere with communication; and, for this reason, the swimmer **MUST GET IN THE WATER** to assist the injured rider.

3.5 On Site Medical Facilities

The Safety Director will appoint a Competition Medical Officer who will undertake to provide the following services:

- 3.5.1** A suitably qualified medical officer will be in attendance during throughout the event.
- 3.5.2** A suitably equipped medical station prepared to deal with any sort of medical emergency will be conveniently located at the competition site.
- 3.5.3** Suitable transportation facilities that will allow an injured rider to be moved safely and promptly to the best local medical unit for further care.

A working relationship will be established between the local hospital or medical unit and the Competition Medical Officer, such that casualties will get prompt and expert treatment when required.

4.0 CATEGORIES

Competition entry at the Wakeboard World Championships will be strictly by age with the exception of the Open category.

4.1 Minimum Number of Riders

There will be a minimum of 3 riders and a minimum of 3 different countries represented required to open a category. The categories to be opened will only be determined after the end of the registration. Once a category is open then the scores and the placement of riders in that category will contribute to team scores and to a title. The Chief Judge will inform all participating Federations as soon as feasibly possible if there are insufficient riders within a category. In the event of a category not opening then merging will take effect. See (4.6 & 4.7).

A rider will only be allowed to enter one category, either the appropriate age-group category or a higher level of difficulty category than his/her own age-group category, according to the World Rule 4.5.

4.2 Passport Checking

The Chief Judge and/or Chief Calculator will ensure that all riders' passports are checked for verification of age.

4.3 Date of Birth

For the Wakeboard World Championships - a rider's age as of 31st December of the current year the championships are held will be used to determine age bracket.

4.4 Merging Categories

BOYS/GIRLS < JUNIOR < OPEN > MASTERS > VETERANS

4.5 Cancellation of Categories

Categories with less than three (3) riders may be cancelled or merged with other categories to a > division at the discretion of the world wakeboard council. The cancelled category will not have recognised placement or champions.

4.6 Categories

U14 - 14 and Under (Boys)

14 years old and under - if you are 14 years or under on December 31st in the current year the championships are held

U14 - 14 and Under (Girls)

14 years old and under - if you are 14 years or under on December 31st in the current year the championships are held

U18 - 18 years and Under (Junior Men)

18 years and under Junior Men – if you are 18 years or under on December 31st in the current year the championships are held

U18 - 18 years and Under (Junior Women)

18 years and under Junior Women – if you are 18 years or under on December 31st in the current year the championships are held

O30 - 30 Years and Over (Master Men)

30 years or older on December 31st in the current year the championships are held

O30 - 30 Years and Over (Master Women)

30 years or older on December 31st in the current year the championships are held

O40 - 40 Years and Over (Veteran Men)

40 years or older on December 31st in the current year the championships are held

O40 - 40 Years and Over (Veteran Women)

40 years or older on December 31st in the current year the championships are held

Open Division (Open Men)

No age restriction

Open Division (Open Women)

No age restriction

5.0 HEAT SYSTEM

Wakeboard competitions will use a heat system. The running order for the first round of competition will be randomly selected by either computer or drawn from a ballot in order to compete in individual heats. The number of riders in each heat is dependent on the total number of riders entered.

No heat shall exceed 6 riders, where possible heats of 4 or 5 are preferred.

An equal amount of riders from each heat will then advance to the semi-finals and finals. The LCQ, Semi-finals and Finals will be selected from placement not scores.

Advancing riders will be seeded from placement and then heats will be selected using the following method.

2 Heats 2-1-1-2 or for 3 heats 3-2-1-1-2-3 and so forth. This allows for the heats to be mixed throughout the event.

Open Division: The top 8 men & top 4 women listed on the current IWWF Wakeboard World Cup Overall Standings List will be seeded in the first round of competition in the Men's & Women's Open events. The running order for all other riders in the first round of competition will be randomly selected by either computer or drawn from a ballot in order to compete in individual heats.

All Finals will comprise of 6 riders (except in case of categories open with less riders), in the event of a withdrawal, injury or disqualification the rider will not be replaced or substituted. The final heat will proceed with fewer riders.

The Last Chance Qualification round may or may not be used within the competition, dependent on time and numbers.

See **Annex 1** for the Official Heat System

6.0 RIDER PREPAREDNESS

A rider must be in his/her bindings, with his/her life vest and assigned bib on, and with a rope that will not interfere with him/her being ready to ride when the boat returns to the dock/start area. Any rider who fails to be on immediate hand and in condition to ride when it is his/her turn in the running order as stated above will be deemed to be wasting time to gain an unfair advantage and will be disqualified.

In the case where a rider is not available or has been disqualified, a one-minute delay shall be granted to the next rider in the starting order. If more than one rider has been disqualified, the time allotted to the next rider shall be one minute for each rider disqualified.

7.0 DISQUALIFICATION

Should a rider be disqualified for any reason, he/she will not be permitted to participate in the remainder of the competition, ie. If he/she misses his/her turn in the qualifying rounds, he/she will not be permitted to compete in the last chance qualifiers.

8.0 ADVANCEMENT

A rider must participate in the qualifying round with the intention to ride to his/her full potential in order to advance to the next round of competition.

9.0 ENTRY REQUIREMENTS

9.1 Rider Eligibility

A Federation may select its team in any manner it desires. However, each team member must be a citizen or applying for citizenship of the country that the Federation represents. In case of doubt as to the nationality of a competitor, the Chief Judge and Chief Calculator normally will refer to his/her passport. If a rider does not have a passport from the country he/she is representing, he/she must prove residence in the country for at least five years and membership in an affiliated club of the Federation. Each Federation shall certify that all members of its team meet these qualifications. Prior to competing, a competitor must sign a participation contract and understand the nature of the sport and its special risks, particularly in the format. It is the responsibility of the competitor to register with the designated registration person and show proof of Federation membership before riding. Competitors must disclose to the event organiser any special medical conditions, including but not limited to, injuries in the past or present or other pre-existing medical conditions.

9.2 Competition Entry

A rider may compete in the Wakeboard World Championships as either a team representative or individual.

9.2.1 Team Entry

A team will comprise of a maximum of **10** riders, with a maximum of **2** riders in the same category. Although it is encouraged to have a mixed participation with men and women riders within a team, it is not compulsory. Federations must nominate their team riders by 3:00 pm, one day prior to the first day of the event, after which all riders will be considered individual entries and will not contribute towards team scoring. A specified form, completed by the team captain will be submitted to the Chief Judge and Calculator, countersigned and returned to the team captain with the final composition of the Team, before the competition starts. In the event of an injured rider, the Team Captain can replace a rider but only within the same category. Replacements are not permitted once the event begins.

9.2.2 Individual Entries

Riders who are not part of a team may compete as individuals. An individual rider's entry must be submitted through his respective Federation or Federation representative at the event. Any individual entry must be submitted by 3.00 pm, one day prior to the first day of the event. Federations will decide the criteria for an individual rider's entry. There is no restriction to the number of riders who enter the Wakeboard World Championships as individual competitors.

10.0 ENTRY AND ADMINISTRATION

10.1 Intention to Enter

Each Federation shall certify to the Chairman of the IWWF World Wakeboard Council and to the organizing committee, not later than 60 days before the scheduled start of the first event of the IWWF Wakeboard World Championships, its intent to compete.

Any Federation not meeting this requirement will not be allowed to compete until they pay a fine of USD250.00 to the IWWF.

If the official entry forms are not received prior to the 36 hours before the start of the first event, the Chief Judge shall determine the Federation's rider's places in the draw without reference to their rankings.

The Chief Calculator shall collect the team composition before the end of the registration, and shall post the team composition before the start of the competition. No protest concerning the team composition will be permitted after the start of the competition.

10.2 Late Entries

Each Federation shall certify to the Chairman of the IWWF World Wakeboard Council, the Chairman of the Regional Wakeboard Council, and the organizing committee, not later than ten (10) days before the scheduled start of the first event of the World Championships, the names of the members of its team, the events each will enter, the ranking of each rider, as well as the names of the official reserves. Any Federation not meeting this requirement will not be allowed to compete until the Federation pays a fine of USD10.00 per rider per day after the 10-day deadline to the IWWF for each rider not officially entered.

Late entries will only be accepted with the mutual consent of the Organiser and Chief Judge.

10.3 Registration

Registration will close 36 hours prior to the start of the competition. If a rider is not able to be at the site before the registration closes, he/she (or the Team Captain) must ensure that a digital copy of his/her passport is sent to the Chief Judge and Chief Calculator and that his/her entry fee is paid. As soon as he/she arrives,

he/she must go to the Calculation office with the passport, but not later than the first rider of the event starts his run. All entries (team and individual) previously received must be confirmed and registered by the Federation representative at the event, by 3.00 pm, one day prior to the first day of the event.

11.0 TEAM SCORING

11.1 Counting Scores

The best 8 scores will be used to compute an overall team score.

11.2 Score Points

Each team rider will be awarded the following points depending on his final placement in his respective category:

1 st place	100 points
2 nd place	80 points
3 rd place	65 points
4 th place	55 points
5 th place	45 points
6 th place	35 points
7 th place	30 points
8 th place	25 points
9 th place	20 points
10 th place	17 points
11 th place	14 points
12 th place	11 points
13 th place	8 points
14 th place	6 points
15 th place	5 points
16 th place	4 points
17 th place	3 points
18 th place	2 points
19 th place	1 point
20 th place and all subsequent riders	receive 1 point each

With the use of the heat system, there will be instances where riders have finished in a joint position with a rider in a different heat. Relevant placing points will therefore be given to each team rider based on their placement in the heat.

11.3 Ties

In the event of a tie, the 9th team rider score will determine final team placement. If a tie still exists, then a 10th team rider score will be used to decide final placement and so forth.

11.4 Scores for Disqualified Riders

If a team rider is disqualified for unsportsmanlike conduct (with the exception of the rider being disqualified for being late to the dock - DNS) no team overall points shall be awarded for this rider. No substitutions allowed.

12.0 BIBS

Riders are required to wear an official bib during media riding, actual competition, and interviews. If a rider is not wearing a bib that is assigned to him/her while competing, he will be disqualified from the tournament. No modifications of bibs or addition or deletion of lettering or logos on bibs are permitted.

13.0 EQUIPMENT

13.1 General

All personal equipment is subject to the approval of the Chief Judge and Safety Director.

13.2 Life Vest

All competitors must wear a life vest. It is the responsibility of each rider to ensure their life vest meets the following specifications:

13.2.1 It must float the Rider

13.2.2 It must be constructed so as to provide adequate protection from impact damage to the ribs and internal organs.

13.3 Towlines

Riders provide their own handles and ropes that must be of a non-stretch material.

13.4 Helmets

Riders must wear a suitable helmet if they choose to hit any of the features in the wakeboard course. If a rider hits a feature without a helmet, he/she will be disqualified from the competition. If a rider wishes to hit any features, he/she must start his/her routine with a helmet on. No helmets with receiving or transmitting devices may be used during competition. Any rider who chooses to remove their helmet must dispose the helmet in a safe and timely manner.

13.5 Boats

The Chief Judge, Chief Driver and a representative from the World Wakeboard Council will determine the total additional weight in the boat. If a representative from the WWC Council is not present, then the decision will be at the discretion of the

Chief Judge. The amount of weight decided for each division should remain the same throughout the all event.

13.6 Damaged Equipment

A rider is fully responsible for his/her personal equipment and should have a spare board, fully assembled with bindings and fins at disposal, should any damage occur. In the event that a rider realises his/her equipment has been damaged, he/she may throw the handle to indicate the wish to repair the equipment. This will, however, constitute one fall if it occurs in the wakeboard course. If a rider falls in the wakeboard course due to his/her equipment being damaged, it will also constitute one fall. If a rider needs to stop his/her ride in the wakeboard course or before the start of his/her second pass to repair his/her equipment, it will also constitute one in-course fall. The Chief Judge will have the final say as to whether the equipment has failed. If a rider has damaged his/her equipment, he/she will have four minutes to repair the equipment. The damaged equipment must be repaired at the starting dock. The time begins when the rider gets onto the starting dock.

The rider must have both feet back in his/her bindings before the four minutes elapses or his/her routine is over. The boat will then tow the rider from the starting dock to the location of the fall or handle-throw, come to a complete stop and then resume the routine.

14.0 RE-RIDES

It is the sole responsibility of a rider to request for a re-ride.

When unfair conditions occurs, which, in the opinion of a majority of the Judges, adversely affects a rider, he/she shall be granted the option of a re-ride only on the passes affected. Re-rides will not be granted if a rider's personal equipment fails.

Re-rides must be taken immediately. If a rider is given a second re-ride, he/she may elect to take a five-minute rest, during which the next rider in order will perform his/her routine. The re-ride shall be taken at the conclusion of the rider's routine during which the five-minute rest period expires.

Requests for re-rides may be initiated by a Boat Judge for a specific situation before the next rider starts or may be initiated, as soon as possible, by the rider or his/her team representative and shall be decided as soon as practicable thereafter. If, in the opinion of the Boat Judges for the event, the request was not initiated as soon as possible after the rider has ridden, the request shall be denied.

Re-ride requests will not be permitted if they are based on variations in weather or water conditions.

A rider who wishes to request a re-ride, while on/in the water, should make the request to the head judge in the boat. A decision will be made by the majority of judges in the boat for that protest while on the water.

15.0 PROTESTS

Only a rider or team representative shall make protests to the Chief Judge. Protests must be made in writing, must state the reason(s) for the protest and quote the relevant rule number(s), and must be filed as soon as possible, but no later than 20 minutes after the occurrence or after the results of the event are announced.

The rider or team representative will come to the Chief Judge's station and get an Official Protest Form to make the protest. The rider or team representative will then bring the Official Protest form back to the Chief Judge for review. After the Chief Judge has reviewed the protest and score sheets, he will meet with the Boat Judges to discuss the protest if he deems necessary. The Boat Judges will meet with rider to discuss the protest if the Chief Judge deems necessary. Actions may then be taken by the Chief Judge to address the protest.

Protests must be accompanied by the approximate equivalent in local currency of US Dollars 100.00 - This amount will be refunded if the protest is considered reasonable or upheld by the Judges.

All judges must be at the Chief Judge's station immediately following the last event each day and will remain 20 minutes after the release of the official results to answer questions.

The Chief Judge will handle protests in consultation with the 3 judges involved in the respective event. In the case of other protests, i.e. heat protests, timing, etc., such protests shall be handled by the majority of judges.

A correction of an error in the computation of scores shall not be considered a protest and the correction shall be made on the approval of the Chief Judge and Calculator within 20 minutes after the results are announced, and Boat Judges' scoring sheets have been made available for inspection. The inspection of scoring sheets will be done only in the presence of the Judges scoring that particular event.

16.0 USE OF VIDEO

Due to the subjective scoring nature & spirit of wakeboarding, judges, riders or team representatives cannot use video footage of any kind to resolve any disputes. Judges will not view or comment on any video footage during the event.

17.0 COMPETITION FORMAT

17.1 General

Each rider shall be allowed two passes through the wakeboard course during which time he/she may perform any routine he/she chooses. He/she will be judged on subjective style categories, to arrive at a single combined score.

Judging of the routine begins when the rider enters the wakeboard course and ends when the rider exits the wakeboard course, falls for a second time, or completes his/her double up or wild card (finals only).

Riders are encouraged to perform a smooth flowing routine with a wide variety of tricks. Each manoeuvre should be different and executed as cleanly as possible and taken to its limit.

Boat (scoring) Judges: Chief Judge will designate three boat judges, to be seated in the tow boat, to score each riders routine. One of those judges will be designated Judge 1 in the boat.

17.2 Scoring

Judges will award a maximum of 100 points to each rider based on their overall impressions of the routine performed. Each individual heat per division will be judged independently from the other heats on the day. The judges will score the first rider of the heat subjectively and each subsequent rider's performance after that rider is judged higher or lower dependant upon their ride. Judges are required to both score and place a rider in within each heat.

The judges will score each rider in each of the following categories:

Execution - 33.3 Points

This reflects the level of perfection to which each manoeuvre was performed.

Intensity - 33.4 Points

This reflects how big the moves were performed and the technical difficulty of the tricks executed.

Composition - 33.3 Points

This reflects the overall composition of the routine in terms of the rider's ability to perform a variety of manoeuvres in a flowing, creative sequence.

17.3 Calculation of Scores

The Average method of calculating will be used. Scores from all categories of a rider's routine are added together to produce a judge's total score. All three judges' total scores are then averaged to produce a final score for a rider.

17.4 Placement

Calculation scores will be cross-referenced to the judges' placement of the rider. The judges' placement of the rider will always override the judges' total score of the rider.

17.5 Signing Off

In addition to the chief calculator and chief judge signing off on results sheets, the three boat judges must also sign off on the results sheets.

18.0 WAKEBOARD COURSE

18.1 Course Buoys

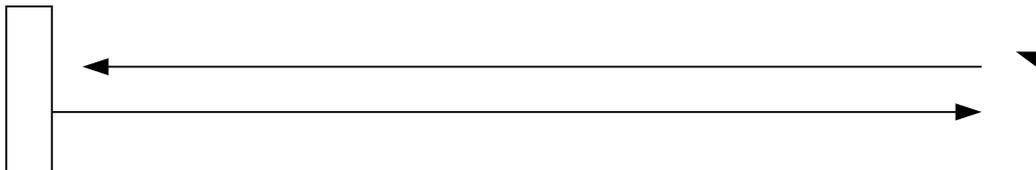
Buoys to be used for the wakeboard course must be of the following specifications:

- 18.1.1 Only inflatable buoys may be used, and they should be made of a lightweight, pliable material with smooth exposed surface.
- 18.1.2 Colour of buoys shall be selected for maximum visibility. A fluorescent orange paint is recommended for the start buoy and fluorescent green paint is recommended for the cut-off buoy.

18.1.3 Start buoys shall not stand more than 1 metre high above the waterline.

18.1.4 Each buoy shall have a strong loop for attaching anchor lines. The buoys must be attached to the anchor line by the use of a system that will tighten the buoy in such a way as to ensure that it does not move around from its position.

18.2 Course Dimensions



A pair of start buoys 10 metres apart shall mark the beginning of the wakeboard course from each direction. Another pair of buoys 10 metres apart shall signify the end of the course. The distance from the start to the end buoys, may range from 370 to 400 metres (36-41 seconds at 35 km/hour or 22 miles/hour).

A rider's first and second pass will begin after he or she rides around or between the start buoys, as long as the first trick is initiated after those buoys.

18.3 Cut-Off Buoys

Cut-off buoys, set approximately 50 metres apart, will indicate the point after which the tow boat will not be able to get up to speed for a rider to continue his run in the second pass. The Chief Judge and Chief Boat Driver will determine the position of the cut-off buoys. The cut-off buoys will not be used in finals where there is a double-up or a wild card

18.4 Proceeding through the two wakeboard passes

The boat shall follow as closely as possible the path specified by the Chief Judge for the event, such path to include the preparation time before each pass. The second pass shall be in the opposite direction from the first pass.

18.5 Start and End of routine

A rider's routine will begin when he performs his first trick after the line of the start buoys.

A rider's routine will end: when he falls for a second or third time (according to rule 22) or when he passes the end buoys. A rider's last trick will be scored if he leaves the crest of the wake before passing the line of the end buoys.

18.6 Boat's Path

When a rider falls and the boat has to pick up that rider, the driver in the boat will do the best effort possible to start again following the exact same path as before the fall.

18.7 Swimming on the Course

Any rider who swims down the course or does underwater movements to gain advantage over a fellow competitor will not be picked up. This will be the end of his/her routine and he/she will be judged according to the tricks performed until this moment.

19.0 DOUBLE UP / WILD CARD

Only Open Ladies, Junior Men and Open Men who qualify for the finals may be given a double up.

It is the sole responsibility of each rider to communicate to the driver before leaving the dock whether he/she would like a left or right double up (see Diagram 2), and where the double up will occur in the course.

Re-rides will not be granted due to any miscommunication between the rider and driver.

In the event that the boat provides a double up in an incorrect direction, the rider must wave off the double up and not attempt any manoeuvre. If any manoeuvre is attempted, which includes cutting at the wake, the rider will be deemed to have accepted his/her double-up. If a rider waves off the double up, the boat will then turn around, and proceed with a double-up in the correct direction. Re-rides will not be granted for turbulent water in this instance. However, if through driver error, then a 3 minute delay will be granted to the rider, to allow the water to calm back to suitable conditions.

In the final, if a rider's first fall occurs beyond the cut-off (3/4) buoys, the rider will have a double-up or wild card, but the rider will not be allowed to hit a feature at the end of the course, if any, for safety reasons.

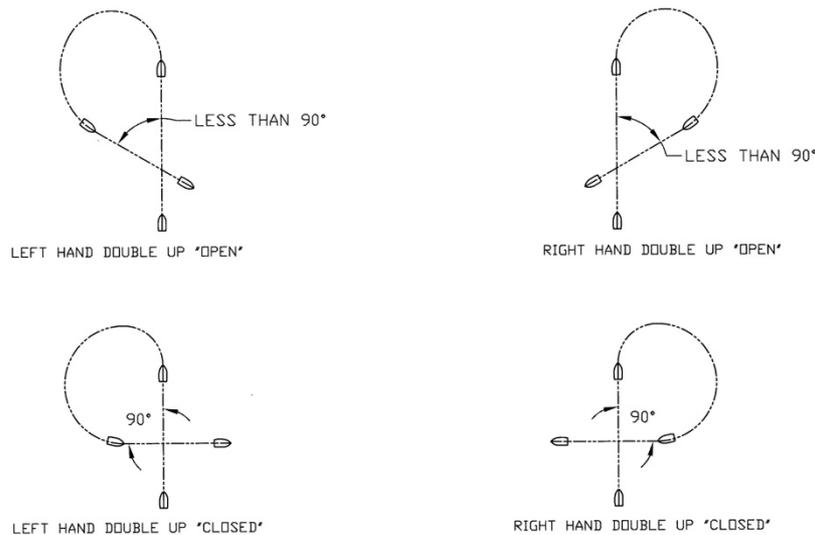
The Chief Judge and a majority of the judges will decide whether to run a double up or a wild card for the finals, and for which categories this will apply. A majority of the judges may decide that the double-up or wild card for one or more categories may be cancelled if this would jeopardize the safety or the efficient running of the

event, and should advise the organiser and report to the Chairman of the WWC as soon as feasibly possible.

An unsuccessful double-up /wild card will not affect the score of a rider's routine. But a successful double-up/ wild card will be counted as a bonus and will add to the rider's score.

In the event of a wild card trick, it should be judged the same way as a double up.

Diagram 2 – DOUBLE-UP ILLUSTRATION



20.0 FEATURES/ APPARATUS/ MODULES/ OBSTACLES

Organisers are encouraged to use features that are of structural integrity, adequate in floatation and stability and safe in design and where practical and possible be adapted to the site conditions and logistics.

The Chief Judge will make a final decision on whether the features meet the above criteria.

The Chief Judge will make the decision where to place these features in the wakeboard course. Riders are encouraged to hit these features to add variation to their routines.

The features may also signify the beginning of each routine depending on where they are placed.

Features must be approved prior to the world championships and a diagram or picture where possible will be distributed in the bulletin.

21.0 BOAT SPEED & ROPE LENGTH

Each rider shall receive his choice of a constant speed through the course for each pass, and preferred rope length. The boat speed, assuming it is held constant before entering the course, is the rider's responsibility. The rider is allowed to adjust the speed of the boat during the routine. The driver shall adjust the speed as quickly as possible after getting notice of the rider's sign.

The rider shall use the standardized signals and not cause the boat to stop, if possible. Deliberate use of delaying tactics will be considered unsportsmanlike conduct and will subject the rider to penalty or disqualification. The following signals apply in addition to well-known riding signals. Use in combination as applicable.

1. Thumb(s) up means go faster
2. Thumb(s) down means go slower
3. Pointing at an item of equipment means a problem with it
4. Pointing back toward object means debris in water
5. Raising hand overhead means request for re-ride
6. Fallen rider must signal to tow boat and safety boat that he/she is OK and/or injured.

It is the responsibility of the Rider to clearly communicate to the Officials in the boat or jetty marshal what rope length he/she desires. It may prove useful for the smooth running of the competition marking the correct rope length with a piece of tape or similar.

22.0 FALLS

22.1 Out-Of-Course Falls

A rider may have one out-of-course fall only before the start of his/her first pass. An out-of-course fall or handle throw before the start of the second pass will count as one in-course fall.

In case of an out-of-course fall or handle throw before the start of a rider's first pass due to an incorrect speed or an incorrect rope length, the boat will start again from the jetty.

22.2 Handle-Throw

The rider may also have one handle-throw before the start of his/her first pass, which will also count as one out-of-course fall.

If a rider throws the handle prior to the start of his/her first pass to indicate that the officials or Judges in the boat incorrectly put his/her rope on the wrong loop, it will not count as an out-of-course fall and the boat will re-start from the Jetty.

22.3 Features/Apparatus/Modules/Obstacles Falls

Each rider will receive one features and one wake fall only. A rider may have a maximum of two falls during a routine. Should a fall occur, the boat picks up the rider to proceed with the routine. The rider will not be picked up after a second fall, or after a fall that occurs beyond the cut-off buoy in the second pass.

- Example one: A rider falls on the slider, and then falls on his first manoeuvre off the wake, the rider will be picked up. But his pass will end if he falls on either an obstacle or water trick.
- Example two: A rider falls off the rainbow slider, and then falls off the kicker but has no previous water falls. His pass ends.

22.4 Rider's Readiness

The rider must be ready to ride immediately upon the boat's return after a fall, an out-of-course fall, or handle-throw.

23.0 SCHEDULE CHANGES & CANCELLATION OF EVENTS

Changes in the schedule during the competition shall be made only for weather, water conditions, safety, or a similar reason. All riders must be on-site one hour before their scheduled event time. Such changes will be announced at a riders' or team captains' meeting, and by posting on the official notice board.

The official notice board will be the only certified source of updated information about schedules and results.

The finals of each category must be completed to determine a winner, even if the Judges are obliged to continue it at a different site. If a final cannot be completed, all riders from the event will compete again where and when possible, until a winner is determined.