



**USA CANOE/KAYAK
Slalom Racing Rules**

Effective January 1, 2011

Authority

The Slalom Governance Committee as constituted under Article 4 of the Bylaws of USA Canoe/Kayak hereby promulgates the following rules to govern slalom competitions.

Article 1 - Object

1.A. The object of slalom competition is to negotiate a rapid-river course, defined by gates, without fault, in the shortest possible time.

Article 2 - Competitions

2.A. Championship Competitions

1. Championship competitions are here defined to be, USA CANOE/KAYAK Regional or National Championships. These must be run in accordance with these Slalom Governance Committee rules.

2. Junior and Senior team trials must be run in accordance with the ICF rules, except where specifically identified in the Team Selection criteria approved by the Slalom Governance Committee

3. In each Olympic year, the US Olympic Team Trails for Slalom will be held under ICF competition rules and within the guidelines set for the event by USOC and USA CANOE/KAYAK.

The US Olympic Team Trails for Slalom is owned by the US Olympic Committee and produced by USA Canoe/Kayak.

4. International Competitions where other nations are invited to participate must be run in accordance with the ICF rules.

2.B. Non-Championship Competitions

1. Non-championship and local races should be run in general compliance with these rules, though some reasonable adaptations to suit local conditions may be made after discussion with the Slalom Governance Committee.

2. A non-championship race may be conducted in conjunction with a championship event provided the additional entries can be accommodated without jeopardizing the championship event.

Article 3 - Eligibility of Competitors

3. A. Only amateur canoeists who are members in good standing of USA CANOE/KAYAK may compete in championship competitions, except as provided in Article 3.C. In addition, for National Championships or team trials, the competitor must be a citizen of the USA, married to a citizen of the USA, (see ICF Rule 3) or a bona fide resident of the USA for two years and must be registered with USA CANOE/KAYAK. For regional championship awards, the competitor must be a member of that region.

3. B. In all races the competitor must be a bona fide member of the club or federation under which he/she registers, or he/she must race unattached.

3. C. A Race Organizer may, if desired, permit the entry of visiting foreign competitors provided they are members of their National Federation, though such competitors are not eligible for any championship awards.

Article 4 - Competition Calendar

4.A. By August 15 of each year, each Local Organizing Committee shall send the Events Subcommittee Chair the dates of the competitions proposed to be held at their venue in the coming year. By October 1 the competition calendar for the coming year shall be published in one or more widely circulated publications and on the USA CANOE/KAYAK web site.

Article 5 - Boats

5. A. Slalom is carried out in the following boat types:

1. Single kayak (K-1): minimum length 3.50 m, minimum width 60 cm, minimum weight 9 kg.

2. Single canoe (C-1): minimum length 3.50 m, minimum width 65 cm, minimum weight 10kg.

3. Double canoe (C-2): minimum length 4.10 m, minimum width 75 cm, minimum weight 15kg.

4. During the weighing process, standing water must be removed from the boat.

Note: The spray deck is considered to be an accessory and not part of the boat.

5. B. All kayaks must be propelled by a double-bladed paddle from a sitting position. All canoes must be propelled by a single-bladed paddle from a kneeling position. All boats must have minimum radii at each end of 2 cm horizontally and 1 cm vertically. Rudders are prohibited on all boats. Any boat, which does not conform, to these requirements shall not be accepted. It is not permissible to make the boats meet the required dimensions by the addition of taped-on extensions or by similar means. The boat should be designed to, and remain within, the required permanent nature except where applied to repair damage occurring during an event, and must in no case constitute a potential safety hazard. No other dimensional or shape requirements apply.

Article 6 - Categories

6.A. Individual Classifications

- 1.** The International Categories are K-1 (men), K-1W (women), C-1 (men), and C-2 (men) C-1W(women) C-2W(woman) C-2Mixed (man/woman) These shall be offered at all competitions, at least three starting boats being required to form a class.
- 2.** Optional or special categories may be formed at the discretion of the Organizers for non-championship races at which the demand for them is sufficient. These may include, but are not limited to, classes for open canoes, junior - size boats, and special designations such as C-2 Father/Son, etc.

6.B. Team Events

- 1.** When team events are offered, teams of three boats may be formed in any of the categories listed in Article 6.A. When Cat4-Relay events are offered, teams of four boats may be formed, one K-1M, one K-1W, one C-1 (men or women), and one C-2 (men, women, or mixed). Combining categories to form teams is at the discretion of the Organizers. Team runs can occur before or after the heats of all single boat competitions have concluded.

6.C. Age Group categories:

- 1.** Any or all of the categories in Article 6.A may be subdivided according to age groups if the demand for such subdivision is sufficient. The definitions of these categories are as follows:
 - a.** The last year a paddler may compete, as a Cadet is the year in which his/her 14th birthday falls.
 - b.** The first year a Junior competitor can compete in a junior category is the year in which his/her 15th birthday falls and the last year he/she may compete as a junior is the year in which his/her 18th birthday falls.
 - c.** The last year a U23 competitor can compete in a U23 event is the year in which his/her 23rd birthday falls.
 - d.** The first year a Senior competitor can compete in a senior category is the year in which his/her 31st birthday falls and the last year he/she may compete as a senior is the year in which his/her 40th birthday falls.

e. The first year a Master competitor can compete in a master category is the year in which his/her 41st birthday falls.

f. The Open class is open to any contestant regardless of age.

2. Competitors in age group categories are eligible for awards only in that category, and may not win an award or are given a place ranking in the Open category.

6.D. Ranking Categories

1. All of the categories in Article 6.A.1 and 6.A.2 will be ranked according to the Slalom Governance Committee National Rankings at the discretion of the Organizers.

6.E. Limitations on Entries

1. A competitor may take part in two individual categories and, if offered, two team categories. This limit may be waived by the Organizers if they wish to accept the additional entries and can accommodate them without jeopardizing the smooth operation of the race.

6.F. Combination Categories

1. In the event there are not three boats registered and starting in a given class, the competitors in this class may be included in a comparable class of higher difficulty rating. For example, C-2M may be merged with C-2, Junior K-1 with K-1, C-1W with C-1, etc. However, a competitor may not be permitted to compete twice in the same class as a result of such a merger. For example, if C-2W were merged with C-2M, a competitor entered in both of these events would have to withdraw from one of them, or could choose to have her C-2W entry merged with C-2 rather than C-2M. A competitor may withdraw and receive a refund of entry fee if he/she does not wish to compete in such a combined class.

Article 7 - Officials

7.A. According to its nature and importance, a slalom race shall be supervised by the following officials:

Chief Official *	Finish Judge
Registrar	Timekeepers
Course Designer *	Gate Judges
Technical Organizer *	Section Judges *
Chief Judge *	Chief of Scoring
Starter	Boat Controller
Pre-Starter Controller	Safety Officer

7.B. Those officials indicated by an (*) must be certified International Slalom Judge (IJCSL) in good standing for Junior and Senior trials insofar as possible.

1. For National Championships the Chief Judge must be certified (IJCSL).

7.C. Jury:

1. The Chief Official shall appoint a Jury of three, five, or seven members. The Chief Judge, a member of the jury, will preside as the chair of the jury, at National Championships and Team Trials competitions. The Chief Judge shall be approved by the Slalom Governance Committee. At National level events it is recommended that the jury consist of ICF certified judges, and at Olympic Team Trials, National Team Trials and Nationals it is required that the jury consist of ICF certified judges.

2. The Jury controls the correct running of the slalom competition , receives any protests concerning the nonobservance of these rules, and ultimately decides in the event of disagreement on the interpretation of these rules insofar as possible, but it must also decide on all matters arising during the race which are not covered herein. The Jury can disqualify a competitor for all or part of the race.

3. A member of the Jury must not vote in a decision involving a member of his/her own club, family member or (if he/she is a competitor) a decision involving his/her own category of competition.

Article 8 - Duties of Officials

8.A. The **Chief Official** directs the preparation and execution of the race in accordance with these rules. He/she appoints the Jury and other officials as needed to assure the smooth execution of the race.

8.B. The **Registrar** is responsible for the processing of all race entries, verification of entry qualifications (if any), and preparation of the starting order. He/she is responsible for the post-race distribution of results and the filing of other reports.

8.C. The **Course Designer** is responsible for the course design and the correct hanging of the gates. He/she must be prepared to have necessary adjustments and repairs affected as needed. Routine adjustments of pole height are done under his/her authority. Major course adjustments require the concurrence of the Chief Judge.

8.D. The **Technical Organizer** is responsible for the setup and maintenance of lines of communication between start and finish and between the judges and the scoring office. He/she is responsible for the installation and proper functioning of all technical equipment required for the competition.

8.E. The **Chief Judge** is responsible for the correct running of the race in accordance with these rules. He/she interprets these rules, and has the right to disqualify a competitor or grant a rerun. He/she is the chair of the Jury. He/she shall ensure that all gate judging stations are properly manned, or he/she may appoint an assistant to carry out this function. If correctable changes in the course occur, he/she will stop the competition until the original conditions are reestablished.

8.F. The **Start Judge** ensures that competitors start in the correct order.

1. He/she can refuse to start a competitor if the latter:
 - a. fails to respect the safety rules
 - b. fails to present him/herself on time for his/her run after being called
 - c. appears without his/her correct number bib, or
 - d. fails to follow the Starter's orders.

2. If a false start occurs, the Starter determines if a second start is to be given, and notifies the Chief Judge.

8.G. The **Pre-Start Controller** is responsible for checking in boats at the start, calling competitors, enforcing the safety rules (see Article 16), and checking that the boats have been marked by the Boat Controller. He/she must prevent any competitor from starting if the required safety measures have not been followed.

8.H. The **Finish Judge**, in conjunction with the **Start Judge**, ensures that times are properly taken. He/she must rule on disqualification for capsizing at the finish line, and may disqualify for violation of the safety rules.

8.I. The **Timekeepers** shall assist the Finish Judge in taking times. All stopwatch times must be independently read by two timekeepers.

8.J. The **Section Judge's** responsibility, is to ensure that the correct penalty or correct judgment is given on the gates within his/her section. Section Judges and Gate Judges should cooperate whenever possible with other sections. He/she is assisted by Gate Judges. A section consists of one or more judging stations. Section Judges must whistle a competitor off the course in the event of overtaking, in accordance with Article 28. Section Judges must notify the Chief Judge of necessary adjustments to the gates.

8.K. The **Gate Judges** shall judge the negotiation of gates in accordance with Articles 22 and 27. Each judging station should be manned by at least two Gate Judges for individual runs, and by at least three Gate Judges for team runs. No station may be manned solely by members of the same club

unless it is the club that is organizing the race, and the judges involved are non-competitors. A single judging station may judge several gates, provided all may be clearly seen. Gate Judges shall take special care to note any disagreement on scoring on their score sheets.

8.L. The **Chief of Scoring** is responsible for the calculation, tabulation, and posting of results. He/she shall indicate the time of posting for each category as it is completed.

8.M. The **Boat Controller** assures that the dimensions and the weight of the boats in competition conform to the rules and marks them accordingly. He/she ensures that the boats, buoyancy jackets and helmets conform and may mark them accordingly.

8.N. The **Safety Officer**, assisted by his/her team and according to the circumstances, shall do his/her utmost for the rescue of competitors who have capsized and shall make a reasonable effort to recover their equipment. He/she shall have overall responsibility for on-the-water safety measures. The nature of the safety measures employed shall be commensurate with the difficulty of the course and the skill of the competitors.

8.O. Officials are forbidden to give competitors on the course technical advice by calling or in any other way.

Article 9 - Invitations

The invitation and entry form for a slalom event should be distributed at least four weeks prior to the entry deadline. The invitation should include the following information:

- 9.A.** Time and place of the competition.
- 9.B.** Description of the course, including water conditions and degree of difficulty.
- 9.C.** Categories to be run. All those listed in Article 6.A.1-2 must be offered.
- 9.D.** Sequence and approximate starting times of the classes.
- 9.E.** Any specific championships to be contested.
- 9.F.** Safety measures.
- 9.G.** Address to which entries should be sent and amount of entry fee to be paid.
- 9.H.** Last date for entries to be received.
- 9.I.** Whether late entries will be accepted and, if so, amount of extra fee.
- 9.J.** Time and place of the draw.
- 9.K.** Limitations on entries, if any.
- 9.L.** Required work assignments for competitors, if any.
- 9.M.** Regulations on training runs.
- 9.N.** Camping, meals, other accommodations for competitors and officials.
- 9.O.** Any other information as deemed necessary by the Organizers.

Article 10 - Entries

10.A. Entries for a slalom race shall be on the official form provided with the invitation or a suitable facsimile, and shall be in accordance with Slalom Governance Committee rules and any additional rules as given on the invitation. An entry shall always include the name and address of the competitor, his/her USA CANOE/KAYAK number, the club he/ she represents (if any), the categories he/she wishes to enter, the names of partner(s) and team member(s) as applicable, and ranking division for each category. The entry form, including the USA CANOE/KAYAK liability waiver form, must be signed and must be accompanied by the applicable entry fee. A competitor

17 years or younger on Dec. 31 of the current year must also have parents or guardians sign the liability waiver form.

10.B. Whenever possible, any entry rejections shall be sent by mail or email to affected competitors with a letter of explanation. Withdrawal of an entry for good cause prior to race day, or cancellation of the race by the Organizers, should result in at least a partial refund, an amount being held by the Organizers to cover handling costs. Alteration of entries after the deadline may be accepted only at the discretion of the Chief Official.

Article 11 - The Draw

11.A. The starting order within each category shall normally be determined by a draw of all competitors registered by the entry deadline or by a seeding based on the Slalom Governance Committee rankings and recent race results. In order to make the race run more smoothly when a wide range of ability levels are entered, the competitors may be divided into two or three groups and a draw done for each group. Late entries, if allowed, shall be placed at the beginning of each class. After the draw, a start list shall be printed and made available to the competitors prior to the start of the race. Changes in the starting order after the draw may be made only for a demonstrable good reason.

Article 12 - Work Assignments

12.A. All competitors may be expected to perform some task necessary to the running of the race. Failure to perform the assigned task, unless excused by the Chief Official, will result in disqualification. The assignment list should be printed and attached to the start list. In making assignments, the Organizers should make every effort to ensure that late entrants do not escape an assignment by virtue of being late.

Article 13 - Race Sanctioning

13.A. Application for race sanctioning shall be made to the USA CANOE/KAYAK office.

13.B. All sanctioned events will comply with all on-the-water safety aspects of the Event Sanctioning Standards. Safety and Risk Management Standards should be strictly followed.

Article 14 - Practice

14.A. At the organizer's discretion, a training run may be allowed on the completed course. Training runs are not mandatory. They must ensure that during the runs:

- 1.** An official is put in charge and his/her instructions are carried out.
- 2.** Starting numbers are used.
- 3.** Safety measures are carried out, and if no rescue service is available, the competitors are so advised and they are required to lend each other assistance as necessary.
- 4.** All runs are non-stop, with each gate being done only once. Repeated passage of a gate is allowed only when it is one of a sequence of gates that constitutes a single technical maneuver, so recognized by the Course Designer.

14.B. Open or unlimited training may be permitted at the discretion of the Organizers. All of the above rules should be adhered to, including required non-stop runs, in order that the training is carried out smoothly and safely.

14.C. Non-observance of any of these requirements can lead to disqualification. If a paddle breaks during training, outside assistance is permitted. In the event of a capsize, or rendering aid to another who has capsized, the training run can be resumed from the point of capsize or the point of departure from the course to give aid.

14.D. The Organizers are advised to have all personnel at their stations and all systems activated for testing during practice.

Article 15 - Instruction to Competitors

15.A. At a meeting held prior to the start of the race, all competitors shall be given any pertinent information regarding the running of the race such as emergency procedures, start and finish lines, starting times, intervals, and order, Starter's commands (countdown or electronic signal), safety regulations, procedures for protests, boat transport, and any other matters of importance. It is particularly important to cover any late changes in the course, hazardous spots. Competitors may ask questions about the course or the operation of the race. Additional meetings may be held as deemed necessary by the Chief Official. Racers are responsible for the information discussed at that meeting.

15.B. Particularly for National Team Trials, the Organizers are advised to deal with competitors through Team Leaders, thus allowing the competitors to concentrate on race preparation by freeing them from meetings.

Article 16 - Safety Measures

16.A. All boats must be made unsinkable. In doubtful cases, boats will undergo flotation testing, which will require a boat filled with water to float relatively level on the surface of the water.

16.B. All boats must be equipped at each end with a handle attached no more than 30 cm from the bow and from the stern. The handles must at all times permit easy insertion of an entire hand up to the base of the thumb to grab the boat. The following are considered as handles: loops of rope, rope with handles or a handle that is an integral part of the boat construction. The material to be used must be at least 6 mm in diameter, or a minimum cross-section of 2 x 10 mm. Taping or other temporary means to attach handles will not be permitted.

16.C. Each competitor shall wear a fastened safety helmet and a life jacket, which shall consist of nonabsorbent flotation material equally distributed in a jacket or vest worn about the upper torso front and back. It must have buoyancy sufficient to float a 6kg solid lead weight or its

equivalent in other metals, and should be designed to keep a conscious person floating in a face-up position in the water. Competitors failing to observe this rule shall be refused the right to start. Organizers are advised to make spot checks of the buoyancy of life jackets at the finish. A child under 90 pounds may wear a life jacket with buoyancy rate approved by the United States Coast Guard for his/her weight in lieu of the above buoyancy requirement.

16.D. Competitors must at all times be in a position to free themselves immediately from their boats.

16.E. In all cases, competitors participate at their own risk. None of the following: the Slalom Governance Committee, USA CANOE/KAYAK, or the Organizers can be held responsible for accidents to persons or material damage that may occur during a competition.

16.F. In the absence of a rescue squad or professional caregiver there must be at least one person on hand during the entire event that is currently certified in CPR and basic first aid. A basic first aid kit must be readily available to this person.

16.G. The Safety Officer shall designate stations where throw bags must be available.

16.H. Every Section Judge must have a whistle.

16.I. Three boats must remain at the end of the course at all times for safety. The number may be reduced to two at the discretion of the Organizers and the Chief Judge. This function will always be required of competitors unless specifically relieved, and other measures have been provided by the Organizers. The Organizers should make every effort to provide other safety measures, particularly for the first boats in each class and following breaks (as per Article 16.J).

16.J. According to the difficulty of the course and the experience of the competitors, safety boats and/or other safety measures shall be provided along the course.

16.K. Non-observance of any of these requirements can lead to disqualification. Every official is required to observe that the safety measures are adhered to. The Starter and the Pre-Start Controller must prevent boats or competitors from starting if they fail to meet the requirements of this Article. Any time lost at the start as a result of safety violations goes against the competitor.

16.L. The Safety Officer shall submit a written report to the Slalom Governance Committee and to the entity sanctioning the event, outlining any injuries to competitors. If medical attention was required, a report from the attending physician on nature, extent of injuries, and treatment received should be obtained and submitted.

Article 17 - Minimum Participation

17.A. For an individual or team contest to take place, at least three boats or three teams must take part. It is, however, not necessary for all three boats or teams to complete the course for the contest to remain valid. Less than three may race informally if the Organizers approve, or categories may be combined (see Article 6.F).

Article 18 - Starting Numbers

18.A. Starting numbers shall be provided by the Organizers. They shall be fixed to the body of the competitor in such a manner that they can be seen clearly. In C-2, the bow paddler or both competitors may wear the number. Each competitor is responsible for his/her starting number. The number should be unique for each boat and must not be reused by another competitor, or by the same competitor in another class at the same race. The numbers on the bibs must be at least 15/20cm high, and have a line width of at least 2 cm.

Article 19 - The Course

19.A. The course may not be less than 250 meters in length, measured from the starting line through the center of the course to the finish line, and it is recommended that the maximum length be no more than 400 meters. As a recommendation for the course designers, the course should be navigable for K1M in a time close to 95 seconds. As far as possible the course should contain natural and artificial hazards, such as current, eddies, rapids, rocks, bridge piers, etc. It shall contain at least 18 (non-championship courses may reduce this number) and not more than 25 gates, of which a minimum of 6 and a maximum of 7 must be upstream gates. The distance between the last gate and the finish line must be no less than 15 meters and no more than 25 meters. The finish line must be clearly marked on both sides and downstream of the final gate.

19.B. The Organizers are advised to design the course in such a manner that smooth, continuous runs may be expected from the better paddlers in all categories at the level of skill for which the competition is intended. Excessive criss-crossing should be avoided, and the gates must not be so close together as to impair negotiation or judging. Reasonable balance between left and right-handed moves must be provided. The course must be navigable throughout, without excessive hazard to life, limb, or equipment. The final approach and negotiation of a gate must not be unduly hindered, such as by an isolated submerged rock or other obstruction. The ideal course should include:

- 1.** A Minimum of one gate combination, which offers the athletes more than one option.
 - 2.** Constant direction changes and flowing movements using the technical difficulties of the water (eddies, waves, and rapids).
- The final course layout must be approved by the Jury prior to the start of official training.

19.CThe boat must be stationary (preferably held) at the start.

19.D. The start must be a minimum of 3 meters upstream of gate #1

19.E. If during a run in some category the Chief Judge finds that a significant change in the water level has occurred that may be corrected, he/she may stop the competition until the original water conditions are restored. If during the competition unusual circumstances alter the nature or design of the course, only the Chief Judge may authorize alteration to or change the position of a gate.

Article 20 - Marking and Hanging of Gates

20.A. The gates consist of one or two suspended poles painted with green and white rings for downstream gates, and red and white rings for upstream gates, with the bottom rings always being white, each ring being 25 cm in length. In case of only (1) one pole gate, a second pole will be placed on the respective bank side to define the gate line. Gates flush to the current may be either red or green, whichever seems more appropriate in each instance. The width of the gates is 1.2m minimum, and 3.5m maximum, measured between the poles. The poles must be round, and 1.6 to 2m long, 3.5 to 5cm in diameter, and of sufficient weight that motion caused by the wind is not excessive. The lower ends of the poles should be approximately 20 cm above the water, and the poles must not be put in motion by the water. Gates must be numbered in the order of negotiation. The gate number panels must measure 30cm x 30cm. The numbers must be painted on both sides of the panels, black on a yellow or white background, and must be at least 20cm high and have a line width of 2cm. On the side of the panel opposite the direction of correct negotiation, a diagonal red line is painted, bottom left to top right.

20.B. The gate supports should not be placed so high as to permit excessive motions due to the wind. If such placement is unavoidable, a second crossbar and/or additional strings should be used to stabilize the gate.

20.C. The course must be the same for both runs as nearly as practicable. Gates and gate poles should not be changed after competition has begun unless to restore the course to its original condition. Such changes may only be made with explicit permission and direction from the Chief Judge.

Article 21 - Negotiation of Gates

21.A. For the purposes of these rules, the following definitions apply:

1. The Gate Line is an imaginary line drawn between the tips of two poles at any instant, whether they are hanging straight down or have been brought into motion by wind or contact. An imaginary extension of a pole may be needed to define the gate line in some cases involving large motions. This extension shall be drawn vertically from the lower tip of the pole to the river bottom.

2. The Body of a competitor means the head. Torso, hands, and arms are not considered to be part of the body in this context unless specifically indicated.

3. A Live Gate is any gate that is still subject to penalties.

4. A Dead Gate is one for which negotiation is completed (Article 21.D). No additional penalties can be charged on a dead gate.

21.B. All gates must be negotiated in numerical order, each in accordance with the direction established by the correct side of the number panels, as defined in Article 20.A. Any boat presentation (forward, reverse, or broadside) in the correct direction is correct.

21.C. Negotiation of a gate begins when:

- 1.** The boat or the paddler or paddle touches a pole of the gate; OR
- 2.** Any part of the head of the competitor crosses the gate line.

21.D. Negotiation of a gate is completed when the negotiation of any subsequent gate begins or the finish line is crossed.

21.E. Negotiation of a gate is correct when the complete head of the competitor (in C-2 both competitors) and any part of the boat has at the same instant, crossed the gate line in the correct direction, and the boat has continued through, and left the gate line.

21.F. Negotiation of a gate is faultless when, in addition to being correct, neither pole has been touched by the boat, paddler, or paddle and, negotiation of the next subsequent gate is engaged or the finish line is crossed.

Article 22 - Judging

22.A. Penalties are not cumulative at a single gate.-A 50 second penalty is the maximum obtainable by one competitor on any gate. All gates are scored 0, 2, or 50 as follows:

- 1.** No penalty-Faultless negotiation.
- 2.** 2 second penalty- Correct negotiation, but touching one or both poles.
- 3.** 50 second penalty-Gate touched but not negotiated. Lack of negotiation is judged to have occurred only after negotiation of any subsequent gate begins or the finish line is crossed.
- 4.** 50 second penalty-Intentional pushing aside of a pole in an attempt to lessen a penalty. This penalty is assessed only if the intentional pushing materially affects the negotiation of the gate. It is not judged an intentional push when the body and boat of the competitor was already in a position in which it would have negotiated the gate, or the push occurs during the competitor's normal paddle stroke motion.
- 5.** 50 second penalty-Eskimo rolling while the body (in C-2, either body or between the bodies) is within the gate. A roll is judged to have occurred if the entire head of the competitor (in C-2 either competitor) is under the surface of the water.
- 6.** 50 second penalty-Negotiation of a gate in the direction opposite to that indicated by the number panel. During any gate negotiation, no part of the head is allowed to cross the gate line in the wrong direction.

7. 50 second penalty-Gate left out. Gate(s) left out is determined to have occurred when negotiation of any subsequent gate begins OR the finish line is crossed.

8. 50 second penalty-Movement of the competitor's head in the wrong direction while it is between the poles. This means that once a competitor has broken the gate line from the correct side, he/she must continue through until clear of the gate, without dropping back. In the case of an upstream gate in current, if dropping back is so minor as to have occurred between normal paddling strokes, it is not to be penalized. In C-2, the two bodies are considered as a unit, and both must continue through after one has crossed the gate line.

9. 50 second penalty-Failure of all three boats of a team to cross the finish line within 15 seconds.

10. 50 second penalty- Failure of the whole head to pass between the gate poles on an attempted negotiation where any part of the competitor's head passes between the gate poles. This penalty shall be non-reducible by re-negotiation of the gate

22.B. Interpretations

1. Once negotiation of a gate is completed (Article 21.D), that gate is immediately dead and no further penalties can be incurred.

2. Passing of the boat or trunk only underneath a pole without touching (undercutting) is not penalized.

3. At all times, the benefit of any doubt must be given to the competitor. In particular, if a Judge is in doubt as to whether movement of a pole was caused by contact or by a water splash, no penalty for a pole touch may be given.

4. Repeated negotiations of a gate are not penalized provided renegotiations are in the correct direction, no poles are touched, and on any attempted negotiation of the gate where the competitor's head crosses the

gate-line the whole head passes between the gate poles. If any part of the head of the competitor (either competitor's head in C-2) breaks the gate line, then repeated negotiations are no longer permitted for that competitor on that gate for that run.

5. Repeated touching of the same pole is only penalized once.

6. In judging whether the body of a competitor has correctly crossed the gate line, it is only necessary for the complete head to have passed between the poles in the correct direction at the same time a piece of the boat passes through the gate line in the correct direction.

7. Inadvertent pushing of a gate to allow negotiation is not judged an intentional push when the body and the boat of the competitor was already in a position in which it would have negotiated the gate.

22.C. Placement of Judges-Judging stations, or individual Gate Judges, must be located so that all situations can be clearly observed. It is advised that Judges have two distinct viewpoints for each gate when possible.

Article 23 - Capsize and Upside Down

23.A The boat is considered upside down when the head of the competitor is entirely under water. It is considered a capsize when the boat is upside down and the competitor (or a competitor in C-2) has left the boat completely. The Eskimo roll is not considered to be a capsize. In team runs, members of the team may help each other to Eskimo roll.

Article 24 - Runs

24.A. Unless otherwise approved by the Slalom Governance Committee prior to the race event. A slalom race consists of two runs. The better of two (2) runs will count as the final result. For the team contest, this may be reduced to one run. Where a competition is held on uncontrolled water, both runs in a category must be on the same day.

Article 25 - Timing

25.A. The time of a run is taken from the moment of the Start Judge's Signal, with the boat held at a fixed starting point, to the moment the finish line is cut by the competitor's body (in C-2 the first body). If electronic timing is used, the clock may be started when the competitor's body or electronic device (on the body or boat) first breaks the starting line. Crossing the finish line upside down disqualifies for that run. (see Article 23) A competitor's run is complete when the competitor's body or electronic device (on the body or boat) crosses the finish line (in C2, the first body that crosses the finish line). While crossing through the finish line, the competitor(s) must use a normal paddling motion. (this is controlled by the finish judge). He/she may not cross the finish line more than once. In team racing, the time is measured from the departure of the first boat until the arrival of the last boat. In the team event, all three boats must cross the finish line within 15 seconds of each other.

25.B. Digital watches should be used and watches should be of the same type to avoid confusion among timers. Photocells will be used for timing at the National Championships and Team Trials and digital watches will be used for backup timing.

25.C. Photocell generated times must be recorded in seconds rounded to the nearest one-hundredth second. The times generated by digital watches must be recorded in minutes and seconds, and then converted to seconds on paper. Precise timing and rounding methods must be specified prior to the start of the race.

25.D. All times must be independently read by two timekeepers. The Organizers are advised to provide backup timing, which should be read and recorded independently of the main timing. This is mandatory for National Championships and Team Trials.

25.E. As soon as the results of a run for the competitor or team are known, the start number, the penalty-seconds and the time should be announced and should be posted in the designated place until the time for filing protests have elapsed.

25.F. The following notations will be used for reporting the results:

DNF-- Did not finish

DNS-- Did not start

DSQ-R – Disqualified for particular run

DSQ-C – Disqualified for the competition

Article 26 - Calculation of Results

26.A. For the calculation of the results, the following formula applies Time in seconds + Penalties = Result

Example of an individual result:

Time elapsed: 2 minutes, 20.832 seconds = 140.83 seconds

Penalties: 2 + 2 + 50 + 50 = 104 seconds

Total Score = 244.83 seconds

26.B. For a team event, the individual penalties for each of the three boats and the team penalty (if any) are all added to the total elapsed time in seconds to arrive at the team score.

Article 27 - Score keeping and Signaling by Gate Judges

27.A. Gate Judges shall mark the penalties incurred by each boat on penalty sheets provided for this purpose. Unusual or questionable circumstances, or disagreements on scoring, should also be noted. Care should be taken to number these sheets sequentially, and to clearly indicate first and second runs, and reruns, if any. Gate Judges' penalty sheets shall be picked up periodically throughout the race and delivered to Scoring. All penalty sheets shall be delivered to Scoring at the end of the day's events. If telephones are available, penalties shall be reported to Scoring, as frequently as practicable

27.B. Gate Judges may be provided with marked disks to communicate with the public. The disks shall be marked as follows: A yellow disk with figures 2 marked on both sides, a red disk with figures 50 marked on both sides

- 1.** Clean (negotiation without touching)-No signal is given.
- 2.** Negotiation with penalty:-A yellow disk with figures (2) and a red disk marked with (50) held steady

27.C. Judges are forbidden to communicate with the competitors on the course concerning their faults or their technique in any manner whatsoever. Competitors are forbidden to interfere with the Judges at any time. (See Article 32.D for appropriate methods of inquiry or protest.) Signals by judges should be given at a time when they will not alter the action of the competitor. (In the case of a 2 or 50 call on a gate where the competitor can recycle, neither the 2, nor the 50 should be signaled until the competitor either goes on to the next gate or recycles back to make sure he/ she goes through the gate.

Article 28 - Clearing the Course

28.A. Whistling Over

1. The signal to clear the course is repeated short whistle blasts, given by the nearest Section Judge. Upon hearing such a signal, a competitor must immediately pull in to shore and await further instructions from the Section Judge. Reasons for whistling a competitor over include overtaking, as well as difficulties with the timing of his/her run or a gate out of position further down the course. In the latter cases, the chief judge may at his/her discretion, grant a rerun.

28.B. Overtaking

2. When overtaking occurs, the normal procedure is to whistle over the overtaken boat and permit the overtaking boat free passage. The Judge must ensure that the interrupted run is not resumed so soon as to cause immediate re-overtaking. Any time lost goes against the overtaken boat, and he/she will be granted no rerun unless highly extenuating circumstances prevail or at the discretion of the chief judge.

3. On rare occasion, the overtaking boat may be whistled over and held, allowing the overtaken boat to continue. This could occur if the overtaken boat is running the course correctly, while the overtaking boat is doing so by running largely out of control and missing gates (the "Mad Bomber"). Any time lost goes against the boat whistled over, and there will normally be no rerun unless highly extenuating circumstances prevail or at the discretion of the chief judge.

28.B. Interference

1. If a competitor has been interfered with by another boat, he/she may be granted a rerun with the authority of the Chief Judge. To merit a rerun, interference must be substantial and unavoidable, presenting a material impediment to the course.

- a.** Contact usually, but not always, is interference.
- b.** Lack of contact usually, but not always, is not interference.
- c.** Intentional contact where it could have been avoided, or other unsportsmanlike conduct in attempting to create interference to obtain a rerun will not be tolerated and could result in disqualification.

2. Normally, a rerun will be granted only to the overtaking boat. Only under highly extenuating circumstances would a rerun be granted to the overtaken boat (for example, see Article 28.B.2) or to both boats. Extra care must be taken to ensure that no overtaking occurs during a rerun.

3. If a rerun is taken, the score for the original run is canceled and may not be considered for placement or listed in the results.

Article 29 - Starting Interval

29.A. Ideally, only one competitor is on the course at a time. If the entry is numerous and the time is limited, the Chief Official can decide on a shorter starting interval. The minimum start interval must be 45 seconds. This can be a fixed time interval or it can be based upon progress of the preceding boat to some point down the course. The latter is recommended if the competitors are of varied abilities and are not seeded (see Article 11). If the starting interval is not fixed, a competitor should be able to request extra time before or after his/her run if the preceding boat is markedly slower.

Article 30 - Dead Heat

30.A. In the event that two or more competitors obtain the same score in their better run, the score of their other run will resolve the tie. If there is still no difference then the competitors are given the same ranking.

Article 31 - Paddle Loss or Breakage

31.A If a competitor loses or breaks a paddle, only a spare carried on the boat may be used. In team events, the spare paddle of another member of the team may be used.

Article 32 - Protests

32.A. Any action by a Race Official, or lack of action where action is called for, is protestable unless specifically prohibited.

32.B. All protests must be lodged with the Chief Judge in writing, together with a fee set by the Organizers but not exceeding 50 USD cash. This fee is refunded if the protest is upheld by the Chief Judge or by the Jury. If it is not upheld, the Organizers retain the fee.

32.C. A protest concerning the right of a competitor to participate must be handed to the Chief Official not later than one hour before the start of the competition. Protest against the right of a competitor to participate may be lodged with the USA Whitewater Slalom Committee within 30 days of the competition if they are based on facts that became known later than one hour before the start of the competition. (Article 3)

32.D. Intent to protest against decisions made during the competition must be lodged with the Chief Judge in writing not later than 5 minutes after the unofficial results of the particular category have been posted. An inquiry, without fee, may be filed by verbally requesting the Chief Judge to check the correctness of a posted score. If dissatisfied, the protester may still file a written protest provided the score in question is his/ her own. No one may protest the score, time, or penalties of another competitor.

1. Timing

- a.** If backup timing is provided by the Organizers, and both times are in substantial agreement no protest is allowed.
- b.** If there is no backup timing, or if the main and backup times disagree, a protest will be considered.
- c.** If faced with compelling evidence of an irretrievable error in a time, or if the official time is lost, the Chief Judge may grant a rerun.

2. Judging

- a.** No rerun may be granted when the protest involves a gate penalty.

b. Video is not allowed as support for a protest and is not to be reviewed or considered by the Chief Judge or Jury in rendering a decision.

3. Interference-If a competitor is interfered with by another boat or by an act of an Official, he/she may be granted a rerun in accordance with Article 28.C.

Article 33 - Appeals to the Slalom Governance Committee **33.A.** A competitor has the right of appeal to the Slalom Governance Committee against a decision of the Jury. Such an appeal must be lodged with the Slalom Governance Committee within ten days of the event. \$50 USD cash must be paid to the Slalom Governance Committee Board President, which is in addition to any protest fee paid to the Organizers. The Slalom Governance Committee shall hold a hearing only after fair notice is given to decide the matter. If the appeal is denied, only that portion of the cost fee not expended in conducting a mail vote of the Committee is refunded. Appeal to higher authority shall be directed first to the National Judicial Committee, and finally to the USA CANOE/KAYAK Board. If the appeal is upheld the entire \$50 is refunded.

33.B. If the appeal involves a matter of scoring, the Slalom Governance Committee must rule on whether, and in what manner, the score is to be changed. The appeal fee is handed to the Chief Judge at the race as notification and assurance that an appeal is to be filed. He/she must forward it within 24 hours, along with his/her report on the matter, to the Slalom Governance Committee. The written appeal is sent by the competitor as prescribed above. If results lists are printed before the outcome of an appeal are known, the fact of the appeal must be noted on the list and the outcome must be published when it is known.

33.C. If a protest involving the course or any aspect of the race organization is denied by the Jury, the protester's only recourse at that time is to withdraw from the race and demand a refund of entry fees. If such

demand is not agreed to, it may be appealed to the Slalom Governance Committee.

33.D. If the appeal involves a denied rerun, the Chief Judge, upon notification of the intent to appeal and receipt of the appeal fee, must grant the rerun. It will be timed and scored as usual, but its effect is conditional upon the outcome of the appeal.

Article 34 - Disqualification

The following may result in disqualification for the competition at the discretion of the Chief Judge (DSQ-C).

34. A. Any competitor attempting to win a competition by irregular means, fails to follow an Official's order, fails to observe the safety rules (Article 16), who conducts themselves in a manner unbecoming of the sport during the competition (including the use of profanity in the presence of spectators or officials), starts in his/her boat or equipment which does not conform to the-rules (Article 5) will be disqualified.

34.B. Failure to perform a work assignment unless excused (Article 12) or failure to remain for safety unless relieved (Article 16.I) will entail disqualification for the entire race.

34.C. Deliberate misrepresentations on an entry form or in statements to Officials will result in disqualification from the category involved or from the entire race, depending on their nature.

34.D. The following will result in disqualification only for the run in which it occurred. (DSQ-R)

- 1.** Capsize on the course (Article 23).
- 2.** Being upside down crossing the finish line (Article 25).
- 3.** Being unready to start in the published sequence, or appearing without the correct starting number, if negligence on the part of the competitor can be established.

- 4.** Acceptance of outside assistance during a run. In the sense of this Article, the following is taken to mean outside assistance:
- a.** Any help by a second party given to a competitor or boat, such as:
 - i)** to hold out, slide, or throw a competitor's lost paddle or a replacement paddle.
 - ii)** to guide, slide or set in motion a boat.
 - iii)** however, nothing in this Article shall prevent any team member (of the three boats) from helping each other.
 - b.** Communication with the competitor by means of an electric loudspeaker or radio.

5. Nonobservance of the rules for practice (Article 14) or failure to leave the course after a capsize (Article 23) will result in disqualification from the run involved (DSQ-R).

34.F. If a competitor is forced to break the rules by the action of another person, the Competition Committee decides if he/she will be disqualified or not for the competition.

Article 35 - Prizes

35.A. Prizes will generally be awarded for the first three places in each category. Medals, if used, should be of gold, silver, and bronze, denoting first, second, and third place. Ribbons, if used, should be of blue, red and white, respectively. Other types of trophies or prizes may be given provided they conform with Article 38. Additional places may be given awards if the depth of the class merits it. In the C-2 classes, both members of the crew shall receive the appropriate award.

35.B. For championship events, care must be exercised to assure that awards are presented only to those who are eligible for them in accordance with Article 3.

Article 36 - Results and Reports

36.A. The results list shall include the full name of each competitor; and/or USA CANOE/KAYAK number if given, club, if any, Region or hometown, and times, penalties, and scores for both runs, and shall be listed in order of finish result within each category. The outcome of any formal protests shall also be given.

36.B. Two copies of all race results must be sent to the USA CANOE/KAYAK offices and the Rankings Subcommittee Chair for use in the rankings and for permanent file. It is recommended they also be submitted to appropriate regional and national publications.

36.C. Organizers should be aware of the importance of all results in computing rankings, and should strive for completeness and accuracy. Full names including Jr., III, etc., where applicable, are essential. USA CANOE/KAYAK numbers are an excellent cross check on identity.

Article 37 - Amendments

37.A. These rules may be amended at any time by a two-thirds vote of the Slalom Governance Committee. Any proposed changes to the rules should be sent to the Slalom Governance Committee Rules Sub Committee for review. At least 30 days before such a vote is taken, all proposed amendments must be posted on the USA Canoe/Kayak for comment by its current members. Amendments to the rules approved by the Slalom Governance Committee will take effect January 1 of the year following the approval of the rule changes.

Article 38 - Special Rules for Team Trials and National Championships, and Junior Olympics

38.A. Nationals, Age Group Nationals, Junior and Senior Trials and Junior Olympics competitions are organized under the authority of the Slalom Governance Committee

The Slalom Governance Committee

will solicit bids for these races, will appoint the hosting group, and must approve the date and place.

38.A.1 Special rules may be used for Junior Olympics that are submitted by the Junior Olympic Committee to Slalom Governance Committee, and approved by the Slalom Governance Committee that are extensions or modifications of these rules.

38.B. The format for Nationals and Age Group Nationals shall be as specified in these racing rules unless otherwise approved by the Slalom Governance Committee prior to the competition. The format for Junior and Senior Trials shall be specifically approved by the Slalom Governance Committee as part of the Team Selection Method (Article 38.F.)

38.C. The Slalom Governance Committee will appoint the Chief Judge and Technical Organizer who will see that the races are run in accordance with these rules, and to the satisfaction of the Slalom Governance Committee.

38.D. Categories

1. Team Trials will be run in the ICF categories, (Article 6.A.1) and according to the USAWS board approved selection criteria.

2. National Championships shall be held in all Slalom Governance Committee categories, Article 6.A.1 and 2, **3.** Competitors in each

category, shall be seeded based on the approved rankings and recent race results, with the lower ranking boats at the beginning of the start list and the higher ranking boats at the end of the start list. At National Championships, the current National Champion, if present, shall always run last in his/her class.

sure compliance with Section 6 of this Article.

38.E. The Course

1. The course must be designed by a three-member Course Commission appointed by the Governance Committee. The commission chair shall be a representative of the hosting group who is highly competent in course design and familiar with the site. The other two members of the commission shall be highly competent course designers from other geographical areas. The commission shall meet at the convenience of its members, but sufficiently prior to the race to assure compliance with Section 6 of this Article.

2. The courses for Team Trials should be challenging to top international competitors, and should, to the extent possible, resemble in nature and difficulty the courses expected to be found at the international races for which the trials are being held.

3. The course for National Championships should be designed to encourage participation by a broader range of competitors, and as such should be only moderately challenging to A-ranked competitors in order to give those of B ranking a reasonable opportunity to negotiate all of the gates.

4. The course for age-group categories should be a difficulty commensurate with the average skill levels of these groups. When these events are held in conjunction with the Open Nationals, they should be on a separate day and should be run on a course, which is substantively different, and usually easier, than the Open course. It is permissible to run the Open

Nationals for categories C-1W, C-2W, and C-2M on the age-group course when these events are held in conjunction with each other.

5. After the course is erected, with all gates in position, a demonstration run must be made by at least one non-competitor. These should, if possible, include all boat types and the extent possible for US Team Trials (Senior and Junior) these should include all boat classes. The Competition Committee must then approve the course. Practice runs are not permitted once the course is erected.

38.F. Team Selection Method

1. The team selection criteria will be published by January 31, for the current year by the Governance Committee.

Selection Committee. It is the duty of that committee chair to ensure that the criteria is published on one or more official publications including the USA CANOE/KAYAK website.

2/12/11 8:15 AM