**Equipment (Boat) Control**

Equipment Control must be carried out during the competition. It is the Athlete’s responsibility to ensure that they compete in equipment that meets the ICF rules.

The HOC must set up a measuring station that will facilitate the equipment control process.

Prior to the competition the HOC must check and mark the buoyancy vest and helmet for each competitor, ensuring they conform to ICF Rules. This equipment will be checked that it carries the CE or ISO norm markings and has not been modified in any way. The buoyancy vests will also be checked that they can float a weight equivalent to 60 newtons.

Each Athlete is responsible for “self checking” their boat that it conforms to the required dimensions including, length, width, weight and radius of the nose and tail. To assist with this the HOC must have the boat measuring station set up with the scales calibrated at least two full days prior to the commencement of the competition.

The HOC may conduct random checking of equipment throughout the competition.

**Markings**

The HOC must supply the boat control marking stickers for the boats and helmets and cable ties to mark the buoyancy vests.

These should include;

* Nation boat sticker as per the ICF design reflecting the ICF brand
* A small cable tie of a designated bright colour or type which will contrast against the colour of the helmet and be easily seen.
* Cable tie of a designated bright colour to mark the buoyancy vest. The tie should be contrasting the usual colour of the jackets and be easily seen.

For ICF Ranking races the nation boat sticker is not a requirement but could be replaced by an event sticker of the HOC’s own design.

The tags are placed in a consistent location on the equipment of each Athlete. The helmet and buoyancy vest tags must be applied to the equipment in the boat control area by the relevant staff. The Nation sticker may be distributed via the team boxes and applied by the Athlete.

The nation stickers must be placed directly in front of the cockpit and teams must be informed of this location in the team leader information

On the buoyancy vest the marking should be attached to the side that is most likely to be visible to the Pre Start Control. Consideration should be given to ensure the tag is not located in a position that may interrupt the Athletes competition and the spare end of the cable tie should be trimmed.

**Equipment Control Location and Layout**

There may be two areas set for boat control.

The first would be the area for pre competition testing. This is usually around 40 square meters and should be indoor eg in a boat shed or large tent to minimise the effect of wind when weighing the boats. For the greatest efficiency the Equipment Control area should be linear. Eg;

Boat Scales Boat Measuring BV Helmet Paperwork

There needs to be sufficient area between each station for Competitors to move with their boats and not become congested. As Athletes are self checking their boats it would be possible to have the boat checking area slightly separated from the buoyancy vest & helmet check area. The area where the Athletes queue should be shaded as when there are delays they may have a lengthy wait in this area.

Following the routine pre competition testing the location of Equipment Control could be moved as during the competition this function must be located adjacent to the finish area close to where Competitors exit the water. This second station may be smaller, around 25 square meters but should still provide protection against wind, sun and rain.

The Equipment Control area is in an access zone limited to Technical Officials, Athletes and Team officials and needs to be cordoned.

The Equipment Control area can take up to 1 hour to set up and review the process. This needs to be allowed for prior to the first scheduled operational session.

There should be a certified weight available to check the scales are working correctly. The scales should be checked that they are measuring the correct weight at the beginning of each day of operation and every three hours throughout the day. The HOC should have a second set of scales readily available should the main scales malfunction.

**Staffing**

The Technical Official designated as the Boat Controller has oversight of the whole area and should not be directly involved in any specific checking process.

There should be staff, who must be able to communicate in English located at buoyancy vest measuring station and checking the helmets. To maximise consistency ideally the same staff should remain on the same station throughout the Equipment Control scheduled time.

As Equipment Control prior to the event can take a number of hours there should be staff available to relieve the Equipment Control staff especially if it spans a lunch period. They also need to have regular water and food deliveries.

**Record Keeping**

For World Championships and World Cups the ICF form must be used. Note the boat section of this form does not require completion pre competition.

A form must be completed for each Competitor.

Once the Competitors equipment has passed boat control their forms should be stored in a file, either in bib number order or by Federation.

If they are selected for a random check during the competition then their original form is retrieved and their equipment remeasured. If their boat requires re checking a new form may be used.

Boat Control requires a start list or entry list by Federation to check off Athletes as they complete pre competition boat control. As athletes are usually scheduled for pre competition boat control following their final training session then usually an entry list by Federation works more effectively as they arrive grouped by Federation.

This list, together with the ICF forms, must be delivered to the Technical Official in charge of the Boat Control in the afternoon the day before the pre boat control starts. This will make it possible to prepare the form for each competitor in due time and increase the efficiency of the procedure.

**Measuring Equipment**

HOC must set up a measuring station which would include;

* For boats
  + scales to check the minimum weight
  + frame to measure the length which is adjustable for each type of boat (K1/C1,C2)
  + Width callipers for K1, C1, C2
  + Template to measure radius of the boat nose
* Facility to check the buoyancy of the Buoyancy Vests (BV)
  + Tub of water large enough to completely submerge the jacket

The scales for the boat weighing should be calibrated with a standard, known weight prior to the Athlete self checking period. They should be regularly eg every 2 hours, rechecked to confirm that the scales are functioning correctly. The weight of the cage used to control the BV’s should also be checked prior to use. This cage weight will vary depending what material it has been constructed from to be equivalent to a 60 Newton force.

A number of sponges or towels must be available to ensure that boats are able to be dried for weighing.

Small pliers must be available to remove old tags from the helmets and Buoyancy Vests.

A cage made from metal mesh that is shaped to fit the buoyancy vest should be used to measure the buoyancy vests. This then easily fits over the buoyancy vest with no fastening required and the vest will either float the cage or not.

The cage should be open at one end and have a perimeter of 1.2 meters to insert the life jacket. It should be 50 cm high, big enough to insert the life jacket easily and completely into the cage.

The shape of the open and closed "faces" may be circular, elliptical or rectangular.

The cage should be made from steel mesh. Any material needed to complete the necessary weight should be placed around the perimeter of the open "face", so that this side will normally sink down.

The total weight of the cage should be equivalent to a force of 60 newtons. A force of 60 N is equivalent to mass (kg) times gravity (9.81). Thus 6.11 kg \* 9.81 = 59.99N

So the cage should weigh 6.11 kg. Depending on the material it is constructed from this weight (6.11kg) will have a different volume due to the density of the metal used.

**Diagram of Cage for Control of the BV**

To be developed

**Equipment Control Schedule**

A schedule for the control of the buoyancy vests and helmets must be established allowing time blocks for each nation.

The scheduling usually respects the Official Training Schedule to ensure that athletes do not have to spend extended periods of time at the course.

For two days prior to the Equipment Control being open the equipment for boat measuring should be available to the competitors during the day in order to allow them to check the measurements of their boats and correct any deviations from the requirements specified in the ICF Slalom Rules prior to the competition.

**Pre Start Control**

The HOC may check for the helmet and BV tags at the start of the race.

**Random Checking process**

Competitors who fail a random check during the race may be disqualified (DISQ-R)

Usually the Chief Judge will determine the extent of the random check process and may define specific boats to pass random checking.

During the race boats and other equipment that do not pass the Equipment Control check must be impounded. The Competitors Team Leader should be contacted as well as the Chief Judge.

The equipment should only be released when the final decision has been made by the Chief Judge as to the penalty. If it is likely to continue to an appeal the equipment should remain impounded

**Nation Boat Sticker Design**

To be developed

**Relevant Rules**

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