



2015 SAN FRANCISCO KITE FOIL GOLD CUP

Including:

2015 US KITE FOIL YOUTH NATIONALS

St. Francis Yacht Club

July 29 – August 2, 2015

SAILING INSTRUCTIONS

[DP] denotes a rule for which the penalty is at the discretion of the jury.

[NP] denotes that a breach of this rule will not be grounds for a protest by a competitor.

[SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing.

1 RULES [DP/NP]

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, including Appendix F.
- 1.2 The rule changes approved by IKA and ISAF as outlined in Addendum A shall apply.
- 1.3 Only the following US SAILING prescriptions shall apply: the prescriptions to RRS 67, 76.1, and 76.3.
- 1.4 Competitors shall wear wetsuits with a minimum thickness of 3/2mm, which cover the knees and have short sleeves as minimum coverage.
- 1.5 Competitors shall wear their assigned numbered jersey.

2 ENTRY [SP/NP]

- 2.1 All entries shall meet the requirements of ISAF Regulation 19 – Eligibility Code.
- 2.2 Competitors shall be members of a National Kiteboarding Class Association in good standing with the IKA. National Associations shall be paid up members of the IKA. If there is no paid up national association in affiliation to the IKA in the competitors' home country, competitors shall become individual members of the IKA.
- 2.3 The entry application deadline is Wednesday, July 29.

3 COMMUNICATION WITH COMPETITORS

- 3.1 A Competitors' Meeting will be held at Crissy Beach daily at 1130 hours from Thursday, July 30 – Sunday, August 2.
- 3.2 Official Notices will be posted on the Official Regatta Notice Board located in the hallway adjacent to the side (Regatta) entrance of StFYC.
- 3.3 Changes to the sailing instructions will be posted by 1000 hours on the day they are to take effect, except any changes to sailing instruction 4, Number and Schedule of Races, will be posted by 1900 hours on the day before they take effect.
- 3.4 Signals made ashore will be displayed from the flagpole located on the StFYC Race Deck.
- 3.5 When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 20 minutes'. This changes RRS Race Signals.
- 3.6 Questions regarding the sailing instructions may be submitted in writing to the race committee. Questions and written responses will be posted on the Official Regatta Notice Board.

4 SCHEDULE

4.1

Date	Time	Event
July 29	1300-1700 1800	Registration at St. Francis Yacht Club Opening Ceremony at St. Francis Yacht Club
July 30	1130 1300 <i>Following Racing</i>	Competitors' Briefing – Crissy Field (beach) First Warning Signal Social at Crissy Field
July 31	1130 1300 <i>Following Racing</i>	Competitors' Briefing – Crissy Field (beach) First Warning Signal Social at St. Francis Yacht Club
August 1	1130 1300 <i>Following Racing</i>	Competitors' Briefing – Crissy Field (beach) First Warning Signal Social at St. Francis Yacht Club
August 2	1130 1300 1700 <i>Following Racing</i>	Competitors' Briefing – Crissy Field (beach) First Warning Signal No Warning Signal made after this time Prize-Giving & Social at St. Francis Yacht Club

5 RACING AREA

Races will be conducted on the San Francisco City Front.

6 FORMAT OF RACING

6.1 The regatta will consist of a qualifying series and a final series.

6.2 The competitor fleet assignment process and further format information is outlined in Addendum B.

7 DIVISION/FLEET FLAGS

Division	Flag
Yellow	Yellow
Blue	Blue
Gold	Yellow
Silver	Blue

8 COURSES & MARKS

8.1 The courses and marks are described in Addendum C – Official Description of Marks and Courses.

8.2 No later than the warning signal, a placard designating the course will be displayed from the signal boat.

8.3 Courses will not be shortened. This changes rule 32.

9 THE START *[SP/NP]*

9.1 The starting line will be between a staff displaying an orange and yellow striped flag on the race committee signal boat and a red inflatable buoy or a race committee boat displaying an orange and yellow flag, set to port.

9.2 A competitor shall not start later than four minutes after her starting signal. A competitor that starts later than four minutes after her starting signal will be scored DNS. This changes RRS 35, A4 and A5.

10 RECALLS

The race committee may hail the jersey number(s) of the boat(s) identified on the course side of the starting line at the starting signal. The failure of a hail, the failure of a boat hearing the hail or the order of the hails shall not, in and of itself, be grounds for redress.

11 THE FINISH

The finish line will be between a staff displaying an orange and yellow flag on a race committee boat located halfway up the course on the port side and a white inflatable shape set approximately 75' downwind.

12 PENALTY SYSTEM

12.1 Penalties will be according to rule 44 as amended through Addendum A.

13 TIME LIMITS AND TARGET TIMES *[SP/NP]*

13.1 The time limits and target times, in minutes, are as follows:

Regatta Stage	Time Limit	Mark 1 Time Limit	Target Time	Finish Time Window
Qualifying Series	30	10	12	15
Final	20	7	14	10

If no kiteboard has passed Mark 1 within the Mark 1 time limit, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).

13.2 Kiteboards failing to finish with the finish time window outlined in SI 11.1 after the first kiteboard sails the course and finishes will be scored Did Not Finish without a hearing. These time periods will be taken separately for each fleet/group/division/flight. This changes rules 35, A4 and A5.

14 PROTESTS AND REQUESTS FOR REDRESS

14.1 Protests and requests for redress forms will be available at the StFYC Race Office.

14.2 Protest and requests for redress shall be lodged within 60 minutes of the last finisher in the last race, or after the Race Committee signals "AP over A" for the respective fleet, whichever is later.

15 SCORING

15.1 Three races are required to be completed to constitute a regatta.

15.2 2 races are required to be completed by each division/fleet to constitute a qualifying series.

15.3 2 additional races are required to be completed by the gold fleet to constitute a final series.

15.4 If at the end of the qualifying some kiteboards have more race scores than others, scores for the most recent races will be excluded so that all kiteboards have the same number of race scores.

15.5 (a) For the qualifying series, a kiteboards series score will be the total of her race scores, excluding her worst score when 5 races are completed and her two worst scores when 10 races are completed.

(b) For the final series, a kiteboards series score will be the total of:

- One score equal to her finish position in the qualifying series; plus
- Her final series scores, excluding her worst score when 5 final series races are completed and her two worst scores when 10 final races are completed, except that the carried forward score shall not be excluded. This changes RRS A2.

(c) Appendix F8A8 is deleted in its entirety.

(d) Ties in the regatta will be broken by applying RRS A8 to the final series.

15.6 RRS A4.2 is changed so that the scores are based on:

- The number of kiteboards assigned to the largest fleet in the split fleet qualification series, or
- The number of kiteboards assigned to the fleet in the final series.

16 EQUIPMENT *[DP/NP]*

Except for brief periods of time while changing, a competitor shall not have kites rigged and lines out on the beach.

17 SAFETY REGULATIONS *[DP/NP]*

17.1 Within 5 minutes of leaving shore at any time, each competitor shall scan their RFID wristband at a kiosk located at the beach. Within 10 minutes of returning to the shore at any time, sailors shall scan back in at a kiosk located at the beach. It is the responsibility of the kiter to visibly confirm their jersey number or name when checking

in/out with the kiosk. RFID wristbands will be issued at registration (1 per competitor). Replacement of lost RFID wristbands will be \$5.00.

17.2 A competitor that retires from a race shall notify the race committee, a safety boat or the beach marshall as soon as possible.

17.3 The race committee may protest a boat for a breach of these safety regulations.

17.4 Competitors shall comply with any directions or requests made by any Race Official, IKA Representative, StFYC staff member, Golden Gate National Recreation Area staff member or the Beach Marshall.

18 ADVERTISING [DP/NP]

18.1 Competitors may be required to display advertising chosen and supplied by the organizing authority. ISAF Regulation 20 Advertising Code shall apply.

18.2 The only event advertising stickers and/or jerseys that may appear on equipment and/or may be worn are those issued by the organizing authority of the regatta in which the kiteboard is currently entered. Any other event advertising shall be removed.

18.3 Jerseys shall be worn outside other clothing while racing. Competitors shall not deliberately cut or tear them.

18.4 Jerseys shall be worn whenever going afloat during the duration of the event.

19 ELECTRONIC EQUIPMENT [DP/NP]

At the request of the organizing authority competitors shall carry positioning equipment.

20 SUPPORT BOATS [DP/NP]

20.1 Team leaders, coaches, and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or retired or the race committee signals a postponement, general recall, or abandonment.

20.2 All support boats shall register with the organizing authority during registration.

20.3 All support boats must prominently display the coach boat flag they are assigned during registration.

21 PRIZES

Prizes will be awarded according to the notice of race.

22 DISCLAIMER OF LIABILITY

22.1 Competitors take part in all races at their own risk. The LOA, KF, IKA, ISAF or any of their officials or representatives or the sponsors or their officials or representatives are not responsible, under any circumstances, for any damage, loss or injury either ashore or on the water either to persons or equipment, which may result.

22.2 Participation in this event, supporting events and in each race in them is at the sole discretion of the sailor and at his/her own risk. Notice is drawn to RRS 4.

23 INSURANCE [DP/NP]

23.1 Each participating competitor shall be insured with valid third-party liability insurance with a minimum cover of one million dollars per incident or the equivalent.

23.2 Coach and support boat drivers shall also have valid third-party liability insurance with a minimum cover of five million dollars per event or the equivalent.

24 RIGHTS TO USE NAME AND LIKENESS

By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

Addendum A
Rule changes approved by IKA / ISAF

1. In Rules 29.1, 30.1, 30.2 and 30.3, change ‘ crew or equipment’ to ‘or competitor’.
2. Add new rule F 3.31, Touching a mark:
“While racing, a kiteboard shall not touch a mark when her proper course is to bear away after passing or rounding that mark.”
3. Rule F4.44.1 is changed to read:
“A kiteboard may take a One-Turn Penalty when she may have broken rule F3.31, or one or more rules of Part 2 in an incident while racing. Sailing instructions may specify the use of some other penalty. However,
 - (a) when a kiteboard may have broken a rule of Part 2 and rule F3.31 in the same incident she need not take the penalty for breaking rule F3.31;
 - (b) if the kiteboard caused injury, serious damage or a tangle or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.
4. Rule F4.44.2 is renamed to “One-Turn-Penalty and changed to read:
“After getting well clear of other kiteboards as soon after the incident as possible, a kiteboard takes a One-Turn Penalty by promptly making a turn with her hydrofoil in the water including one completed tack and one completed gybe. Forward motion shall be established between tack and gybe (or vice versa) with the sailor on the correct side of the hull in normal sailing position. When a kiteboard takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.”
5. In Rules 61.1(a)(4) and 62.1(b), change ‘damage’ to ‘ damage or a tangle’.
6. At the end of Rule 62.1(b) add: “however, if prior to the incident, there is a clear risk of a situation that could cause an entanglement that a competitor could reasonably anticipate and avoid, and the competitor fails to do so, or if a competitor through his own actions creates a situation that carries a clear risk of entanglement, the competitor shall not be eligible for redress”
7. Delete the last sentence of Rule F5.61.1(a)
8. Delete Rule F5.62.1(e)
9. Add new Rule 64.1(d):
“When a kiteboard first breaks a rule of part 2 and, as a result, causes a tangle for which redress is given, she shall be scored RCT if she retired or DCT if she is disqualified. When she does this a second or subsequent time, she shall be scored DNE (disqualification not excludable).”
10. For races of the platinum fleets, rules 61.2 and 65.2 are deleted and rule 63.6 is changed to:
“63.6 Protests and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.”

**Addendum B
Regatta Format**

1. When the format includes a qualifying series, kiteboards will be assigned to fleets Yellow, Blue, Red, etc., of, as nearly as possible, equal size and ability. The target fleet size is 30 kiteboards. Initial assignments will be made by the race committee based on the kiteboards current standing in the world ranking in accordance with Addendum B.1(a) below. Those assignments will be posted at least 30 minutes before the first warning signal is given.

a. In the qualifying series kiteboards will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, kiteboards will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races, the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets. For two fleets, and similarly for any other number, reassignments will be made as follows:

<u>Rank in Series/Seed</u>	<u>Fleet Assignment</u>
First	Yellow
Second	Blue
Third	Blue
Fourth	Yellow
Fifth	Yellow
Sixth	Blue
Seventh	Blue
and so on	

If two or more kiteboards have the same rank, they will be entered in the right column in the order of fleets in Addendum B.1(a).

b. Assignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.

2. When the format includes a final series, Kiteboards will be assigned to final-series fleets Gold, Silver, Bronze etc., based on their ranking in the qualifying series. There will be the same number of fleets in the final series as there were in the qualifying series. The final-series fleets will have, as nearly as possible, equal size and the Silver fleet will not be bigger than the Gold fleet. Kiteboards with the best qualifying-series ranks will race all final-series races in the Gold fleet, kiteboards with the next-best qualifying-series ranking will race in the Silver fleet, etc.

3. Any recalculation of qualifying-series finishes after kiteboards have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a kiteboard to a higher fleet.

4. For the regatta overall standings, competitors are ranked in the order of the competitors competing in the Gold, Silver, Bronze etc. fleets standings.

Addendum C
Official Description of Marks and Courses

MARK	DESCRIPTION
1	Inflatable yellow buoy set as a windward mark
2g	Inflatable yellow buoys set as a leeward gate
3	Inflatable orange buoy set as a mid-course turning mark

COURSE	ROUNDING ORDER
	(p) = to Port (s) = to Starboard
3	Start → 1(p) → 2g → 1(p) → 3(s) → Finish
5	Start → 1(p) → 2g → 1(p) → 2g → 1(p) → 3(s) → Finish

