

**INTERNATIONAL
FUNBOARD CLASS
ASSOCIATION
CHAMPIONSHIPS RULES
2006**



The International Funboard Class Association was adopted as an ISAF international class in 1987.

1 ORGANISATION

World, Continental, Regional and National championships shall only be organised by or with the approval of the International Funboard Class Association (IFCA). Approval shall only be given to National Authorities and recognised National Associations. Where neither of the above organises a national event in a particular country, approval may be given to a National Organiser by IFCA.

2 ENTRY REQUIREMENTS

2.1 At World and Continental championships the maximum number of entries are

2.2.1 Slalom: 80 men, 40 women, 40 youths (including Juniors) and 40 masters (including Grand Masters)

2.2.2 Wave and Freestyle: 64 men, 32 women, 32 Youth (including Juniors) and 32 Masters (including Grand Masters)

2.2 Age Divisions

2.2.1 Youth is a man or woman who is less than 20 years old

2.2.2 Junior is a boy or girl who is less than 17 years old

2.2.3 Master is a man who has reached the age of 35, or a woman who has reached the age of 30

2.2.4 Grand Master is a man who has reached the age of 45, or a woman who has reached the age of 40

2.2.5 A sailor must have reached the minimum age in the relevant division by December 31st before the year of competition

2.2.6 A sailor must not be older than the maximum age limit in the relevant age division by December 31st in the year of competition

2.2.7 A minimum of 5 entries in a division is required to constitute this division

2.3 At World and Continental Championships the allocation of places to each country shall be based on the following:

2.3.1 A minimum of three Men, two Women, two Masters and two Youths from each country, which organises a multi-event qualifier series for production boards. The Executive Committee of IFCA will determine the final figure.

2.3.2 From each country not complying with 2.3.1 one Man, one Woman, one Master and one Youth will be accepted.

2.3.3 Additional (Custom Board) competitors may be accepted only in the event of insufficient IFC competitors applying for available places.

2.3.4 Qualifying competitors must be chosen directly from the top competitors in the IFC National Ranking table. Only in exceptional cases may a national boardsailing association selection committee vary this rule, and only with the approval of the IFCA Executive. Qualifying competitors must be permanently resident or hold a current passport of the country proposing.

2.3.5 A copy of the National Series results from each National Association or Authority shall be sent to IFCA upon request.

2.3.6 In case of contradiction or unclearness in rule 2.3 The final decision on allocation of places shall be made by the President of IFCA.

2.3.7 The current World and Continental Champions shall be entitled to defend their titles without paying the entry fee

3 FEES

The National Association fees (subscription) are determined by a scale published annually by the International Windsurfing Association. Payment of these fees is the sole responsibility of the National Association or Authority. Where no National Authority or Association subscribes the Funboard Class Fee, the IFCA Executive may accept entries from that country, direct from individuals, provided the IWA fee of per competitor is paid by the competitor (25 Euro).

4 EQUIPMENT

4.1 RESTRICTIONS ON EQUIPMENT

There are no restrictions on equipment other than those defined in these rules and the IFCA Class Rules. The IFCA reserves the right to impose further restrictions on equipment in the interests of safety or fair competition. No such prohibition shall be made without stating such in Notice of Race. For World and Continental Championships a competitor shall register only two boards and four sails for use during the Championships.

4.2 EQUIPMENT REGISTRATION

4.2.1 Each competitor shall complete a Equipment Registration Form (ERF) obtained from the registration desk and return it before the close of registration.

4.2.2 Each competitor shall clearly identify each sail which he / she intends to use during the event (Serial number /event tag) which shall be listed on the ERF

4.2.3 Each competitor shall list the serial number of the boards that he /she intend to use during the event on the ERF.

4.3 EQUIPMENT INSPECTION

4.3.1 The Equipment Inspectors may check and measure equipment at any time during an event.

4.3.2 Until the Inspector gives permission, a selected sailor and his/her equipment shall have no contact with a coach or support personnel, or leave the inspection area. Failure to comply may result in disqualification.

4.4 NATIONAL RACING - CUSTOM BOARDS

4.4.1 A Custom Board is any board, which does not comply with the IFCA Class Rules.

4.4.2 A Custom Board division may be included in a National racing series (or event). A separate ranking table must be published for Custom Boards.

4.4.3 Custom Board sailors who wish to change equipment to qualify for IFCA events, must notify the Race Committee in writing before the first heat.

4.4.4 Custom Board rankings do not qualify for IFCA international events, except where Entry rule 2.3.3 applies.

4.5 EVENT SPONSOR ADVERTISING

ISAF Regulation 20 - Advertising Code, Category C shall apply. In the event that racers are required to carry advertising in compliance with ISAF Regulation 20-Advertising Code - Art #20.3.(d) (ii), the maximum height or width of the event-advertising sticker is 1 meter. If the event organiser is requiring this:

4.5.1 Each racer shall place the advertising stickers issued by the organising authority, back to back immediately above the boom and as close to the leach as possible (see appendix 4).

4.5.2 Racers shall not cut or adapt the stickers in any way.

4.5.3 Lycra vests issued by the local organizer shall be worn outside other clothing when going afloat for training or racing.

4.5.4 Only event advertising stickers and/or Lycra vests issued by the local organiser of the regatta in which the racer is currently entered may be worn or appear on the sail.

5 ELIMINATION PROCEDURES, SEEDING AND STARTS

5.1 ELIMINATION PROCEDURE

The Slalom and Freewave disciplines shall consist of a series of knock out heats. Half fleet racing or other type of elimination series shall be held in one, time and weather conditions permitting, or more Single, Dingle or Double Elimination Series. (See Appendix 1)

The schedule of heats shall be posted on the official notice board at least 30 minutes prior to the start of the first heat. It shall be the sole responsibility of each competitor to know in which heat he/she will be taking part.

If the number of participants in a heat, for any reason, is equal to, or less than, the number advancing to the next round, that heat will not be sailed and the participants qualified to start in that heat shall advance to the following round

5.1.1 In Slalom 40-50% of the competitors in each heat qualify for the next round. The competition continues until there is a “runners up final” and “winners final” of 8 boards.

5.1.2 In Freewave disciplines a heat shall not consist of more than 2 pairs of 3 boards. The top competitor of each pair qualifies for the next round. The competition continues until there is a final of 2 boards.

A Notice on the Official Notice Board or Redress granted by the protest committee may amend this procedure.

5.2 FIRST SINGLE ELIMINATION SERIES

Where a ranking table is available, at least places 1-16 in the first round shall be distributed as specified in the “Distribution Tables” in Appendix 2.

5.3 FINALS

5.3.1 **RUNNERS UP FINAL:** The “runners up final” may be cancelled or run after the “winners final”, as time and weather conditions dictate. All the losing semi finalists, including those recorded as DNS, DNF, DSQ and RET may participate in the “runners up final”.

5.3.2 **FINAL:** The final may consist of one, two or three heats. The race committee shall announce the number of heats before the start of the first final heat. DNF, DNS, DSQ and RET score the total number entered in the final heat. If three heats are run, the worst result shall be discarded.

5.4 SUBSEQUENT ELIMINATION SERIES

The distribution in the second and subsequent elimination series shall use the final results of the last sailed elimination series.

5.5 STARTS

At the discretion of the Race director starts can be

5.5.1 Countdown start as prescribed in System 1 in RRS 26

5.5.2 Countdown start System 2 as prescribed in RRS B.3.2.(b)

5.5.3 Beach Start, System 3 as prescribed in RRS B.3.2.(c)

5.5.4 Gate / Rabbit start. In the case of a rabbit start System 2 can be used to show the approximate time of the start. The Rabbit can start his upwind run at any moment during the last 30 seconds.

6 FINES

The Principal Race Officer for the following reasons can give fines:

- Sailing in the Course/Competition area when not competing
- Littering
- Audible and visible obscenity
- Verbal and physical abuse
- Unsportsmanlike conduct: Members shall at all times conduct themselves in a sportsmanlike manner and give due regard to the authority of officials and the rights of opponents, spectators, members of the media or other persons. For the purposes of this rule, unsportsmanlike conduct is defined as any misconduct that is clearly abusive or detrimental to the sport, but does not fall within the prohibition of any specific on site offence contained in these rules. In addition, unsportsmanlike conduct shall include but not be limited to the giving, making issuing, authorising or endorsing any public statement within the precincts of the event site or at event functions having or designed to have an effect prejudicial or detrimental to the best interests of the sport.
- Other abusive or aggressive behaviour
- If the protest committee decides according rule 69.1 that a competitor committed alleged misconduct.

The maximum fine is 200 US \$ and all fines are payable to the IFCA Representative. Members fined shall not be allowed to compete further in any event, race or heat recognised or sanctioned by the IFCA until the fine is paid.

7 SCORING & VALIDITY

7.1 SCORING

7.1.1 The "Alternative Points Scoring System" detailed in the RRS Appendix A and amended in Appendix B shall be used. However, the system of scoring may be modified to comply with computer programs available. Where this may produce a different result to these rules, the sailing instructions must clearly detail the modification.

7.1.2 Interpretation of Rule A8.2 (b) Series ties in Expression Competition: "better more times than the other" will be understood as described in A8.1 (b).

7.2 VALIDITY OF DISCIPLINES

The minimum number of elimination series to constitute a valid discipline score, counting towards the Event score shall be:

7.2.1 Slalom: One Slalom elimination series completed to the Final

7.2.2 Wave, Freestyle, or Freewave Series: One single elimination series

To validate a elimination series both semi-finals shall be run so the composition of the "Winners Final" and "Runners Up final " is known. In case one or both of these finals can not be run, points will be awarded by summarizing the points that are normally distributed in that heat and divide this total by the number of competitors in that heat. Each competitor shall receive these equal points.

7.3 RACE AND ELIMINATION SERIES LIMITS.

7.3.1 All disciplines will take place in suitable conditions. Slalom has a minimum wind speed of 11 knots. The first finisher in a heat validates that heat.

7.3.2 The Race Officer shall be the final arbiter as to when conditions are suitable to race. At IFCA Championships, the Race Officer will consult with the IFCA representative before abandoning racing or changing the scheduled discipline. (see RRS 32.1(e))

7.3.3 Protests regarding wind strength and suitability of wind direction or wave conditions shall be disallowed.

7.4 NATIONAL TEAM RESULTS

National Team results are calculated by adding the Event results of the best two Men, the best Lady, the best Youth and the best Master, or as amended by the Notice of Race. A full team is required to score for the National Team ranking.

8 PROTESTS AND HEARINGS IN ELIMINATION SERIES

A board intending to protest shall inform the other board at the first reasonable opportunity. A board that may have broken a rule of part 2 may take a one-turn penalty as described in RRS 44.

The protestor, the protestee and their witnesses, if there are any, shall go immediately to the Jury. The hearing will start as soon as possible and heats affected by the jury decisions will be postponed accordingly. The decisions made are final and cannot be appealed.

9 PRIZES & TITLES

9.1 TROPHIES & MONEY PRIZES

Trophies will be awarded to the first five competitors in each Division. National Team prizes shall be awarded to the best three National Teams. Money Prizes may also be awarded.

9.2 TITLES

The winning competitor in each **Discipline**, at a World or Continental Championships, shall receive the title of World or Continental **Discipline** Champion.

The winners of each **Division** shall receive the title of IFCA or Continental **Division/ Discipline** Champion.

9.3 PRIZE MONEY SPLIT

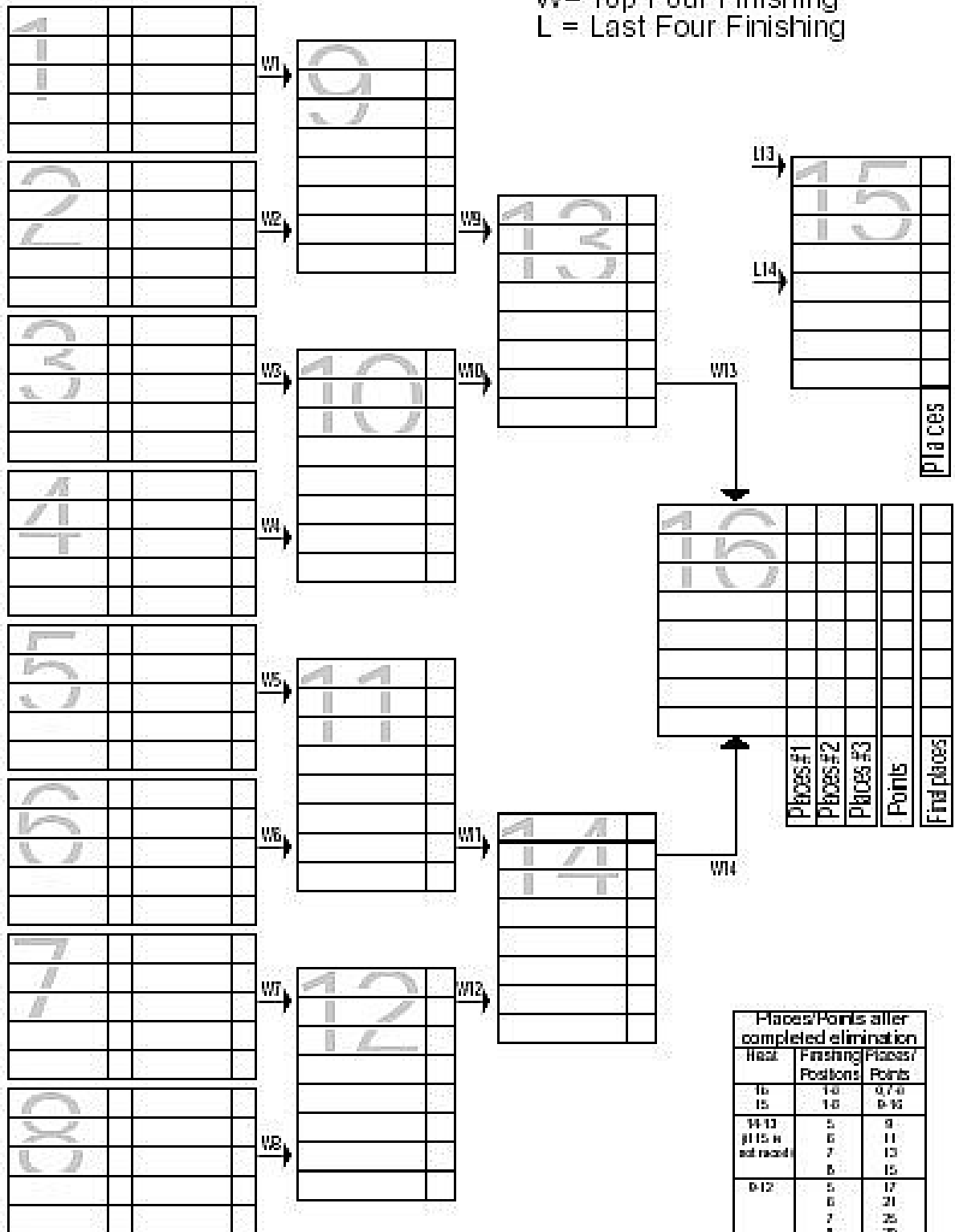
Prize money will be split as prescribed Appendix 5.

APPENDIX 1 ELIMINATION LADDERS

Slalom Elimination Ladder A

W= Top Four Finishing

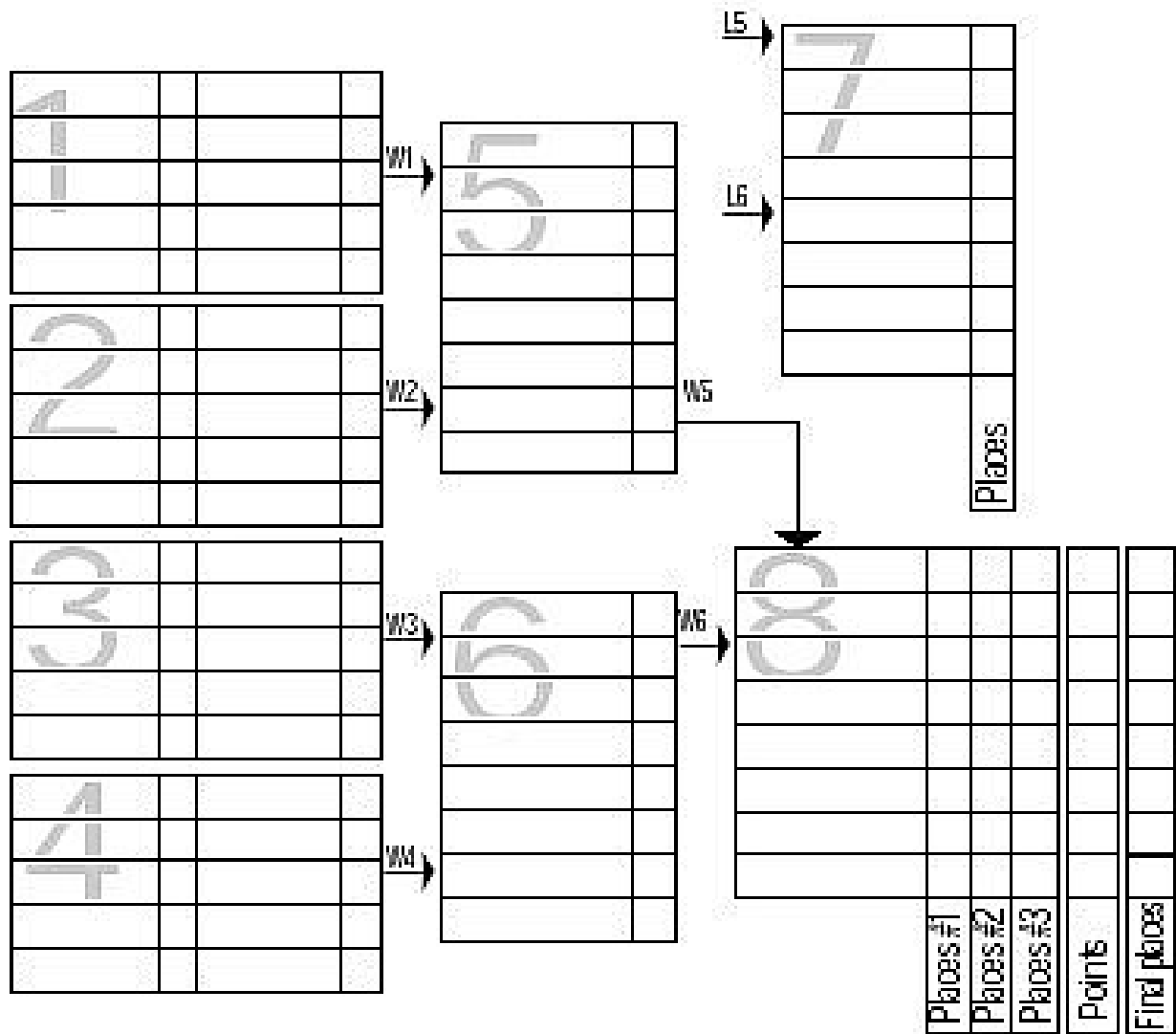
L = Last Four Finishing



| Places/Points after completed elimination | | |
|---|---------------------|---------------|
| Heat | Finishing Positions | Places/Points |
| 1-15 | 1-8 | 9-16 |
| 14-15 (1-15 in not record) | 5 | 9 |
| | 6 | 11 |
| | 7 | 13 |
| | 8 | 15 |
| 9-12 | 5 | 17 |
| | 6 | 21 |
| | 7 | 25 |
| | 8 | 29 |
| 1-8 | 5 | 33 |
| | 6 | 41 |
| | 7 | 49 |
| | 8 | 57 |
| | 9 | 65 |
| | 10 | 73 |

Slalom Elimination Ladder B

W= Top Four Finishing
L = Last Four Finishing



| Heat | Finishing Positions | Places/ Points |
|----------------------|---------------------|----------------|
| 8 | 1-8 | 8-7-8 |
| 7 | 1-8 | 9-16 |
| 5-6 | 5 | 9 |
| (if 7 is not record) | 6 | 11 |
| | 7 | 13 |
| | 8 | 15 |
| 1-4 | 5 | 17 |
| | 6 | 21 |
| | 7 | 25 |
| | 8 | 30 |
| | 9 | 35 |
| | 10 | 37 |

Freestyle / Wave Single Elimination

| Heat # 1 | | Rk |
|----------|--|----|
| 6 | | |
| 27 | | |
| 11 | | |
| 22 | | |

| Heat #2 | | Rk |
|---------|--|----|
| 3 | | |
| 30 | | |
| 14 | | |
| 19 | | |

| Heat #3 | | Rk |
|---------|--|----|
| 7 | | |
| 26 | | |
| 10 | | |
| 23 | | |

| Heat #4 | | Rk |
|---------|--|----|
| 2 | | |
| 31 | | |
| 15 | | |
| 18 | | |

| Heat #5 | | Rk |
|---------|--|----|
| 5 | | |
| 28 | | |
| 12 | | |
| 21 | | |

| Heat #6 | | Rk |
|---------|--|----|
| 4 | | |
| 29 | | |
| 13 | | |
| 20 | | |

| Heat #7 | | Rk |
|---------|--|----|
| 8 | | |
| 25 | | |
| 9 | | |
| 24 | | |

| Heat #8 | | Rk |
|---------|--|----|
| 1 | | |
| 32 | | |
| 16 | | |
| 17 | | |

| Heat #9a | | Rk |
|----------|--|----|
| 1st #1A | | |
| 1st#1B | | |
| 1st#2A | | |
| 1st#2B | | |

| Heat #9b | | Rk |
|----------|--|----|
| 1st #3A | | |
| 1st#3B | | |
| 1st#4A | | |
| 1st#4B | | |

| Heat #10a | | Rk |
|-----------|--|----|
| 1st #5A | | |
| 1st#5B | | |
| 1st#6A | | |
| 1st#6B | | |

| Heat #10b | | Rk |
|-----------|--|----|
| 1st #7A | | |
| 1st#7B | | |
| 1st#8A | | |
| 1st#8B | | |

| Heat #11a | | Rk |
|-----------|--|----|
| 1st #11a | | |
| 1st #11b | | |
| 1st #12a | | |
| 1st #12b | | |

| Heat #13a | | Rk |
|-----------|--|----|
| W#9a | | |
| W#9b | | |
| W#10a | | |
| W#10b | | |

| Heat #13b | | Rk |
|-----------|--|----|
| W#13a | | |
| W#13b | | |
| W#14a | | |
| W#14b | | |

| Heat #14a | | Rk |
|-----------|--|----|
| W#11a | | |
| W#11b | | |
| W#12a | | |
| W#12b | | |

| Heat #14b | | Rk |
|-----------|--|----|
| L#15a | | |
| L#15b | | |

| Heat #16 W Final | | Rk |
|------------------|--|----|
| W#15a | | |
| W#15b | | |

| Heat #15a | | Rk |
|-----------|--|----|
| W#13a | | |
| W#13b | | |
| W#14a | | |
| W#14b | | |

| Heat #17 L Final | | Rk |
|------------------|--|----|
| L#15a | | |
| L#15b | | |

| Places/Points after completed elimination | | |
|---|-----------|--------|
| Heat | Fin. Pos. | Points |
| 17 | 1-2 | 0,7-2 |
| 16 | 3-4 | 3-4 |
| 13-14 | 3-4 | 5-7 |
| 9-12 | 3-4 | 9-13 |
| 1-8 | 3-4 | 17-25 |

Freestyle / Wave Double Elimination

| Heat #18A | | Rk | Heat #22A | | Rk |
|-----------|--|----|-----------|--|----|
| 3rd#1 | | | L#12B | | |
| 4th#2 | | | W#18A | | |
| 3rd#2 | | | L#12A | | |
| 4th#1 | | | W#18B | | |

Heat #18B

Heat #22B

| Heat #19A | | Rk | Heat #23A | | Rk |
|-----------|--|----|-----------|--|----|
| 3rd#3 | | | L#11B | | |
| 4th#4 | | | W#19A | | |
| 3rd#4 | | | L#11A | | |
| 4th#3 | | | W#19B | | |

Heat #19B

Heat #23B

| Heat #20A | | Rk | Heat #24A | | Rk |
|-----------|--|----|-----------|--|----|
| 3rd#5 | | | L#10B | | |
| 4th#6 | | | W#20A | | |
| 3rd#6 | | | L#10A | | |
| 4th#5 | | | W#20B | | |

Heat #20B

Heat #24B

| Heat #21A | | Rk | Heat #25A | | Rk |
|-----------|--|----|-----------|--|----|
| 3rd#7 | | | L#9B | | |
| 4th#8 | | | W#21A | | |
| 3rd#8 | | | L#9A | | |
| 4th#7 | | | W#21B | | |

Heat #21B

Heat #25B

| Heat #26A | | Rk |
|-----------|--|----|
| W#22A | | |
| W#22B | | |
| W#23A | | |
| W#23B | | |

Heat #26B

| Heat #28A | | Rk |
|-----------|--|----|
| W#26A | | |
| L#13A | | |
| W#26B | | |
| L#13B | | |

Heat #28B

| Heat #30A | | Rk |
|-----------|--|----|
| W#28A | | |
| W#28B | | |
| W#29A | | |
| W#29B | | |

Heat #30B

| Heat #27A | | Rk |
|-----------|--|----|
| W#24A | | |
| W#24B | | |
| W#25A | | |
| W#25B | | |

Heat #27B

| Heat #29A | | Rk |
|-----------|--|----|
| W#27A | | |
| L#14A | | |
| W#27B | | |
| L#14B | | |

Heat #29B

| Heat #31A | | Rk |
|-----------|--|----|
| W#30A | | |
| L#15B | | |
| W#30B | | |
| L#15A | | |

Heat #31B

| Places/Points after completed elimination | | |
|---|-----------|--------|
| Heat | Fin. Pos. | Points |
| 34 | 1-2 | 0,7-2 |
| 33 | 2 | 3 |
| 32 | 2 | 4 |
| 31 | 2 | 5 |
| 30 | 2 | 7 |
| 28-29 | 2 | 9 |
| 26-27 | 2 | 13 |
| 22-25 | 2 | 17 |
| 18-21 | 17 | 25 |

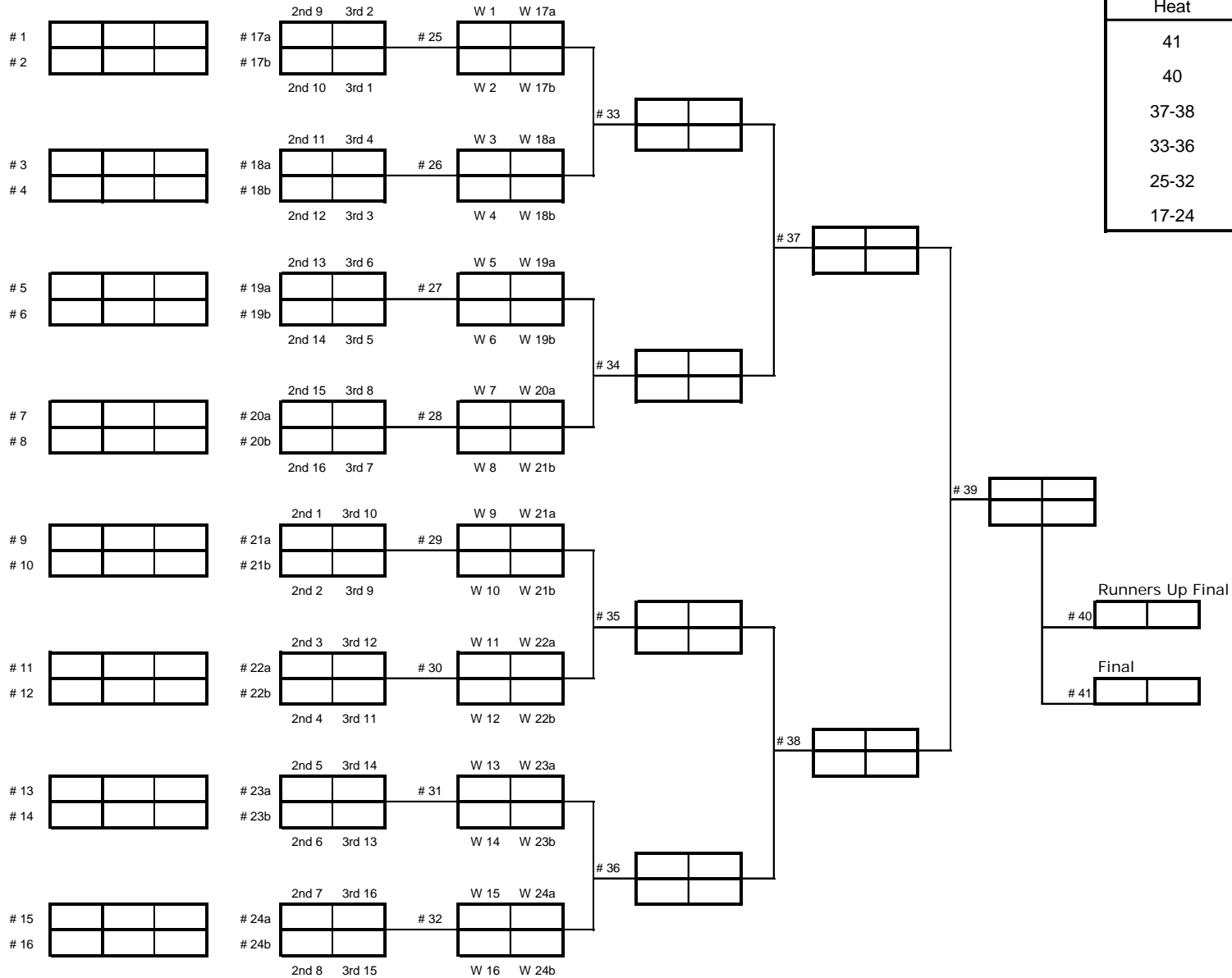
| Heat #32 | | Rk |
|----------|--|----|
| W31A | | |
| W31B | | |

| Heat #33 | | Rk |
|----------|--|----|
| W32 | | |
| L16 | | |

| Heat #34 | | Rk |
|----------|--|----|
| W33 | | |
| W16 | | |

Freestyle / Wave Dingle Elimination

In a dingle elimination series the winner of the first round heats advance immediately to the third round. The second and third placed sailors are re-seeded into the second round.



| Places/Points after completed elimination | | |
|---|-----------|--------|
| Heat | Fin. Pos. | Points |
| 41 | 1-2 | 0,7-2 |
| 40 | 3-4 | 3-4 |
| 37-38 | 2 | 5 |
| 33-36 | 2 | 9 |
| 25-32 | 2 | 17 |
| 17-24 | 2 | 33 |

APPENDIX 2 Distribution Tables

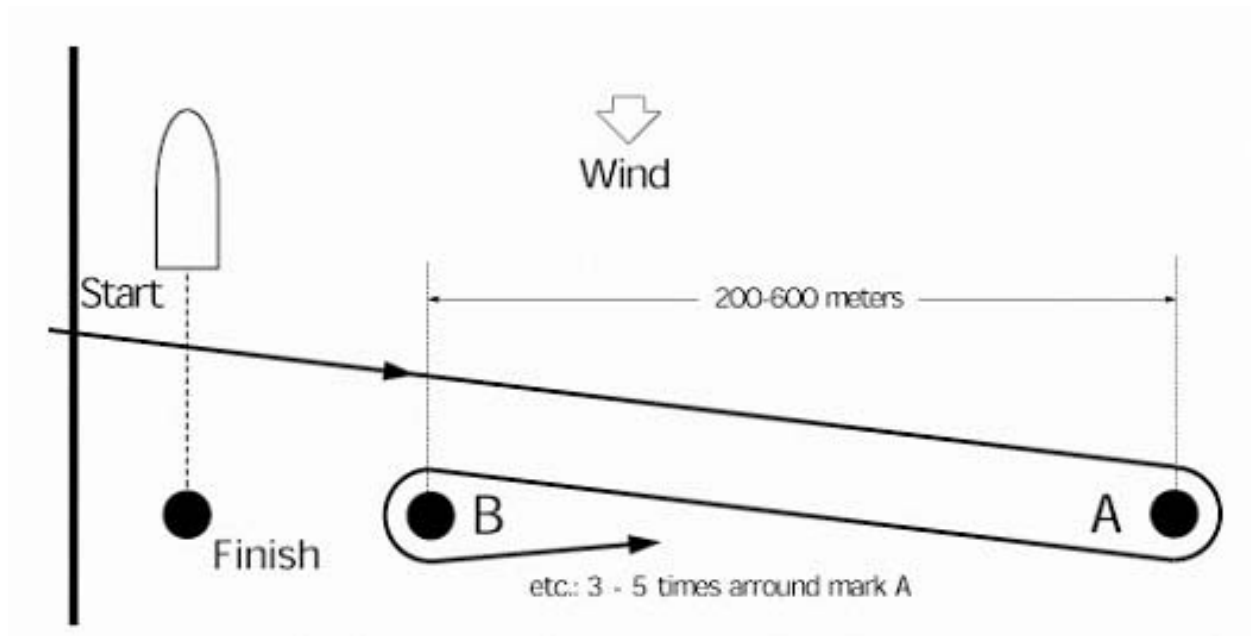
| Slalom Distribution Table | | | | | | | | | | | | | | | | | | |
|---------------------------|---------------|----|----|------------------------|---------------|----|----|------------------------|---------------|----|----|---|----|----|----|--|--|--|
| Maximum 80 Competitors | | | | Maximum 40 Competitors | | | | Maximum 20 Competitors | | | | | | | | | | |
| Heat No | Competitor No | | | Heat No | Competitor No | | | Heat No | Competitor No | | | | | | | | | |
| 1 | 6 | 38 | 70 | 1 | 3 | 19 | 35 | 1 | 2 | 10 | 18 | | | | | | | |
| | 11 | 43 | 75 | | 6 | 22 | 38 | | | | | | | | | | | |
| | 22 | 54 | | | 11 | 27 | | | | | | | | | | | | |
| | 27 | 59 | | | 14 | 30 | | | | | | | | | | | | |
| 2 | 3 | 35 | 67 | 2 | 2 | 18 | 34 | | | | | 3 | 11 | 19 | | | | |
| | 14 | 46 | 78 | | 7 | 23 | 39 | | | | | 6 | 14 | | | | | |
| | 19 | 51 | | | 10 | 26 | | | | | | 7 | 15 | | | | | |
| | 30 | 62 | | | 15 | 31 | | | | | | | | | | | | |
| 3 | 7 | 39 | 71 | 3 | 4 | 20 | 36 | 2 | 5 | 13 | 16 | | | | | | | |
| | 10 | 42 | 74 | | 5 | 21 | 37 | | | | | | | | | | | |
| | 23 | 55 | | | 12 | 28 | | | | | | 1 | 9 | 17 | | | | |
| | 26 | 58 | | | 13 | 29 | | | | | | 4 | 12 | 20 | | | | |
| 4 | 2 | 34 | 66 | 4 | 1 | 17 | 33 | | | | | 5 | 13 | | | | | |
| | 15 | 47 | 79 | | 8 | 24 | 40 | | | | | 8 | 16 | | | | | |
| | 18 | 50 | | | 9 | 25 | | | | | | | | | | | | |
| | 31 | 63 | | | 16 | 32 | | | | | | | | | | | | |
| 5 | 5 | 37 | 69 | 4 | 1 | 17 | 33 | 2 | 5 | 13 | 16 | | | | | | | |
| | 12 | 44 | 76 | | 5 | 21 | 37 | | | | | | | | | | | |
| | 21 | 53 | | | 12 | 28 | | | | | | 1 | 9 | 17 | | | | |
| | 28 | 60 | | | 13 | 29 | | | | | | 4 | 12 | 20 | | | | |
| 6 | 4 | 36 | 68 | 3 | 12 | 28 | | | | | | 5 | 13 | | | | | |
| | 13 | 45 | 77 | | 13 | 29 | | | | | | 8 | 16 | | | | | |
| | 20 | 52 | | | | | | | | | | | | | | | | |
| | 29 | 61 | | | | | | | | | | | | | | | | |
| 7 | 8 | 40 | 72 | 4 | 1 | 17 | 33 | 2 | 5 | 13 | 16 | | | | | | | |
| | 9 | 41 | 73 | | 8 | 24 | 40 | | | | | | | | | | | |
| | 24 | 56 | | | 9 | 25 | | | | | | | | | | | | |
| | 25 | 57 | | | 16 | 32 | | | | | | | | | | | | |
| 8 | 1 | 33 | 65 | 4 | 1 | 17 | 33 | | | | | 2 | 5 | 13 | 16 | | | |
| | 16 | 48 | 80 | | 8 | 24 | 40 | | | | | | | | | | | |
| | 17 | 49 | | | 9 | 25 | | | | | | | | | | | | |
| | 32 | 64 | | | 16 | 32 | | | | | | | | | | | | |

Freestyle / Wave Performance Distribution Table

| Maximum 80 Competitors | | Maximum 48 Competitors (dingle) | | Maximum 32 Competitors | | Maximum 24 Competitors | | Maximum 16 Competitors | | | |
|---------------------------|---------------|------------------------------------|-----------------|---------------------------|---------------|---------------------------|---------------|---------------------------|---------------|-----|--------|
| Heat No | Competitor No | Heat No | Competitor No | Heat No | Competitor No | Heat No | Competitor No | Heat No | Competitor No | | |
| 1a | 11vs54 | 1 | 2 vs 32 vs 47 | 1a | 6vs27 | 1a | 11vs22 | 1a | 3vs14 | | |
| 1b | 22vs43vs70 | | | 1b | 11vs22 | 1b | 14vs19 | | | | |
| 2a | 6vs59 | 2 | 15 vs 17 vs 34 | 2a | 3vs30 | 2a | 10vs23 | | | 1b | 6vs11 |
| 2b | 27vs38vs75 | | | | | | | | | | |
| 3a | 14vs51 | 3 | 7 vs 25 vs 42 | 3a | 7vs26 | 3a | 12vs21 | | | 2a | 2vs15 |
| 3b | 19vs46vs67 | | | | | | | | | | |
| 4a | 3vs62 | 4 | 10 vs 24 vs 39 | 4a | 2vs31 | 4a | 9vs24 | 2b | 7vs10 | | |
| 4b | 30vs35vs78 | | | | | | | | | | |
| 5a | 10vs55 | 5 | 3 vs 29 vs 46 | 5a | 5vs28 | 5a | 6vs- | 3a | 4vs13 | | |
| 5b | 23vs42vs71 | | | | | | | | | 5b | 12vs21 |
| 6a | 7vs58 | 6 | 14 vs 20 vs 35 | 6a | 4vs29 | 6a | 7vs- | | | 3b | 5vs12 |
| 6b | 26vs39vs74 | | | | | | | | | | |
| 7a | 15vs50 | 7 | 6 vs 28 vs 43 | 7a | 8vs25 | 7a | 5vs- | 4a | 1vs16 | | |
| 7b | 18vs47vs66 | | | | | | | | | 7b | 9vs24 |
| 8a | 2vs63 | 8 | 11 vs 21 vs 38 | 8a | 1vs32 | 8a | 8vs- | | | 4b | 8vs9 |
| 8b | 31vs34vs79 | | | | | | | | | | |
| 9a | 12vs53 | 9 | 1 vs 31 vs 48 | 9a | 1vs32 | 8a | 8vs- | 4b | 8vs9 | | |
| 9b | 21vs44vs69 | | | | | | | | | 9b | 12vs21 |
| 10a | 5vs60 | 10 | 16vs 18 vs 33 | 10a | 4vs29 | 10a | 7vs- | 4b | 8vs9 | | |
| 10b | 28vs37vs76 | | | | | | | | | 10b | 13vs20 |
| 11a | 13vs52 | 11 | 8 vs 26 vs 41 | 11a | 8vs25 | 11a | 5vs- | 4b | 8vs9 | | |
| 11b | 20vs45vs68 | | | | | | | | | 11b | 9vs24 |
| 12a | 4vs61 | 12 | 9 vs 23 vs 40 | 12a | 1vs32 | 12a | 8vs- | 4b | 8vs9 | | |
| 12b | 29vs36vs77 | | | | | | | | | 12b | 16vs17 |
| 13a | 9vs56 | 13 | 4 vs 30 vs 45 | 13a | 1vs32 | 13a | 8vs- | 4b | 8vs9 | | |
| 13b | 24vs41vs72 | | | | | | | | | 13b | 16vs17 |
| 14a | 8vs57 | 14 | 19 vs 19 vs 36 | 14a | 1vs32 | 14a | 8vs- | 4b | 8vs9 | | |
| 14b | 25vs40vs73 | | | | | | | | | 14b | 16vs17 |
| 15a | 16vs49 | 15 | 5 vs 27 vs 44 | 15a | 1vs32 | 15a | 8vs- | 4b | 8vs9 | | |
| 15b | 17vs48vs65 | | | | | | | | | 15b | 16vs17 |
| 16a | 1vs64 | 16 | 12 vs 22 vs 327 | 16a | 1vs32 | 16a | 8vs- | 4b | 8vs9 | | |
| 16b | 32vs33vs80 | | | | | | | | | 16b | 16vs17 |

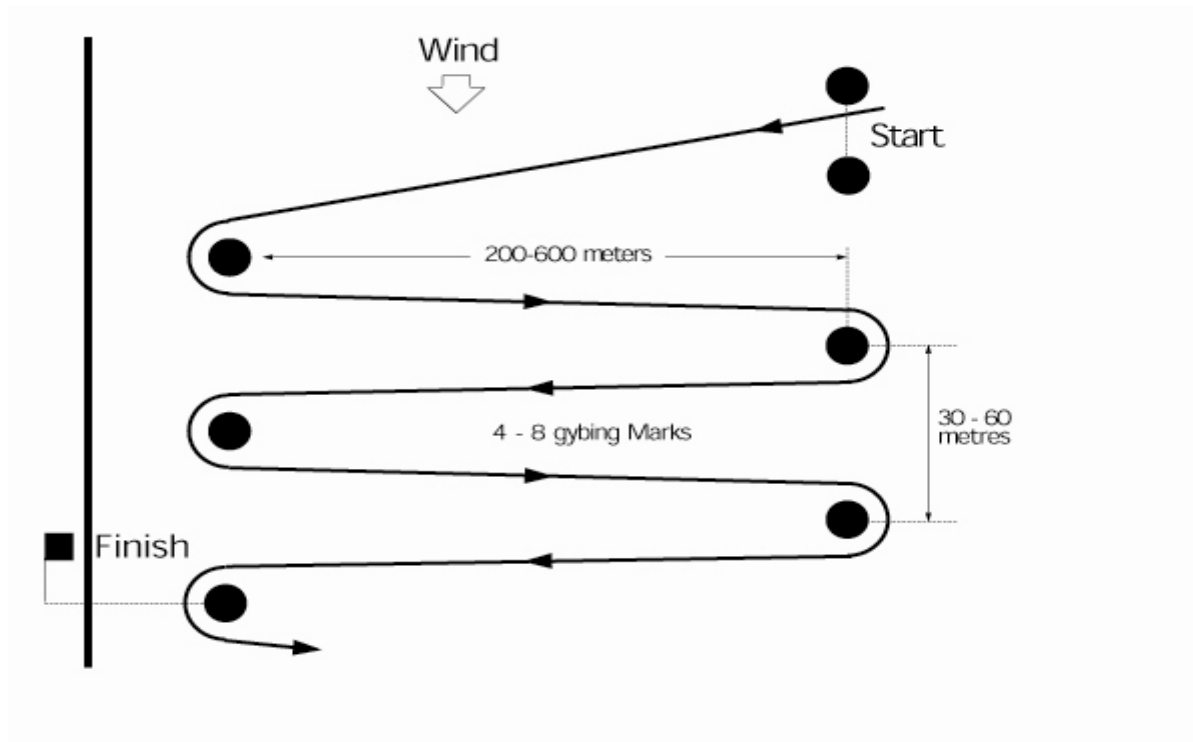
APPENDIX 3 COURSES

Figure of eight Slalom



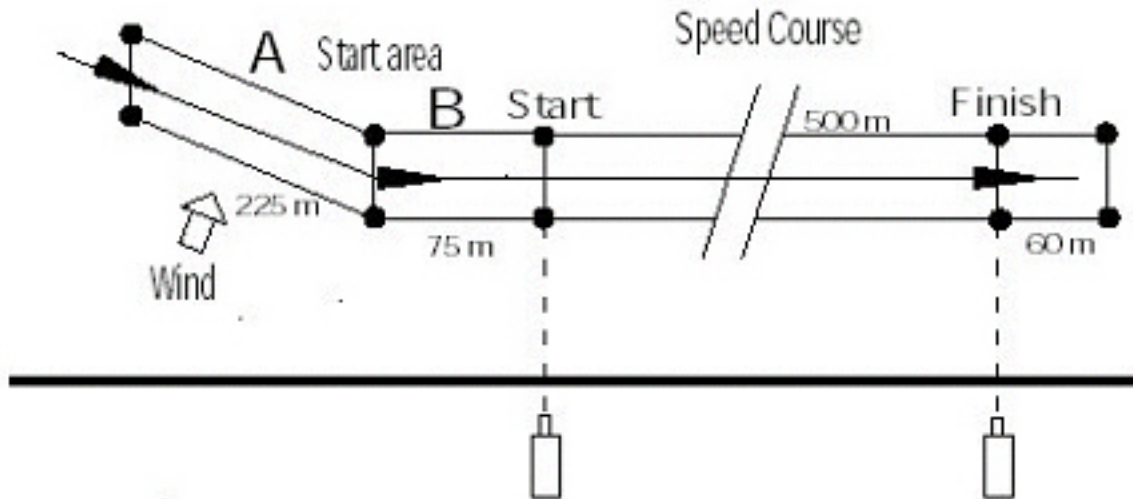
Note: The start can be from the beach or on the water near the marks A or B. If the wind is not cross shore starts should normally be on the water. The finish can be to windward or leeward of mark B, on the water or the beach.

Downwind Slalom



SPEED COURSE

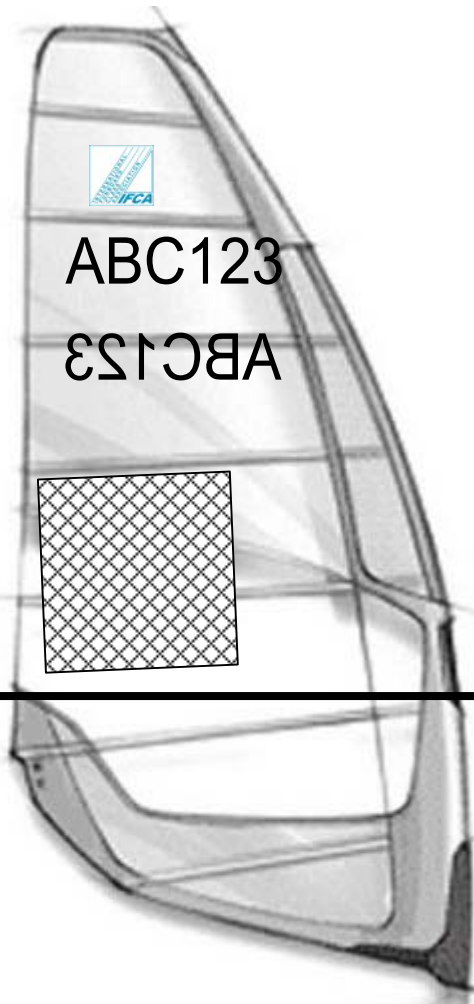
Standard off shore speed course



APPENDIX 4 SAIL AREAS

If you dissect the sail above the boom into three parts, from the luff:

In the top third you have space for the class insignia; Manufacturers names or logos may be placed in two places



The middle third is where you place your national letters and sail numbers

The lower third, and in the back half of that area, is the place reserved for event sponsors, maximum 1 square meter. (The maximum height and width of the event-advertising sticker is 1 meter)

One makers mark may be displayed each side on spars

The rest of the sail (below the boom and the front half of the lower third above the boom) can be used for personal sponsors.

APPENDIX 5 PRIZE MONEY SPLIT

A) Intro

If enough competitors enter a division to validate this division they will get minimal an equal % of the total amount of prize money of the event according to there representation in the total fleet of the event.

If less than the required number of competitors is entered they will maximum 50 % of the normal percentage.

B) Slalom: The Prize money fund will be divided as follows:

| | |
|-----------------------------|-----------------------------------|
| Case I (less than 5 woman) | no prize money for woman |
| Case II (5 to 9 woman) | 10 % of the prize money for woman |
| Case III (10 to 24 woman) | 20 % of the prize money for woman |
| Case IV (25 and more woman) | 30 % of the prize money for woman |

Men

| | | | | | | | | | | | | | | | |
|-----------------|-----------------|-----------------|-----|----|----|----|----|------|----|------|------|----|----|----|------|
| 1 st | 2 nd | 3 rd | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 20% | 16% | 12% | 10% | 8% | 6% | 5% | 4% | 3,5% | 3% | 2,5% | 2,5% | 2% | 2% | 2% | 1,5% |

Women

II) 5 - 9 entries

| | | |
|-----------------|-----------------|-----------------|
| 1 st | 2 nd | 3 rd |
| 50% | 30% | 20% |

III) 10 - 24 entries

| | | | |
|-----------------|-----------------|-----------------|-----------------|
| 1 st | 2 nd | 3 rd | 4 th |
| 46% | 29% | 15% | 10% |

IV) 25 or more competitors

| | | | | | | | | | |
|-----------------|-----------------|-----------------|-----|------|----|------|------|----|------|
| 1 st | 2 nd | 3 rd | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| 24% | 17% | 14% | 12% | 8,5% | 7% | 5,5% | 4,5% | 4% | 3,5% |

C) Freestyle:

Ladder Ranking

| | | | | | | | | | | | | | | | |
|-----------------|-----------------|-----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 st | 2 nd | 3 rd | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 12,8% | 11% | 9,1% | 8,1% | 6,7% | 6,7% | 5,6% | 5,6% | 4,7% | 4,7% | 4,7% | 4,7% | 3,9% | 3,9% | 3,9% | 3,9% |

Normal Ranking

| | | | | | | | | | | | | | | | |
|-----------------|-----------------|-----------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 1 st | 2 nd | 3 rd | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 12,8% | 11% | 9,2% | 8,1% | 7,1% | 6,7% | 6,3% | 5,9% | 5,5% | 5,1% | 4,7% | 4,3% | 3,9% | 3,5% | 3,1% | 2,8% |