



INFORMATION TO COMPETITORS FROM THE RACE COMMITTEE

This document does not in any way modify or replace the rules of the competition.

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 management team intends to make the warning signal for the next fleet to start within ten minutes of the previous start.
- f. The race management team 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.

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 management team 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 management team 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.

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 P, Flag I (RRS 30.1) and Flag Z (RRS 30.2) will not be used.
- b. Flag U will be used for the first start attempt.
- c. An important principle followed by the race management team is that the black flag will only be used when general recalls are caused by the boats themselves, or rapid oscillations of the wind, and not by actions of the race management team.
- d. The race management team will make every effort to signal a postponement in the event of any problems with the starting line

5. Recording OCS

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

6. Abandonment

- a. On the first half of the first leg, the race management team may abandon in the event of a major, persistent, wind shift (more than 25 degrees). After that, the race management team will let the race continue.
- b. Collapse of wind: The race management team may abandon the race when it is unlikely that the leading kiteboard will complete the course within the overall time limit, even if a new wind were to arrive. The further into the race, the less likely it is that the race management team will abandon the race.
- c. Once a race has been started, the race management team will not abandon the race simply because the average wind speed decreases beyond the stated limits.
- d. The race management team may abandon the race when a new wind has caused the fleet to invert.

- e. The race management team will consider abandoning the race if it is unable to safely manage racing, or a considerable number of competitors is not able to race anymore solely due to the wind conditions.
- f. 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 management team 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 strictly apply Standard Penalties for breaches of Sailing Instructions marked [SP]. This applies especially, but not limited to:
 - Sailing in the course area when other kiteboards are racing
 - Failure to comply with post-race equipment checks
- d. A kiteboard that did not sail the course will be scored NSC

8. Outside Assistance

- a. Competitors are advised that rescue / support vessels may be limited. It is the competitors 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.

9. Safety and Coach Boats

- a. The race committee may display code flag "Victor" at any time to release coach boats from their assigned place.
- b. The race committee may call individual coach boats 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



10. Environmental Factors

- a. Environmental factors (Lightning, sudden storms, dying wind etc) may require immediate evacuation of the racing area(s) to the shore.
- b. When Flag G is displayed from a Race Committee vessel, all boats 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 will usually be available by the race office or race control tower or can be contacted through the Race Office.