

AUSTRALIAN KITEFOIL TRAINING

STANDARD OPERATING PROCEDURES

A GUIDE FOR SAILORS AND COACHES

PLEASE ENSURE PARTICIPANTS READ AND UNDERSTAND THIS DOCUMENT BEFORE ATTENDING ANY ON WATER TRAINING SESSION

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ESSENTIAL SAFETY NOTES FOR SAILORS AND COACHES

Lifejackets

Lifejackets must comply with state laws. All sailors shall wear while afloat a lifejacket securely fastened in a manner appropriate to the design of the device. Lifejackets shall comply with one of the following:

- (a) Australian Standard AS4758-2015 or
- (b) Australian Standard AS1512-1996 for PFD Type 1 or
- (c) Australian Standard AS1499-1996 for PFD Type 2 or
- (d) Australian Standard AS2260-1996 for PFD Type 3 or
- (e) An equivalent or more stringent overseas standard And Shall be branded with the respective standard authority's mark of approval.

Inflatable lifejackets shall not be used.

Lifejackets should be maintained and in good repair.

Personal clothing

It is recommended that suitable clothing for the local conditions be worn. This may include adequate cover against sunburn in both clear and cloudy weather and adequate warm clothing in cold conditions to protect against hypothermia. This may include thermal underwear, woollen pullovers or full or partial wetsuits. It is preferable that outer garments worn above the waist are of bright colours and include reflective tape.

For a full list of the Australian Sailing Special Regulations Part 2 for Off The Beach boats - [CLICK HERE](#)

SAILORS

ESSENTIAL ITEMS

- Start watch
 - Line cutter/Knife
 - Helmet
 - Rated lifejacket (see above)
 - Snacks and hydration
 - Sunscreen
 - Functional eject system
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GENERAL TRAINING STANDARDS

Rabbit Starts

The rabbit start is a very effective way to practice time on distance skills, acceleration, speed/technique and lane holding modes. It offers the most realistic version of straight line training and very direct, objective feedback. It is an advanced skill that requires practice, independent judgement and good awareness.

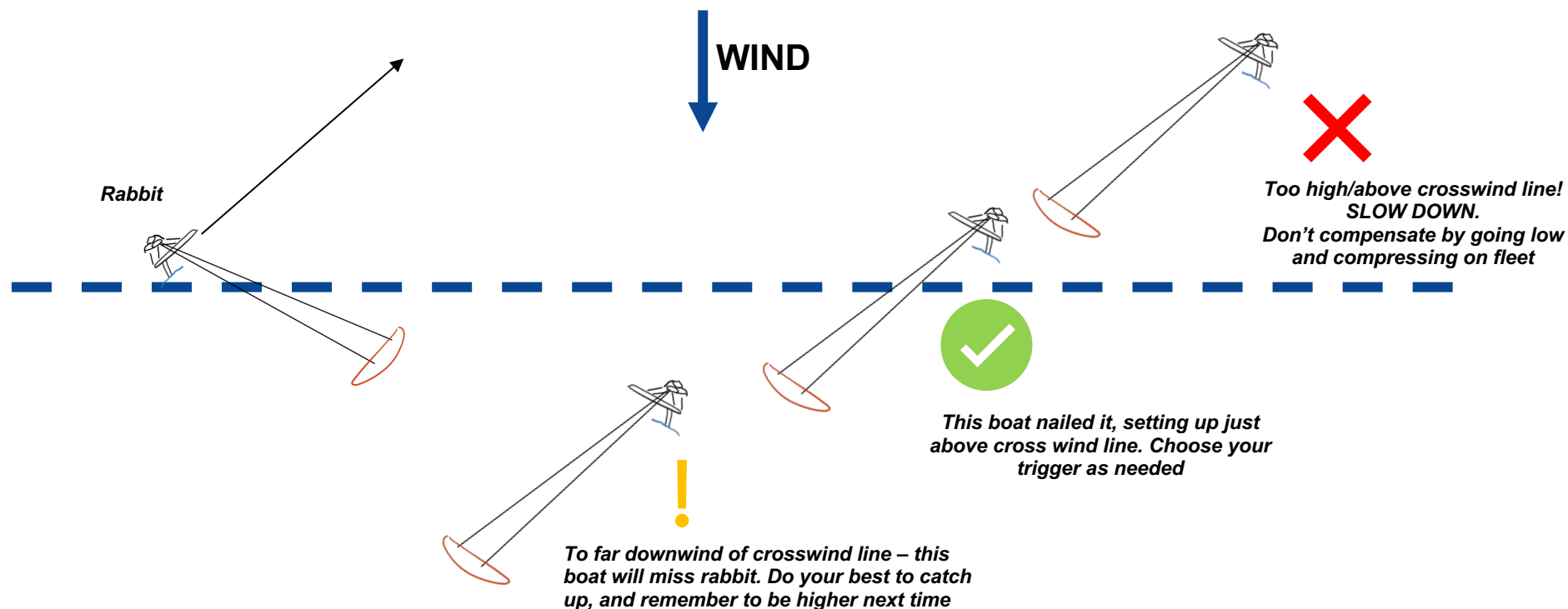
SOPS for Rabbit Starts

- Rabbit starts will be indicated using the 'rabbit' hand signal and whistle.
- The coach will point at the nominated rabbit. The coach may also indicate which tack the rabbit will start on. If this isn't clarified, the rabbit should start on PORT tack.
- Sailor should assemble and approach the rabbit from either on, or just above the crosswind line of rabbit. Avoid approaching rabbit from far above crosswind line as it can create dangerous compression and tangle situations.
- Once all sailors have ducked rabbit, the rabbit should continue for 5 more seconds, then tack.



RABBIT START SIGNAL

RABBIT START EXAMPLE



Risks and Tips

- ! The rabbit is most vulnerable when crossing the fleet, the chosen rabbit should be confident they won't fall while crossing the fleet
- ! Ducking the rabbit should be done with caution. Ducking the rabbit should be done with a suitable clearance to ensure they don't risk crashing into the rabbit if something changes. Conditions will affect rabbit crossing speeds and distance.
- ! The rabbit needs good tacking skills to finish the drill, this is important.
- ! Avoid using other sailors pre line-up to judge angle and distance for acceleration/duck. Instead, keep your focus on the rabbit as you approach them, and control your actions to ensure you nail the drill effectively
- ! Approaching slightly above or on the rabbits crosswind line allows a controlled approach and ensures you don't miss the rabbit
- ! If you are early, or way above crosswind line, rather than harshly bearing away in a boat below, slow down and wait for rabbit to come to you

Speed Line-ups

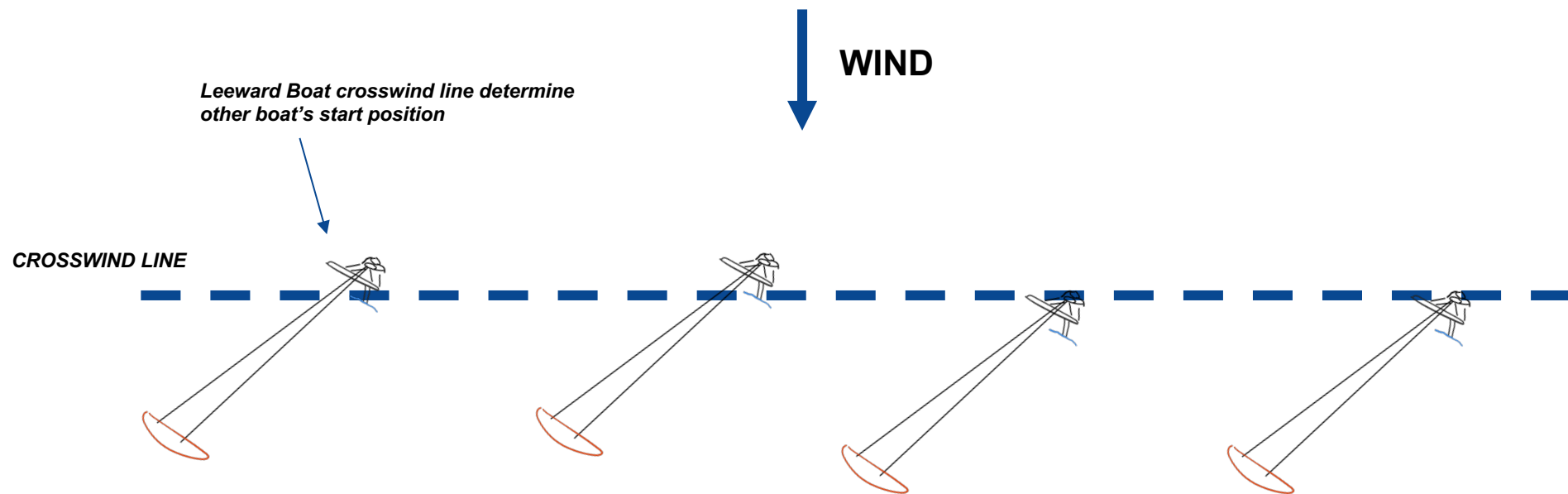
Sometimes conditions or fleet are not suitable for rabbit starts. In this situation, using a line-up approach to doing speed work is a sensible option. Generally, if a rabbit start fails after multiple attempts, the speed line-up option will be used. It is also used for downwind starts.

SOPs for Line-ups

- Coach will blow a series of whistles and communicate a line-up start
- Sailors will assemble on the crosswind line, on a nominated tack
- The leeward sailor is the frame of reference, sailors should quickly get on the same crosswind line as this sailor, but keep kiteline length apart
- Sailors will either trigger on the coaches whistle, or when the leeward boat triggers (leeward boat should wait for boats to fall in line)

See next page for Line-up start example.

LINE-UP START OPTION EXAMPLE



Normal Starts

Normal starts are often used to practice racing and speed style line-ups. The coach will brief the group pre-training on the finer details of marks and orientations used, along with following courses or other interventions.

SOPs for Normal Starts

- Multiple whistles will indicate a warning signal for a normal start/race is about to undertaken
- Discuss with coach pre-training about length of starting process. Recommended 2-3 minutes is used.
- Coach should blow the number of whistles to indicate warning signal length: example:

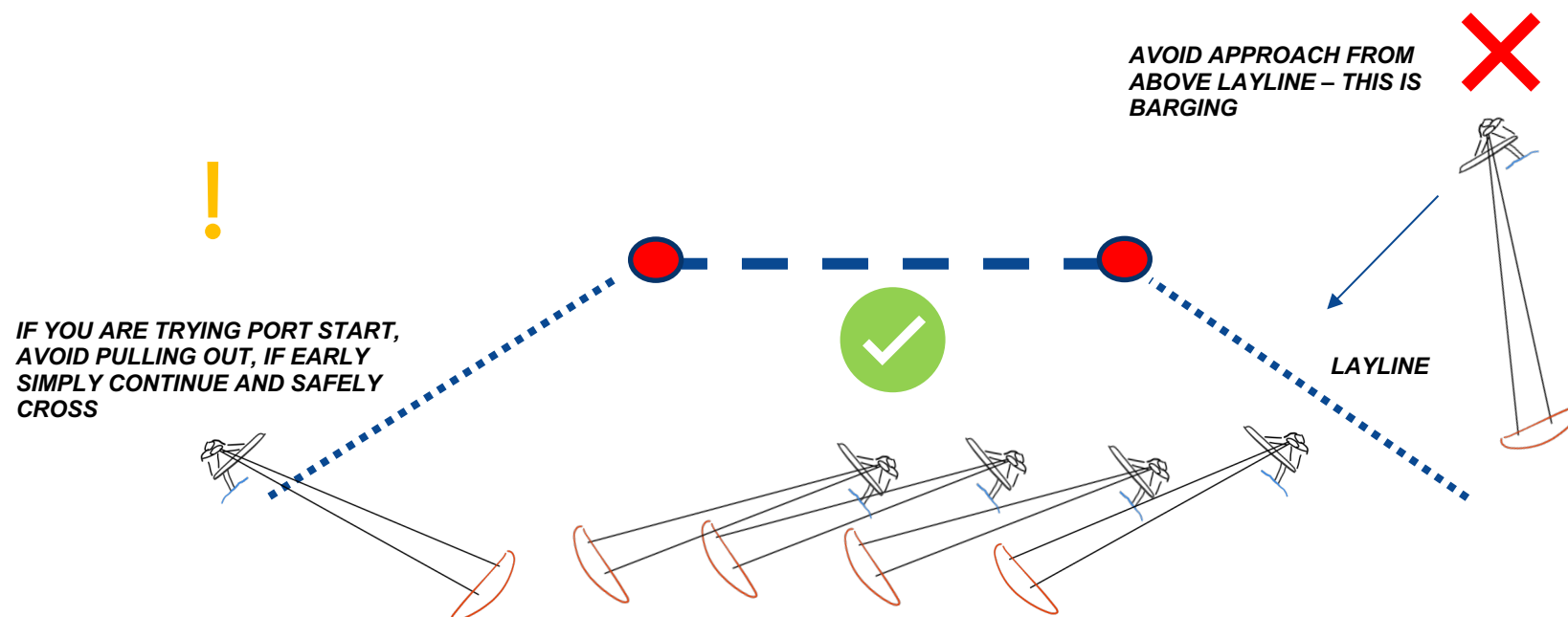
2 Long Whistles: 2 minutes to go

3 Long Whistle: 3 minutes to go

Coach may also use a flag to indicate warning signal if available.

- The coach may blow a short whistle to indicate 1 minute to go
- The coach will blow 1 long whistle at the GO
- If you are early, trying a port cross or close layline, keep going and avoid crash/tangle/catching anchor line
- Avoid 'Barging'. Barging is when you approach the start line from above the layline, and attempt to squeeze in

NORMAL START EXAMPLE



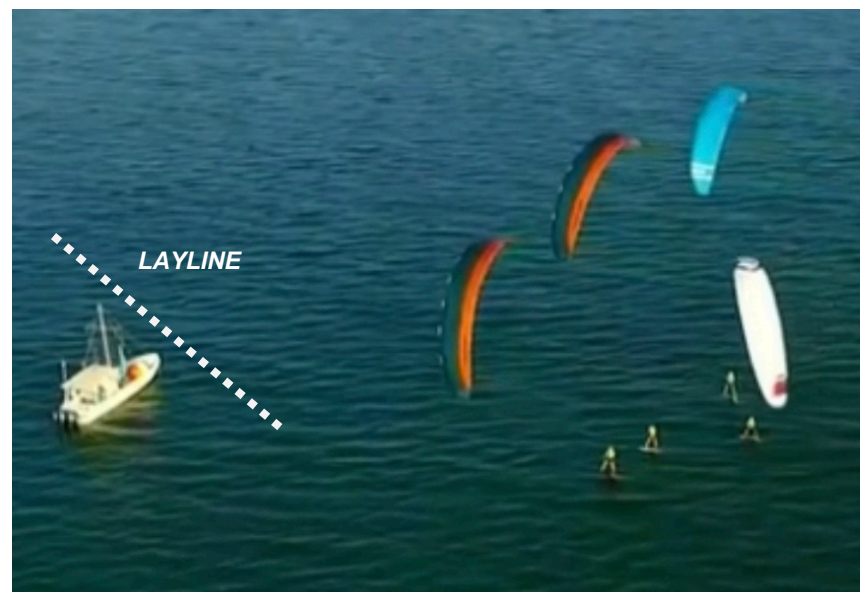
Straight line and General sailing

If you are in a speed line-up from a rabbit or line-up start, upwind:

- 1 Whistle – Tack and Go
- Multiple whistles from a stopped boat – stop line-up/reset
- Multiple whistle from a boat accelerating upwind, coach with hands in air – race to coach boat or dropped mark

If you are in a speed line-up from line-up start, downwind:

- 1 Whistle – Gybe and Go
- Multiple whistles from a stopped boat – stop line-up/reset
- Multiple whistle from a boat accelerating downwind, coach with hands in air – race to coach boat or dropped mark
- Communicate overlaps with at least 50m to rounding a mark – e.g 'NO OVERLAP!' coming into a bottom mark.



AN EXAMPLE OF BOATS BARGING AT A START

GENERAL SAFETY

At all times, sailors must be aware of their surroundings and act as a team to ensure all sailors and support staff are proactively dealing with situations as they arise. It is strongly recommended to have a buddy system to ensure all riders have someone checking in on them before, during and after the session.

SOPs for General Safety

Briefings and Setup

- Listen at briefings. Phones down and other distracting devices should be put away for this crucial period.
- If you are late - do not expect others to wait for you. Be on time, or indicate if you are going to be late.
- Clarify information if you are unsure
- Be aware of the emergency action plan

On water

- Stay near coach boat between drills
- If you crash as part of an exercise, treat it as part of the exercise and continue if possible
- Avoid excessive downtime between drills. Use time wisely, respect others time.
- If you see a flag or hear multiple whistles, stay near coach boat and be ready for next drill or change
- If you are over the start line early, avoid sailing back through the fleet. Instead wait until you are clear of other boats and perform a 360 (tack and gybe)
- Always avoid a collision, in any situation, even if you are 'right of way'.
- Continually scan for debris in water. Extract if possible or let coach/others know

- Stay near training area or with group if coach boat is assisting relaunch or rescue (recommend group has a holding drill for this time)
- Never approach coach boat at high speed, unless coach is AWARE and this has been planned. Do not assume the coach knows
- Check on each other when they go down hard in a crash. If you go down - show thumbs up to indicate ok
- Let the coach know if you need to come up to boat, or if you need to go in
- Communicate to coach proactively about changing power needs or other important info (obstruction, large animals)
- If there is any chance of concussion, you MUST GO IN. For concussion management detail, [CLICK HERE](#): OR scan:



Approaching boat

- When approaching boat for sit down or discussion, you must be in displacement mode for last 3-5m, and ensure coach is ready. Read the section on BOAT APPROACH PROTOCOL.

Returning to shore

- Return to shore if told to do so. The coach may indicate this with multiple whistles, and both hands pointing into land location.
- If it is clear you will soon need rescuing if you don't return to shore, try to hail coach if possible, and advise them you are returning to shore
- Be ready and know how to use your eject system
- Assist others to land if needed/possible

Clarify with Coach on Day for Change or additions to any of these SOPs

COACH

ESSENTIAL ITEMS

- Start watch
 - Line cutter/knife
 - Rated lifejacket
 - Snacks and hydration
 - Sunscreen
 - Wetsuit and harness if needing to swap in with riders to demonstrate/upskill
 - Relevant coaching gear from clothes to technical equipment
 - Flags and whistle
 - First aid kit
 - Clear space in coach boat
 - Emergency action plan
-

General Training and Safety Standards

- Wear kill cord
- Avoid excessive direction and speed changes. Be aware of your wake and turbulence you may generate, as it can last for several minutes and still influence foils
- Use a loud whistle, ideally have flags for extra communication
- Avoid setting up training course in shallow areas where obstructions may be present
- Keep training areas in locations that are clear upwind and downwind.
- Avoid being directly downwind of riders if chasing or if viewing mark rounding (pinch points)
- Ideally set a start line with two marks, avoid using boat as one end (can be done with high end riders in suitable conditions)
- Try and set marks to have minimal line drag or excessive line lengths creating long line slack (obstruction hazard)
- Keep scanning for debris in water, remove if possible
- Discuss emergency action plan with riders pre sailing
- Communicate as clearly as possible
- When riders approach boat for discussion/rest: use the **BOAT APPROACH PROTOCOL** on following page.

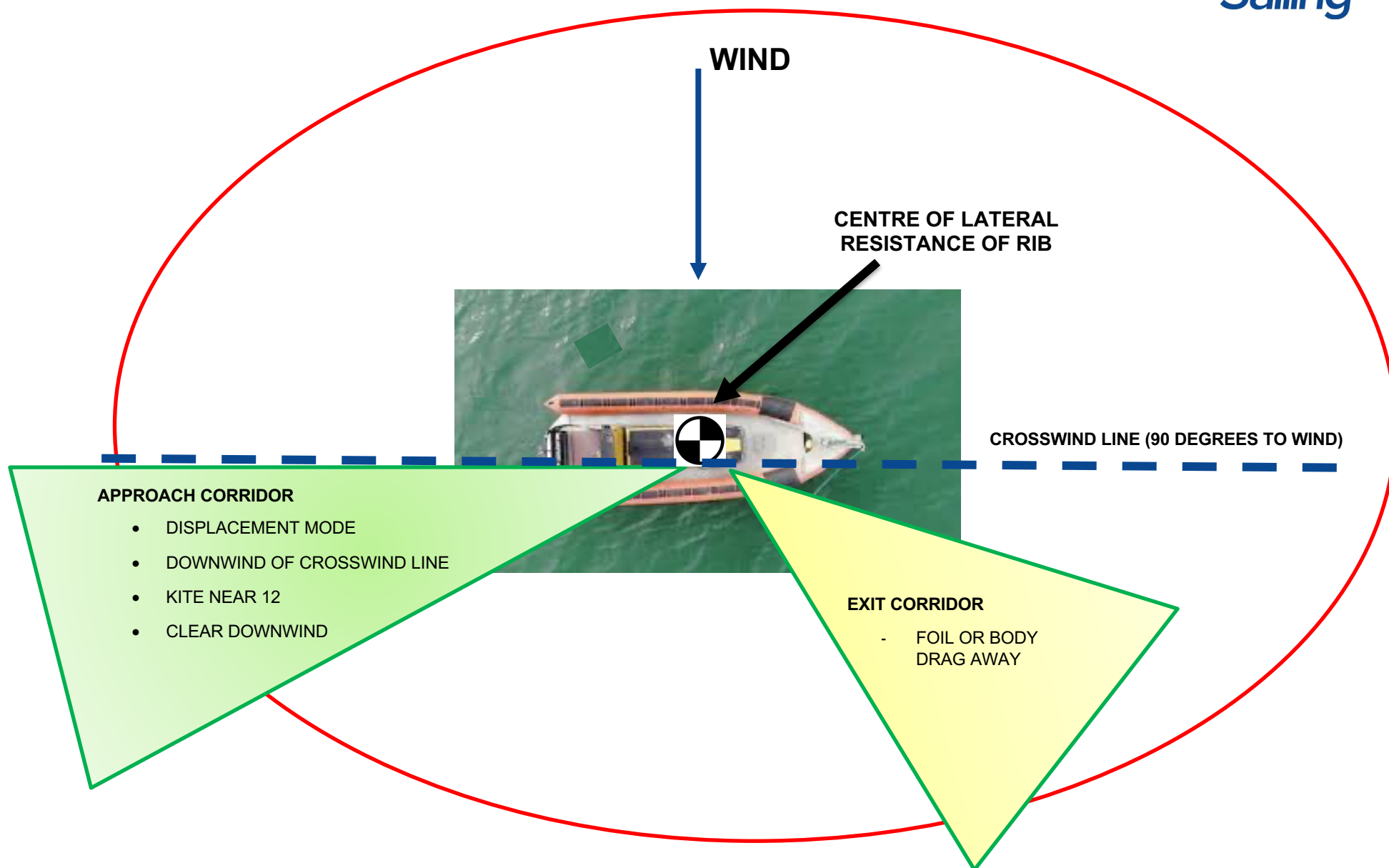
BOAT APPROACH PROTOCOL

Approaching and sitting on the coach boat is important for communication and feedback, grabbing supplies or making adjustments to equipment. Doing this efficiently and safety is an essential skill that can increase the effectiveness of sessions.

The following protocol is what coaches should follow to ensure safe boat approach. Athletes must also be aware and follow this process. If sailors are not confident to carry out this skill. They can practice by following the same steps by aiming to sit on a soft inflatable mark. If a sailor who is not confident to approach the best still needs to approach for communication or supplies, the sailors should aim to come to stop and sit in the water downwind of the coach boat and communicate with coach from the water.

BOAT APPROACH – COACH PROTOCOL

1. Coach will confirm with rider that they want to approach boat
2. Coach will turn boat perpendicular to wind and come to either a stop or very slow speed to setup approach corridor
3. Coach is to ensure boat is turned so that throttle is on upwind side. Give thumbs up once in position.
4. Coach will watch rider approach. Coach to ensure the boat is in NEUTRAL once they are on final approach (within 5m):
Note: it is ok if boat still has some forward momentum.
5. Ensure sailor approaches in displacement mode (not foiling) from 5m out (around boat length) in approach corridor.
6. Assist sailor to sit on tube if necessary, by grabbing back of lifejacket or harness to secure
7. Ensure sailor keeps kite at 12 and maintains downwind sector clear at all times.
8. If sailor starts to pull boat around, move the sailor so their kites force equals the centre of later resistance of the boat. Keep adjusting as needed to achieve desired attitude of boat.
9. If sailor not confident to foil away, allow them to jump in water and body drag away from front of boat via the exit corridor.
10. Assist as required by placing boat in reverse as they body drag away in the opposite direction (in exit corridor).



BOAT APPROACH – SAILOR PROTOCOL

1. Confirm with coach that you want to approach boat
2. Wait for coach to turn boat perpendicular to wind and come to either a stop or very slow speed
3. Double check the coach has put the throttle on the upwind side. Watch for coach to give thumbs up, indicating they are ready for you to approach.
4. Spot your landing spot near Centre of Lateral of Resistance (CLR) of coach boat. Only attempt if you are in the approach corridor. If you find yourself above the crosswind line, abort your attempt.
5. Ensure you touch down to displacement mode with at least 1 boat length to go.
6. Sit on tube, coach may assist to slow you down.
7. Spend minimal time on boat. Ensure you are prepared with questions or plan for being on boat.
8. Keep kite at 12 and maintains downwind sector clear at all times.
9. If you pull the boat around, move so that you create a twisting force either side of the CLR to correct the attitude of the boat. Avoid getting too close engine well area.
10. If you are not confident to foil away, tell the coach you will jump in the water to exit. Use the exit corridor to drift and body drag away from the front of boat.
11. Continue session

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