

SQUAMISH WINDSPORTS SOCIETY 2009 KITEBOARD RACE SERIES

Wednesdays: July 22, 29; August 19, 26; September 2, 9, 16

Make-up Dates: September 23, 30.



OFFICIAL RACING RULES

Reviewed July 21, 2009

Sportsmanship and the Rules

1 - PRINCIPLES

1.1 Sportsmanship, fair sailing and misconduct

A fundamental principle of sportsmanship is that when you break a rule you will promptly take a penalty. You must play fairly.

1.2 Helping those in danger

You must give all possible help to any person or vessel in danger..

1.3 Decision to race

Deciding whether it is safe for you to start or continue racing is for you alone, not for the people running the race.

1.4 Capsized

A rider shall be considered capsized when any of the following are true:

1. the rider fallen in such a way that they no longer have control or steerage, including kite in water.
2. the rider is disconnected from the board, or
3. the rider is disconnected from the kite.

Boards that are not capsized shall keep clear of capsized boards.

2 - DEFINITIONS: Leeward and Windward, tack, Starboard or Port

2.1 When Boards meet

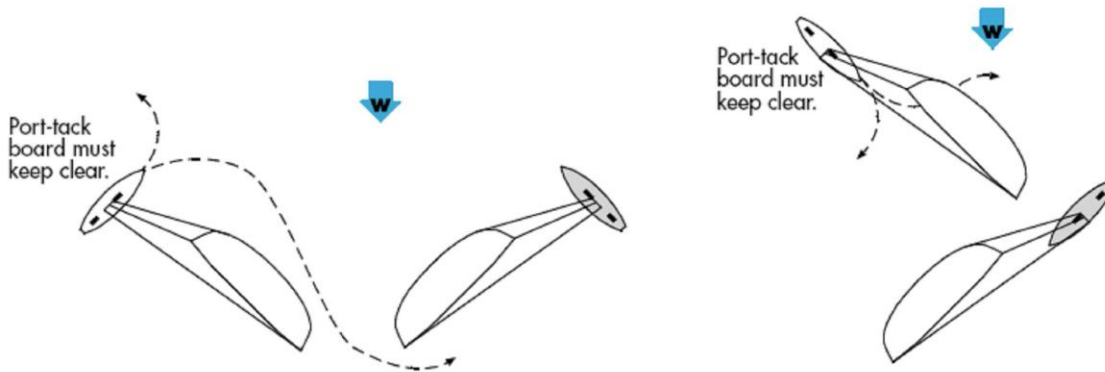
'Board' means board, kite and rider.

A board is on the tack, starboard or port, as determined by the forward hand of the rider under standard riding position (i.e. riding heel side with both hands on the control bar).

Starboard is when the right hand is the forward hand. A Starboard Tack board is required to hold her course and relative position of her kite while the Port Tack board is required to keep clear. If heading upwind, the Port Tack board will allow the Starboard Tack board to pass upwind. When the Starboard Tack board is passing upwind of the Port Tack board, she must keep her kite up high, and the Port Tack board must keep her kite low.

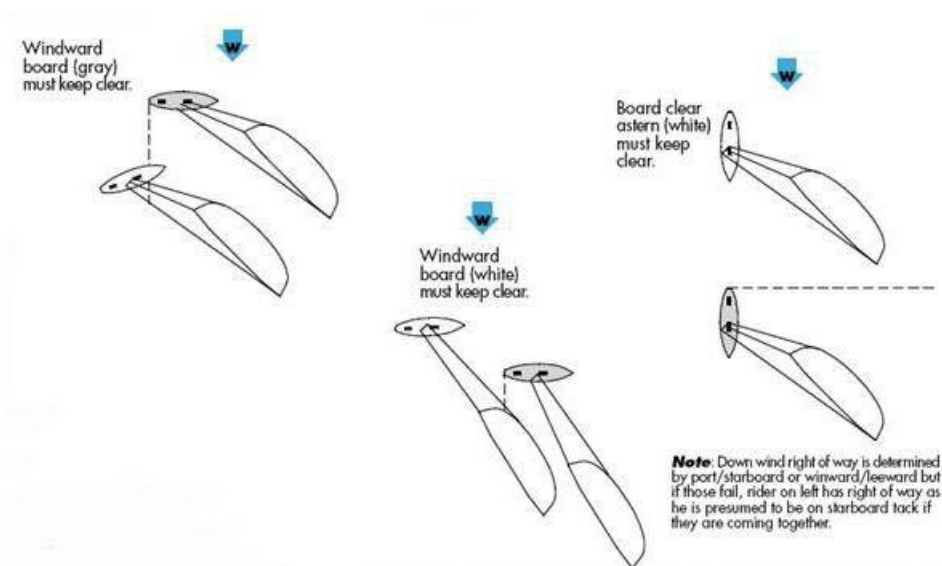
a) On opposite tacks

The port tack board must keep clear.



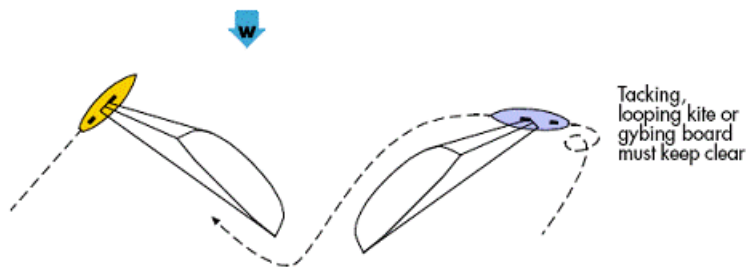
b) On the same tack

The board to windward (if overlapped) or clear astern (if not overlapped) must clear



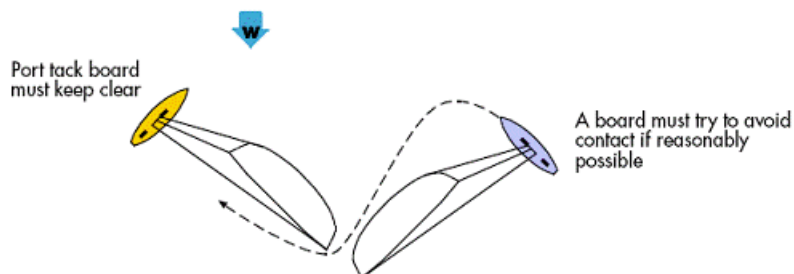
c) Taking, gybing or looping

After a board initiates a tack or gybe, she must keep clear of the other boards until she is on a close hauled course. When going downwind, a looping kite shall keep clear of other boards

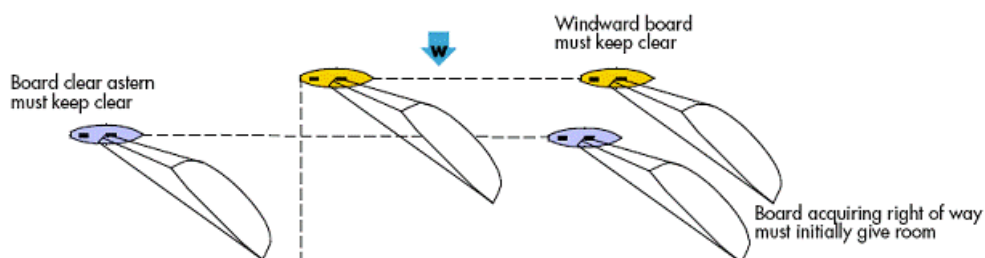


d) Avoiding contact

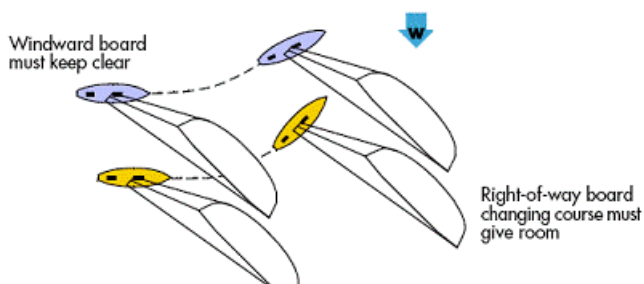
A board must avoid contact with another board if reasonably possible

**e) Acquiring right of way**

When a board acquires right of way, she must initially give the other board room to keep clear (unless she acquires right of way because of the other board's actions).

**f) Changing course**

When a right-of-way board changes course, they must give the other board room to keep clear

**2.2 Definitions:****a) Clear Ahead, Clear Astern, Overlap**

One board is clear astern of another when her hull and equipment in normal position are behind a line abeam from the aftermost point of the other board's hull and equipment in normal position. The other board is clear ahead. They overlap when neither is clear astern. However, they also overlap when a board between them overlaps both. These terms do not apply to boards on opposite tacks.

b) Keep clear, Proper course

A board keeps clear of another if the other can sail their proper course with no need to take avoiding action.

If boards are overlapped on the same tack, the windward board must keep clear so that the leeward board can change course in both directions without immediately making contact with the windward board.

If one board is on port and a starboard board needs to take avoiding action to prevent a collision, the board on port has not kept clear.

At the start, if a windward board drifts so close to a leeward board such that the leeward board cannot change course in both directions without immediately making contact with the windward board, the windward board has not kept clear.

c) Starting

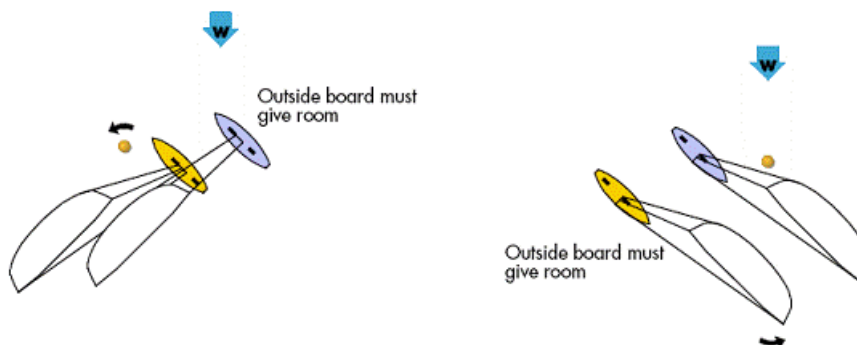
You start when any part of your board, person or equipment in the normal position, crosses the starting line in the direction of the course towards the first mark (the kite position does not count in determining when you started).

d) Finishing

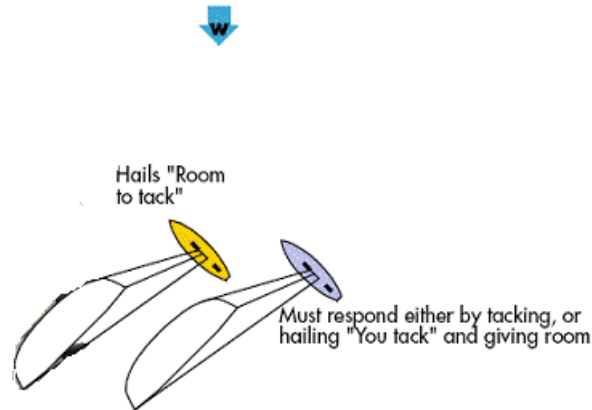
The rider's body and board will be used to determine when the rider crosses the start and finish lines. Competitors must be riding their board when crossing the lines i.e. body dragging across the start or finish line is not acceptable. (the kite position does not count in determining when you finished).

e) Room at a mark or obstruction

When boards are overlapped, the outside board must give the inside board room to round or pass the mark or obstruction.



When you are close-hauled and want to tack or gybe to avoid an obstruction, but cannot, you may hail for room. Before tacking or gybing, you must give the hailed board time to respond. The hailed board must either tack or gybe as soon as possible, in which case you must also tack or gybe as soon as possible, or she must reply 'You tack', in which case you must tack or gybe as soon as possible and she must give room. This rule does not apply at a starting mark surrounded by navigable water when boards are starting.



3 - General rules

3.1 Safety:

1. Competitor shall give all possible help to any other competitor in danger.
2. Competitor is individually responsible for wearing protective gear adequate for the conditions.
3. Any kite used in the event must have an under tension quick release system in order to be allowed to compete.
4. All bars used in the competition must have a system permitting depowering and retaining the kite without endangering anybody once the bar has been released.
5. This system must be attached to the rider
6. All competitors under 18 must wear a helmet and life jacket during their heat and training time.
7. All kite boarding equipment must be in good repair and up to industry modern safety standards.
 - a. The race director, SWS or Race Committee are not responsible to ensure the safety of riders' equipment.
 - b. However, the race director or race committee reserves the right to disallow any equipment thought to be unsafe.

If you require assistance with kite relaunch, board recovery, etc - wave/ raise hand, keep kite inflated to assist location but wind in lines if possible. If assistance is requested you will be disqualified and receive a score of DNF.

3.2 Fair competing

A rider shall compete in compliance with recognized principles of sportsmanship and fair play.

3.3 Acceptance of rules

1. Start time and time check will be given at skipper's meeting
2. The duration of the race will range between 10 to 40 minutes.
 - a. Race organizers retain the option to end any race if competitors are taking more than double the time of the first finisher. All racers from this point will receive score of DNF (did not finish)
3. There will be up to three races per day
4. The race courses can change anytime and everyday (depending wind direction and spot). See sailing instructions for course diagrams.

By participating in an event conducted under these rules, each rider agrees:

- to be governed by these rules
- to accept the penalties imposed and other actions taken under these rules, subject to appeal and review procedures provided in them, as the final determination of any matter arising under the rules.

4 - STARTING & FINISHING

4.1 Starting Sequence

Start will be as close as possible to the briefed time BUT flags have priority:

- | | | |
|---|-----------------------|-----------------------------------|
| • Warning: approx 4 mins before start: | | multiple short horn blasts |
| • 3 mins before start: | blue flag up | 3 horn blasts |
| • 1 min before start: | red flag up | 1 horn blasts |
| • 30 secs before start: | | 3 whistle blasts |
| • START | red flag down | 1 long horn blast |
| • Individual Recall | blue flag waving | 2 horn blasts |
| • General Recall (restart race) | blue down, red waving | multiple short horn blasts |
| • End of race | blue flag down | |

4.2 Starting Guidelines:

Riders must stay **behind the start line** at all times after blue flag up and prior to the start. If a rider drifts across the line they must tack back behind the line outside the start line before starting to race. Failure to do so will be considered a false start.

The rider's body and board will be used to determine when the rider crosses the start and finish lines. Competitors must be riding their board when crossing the lines i.e. body dragging across the start or finish line is not acceptable.

4.3 False Starting

Any competitor false starting will be disqualified [DSQ].

Individual recalls will be notified if at least one racer has false started. The racer(s) may exonerate themselves by re-crossing the start line and then continuing with the race. Otherwise, the racer(s) will receive a score of DSQ.

General recalls will be notified if the majority of the fleet has false started, at the discretion of the Race Committee. The race will be restarted. No racers will be penalized and the race will be nullified.

NOTIFICATION:

- | | | |
|--|------------------------------|-----------------------------------|
| • Individual Recall | blue flag waving | 2 horn blasts |
| • General Recall (restart race) | blue down, red waving | multiple short horn blasts |

There will be no re-start if kites lines become tangled, etc. The riders will be responsible to maintain sufficient distance between one another to avoid collisions. Right of way rules apply i.e. upwind keeps kite high, downwind keeps kite low. Any protests are to be submitted in accordance with the Squamish Windsports Society Racing Rules.

4.4 Finishing

After crossing the finishing line keep away from interfering with arriving competitors – failure to do so may result in disqualification.

5 - SCORING

1. A standard low-point scoring system will be used for each race.
ex: 1st=1point, 2nd=2points, 3^d=3points, etc...
2. The daily scores will be tallied nightly and combined throughout the series, applying towards the series' final standings.
3. Races on the first day of series (July 22) are for exhibition only, and will **NOT be counted** towards series totals.
4. There will be a maximum of 6 racing days (as Scheduled in Sailing Instructions), each with max 3 races /day.
5. **Discards:**
There will be discards for the race totals in the Series. Beyond the first race, there will be 1 discard for every subsequent 3 races held. *Ex:*
 - 1 discard for 4 races
 - 2 for 7 races
 - 3 for 10 races
 - 4 for 13 races
 - Etc...
6. Scoring Ties will be won by the better of each of the two riders' single best discard race score.
7. **DNC** (did not compete), **DSQ** (disqualified), **DNS** (d), & **DNF** (did not finish)
Racers receiving any of these distinctions for a race will be given a score of 1 + (# racers present).

5.8 Scoring Divisions:

The main racing divisions for which the scoring will be tallied for Series titles:

- Open Men
- Open Women

In addition, competitors over the age of 45 will have scores go towards a Masters Division title.

** Eligible riders (over 45), must directly notify the Race Director for Masters scoring to be counted.*

6 - PENALTIES

When you break a 'when boards meet' rule, you may exonerate yourself by taking a penalty. The default penalty for this event is a 20% scoring penalty (i.e. your score will be worsened for that race by 20% of the people who finished that race). For each penalty taken (which may be more than one penalty per race), riders are required to document this on shore by filling out a penalty (scoring adjustment) form and submitting to the race director within 60 minutes of the time the last board has finished the last race of the day.

7 - Other Added Rules:

- A kiter who has deliberately submerged their board or body near the starting line shall keep clear of one who has not.
- A board may touch a mark but shall not hold on to it.
- Another kiter, who is also racing, may assist a relaunch

- A board shall be propelled only by the action of the wind on the kite, by the action of the water on the board and by the unassisted actions of the rider (e.g. pumping the kite).
- Kiteers can't change equipment after the starting signal or during a race.

8 - Protesting and requesting redress

1. Competitor has a right to protest, when he/she was involved in an incident during his/her heat.
2. If you feel your finishing position has been made significantly worse because the race committee (the people running the racing) has done something wrong, or because another board broke a rule and this resulted in injury to you or physical damage to your board, you may be able to get redress (for example by being given points for an estimated finish position). All protests (except the protest on miscalculation) shall be presented in written format and in English language to the Race Director. The protest must be in written before the end of the next heat, but you do not have to go ahead with the protest if you later change your mind.
3. The Race Director can, according to the degree of the assault and final outcome, make a decision or stop the competition and call for hearings.
4. The only parties allowed to be present on hearings are competitors involved in the incident, witnesses, judges, Race Director, and any other party called by the race committee.
5. After hearings the Race Committee will give their final decision.
6. Competitor will not be penalized without a hearing.

9 - Sailing the course

You must start, pass each mark on the required side on the correct order and finish, so that a string representing your board's wake after starting and until finishing would, when drawn taut, lie on the required side of each mark and touch each rounding mark. You may correct any errors to comply with this rule, provided you have not already finished.

Marks not passed in the proper direction will be considered not passed at all, which could result in a DSQ or DNF for the rider.

Note: Unless otherwise stated by course diagrams, Race Committee, or Race Director, the default is that all marks shall be passed such that they remain on the port (ie. left) side of the rider.

