

APPENDIX 2D – ISAF / IKA KITEBOARDING SPECIFIC PROCEDURES

Use of safety and Coach Boat support with Kiteboard training sessions:

Coach Boat drivers should hold the appropriate National powerboat qualification / certification to ensure the safety of their students.

Use of powered Coach Boats in a teaching environment: (Including re-launch and recovery)

The Coach boat should be launched, on the water and ready for immediate use whenever water-based Kiteboard training sessions are being taught.

Participant / Coach teaching ratios:

4 students = 1 Coach : 2 kites

These are minimum recommendations for sheltered, flat water and no more than low to medium wind speeds and should be observed for all training courses, at all levels and at all times in relation to the type of craft. Ratios of the number of Coaches for Participants should be increased according to the prevailing conditions during training to ensure that at all times sufficient attention can be given to participant safety. The ratios recommended assume that in addition to Coaches there will be a Coach boat or Coach boats with additional crew in accordance with the Coach boat recommendations.

The *Assistant Coach* counts as qualified in the ratios, but should only work under the direction or supervision of an Coach or Senior *Coach* and can increase the ratio by 50% in suitably assessed and controlled environments.

Coaches may be assisted by unqualified helpers who are competent and experienced. The unqualified helpers should be supervised by a Senior *Coach* and only deployed in roles appropriate to their skills and awareness. Unqualified helpers do not count in the participant / *Coach* ratios.

Student: safety boat ratios:

6 Students : 1 Coach (level 3 accredited participants.)

Sufficient safety boats should be in operation to provide separate cover for all groups afloat. They should be driven by trained drivers. Coaches supervising basic skills courses from a safety boat are not expected to provide cover for a separate group.

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Kiteboarding equipment safety checks:

Coaches should check the following prior to a session commencing:

- Chicken loop safety system. Ensure it activates, is not clogged with sand/stones. Ensure the safety line is sliding effectively. Ensure the system can be reloaded effectively.
- The safety leash should be activated, reloaded and checked in a similar way to the above.
- Kites should be checked for rips, tears and excessive canopy wear.
- All struts and tubes should be inflated and tested for punctures and leaks. All single inflation systems should have locking valves on all struts. It is not possible to learn safely on a kite with any pressure loss.
- All lines should be free from wear and fraying and knots. Replace where necessary
- All trim systems should be free from excessive wear and be checked, to be functioning and not be modified to compromise safety in any way.
- Fins, and board rails should be free from chips & knocks and sharp abrasions
- Foot straps should be adjustable and handle should be securely fastened
- Control bars should have grip that is free from any damage

Preferred Kiteboarding locations:

- Area should be free from local hazards and adverse wind affects.
- The launching point should be spacious with easy access into the water and good wind quality.
- The area should allow students to sail from the beach on a beam reach (cross shore breeze) and should at least knee to thigh depth.
- The area should allow for the possibility of candidates not being able to hold their position cross wind relative to their starting point and consequently should be able to return to the beach at a point further downwind and walk back upwind to their start point.

Site assessment:

SHOE (Surface, Hazards, Others, Environment) or
CLEAR (Conditions, Location, Environment, Attitude, Respect)