



## INFORMATION TO COMPETITORS FROM THE RACE COMMITTEE

This document does not in any way modify or replace the rules of the competition. It outlines the procedures and intentions that the race committee will apply at this competition.

Version September 2022

### 1. Times / Timing / Changes in Schedule

- a. Times will be based on GPS time
- b. The starting sequence will begin on an exact minute – hh:mm:00
- c. Starts will not be delayed for competitors to reach the racing area if they could have arrived with reasonable diligence.
- d. To alert kiteboards that a race or sequence of races will start soon, the orange starting line flag(s) will be displayed (with one sound signal) at least five minutes before a warning signal is displayed.
- e. The orange starting line flags(s) will be removed (with no sound signal) one minute after the starting signal unless the race committee intends to make the warning signal for the next fleet to start within ten minutes of the previous start.
- f. The race committee will use the entire day if necessary, to complete the schedule.
- g. If the weather forecast suggests it is unlikely that racing will be possible on an upcoming day (too much or too little wind) the schedule may be changed to sail more races in a day. The number of races sailed will not become more than one race ahead of schedule and any change will be notified on the day before it is to take effect.
- h. The race committee will attempt to sail races not sailed on the scheduled day in the following days. However, a Final Series will not have more races than originally scheduled.

### 2. Decision to Race

- a. The race will be started at the scheduled time if the wind conditions and visibility are within the parameters outlined in these policies. Waiting for 'better' conditions may be unfair, and will be avoided.
- b. The race committee will not wait for the wind to 'stabilize'. Competitors can compete in "shifty" conditions.
- c. The start may be postponed if a major wind shift is expected based on a known pattern or other reliable information (example: sea breeze can be seen in the distance and is expected to fill in). Otherwise, the race committee will start the race. The wind shift may not occur, the course can be corrected, or the shift may occur after the race is completed.

- d. Races will not be started in less than
  - i. KiteFoil and Formula Kite: an average of 6 knots of wind established over the entire course area.
  - ii. A's Youth Foil: an average of 8 knots of wind established over the entire course area.
  - iii. TT:R Slalom: an average of 10 knots of wind established over the entire course area.
  - iv. These lower limits may be higher if there is strong current in the racing area or lower wind speeds in the launching area.
- e. When racing back-to-back, the interval between the finish line closure and the new warning signal for that group will not be less than 5 minutes. This may be varied according to conditions and the position of the finishing line.

### **3. Courses and Course Description**

- a. The course to be sailed will be displayed no later than the warning signal. Competitors are advised, that the course assignment can change until the warning signal.
- b. The digit behind the letters refers to the number of upwind legs that shall be sailed.

### **4. Starting Penalties**

- a. Flag U will be used for the first start attempt.
- b. An important principle followed by the race committee is that the black flag will only be used when general recalls are caused by the kiteboards themselves, or rapid oscillations of the wind, and not by actions of the race committee.
- c. The race committee will make every effort to signal a postponement in the event of any problems with the starting line.

### **5. Recording OCS**

- a. Where possible video recordings will be made of the start, otherwise voice recordings will be made.
- b. Competitors who have been scored UFD or BFD, and their coaches, may review the recording(s) of the applicable start(s). The race officer can be contacted through the race office.

### **6. Abandonment**

- a. On the first half of the first leg, the race committee may abandon in the event of a major, persistent, wind shift (more than 25 degrees). After that, the race committee will let the race continue.
- b. The race committee may abandon the race when it is unlikely that a kiteboard will complete the course within the overall time limit. The further into the race, the less likely it is that the race committee will abandon the race.

- c. Once a race has been started, the race committee will not abandon the race simply because the average wind speed decreases beyond the stated limits.
- d. The race committee will consider abandoning the race if it is unable to safely manage racing.
- e. Competitors are reminded that the decision to race, or to continue to race, is their sole responsibility.

## **7. Race Committee Protests**

- a. Since the primary responsibility for protesting breaches of the rules rests with competitors, the race committee will not normally protest a kiteboard.
- b. The race committee may protest a kiteboard in the following circumstances:
  - A breach of a sailing instruction that may not be protested by another kiteboard;
  - An apparent breach of good sportsmanship (Rule 2);
  - Failing to take a penalty after knowingly touching the windward mark, without another kiteboard being able to protest
- c. The race committee will apply Standard Penalties for breaches of Sailing Instructions marked [SP].

## **8. Scoring Inquiries**

- a. Kiteboards that have been scored UFD, BFD or NSC are asked to first contact the race officer after racing during the protest time limit. In case of disagreement with the race officers decision competitors may then submit a request for request.
- b. In case of other scoring inquiries (i.e. wrongly recorded finishing position, DNC etc) competitors should first submit a scoring inquiry before submitting a request for redress.

## **9. Outside Assistance**

- a. Competitors are advised that rescue / support vessels may be limited. It is the competitor's decision to accept outside assistance when offered. Competitors should keep in mind that it is often only possible to relaunch foil kites for a short period of time after capsizing. Competitors should consider accepting immediate relaunch assistance instead of trying to relaunch themselves until it is not possible to relaunch, resulting in rescue and the possibility to miss more than just the race in question.
- b. If a competitor is in doubt whether he complied with RRS 41 he should report the incident to the jury.
- c. Kites shall be changed only in the launching area.

## **10. Safety and Coach Boats**

- a. The race committee may display code flag "Victor" at any time to release support vessels from their assigned place to aid rescue operations.
- b. The race committee may call individual support vessels to request assistance.
- c. To assist safety vessels the following signals should be used by competitors:

**I require assistance**

Wave an open palm on an outstretched arm



**I am "OK" and do not require assistance**

Make an open "O" by placing hand on head



- d. Environmental factors (Lightning, sudden storms, dying wind etc) may require immediate evacuation of the racing area(s) to the shore.
- e. When Flag G is displayed from a Race Committee vessel, all kiteboards shall immediately return ashore to wait there for further instructions.

**11. Questions on Race Committee Procedure and Policy**

Competitors, team leaders and coaches are welcome to discuss procedure and policy with the event Technical Director. He can be contacted through the Race Office.