



2016 IKA FORMULA KITE WORLD CHAMPIONSHIP

NOTICE OF RACE & SAILING INSTRUCTIONS (NoR/SI)

To be supplemented by Local Sailing Instructions (LSI)

Issued by IKA 15.08.2016

[TT:R Open Entry information and accommodation information](#)

1 VENUE

Venue	Organizer	Dates	Prize Money
Joy Sea Beach Weifang Binhai China N 37°13'4.42" E 119°12'20.62"	China Kiteboard Union, Weifang Binhai Tourist Resort Management & Service Center and China State Physical Culture Administration	09.09.2016 - 15.09.2016	50000 EUR (plus 10000 EUR TT Racing)

2 RULES

- 2.1 The 2016 IKA Formula Kite World Championship will be governed by the rules as defined in The Racing Rules of Sailing (RRS) including Appendix F. Other documents under RRS Definition: Rule (g) include:
 - 2.1.1 The IKA Support Team Regulations (STR)
 - 2.1.2 The IKA Equipment Regulations (ER)
 - 2.1.3 The IKA Competitors Media Guide (CMG) – to be published
- 2.2 Changes to the Racing Rules of Sailing 2013-2016 are outlined in Addendum A.
- 2.3 No national prescriptions will apply

- 2.4 A kiteboard shall neither make radio transmissions while competing nor receive radio communications not available to all kiteboards, except in an emergency. This restriction also applies to mobile telephones.
- 2.5 In all rules governing the 2016 IKA Formula Kite World Championship;
 - 2.5.1 Both 'rider' and 'competitor' mean a person competing or intending to compete in the event.
 - 2.5.2 The term 'support team' means coaches, team leaders and other support personnel.
 - 2.5.3 [DP] denotes a rule for which the penalty is at the discretion of the Protest Committee.
 - 2.5.4 [SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing or a discretionary penalty applied by the Protest Committee with a hearing; and
 - 2.5.5 [NP] denotes a rule that shall not be grounds for protests by a kiteboard. This changes RRS 60.1(a).
- 2.6 Further rule changes are outlined in Appendix A.
- 2.7 If there is a conflict between languages the English text will take precedence.

3 ELIGIBILITY AND ENTRY

- 3.1 All entries must be made through the IKA online registration system.
- 3.2 Equipment that complies with the IKA Formula Kite class rules is eligible to compete.
- 3.3 Competitors shall bring their own equipment.
- 3.4 World Sailing Eligibility shall apply. Each competitor shall be registered as a World Sailing Sailor on the World Sailing website.
- 3.5 Unless otherwise approved by the IOC or the World Sailing Executive, each competitor shall be a national of the country of his Member National Authority (MNA). Each competitor shall present proof of their nationality when requested.
- 3.6 Each competitor shall be a member of an IKA full member (National Class Association) of either his/her nationality or his/her country of permanent residence. A valid membership card or other satisfactory evidence of membership shall be presented at registration if requested.
If no full member (having paid its annual subscription) exists, the competitor must become individual member of IKA. Membership formalities can be completed on site.
- 3.7 Competitors under 18 years of age shall present a signed and completed parent (or guardian) consent and declaration form at each on-site registration.
- 3.8 Olympic gender requirements will apply.

- 3.9 All competitors wishing to compete must personally sign the entry forms at registration day at the time and place published. Exceptions may be granted by the Technical Director at his sole discretion.
- 3.10 Competitors shall provide the following documentation prior to completing registration formalities on site:
- Proof of Entry Fee payment
 - Evidence of national class association membership
 - World Sailor ID
 - Evidence of valid third party insurance – minimum 1 million Euro per event or the equivalent
 - Proof of age
 - Parental/legal guardian consent - for those under the age of 18
 - Medical Treatment Permission - for those under age of 18 or on their parent's medical insurance policy
- 3.10 Caddies, coaches and support team personnel shall provide the following documentation prior to completing registration formalities on site:
- Boat Driving License (if applicable)
 - Evidence of valid third party insurance for drivers of coach boats – minimum 1.5 million Euro per event or the equivalent
- 3.11 The organizing authority may cancel an event if the minimum number of entries has not been received 30 days before the registration day of the event. The minimum entry is twenty (20) kiteboards. Competitors will be notified of event cancellation by email and posting on the IKA website. The entry fees will be refunded.

4 ENTRY FEE

- 4.1 The competitors entry fee will be 200 EUR plus PayPal fees and includes accommodation in a hotel near the beach and full board as well as shuttle services from and to Qingdao Airport.
- 4.1.1 Entry is only complete when full payment has been made.
- 4.1.2 Unpaid registrations will have to pay an extra management fee of 20 EUR.
- 4.1.3 The entry fee for entries made after 31 August 2016 will be 250 EUR
- 4.2 The coach and caddy entry fee will be 200 EUR and includes accommodation and full board as well as shuttle services from and to Qingdao Airport.
- 4.3 Payments made on site shall be made in cash only.
- 4.4 Accommodation is available from 8 to 16 September and will be provided in different class hotels on a first come – first serve base.

4.5 Entry fee for the TT:R Open for riders registered for the worlds is 50 EUR, otherwise 200 EUR

5 SCHEDULE

5.1 The schedule will be as follows:

09.09.2016	Registration	1500-1800 hours
10.09.2016	Opening Ceremony	0900 hours
10.09.2016 to 14.09.2016	Opening Series for Formula Kite and TwinTip Racing depending on conditions	
15.09.2016	Medal Series	
	Prize Giving	1900 hours

5.2 20 races are scheduled for the opening series.

5.2.1 Races not sailed on the scheduled day may be sailed on the following day at the discretion of the race committee.

5.2.2 Not more than one race per class/flight/fleet may be sailed ahead of schedule at the discretion of the Race Committee, and only if the weather forecast makes it unlikely that the scheduled number of races can be sailed in the following days.

5.3 4 races are scheduled for the medal series.

5.4 No warning signal will be made after 1 hour before sunset.

5.5 On the last day of the regatta no warning signal will be made after 16:00 hours.

6 FORMAT

6.1 The format will be an opening series followed by a medal series. If more than 30 kiteboards are entered, the opening series may be divided into a qualifying series and a final series.

6.2 When the format includes a qualifying series,

6.2.1 Initially kiteboards will be assigned to flights Yellow, Blue, Red, etc., of, as nearly as possible, equal size and ability. Initial assignments will be made by the race committee based on the kiteboards current standing in the world ranking. Those assignments will be posted at least 30 minutes before the first warning signal is made and will not be grounds for redress. This changes rule 62.1(a)

6.2.2 In the qualifying series kiteboards will be reassigned to flights after each day of racing, except if on the first day only one race is completed. If all flights have completed the same number of races, kiteboards will be reassigned on the basis of their ranks in the series. If all flights have not completed the same number of races, the series scores for reassignment will be

calculated for those races, numbered in order of completion, completed by all flights. For three flights, and similarly for any other number, reassignments will be made as follows:

First	Yellow
Second	Blue
Third	Red
Forth	Red
Fifth	Blue
Sixth	Yellow
Seventh	Yellow
etc.	

- 6.2.3 Assignments will be based on the ranking available at 2100 on the day before they take effect regardless of protests or requests for redress not yet decided.
- 6.2.4 If all flights have not completed the same number of races by the end of a day, the flights with fewer races will continue racing the following day until all flights have completed the same number of races. All kiteboards will thereafter race in the new flights.
- 6.3 When the format includes a final series,
- 6.3.1 Kiteboards will be assigned to final-series fleets Gold, Silver, Bronze etc., based on their ranking in the qualifying series. There will be the same number of fleets in the final series as there were in the qualifying series. The final-series fleets will have, as nearly as possible, equal size and the Silver fleet will not be bigger than the Gold fleet. Kiteboards with the best qualifying-series ranks will race all final-series races in the Gold fleet, kiteboards with the next-best qualifying-series ranking will race in the Silver fleet, etc.
- 6.3.2 Any recalculation of qualifying-series ranking after kiteboards have been assigned to final-series fleets will not affect the assignments except that a redress decision may promote a kiteboard to a higher fleet.
- 6.4 The top 10 kiteboards of the Gold Fleet in each division will be assigned to the Platinum fleet of the medal series.
- 6.4.1 Assignments to the medal series will be based on the ranking available at 0900 on the day of the medal series. The protest committee may extend the time limit.
- 6.4.2 For the event overall standings, competitors are ranked in the order of the competitors competing in the Medal Series, (remaining) Gold, Silver Bronze etc. fleets standings. This may not apply to a kiteboard disqualified under RRS 5, 6 or 69.

7 STARTING AND FINISHING

- 7.1 The starting line will be between a staff displaying an orange/white chequered flag on the race committee vessel and either
- a) the course side of the port-end inflatable mark, or
 - b) a staff displaying an orange/white chequered flag on the race committee vessel on the port end
- 7.2 A buoy may be attached to the race committee starting boat anchor line just below keel depth. Kiteboards shall not pass between this buoy and the race committee starting boat at any time. This buoy is part of the race committee starting boat ground tackle.
- 7.3 When flag U has been displayed as preparatory signal, no part of a kiteboards hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a kiteboard breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or re-sailed. This changes RRS 26, 63.1 and A5. RRS 29.1 (Individual Recall) does not apply. The scoring abbreviation under this rule is UFD. This changes A11 Scoring Abbreviations.
- 7.4 To alert kiteboards that a race or sequence of races will begin soon, the orange/white starting line chequered flag will be displayed with one sound. The orange/white chequered flag will be displayed for at least five minutes before a warning signal is displayed.
- 7.5 [DP] When a starting sequence is in progress, kiteboards whose warning signal has not been made shall avoid the starting area. The starting area is defined as a rectangle 75 meters from the starting line and marks in all directions.
- 7.6 The finishing line will be between the course side of the finish mark and a black/white chequered flag on the finish race committee vessel.
- 7.7 The finishing line Race Committee vessel is identified by a black/white chequered flag. This changes RRS Race Signals.
- 7.8 [DP] Kiteboards that have finished racing shall sail clear of the finish area.

8 TIME LIMITS AND TARGET TIMES

- 8.1 Time limits and target times, in minutes, are as follows:

<i>Regatta Stage</i>	<i>Time Limit</i>	<i>Mark 1 Time Limit</i>	<i>Target Time</i>	<i>Finish Time Window</i>
Qualifying or Single Opening Series	30	10	12-15	15
Final Series	30	10	12-15	10
Medal Series	15	5	6	5

- 8.2 If no kiteboard rounds Mark 1 within the Mark 1 time limit, the race committee shall abandon the race.
- 8.3 Any kiteboard that does not finish within the Finish Window (time after the first kiteboard finishes) shall be scored DNF without a hearing. This changes RRS 63.1 and A5.

9 COURSES AND RACING AREAS

- 9.1 The diagrams in Addendum B show the courses, the course designations, the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 Courses will not be shortened. This changes RRS 32.
- 9.3 Assignments of fleets, flights and divisions to racing areas (if any) will be posted at least 30 minutes before they will take effect.

10 [DP] IDENTIFICATION AND ADVERTISING

- 10.1 If provided by the local organizing authority, Kiteboards and competitors shall carry, display or wear the following as instructed:
- 10.1.1 Competition bibs for all competitors with the individually assigned lycra number, worn over all other clothing and equipment at any time when afloat
- 10.1.2 Individual event leader bibs with individually assigned lycra number, worn over all other clothing and equipment at any time when afloat
- 10.1.2 Event advertising
- 10.1.3 Cameras and other media equipment
- 10.1.4 Tracker, including height measurement instruments
- 10.2 [SP] Any advertising from previous events shall be removed.

11 COMMUNICATION WITH COMPETITORS

- 11.1 The location of the official notice board and the official flagpole will be published in the LSI.
- 11.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 20 minutes' in the race signal AP. This changes Race Signals.
- 11.3 When flag Y is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.
- 11.4 When a visual signal is displayed over an area or class/fleet/flight flag, the signal applies only to that area or class/fleet/flight. This changes the Race Signals preamble.
- 11.5 The LSI will be posted on the official notice board no later than the first skippers meeting, and will be available at the event and/or IKA website and by hard copy on request only.

12 CHANGES TO LOCAL SAILING INSTRUCTIONS

- 12.1 Any change to the local sailing instructions will be posted 30 minutes before it will take effect, except that any change to the schedule of races will be posted not later than the protest time limit of the day before it will take effect.
- 12.2 Any change to the sailing instructions will be approved by the Technical Director and the Race Director.

13 SAFETY REGULATIONS

- 13.1 The race committee will protest a kiteboard for a breach of these safety regulations.
- 13.2 [DP] Flag AP over H displayed ashore means 'Kiteboards shall not leave the beach. Wait for further instructions.' This changes Race Signals AP over H.
- 13.3 [SP] Kiteboards shall be stored on the beach with the hull appendages facing down or sideways.
- 13.4 [SP] If the use of personal flotation devices is prescribed, every competitor and support boat crewmember shall wear, above the waist, a jacket harness or vest with a minimum buoyancy of 4kg uninflated in fresh water. The buoyancy shall be tested with a ferrous metal weight of 4kg, which shall remain supported for a minimum of 5 minutes.

13.5 [DP] Personal buoyancy is mandatory for all competitors under 18 years of age.

14 [DP] CODE OF CONDUCT

- 14.1 Competitors shall comply with any reasonable request from an event official.
- 14.2 Kiteboards that are not competing shall keep clear of the competition area and any official boat.
- 14.3 Kiteboards that are on a Course Area or passing through a Course Area to which they are not assigned shall remain clear of the area where kiteboards are racing and any official boat.
- 14.4 IKA may reduce or remove a prize (including prize money) in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

15 EVENT SCORING

- 15.1 1 race is required to be completed to constitute a regatta.
- 15.2 2 races are required to be completed by each flight to constitute a qualifying series.
- 15.2.1 If at the end of the qualifying series some kiteboards have more race scores than others, scores for the most recent races will be excluded so that all kiteboards have the same number of race scores.
- 15.2.2 For the qualifying series, rule A4.2 is changed so that the scores are based on the number of kiteboards assigned to the biggest fleet.
- 15.3 For a single opening series and a qualifying series, a kiteboards series score will be the total of her race scores, excluding her worst score when 5 to 9 races are completed, her two worst scores when 10 to 14 races are completed, and her three worst scores when 15 and more races are completed.
- 15.4 For a regatta consisting of a qualifying series and a final series:
- 15.4.1 A kiteboards opening series score will be the total of:
- two scores equal to her ranking position in the qualifying series; plus
 - her final series scores, excluding her worst score when 5 to 9 final series races are completed and her two worst scores when 10 final series races are completed, except that only one of the carried forward scores may be excluded. This changes rule A2.
- 15.4.2 Ties in the final series will be broken by applying rule A8 to the final series.
- 15.4.3 If a tie remains, it shall be broken in favor of the kiteboard with the better standing in the qualifying series.

15.5 For the regatta overall ranking, a kiteboards score will be the total of:

- her opening series score; plus
- her medal series scores. This changes rule A.2

Ties in the regatta will be broken by applying rule A8 to the medal series. If the tie still remains, it shall be broken by the score of the opening series. This changes rule A8.

15.6 A kiteboard starting later than 4 minutes after her starting signal will be scored Did Not Start. This changes RRS A4 and A5.

15.7 A kiteboard assigned to compete in the Medal Series shall make a genuine effort to start, sail the course and finish. A kiteboard disqualified from the medal series under this instruction will be ranked tenth. If there are two such kiteboards, they will be ranked ninth and tenth, in order of their opening-series ranks, and so on. This changes rule A2.

15.8 To request correction of an alleged error in posted race or series results, a boat may complete a scoring enquiry form available at the race office.

16 [DP] EQUIPMENT INSPECTION

16.1 Kiteboards shall comply with the Event Equipment Rules as defined in the Equipment Regulations from 1 hour before the warning signal of the first race of the event.

16.2 Special Notice is drawn to the use of leaches and fully functional depower and quick-release systems.

16.3 Competitors shall ensure that a completed “Equipment Registration Form” is returned to the Race Office during the official on-site registration time. This may be done electronically through a system provided by the Race Committee. Exceptions may only be granted by the Race Committee.

16.4 [SP] Information on equipment to be measured each day will be posted on the official notice board. Competitors shall present the equipment to be measured at the time posted.

17 INTERNATIONAL JURY

An International Jury may be appointed in accordance with the RRS 91(b). Their decisions will be final and cannot be appealed, as specified in RRS 70.5.

18 PROTESTS, PENALTIES AND REQUESTS FOR REDRESS

- 18.1 Protest forms are available at the Race Office or Jury Office. Protests and requests for redress or reopening shall be delivered to the Jury Office within the appropriate time limit.
- 18.1.1 For each fleet, the protest time limit is 45 minutes after the last kiteboard has finished the last race of the day for that Class/Division/Fleet/Flight, or when AP over A, or N over A is displayed.
- 18.1.2 If rule N1.4(b) applies, the time limit for requesting a hearing under that rule is 30 minutes after the party was informed of the panel's decision.
- 18.2 Notices will be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held beginning at the time posted. Hearings may be scheduled to begin up to 15 minutes before the end of protest time Limit.
- 18.3 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 18.4 A list of kiteboards that have been penalized RCT/DCT for causing tangles will be posted.
- 18.5 Penalties for breaches of the ER, Support Team Regulations, class rules, RRS 55 or rules in the NoR and SIs marked [DP] or [SP], should the case go to a hearing, are at the discretion of the protest committee.
- 18.6 For breaches of NoR/SI marked [SP], the race committee may apply a standard penalty without a hearing to the race closest in time to the incident. The scores of other kiteboards shall not be changed; therefore, two kiteboards may receive the same score. However, the race committee may protest a kiteboard when they consider the standard penalty to be inappropriate. A kiteboard that has been penalized with a standard penalty can neither be protested for the same incident by another kiteboard nor can another kiteboard request redress for this race committee action. This changes RRS 60.1, 63.1 and Appendix A5.
- 18.7 On the last day of opening series, or on the last scheduled day of racing, a request for reopening a hearing shall be delivered
- 18.7.1 within the protest time limit if the requesting party was informed of the decision on the previous day;
- 18.7.2 no later than 30 minutes after the requesting party was informed of the decision on that day;
- This changes RRS 66.
- 18.8 On the last scheduled day of racing a request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

18.9 Kiteboards may take a scoring penalty after finishing according to NoR/SI Appendix A.11

18.10 Kiteboards will be offered Arbitration, but only if, before the hearing,

- both the protestor and the protestee agree to accept the decision of the arbitration
- the incident does not include a request for redress
- the incident does not involve a tangle, injury or serious damage

This changes rule 63.1.

18.10.1 The arbitration will be heard by one or more members (the arbitration judge) of the protest committee. He will listen to the evidence of the protestor and protestee only and will announce his decision as to which kiteboard (if any) broke a rule, or refer the protest to the full protest committee. This changes rule 63.6.

18.10.2 The decision is binding on all parties to the protest.

18.10.3 If the arbitration judge penalizes a kiteboard, the penalty will be a point's penalty equal to 40% calculated as described in rule 44.3(c), but not worse than DSQ. The scoring abbreviation for a penalty imposed under these SIs will be ARB. This changes rule A4.2. and "F4 Part 4 Rules deleted".

18.11 For races of the medal series, SI 18.9 and 18.10, rules 61.2 and 65.2 are deleted and rule 63.6 is changed to: "63.6 Protests and requests for redress need not be in writing; they shall be made orally to a member of the protest committee as soon as reasonably possible following the race. The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally."

19 SUPPORT TEAM PERSONNEL

19.1 All support team members shall be registered with the local organizing authority at registration day and will be required to comply with local legislation and the Support Team Regulations. The local organizing authority may refuse registrations and accept later registrations at their sole discretion.

19.2 Support boats shall clearly display their national 3 letter country code in black on a white background, either on a flag of a minimum of 50cm x 40cm in size or on the cover of their outboard engine

20 PRIZES AND SOCIAL FUNCTIONS

20.1 Trophies will be awarded to the top 3 competitors in each discipline and gender.

20.2 Division winners may receive additional trophies depending on entry level

20.3 Prize money will be awarded as provided as follows:

20.3.1 1/3rd of the overall prize money (16667 EUR) is assigned to the Formula Kite women's division as follows:

Rank	Percentage
1	45
2	30
3	15
4	10

20.3.2 2/3rd of the overall prize money (33333 EUR) is assigned to the Formula Kite men's division as follows:

Rank	Percentage
1	25
2	20
3	15
4	12
5	10
6	7
7	5
8	3
9	2
10	1

20.3.3 Prize money will be awarded once a valid result stands as provided by the rules.

20.3.4 If no valid result stands, 50% of the advertised prize money will be evenly distributed between the competitors.

20.3.5 When a number of competitors share the same position, the prize money for the shared position and the following unoccupied positions shall be added and then divided by the number of competitors sharing that position.

20.3.6 If governmental tax deductions are applicable on prize money at an event, the local organizing authority shall provide competitors detailed information about the deductions and procedures on refund.

20.4 [DP] The top three competitors in each division as well as individual race winners (if applicable) may be required to attend a media press conference each day.

20.5 [DP] Competitors may be required for interviews at the regatta.

20.6 If a competitor who finished in the top 3 in his/her discipline leaves the event before the conclusion of the closing ceremony or, if other competitor, leaves the venue before the day before the prize giving ceremony, IKA may exclude that competitor from the next IKA Formula Kite Championship or impose any similar sanction.

21 [NP] [DP] INSURANCE

- 20.1 Each competitor and „person in charge“ (see RRS 46) shall hold a valid insurance certificate showing proof of third-party liability coverage of at least EUROS 1,500,000 (or equivalent) per incident.
- 20.2 The Organizing Authority is not responsible for verifying the status or validity of certificates.
- 20.3 Insurance can be obtained at <http://www.internationalkiteboarding.org/insurance>

22 RISK STATEMENT

Competitors and support team participate in the regatta entirely at their own risk and they are reminded of the provisions of RRS 4, Decision to Race. Kiteboarding is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their equipment to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their equipment and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) By participating in any form of competition, they are satisfied that their equipment is in good order, equipped to compete in the event and they are fit to participate;
- e) The provision of a race management team, rescue crafts, judges, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities;
- f) The provision of rescue craft cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

23 MEDIA RIGHTS

By participating in the event competitors automatically grant to the local organizing authority, IKA , all involved classes, and their sponsors the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped or filmed television and other reproductions of the athlete during and after the period of the competition without compensation.

ADDENDUM A – RULE CHANGES

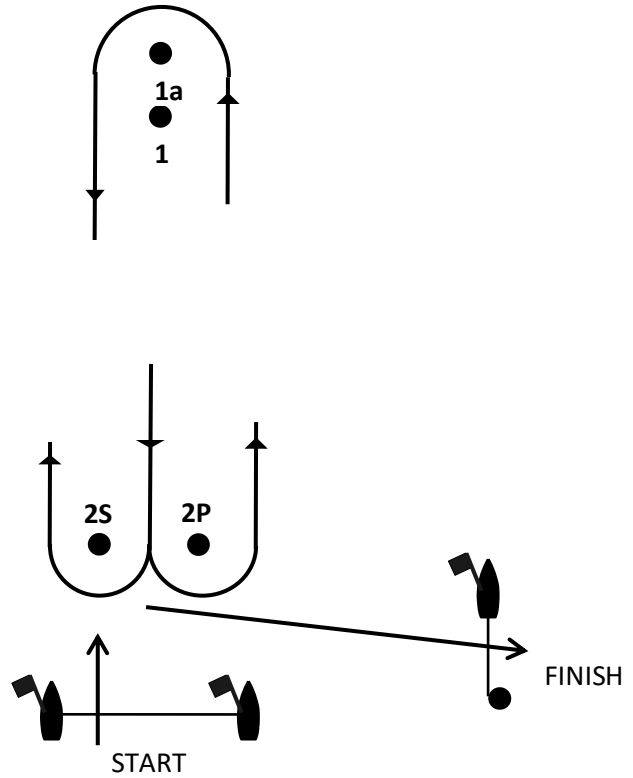
1. In Rules 29.1, 30.1, 30.2 and 30.3, change ‘, crew or equipment’ to ‘or competitor’.
2. Add new rule F 3.31, Touching a *mark*:
“While *racing*, a kiteboard shall not touch the windward mark.”
3. Rule F4.44.1 is changed to read:
“A kiteboard may take a One-Turn Penalty when she may have broken rule F3.31, or one or more rules of Part 2 in an incident while *racing*. Sailing instructions may specify the use of some other penalty. However,
 - (a) when a kiteboard may have broken a rule of Part 2 and rule F3.31 in the same incident she need not take the penalty for breaking rule F3.31;
 - (b) if the kiteboard caused injury, serious damage or a tangle or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.
4. Rule F4.44.2 is renamed to “One-Turn-Penalty and changed to read:
“After getting well clear of other kiteboards as soon after the incident as possible, a kiteboard takes a One-Turn Penalty by promptly making a turn with her foil in the water, including one completed tack and one completed gybe. Forward motion shall be established between tack and gybe (or vice versa) with the sailor on the correct side of the hull in normal sailing position.
However if Mark 1a is set, a boat may delay taking a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, until she has passed Mark 1a. When a kiteboard takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing
5. In Rules 61.1(a)(4) and 62.1(b), change ‘damage’ to ‘ damage or a tangle’.
6. at the end of Rule 62.1(b) add: “however, if prior to the incident, there is a clear risk of a situation that could cause an entanglement that a competitor could reasonably anticipate and avoid, and the competitor fails to do so, or if a competitor through his own actions creates a situation that carries a clear risk of entanglement, the competitor shall not be eligible for redress”
7. Delete the last sentence of Rule F5.61.1(a)
8. Delete Rule F5.62.1(e)
9. RRS 63.7 is changed to read: „If there is a conflict between rules, the protest committee shall resolve that conflict in the manner that it believes will provide the fairest result or all boats affected.”
10. Add new Rule 64.1(d):
“When a kiteboard first breaks a rule of part 2 and, as a result, causes a tangle for which

redress in given, she shall be scored as retired, if she retired, or she will be disqualified. The abbreviations for these penalties are RCT and DCT. This changes RRS A 11. When she does this a second or subsequent time, she shall be scored DNE (disqualification not excludable)."

11. Taking a penalty after finishing

Add new rule A4.3: "A board that may have broken a rule of Part 2 or F3.31 while racing may take a scoring penalty after she has finished and before the end of the protest time limit. Her penalty shall be a Scoring Penalty of 20% calculated as described in rule 44.3(c), but not worse than DSQ. The scoring abbreviation for a penalty imposed under these Sl's will be SCP. However, if she caused a tangle, injury or serious damage or if she gained a significant advantage in the race or series by her breach, her penalty shall be to retire. A "Scoring penalty acknowledgement Form" shall be signed before the end of protest time at the race office. This changes rule "F4 Part 4 Rules deleted".

ADDENDUM B – COURSE DIAGRAMS

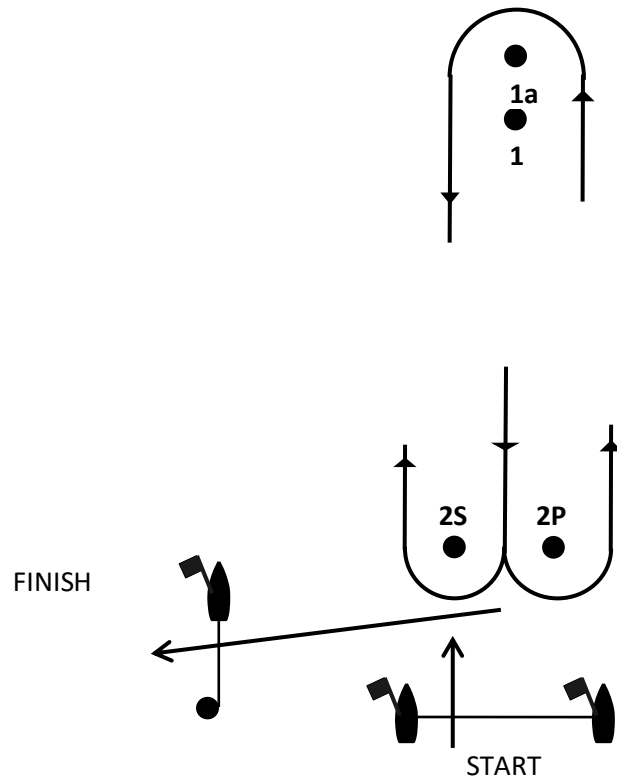


LP 1: Start – 1 – 1a - 2S/2P – Finish

LP 2: Start – 1 – 1a - 2S/2P – 1 – 1a – 2S/2P – Finish

LP 3: Start – 1 – 1a - 2S/2P – 1 – 1a - 2S/2P – 1 – 1a – 2S/2P – Finish

All distances and course angles are approximate.

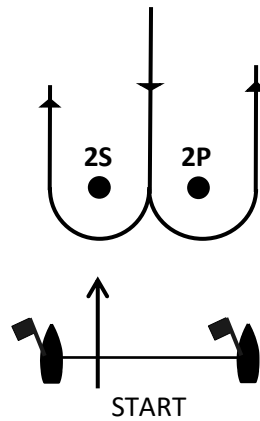
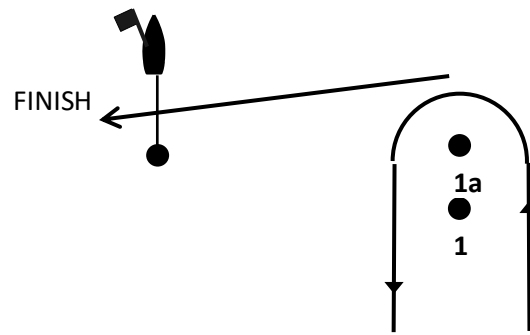


LS 1: Start – 1 – 1a – 2S/2P – Finish

LS 2: Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – Finish

LS 3: Start – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – 1 – 1a – 2S/2P – Finish

All distances and course angles are approximate.

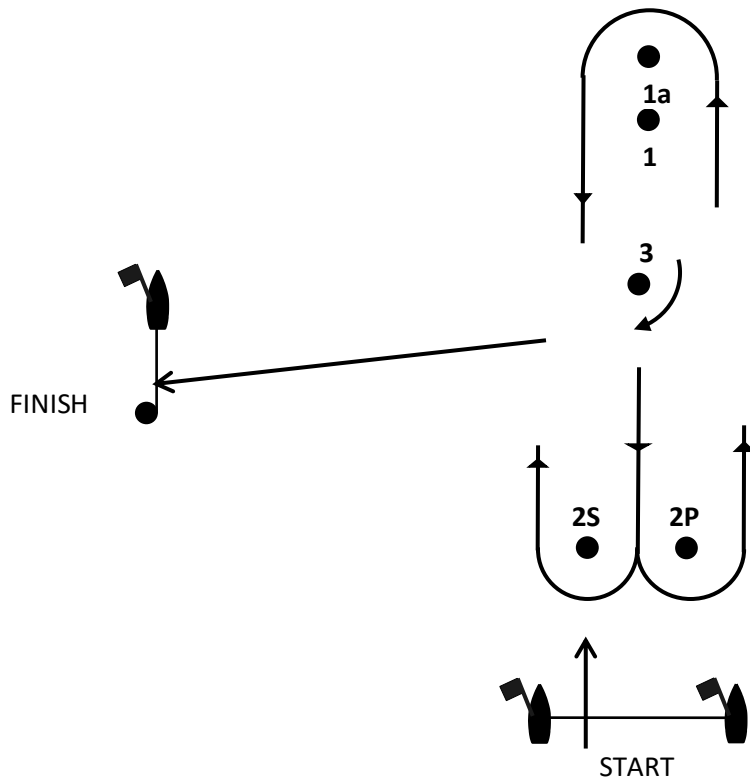


WP 2: Start – 1 – 1a - 2S/2P – 1 – 1a - Finish

WP 3: Start – 1 – 1a - 2S/2P – 1 – 1a – 2S/2P – 1 - 1a -Finish

WP 4: Start – 1 – 1a - 2S/2P – 1 – 1a - 2S/2P – 1 – 1a – 2S/2P – 1 – 1a - Finish

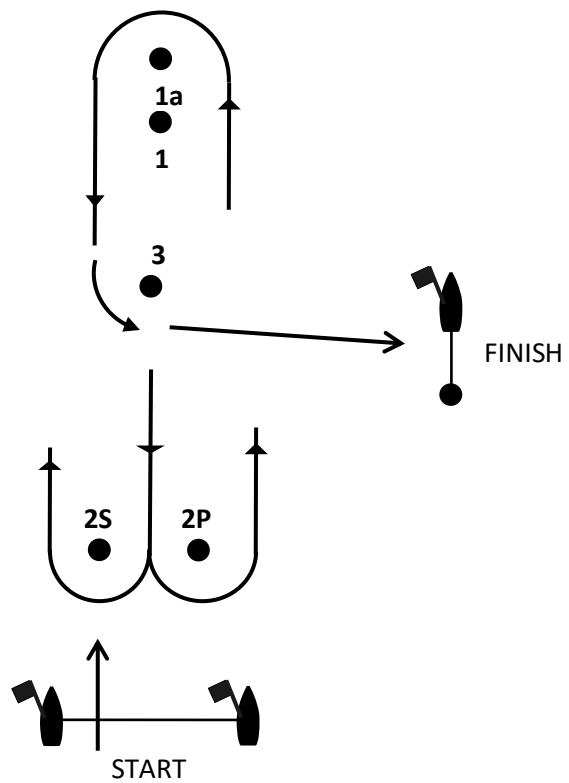
All distances and course angles are approximate.



MS 2: Start – 1 – 1a - 2S/2P – 1 – 1a – 3 – Finish

MS 3: Start – 1 – 1a - 2S/2P – 1 – 1a - 2S/2P – 1 – 1a – 3 – Finish

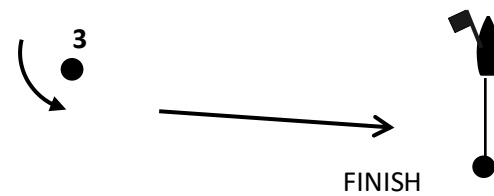
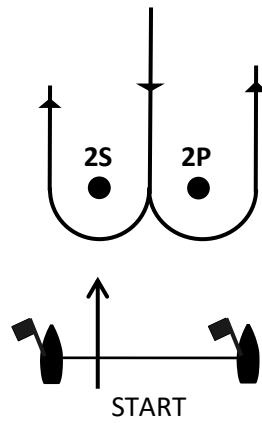
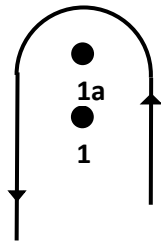
All distances and course angles are approximate.



MP 2: Start – 1 – 1a - 2S/2P – 1 – 1a – 3 – Finish

MP 3: Start – 1 – 1a - 2S/2P – 1 – 1a - 2S/2P – 1 – 1a – 3 – Finish

All distances and course angles are approximate.

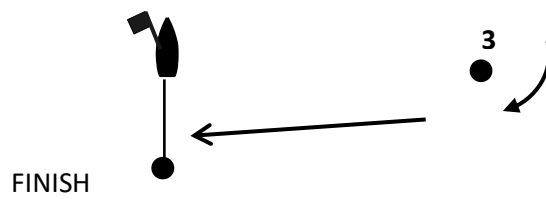
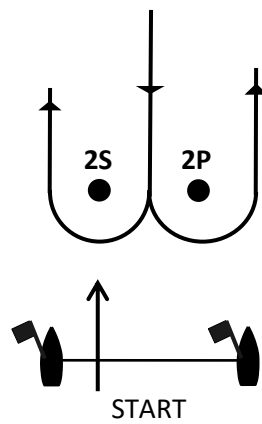
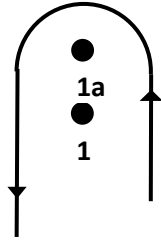


DP 1: Start – 1 – 1a -3 – Finish

DP 2: Start – 1 – 1a - 2S/2P – 1 – 1a – 3 – Finish

DP 3: Start – 1 – 1a - 2S/2P – 1 – 1a - 2S/2P – 1 – 1a – 3 – Finish

All distances and course angles are approximate.



DS 1: Start – 1 – 1a -3 – Finish

DS 2: Start – 1 – 1a - 2S/2P – 1 – 1a – 3 – Finish

DS 3: Start – 1 – 1a - 2S/2P – 1 – 1a - 2S/2P – 1 – 1a – 3 – Finish

All distances and course angles are approximate.