



## Championship Rules 2011 – Kite Cross

1. Number of Races; Time Limits and Target Times; Wind Speeds
  - a. Number of Races
    - i. No more than 4 eliminations per day per fleet shall be raced
    - ii. No more than 5 full fleet races per day per fleet shall be raced
    - iii. No more than 16 races/eliminations per fleet shall be raced during an event.
  - b. Time Limits and Target Times (may be adjusted depending on conditions)

All competitors who fail to finish within 50% of the finishers finishing time of their heat/race shall be deemed as DNF
  - c. Wind Speeds
    - i. If the wind speed is less than 6 knots average in the starting area at any time during the last minute prior to the starting signal, the start shall be postponed and a new starting sequence initiated as soon as the wind strength is sufficient.
    - ii. The race shall be abandoned if the wind drops below the minimum of 6 knots, for more than 20 seconds, over the course area. The decision of the Race Committee is final and no valid ground for a request for redress.
    - iii. Wind speeds shall be taken from a drifting boat from approximately 2 meters above the sea surface. If a drifting boat is not available, the current shall be measured and calculated to establish the minimum wind speed requirement.
2. Format

The event format shall be multiple single eliminations/full fleet races consisting of

  - a. Elimination Series with 4 or more heats in the first round
  - b. Half fleet races
  - c. Full fleet races
3. Courses
  - a. Any form of downwind slalom, figure eight, long distance, downwind dash and crossings and its variations (including obstacles) may be used at the discretion of the race committee. Courses shall not contain more than 20% upwind sailing except a figure of eight course is set.
4. The Start
  - a. Races shall be started with one the following system:
    - ISAF starting system 2 (Slalom Start – 3 minute sequence)
    - ISAF starting system 3 (Beach Start)
    - ISAF starting system 5 (Rabbit/Gate Start)



b. Recalls

Races shall only use general recalls. The black flag rule is enforced for every start

5. Right of Way rules

All Rules of RRS Part 2 are replaced by the following and unless Direct Refereeing/Umpiring is used (see below):

a. Boards on Opposite Tacks

The competitor on port-tack shall keep clear of competitors on star-board

b. Overtaking

A competitor clear astern shall keep clear of a competitors clear ahead

An overtaking competitor shall keep clear.

c. Changing Tacks

A competitor who is changing tack shall keep clear of a competitor who is on a tack, except when rounding a mark

d. Rounding Marks

i. A board on the outside gains right of way when its "right of way line" is ahead of the "right of way line" of the inside board

ii. A board on the inside gains right of way when its "right of way line" is ahead of the "right of way line" of the outside board

iii. If there is reasonable doubt that a board has gained right of way, it shall be presumed that it did not

iv. A "right of way line" is an imaginary line projected abeam from the nose of the board

e. Avoiding contact

If reasonable possible, a board shall avoid contact with another board. However, a right of way board or one entitled to room

i. Need not act to avoid contact until it is evident that the other board is failing to meet its obligation to keep clear

ii. Shall not be penalized for resulting contact

f. Limitations on Changing Course

i. When one competitor is required to keep clear of another, the competitor with right of way shall not alter the course so as to prevent the other one from keeping clear, or as to obstruct him while keeping clear.

ii. Limitation on altering the course are also applicable when boards are sailing in the direction of the starting line to start.

g. Moving astern

A board moving astern shall keep clear of a board that is not.

6. Direct Refereeing

a. Protests may be conducted using "direct refereeing". Sailors will be informed through the sailing instructions for the event that "direct refereeing" may be used.



The principle of “direct refereeing” is that the protest committee, normal protest and redress procedures and normal right of way rules are replaced by an instant and un-appealable protest made by the protest committee on the offending sailor based on the following rules:

- i. Boards on opposite tacks
  - ii. Dangerous Sailing
- b. In case of protests under “direct refereeing” the “L” flag will be displayed at the finish line. All sailors must consult the Official Notice Board/Official Elimination Ladder immediately after their heat. The ONB/OEL will display the numbers of sailors advancing, disqualified and redress awarded. All protest decisions are final and not appealable.

#### 7. Scoring and Discards

- a. Scoring shall be in accordance with Appendix BB – Alternative Low Point System
- b. Discards shall be as follows:
  - 1-3 races: 0 discards
  - 4-6 races: 1 discard
  - 7-10 races: 2 discards
  - 11-15 races: 3 discards
  - 16 and more races: 4 discards

#### 8. Age Divisions

- a. Youth: under 18 years of age in the year of the competition
- b. Senior: open to competitors of all ages
- c. Master: between 35 and 44 years of age in the year of the competition
- d. Grand Master: 45+ years of age in the year of the competition

A minimum of 5 entries in an age division is required to constitute this division.