

KR255 Event Rules



Beattyville, KY 41311
June 21-June 24, 2016

1. All racers must attend the mandatory race check-in and safety meeting on Monday, June 20. Check-in is from 4-7pm, with the Safety Meeting following from 7-8pm, at the Beattyville Community Center, 500 Happy Top Road, Beattyville, KY 41311
 2. The Kentucky River 255 will officially start at 8am Eastern time on June 21, 2016. The starting point is at the Beattyville Boat Ramp (It is just upstream on Water Street in Beattyville), Mile 254.9 in Beattyville, KY. Boat Ramp address is 100 Water Street, Beattyville, KY. All boats will start together.
 3. The race officially ends at exactly 12:00 (noon) on June 25, 2016, (100 hours) or when the last boat has reached Point Park Ramp (Ohio mile 545.7L) 255 miles downstream, whichever comes earlier. Teams still on the Kentucky River after 12:00 (4:00pm) on June 24 are electing to continue independently of the race, as are teams that are disqualified during the event for falling behind the 100 hour pace yet choose to continue paddling.
 4. Each race craft must be propelled exclusively by paddle power (double or single blade) while on the water. No rowing configuration is permitted. No sail or kite is permitted.
 5. All participants agree to appear in this Event related media coverage free of charge.
 6. For any "shortcut" to be legal, it must have a flow of river water through it. Overland portages are not allowed except for the noted portages around the locks/dam.
 7. Outside assistance that provides intentional aid in the forward progress of a Canoe/Kayak/SUP is not allowed. This includes towing, wake riding, deflection of wind and "rafting up". However, limited interaction between the competitor race craft, as is the case in most canoe and kayak marathon races, is acceptable. This will be restricted to only wake riding and wind deflection. No towing of race craft is permitted.
 8. A support crew or individual with their own vehicle capable of transporting the craft they are supporting is required for each boat on the water. This support crew must have a knowledge of the relative location of the craft they are supporting and the condition of the racers in that craft at all times. Race officials may contact support crews for this information at any time, day or night, during the duration of the event. Virtual support crews are also allowed, but must be able to assist physically if called upon in case of withdrawal or disqualification from the event. Event staff cannot transport racers and their boats beyond the lock and dam adjacent property, in other words, we can help you get to the road, but you will need a ride for you and your boat to meet you there. A virtual support crew is REQUIRED to have means of electronic tracking of their craft and may be called upon for this information at any point, day or night, during the event.
 9. Infractions of any rule during the Event will be grounds for time penalties or disqualification to be reasonably and fairly determined by the Race Committee.
 10. Deliberate littering of the river is illegal. Teams must keep their waste in their craft and either transfer it to their support team or go ashore themselves to dispose of it properly.
 11. All team members should understand that there are serious risks involved in this endeavor. Those risk include, but are not limited to, the large and small power craft on the river; the risk of exhaustion on the water; paddling at night; becoming lost; impediments in the river including strainers, bridge pilings, docks, floating debris, and other unexpected items; lock and dam hazards including, pinning, washing over, or being caught by the lock and dam in some other way; portages over rough and uneven terrain; exiting and entering the water at undeveloped locations; emergencies in an isolated setting; and capsizing in an isolated setting. These risks could result in exposure, injury, pain, emotional discomfort, loss of property, or even death. It is the responsibility of every racer to exercise good judgement at all times and to take precautions for their wellbeing and be aware of and attempt to manage all risks associated with the event. Constant vigilance, clear thinking, and quick reactions will be essential at all times. The race staff will not be present for the majority of the time and make no claim to keeping racers or their support teams safe. Reasonable steps are being taken to manage the risks inherent in this event, but any attempt to remove all risks would fundamentally change the nature of the event. If anyone is not comfortable with assuming full responsibility for all risks associated with the event, they should not participate. All team members (racers and support personnel) will enter this race at their own risk and will not hold this event's organizers, judges, officials, or sponsors liable for accidents, loss or damage of property, injury, or loss of life.
 12. Team leaders must be at least 18 years of age on June 20th, 2016. Second racers on a tandem team must be at least 16 years of age on June 20th, 2016 and accompanied in their craft by a legal guardian. This same legal guardian must also sign on all paperwork for racers under the age of 18.
 13. All participants in this Event, including paddlers and other team members must agree to the "American Canoe Association Waiver and Release of Liability".
 14. Multiple teams may not share paddlers, however teams may share support crews.
 15. There will be race staff/volunteers at each lock and dam. These will serve as checkpoints. Not all lock and dam properties will be accessible to support crews, but we will make every effort to include all possible support crew access locations along the route in the race materials. The lock and dam points will serve as checkpoints throughout the race. Teams will be required to check in with race staff/volunteers at each lock and dam portage point. If a team chooses to withdraw from the race between these checkpoints, every effort must be made to notify race officials of this withdrawal as soon as possible. If a team arrives at a lock and dam checkpoint after the posted time, race staff/volunteers will inform the team that they have been disqualified from the race. Any team that chooses to get back in the water after they have been disqualified is doing so as an independent paddler and not as a part of the race. They will no longer be insured or checked with by race officials and will not be trailed by the sweep craft. If a team is disqualified due to time at a check point, we will make efforts to help the craft and racers access the nearest road so that their support team can pick them up.
 16. Each racer must have in their possession or wear a U.S. Coast Guard approved life preserver at all times while on the water. A whistle and an emergency chemical night light must also be attached to each life preserver at all times. This is per the United States Coast Guard and the Kentucky State Law.
 17. Boating at night is dangerous and the organizers of this event do not require teams to do this. The decision to paddle at night is made solely by each team. The following guidelines are provided to minimize the risk of serious injury. Full navigation lights are required for night travel. This is proscribed by Kentucky State boating law. <http://www.boat-ed.com>. This would include red/green lights on the bow and a white stern light. Paddlers should also have an LED or chemical light affixed to PFD in case of emergency. A white light (flashlight) for signaling should also be aboard. Each dam and lock portage point will be illuminated with some sort of light and with a flag indicating the portage location.
 18. Boating in the foggy conditions is dangerous and is neither required nor recommended. Assistance from race officials may take hours, especially in adverse conditions, and all racers need to be prepared to self-rescue and hike out if needed.
 19. The lock and dam system helps make this race epic, but also poses a significant potential risk. Checkpoints are at each lock and dam site along with race staff / volunteers. When approaching a lock and dam portage point, please approach on the lock side. All take out's and put ins are on the lock side to reduce the danger of floating over the dam. There will be signage to alert the boaters of the lock and dam ahead but diligence is needed and knowing your location on the river at all times is absolutely necessary. Use extra caution if boating at night and stay vigilant in these areas.
 20. We are given permission to use each dam and lock by the Kentucky River Authority and are expected to follow any rules and regulations on those particular sites. While at those locations, stay off the lock walls and in the designated areas only. There will be people staged at those locations to identify those areas. There may be some areas that are difficult to take out or put in and may require extra time. So be careful!!!
- ### Craft Requirements
21. There are no restrictions on the design of the canoe/kayak.
 22. The original craft must be paddled from start to finish. Repairs may be made to the craft during the race, but other alterations are not permitted.
 23. Any part of the craft (rudders, outriggers, etc.) which will be below the water line during any portion of the race must be "on board" from start to finish. A space must be available on each side of the canoe/kayak close to the bow on which to affix the official race number. Each team may choose their own 4 digit number upon entry on a first come, first served basis. Race numbers are to be affixed by the racers themselves, prior to the start of the race.
 24. In formulating the rules that govern this event, every effort has been made to foresee all situations and problems that may arise, however, officials of the Kentucky River 255 retain the right to change or amend these rules at any time without liability or recourse from any party regardless of the circumstances. Should such changes or amendments be made, every effort will be made to notify all entrants.