



International Blokart®
Racing Association

IBRA Rule Book

Edition 6 - Published September 2017

blokart®



Edition 6 Preface

Edition 6 rules issued in September 2017 will be in effect from 1 January 2018 until approximately December 2019, after which a new edition of the rules may be published or this edition extended.

Definitions for key words are included in Appendix A. Where there is a definition of a term, the term is shown in *italics* within the rule.

The following are some of the changes included;

- Previous IBRA interpretations to Edition 5 are now integrated into the rules
- Some basic requirements have been set for helmets used in racing.
- The 1.5kg allowance added for shoes and other safety gear is removed to simplify the weigh in requirements.
- Sailing rules now clarify that the Port / Starboard rule has priority over an inside overlap when rounding marks or obstructions.
- The default starting procedure has been updated to reflect that electronic timing is used for most major events
- Disqualifications can again be dropped from a competitors' points score except for breaches of the principles of sportsmanship and fair play.
- Redress will now be considered for those disadvantaged by another competitor breaking the sailing rules. The previous requirement was that damage must be sustained.
- Protest and redress forms have been updated to include more information on the protest outcome for scorers.

Note: This is not an exhaustive list, it is the competitor's responsibility to ensure that they have read and understood the rules contained in this edition.

Index

Edition 6 Preface.....	2
Part A – Race Management.....	4
Part B – Blokart Equipment Rules	6
<i>B.1 Blokart equipment rule philosophy.....</i>	<i>6</i>
<i>B.2 General.....</i>	<i>6</i>
<i>B.3 Blokart chassis</i>	<i>7</i>
<i>B.4 Standing rigging</i>	<i>8</i>
<i>B.5 Sails</i>	<i>9</i>
<i>B.6 Wheels, axles, and bearings</i>	<i>10</i>
<i>B.7 Running rigging.....</i>	<i>11</i>
<i>B.8 Additional equipment.....</i>	<i>11</i>
<i>B.9 Disabled competitors.....</i>	<i>12</i>
Part C – Competitor Safety Equipment Rules.....	13
Part D – Scrutineering	14
Part E – Sailing Rules.....	15
<i>Section 1 Basic Right of Way Rules.....</i>	<i>15</i>
<i>Section 2 Limitations on Changing Direction</i>	<i>16</i>
<i>Section 3 At Marks and Obstructions.....</i>	<i>17</i>
<i>Section 4 Other Sailing Rules.....</i>	<i>18</i>
<i>Section 5 Race Procedures.....</i>	<i>19</i>
Part F – Penalties.....	20
Part G – Protests and Redress	22
Part H – Scoring.....	24
Appendix A – Definitions	26
Appendix B – Aid to Learning Rules (sail stickers).....	29
Appendix C – Scrutineers Check List.....	30
Appendix D1 – Protest Procedure Flow Chart.....	31
Appendix D2 – Request for Redress Flow Chart.....	32
Appendix E – Protest Form.....	33
Appendix F – Redress Form	37

Part A – Race Management

- A.1 This handbook is to provide blokart competitors with a common basis within affiliated clubs under which local, national and international events will be run.
- A.2 Additions to the rules can be made for venue specific situations in a *Notice of Race* or *Sailing Instructions*. The *Notice of Race* should be issued no less than 4 weeks prior to the event.
- A.3 The *International blokart Racing Association's (IBRA)* intention is to provide a close level playing field for its members by way of a "One Design" rule for blokart competitors under two *classes*, Production and Performance.
- A.4 Each *class* shall be split into *divisions*, divisions shall be determined by weight of the competitor as follows;
- Light weights, competitors less than 70kg
 - Middle weights, competitors 70kg and up to 82.5kg
 - Heavy weights, competitors 82.5kg and up to 95kg
 - Super weights, competitors 95kg and over

The *notice of race* may change the weights above, and/or the number of separate weight *divisions* offered.

Divisions may alternatively be split by age, ability, or another method for an event.

- A.5 Competitors may be weighed before each event. If required they shall present for weigh in wearing a minimum of a tee shirt and shorts, and a maximum of long pants and a long sleeve shirt. No *competitor* shall wear shoes, helmets, gloves, jackets or wet weather clothing. *Competitors* shall not carry additional weights in their clothing.
- A.6 A competitor shall compete in compliance with recognized principles of sportsmanship and fair play. A competitor may be penalized under this rule only if it is clearly established that these principles have been violated.
- A.7 By participating in a race conducted under the *IBRA rules*, each competitor agrees:
- to be governed by these *rules*;
 - to accept the penalties imposed and other action taken under the *rules*;
 - with respect to such determination, not to resort to any court or other tribunal not provided for in the *rules*;
- A.8 Each competitor is responsible for his/her own decision to participate or continue to participate in any race or event.

A.9 Accidents

1. In the event of an accident, the Race Committee may abandon the race. A competitor shall give all practicable help to any person in danger, even if the person in danger is not racing. A competitor that renders assistance may file a written request for redress.
2. A competitor in distress shall make every attempt to signal all passing blokarts and, if possible the race officers whether they are seriously injured or not. If they are not, they should get out and stand next to their blokart.

A.10 Cancelling, Postponing or Changing Course

1. The Race Committee may cancel, postpone, or change the course before the start provided that competitors are given an opportunity to be briefed.
2. The Race Committee may abandon a race after the start if a mark has shifted or the course for any reason becomes unsafe.
3. The Race committee may cancel or abandon a race after the start if wind is insufficient for fair racing, or for other criteria defined in the sailing instructions or briefing.
4. The course may not be altered after the start.
5. All competitors concerned shall be notified as to the date, time and place of the resail of a postponed or abandoned race.

A.11 Resailed Races

1. All competitors entered in the original race shall be eligible to sail the resailed race, other than those disqualified under the sportsmanship rules (DGM).
2. Subject to the entry requirements of the original race, and at the discretion of the Race Committee, new entries may be accepted.
3. Other than DGM, rule infringements in the original race shall be disregarded.
4. The Race Committee shall advise the competitors concerned of the date, time and place of the resailed race.

A.12 Award of Prizes

1. Before awarding the prizes, the Race Committee shall be satisfied that all prize-winners have complied with the *rules*.
2. If, within a 7 day period from the original date of award, the Judges shall find that a competitor was scored incorrectly, or did not comply with the *rules*, they may demand return of the award.

Part B – Blokart Equipment Rules

B.1 Blokart equipment rule philosophy

- B.1.1 Any item not specifically mentioned by these rules must be of “Standard” *blokart International Ltd (BIL)* supply, where the part is manufactured by *BIL* or its contractors specifically for a *blokart*. Where a part supplied by *BIL* is a generic part that can be sourced from a local supplier, a local supplier may be used, provided that;
- The function of the part is not altered;
 - The replacement part is of the same strength and size;
 - The replacement part is not of lesser quality.

Nothing in this rule allows additional custom or generic parts to be added unless specifically allowed under the Part B rules below.

- B.1.2 Only *BIL* accessories that have been sanctioned by *IBRA* may be used for racing in blokart events. A list of approved parts and the date from which they may be used is found on the *IBRA* page of www.blokartworlds.com
- B.1.3 Consistent with the “One Design” philosophy, if modifications or additions are not listed in part B rules below, they are not allowed. “Specific Exclusions” indicate modifications that are strictly banned on both Production and Performance classes.

B.2 General

Rule No.	Rule wording	Applicability	
		Prod.	Perf.
B.2.1	No part B rule shall preclude a <i>repair</i> to a <i>damaged</i> part, provided that in repairing the <i>damage</i> the function of the part repaired is unchanged from original. Where a part cannot be repaired without affecting the original function and performance it must be replaced with an official replacement of <i>BIL</i> supply or generic supply under rule B.1.	Yes	Yes
B.2.2	Any permitted <i>repairs</i> and modifications must be carried out such that the <i>repair</i> or modification does not pose a safety threat to <i>competitors</i> and/or others.	Yes	Yes
B.2.3	Adhesive tape of any type, rubber or plastic tubing, foam packing, or string may be used to: <ul style="list-style-type: none"> • enhance fit of parts; • hold any item in place; • prevent ingress of water, sand, dust or grit; Provided that its use is deemed safe by the scrutineers. Adhesive tape, rubber or plastic tubing, foam packing, or string need not be of <i>BIL</i> supply.	Yes	Yes

B.2.4	A BIL “Shadow”, “Deuce” or “Katalyst”, or parts design to be used with a “Shadow”, “Deuce” or “Katalyst” only, shall not be used unless specified in the <i>Notice of Race</i>	Yes	Yes
-------	--	-----	-----

B.3 Blokart chassis

Rule No.	Rule wording	Applicability	
		Prod.	Perf.
B.3.1	<p>Only <i>blokart chassis</i> of standard <i>BIL</i> supply are to be used. Side struts are to be left in the original position as follows;</p> <ul style="list-style-type: none"> at the back of the <i>blokart</i> they are to be set on the outside of the chassis bracket, with no packers. at the mast base, they are to be installed on the spigot with a single nylock nut each side, and secured with <i>BIL</i> tri-knobs. <p>Extended bolts and double nutting of <i>chassis</i> joints is permitted as a safety enhancement (using extended bolts).</p>	Yes	Yes
B.3.2	A <i>BIL</i> POD may be used.	No	Yes
B.3.3	<i>BIL</i> Foot bar extensions, or <i>BIL</i> footplates may be used	Yes	Yes
B.3.4	Standard foot bars may be lowered by cutting the uprights by a maximum of 35mm each side to give leg clearance when using a foot bar extension or POD.	Yes	Yes
B.3.5	<i>Blokart chassis</i> may be painted or powder coated, provided that the <i>blokarts</i> weight distribution remains unchanged.	Yes	Yes
B.3.6	Safety belts must be of standard <i>BIL</i> supply.	Yes	Yes
B.3.7	Cleats and pulleys may be attached by through bolting, riveting or clamping for which holes may be drilled. Cleats, pulleys, and clamps need not be of <i>BIL</i> supply.	No	Yes
B.3.8	Graphics of any sort, be they for advertising or general decorative display, may be placed on any area of the <i>blokart chassis</i> or POD. Graphics deemed offensive may be required to be removed by the race committee or scrutineering committee. Graphics need not be of <i>BIL</i> supply	Yes	Yes
B.3.9	Padding may be added to provide comfort or prevent injury provided it does not impact the performance or safe operation of the <i>blokart</i> . Padding need not be of <i>BIL</i> supply	Yes	Yes

B.3.10	<i>BIL</i> supplied leg straps may be removed when used in conjunction with a <i>BIL</i> POD	No	Yes
B.3.11	Specific Exclusion: Additional Bracing of the <i>chassis</i> is permitted. Any additional mountings fitted to the <i>blokart</i> frame, keel tube, mast base and Pod and its front frame for the purposes of attaching various equipment such as cameras, electronic equipment, blocks or jammers must be single point mountings and not add bracing to the <i>chassis</i> by being rigidly fixed across two pieces of the <i>chassis</i> .	No	No

B.4 Standing rigging

Rule No.	Rule wording	Applicability	
		Prod.	Perf.
B.4.1	All mast and boom sections must be fiberglass of <i>BIL</i> supply and must not be modified or painted.	Yes	Yes
B.4.2	In addition to B.4.1, <i>BIL</i> supplied Ultra & Carbon mast sections may be used and must not be modified or painted.	No	Yes
B.4.3	Adhesive tape of any type may be used to prevent mast sections from splitting provided it does not extend more than 100mm from the top of the section.	Yes	Yes
B.4.4	Masts must be assembled in the order as follows: <ul style="list-style-type: none"> • 5.5m sails: Base, 3rd, 3rd, 3rd, 2nd, Tip. • 4.0m sails: Base, 3rd, 3rd, 2nd, Tip. • 3.0m sails: Base, 3rd, 2nd, Tip. • 2.0m sails: Base, 2nd, Tip. 	Yes	Yes
B.4.5	A <i>BIL</i> supplied Mast Crane for the purpose of attaching sails may be used in accordance with the instructions provided with the Mast Crane. When a <i>BIL</i> Mast Crane is in use masts may finish with a “2nd” mast section at the top, by using the supplied adaptor and including an additional “3rd” section.	No	Yes
B.4.6	Pulley whips may be shortened to a minimum length of 350mm overall for the fiberglass tube. Pulley whips may not be painted or otherwise modified. Pulley whips may be retained by a loose string back to the chassis or POD	Yes	Yes
B.4.7	<i>BIL</i> supplied Mast Sleeve Protectors and Foiled MSP may be used.	Yes	Yes
B.4.8	Specific Exclusion: Additional mast or boom stiffening of	No	No

	any kind may be used. Building-up of mast section spigots using tape, fiberglass or epoxy to improve mast fit is permitted as a repair under B.2.1		
B.4.9	Specific Exclusion: Mast and boom sections may be glued or bolted together.	No	No

B.5 Sails

Rule No.	Rule wording	Applicability	
		Prod.	Perf.
B.5.1	Sails must be of standard <i>B/L</i> supply and must not be modified, except that plastic inserts may be used to alleviate wear on the webbing main sheet guides along the foot of the sail.	Yes	Yes
B.5.2	Specific Exclusion: Sails may be re-cut, re-sewn or modified in any way, except to effect a repair as allowed by B.2.1	No	No
B.5.3	Sail battens must be standard <i>B/L</i> supply battens, but may be altered to reduce thickness or length. Sail battens cannot be modified to increase their stiffness.	Yes	Yes
B.5.4	Sail batten tensioning bungies may be extended or shortened to achieve the correct batten tension required.	Yes	Yes
B.5.5	<i>B/L</i> batten tensioners may be used in accordance with the installation instructions, and the batten shortened.	Yes	Yes
B.5.6	Specific Exclusion: Webbing batten tensioning straps may be modified.	No	No
B.5.7	Sail Numbers, when required by the <i>sailing instructions</i> or <i>notice of race</i> , must be clearly displayed on the same side of the sail as the blokart logo, in a contrasting colour to the sail cloth, and a minimum of 150mm high. Sail numbers need not be <i>B/L</i> supply. An alternative numbering method may be used by an event organizer.	Yes	Yes
B.5.8	Tell tails may be installed onto the sail in any position, however they must not be cut into the sail or affect the structural integrity of the sail in any way. Tell tails need not be <i>B/L</i> supply.	Yes	Yes
B.5.9	Finger battens may be installed between each standard full-length batten. A maximum of two (2) finger battens, including <i>B/L</i> standard finger battens are permitted. Finger battens must not extend more than 400mm from the leach of the sail, and must be attached to the sail via	Yes	Yes

	sticky back sailcloth. Finger battens need not be <i>BIL</i> supply.		
B.5.10	Graphics of any sort, be they for advertising or general decorative display, may be placed on any area of the sail, provided that sail numbers, blokart & B icon remain uncovered. Graphics deemed offensive may be required to be removed by the <i>race committee</i> or <i>scrutineering committee</i> . The area below the boom shall be reserved for event branding and advertising. Graphics need not be of <i>BIL</i> supply.	Yes	Yes

B.6 Wheels, axles, and bearings

Rule No.	Rule wording	Applicability	
		Prod.	Perf.
B.6.1	Wheel rims must be of standard <i>BIL</i> supply and must not be modified. Wheel rims may be painted, provided the structural integrity of the rim is not weakened.	Yes	Yes
B.6.2	Tyres may be of any manufacture provided that the overall diameter of the inflated tyre (at 30psi) is less than 415mm. There is no minimum diameter.	Yes	Yes
B.6.3	Specific Exclusion: Tyres may be modified (trimmed)	No	No
B.6.4	Wheels may be balanced; balancing weights must be secured in place, but need not be of <i>BIL</i> supply.	Yes	Yes
B.6.5	Wheel stubs must be of standard <i>BIL</i> supply and must not be modified other than to straighten.	Yes	Yes
B.6.6	A <i>BIL</i> supplied Big Fork may be used to allow the fitting of a rear wheel in place of the front wheel.	No	Yes
B.6.7	Fibreglass axles must be of standard <i>BIL</i> supply and must not be modified other than to effect a repair under B.2.1. Fibreglass axles are not to be painted.	Yes	Yes
B.6.8	Bearings must be of an equivalent to the <i>BIL</i> supplied bearings and must not be modified. <i>BIL</i> supplied bearings are size 6201, 6202 & 6003. Bearings must be of Steel or Stainless Steel only. Bearing Seals must be either Rubber Seal (RS) or Shielded Bearing (Z) type	Yes	Yes
B.6.9	Wheel Bearings may be cleaned provided that the correct seals for the bearing used are in place & unmodified on the outer side of the bearing relative to the wheel rims.	Yes	Yes
B.6.10	<i>BIL</i> supplied Bearing Shields (Hub caps) may be used, when in use bearing seals need not be installed.	No	Yes

--	--	--	--

B.7 Running rigging

Rule No.	Rule wording	Applicability	
		Prod.	Perf.
B.7.1	Downhaul and main sheet systems of standard <i>BIL</i> supply must be used, however a double pulley may be inserted into to the downhaul system at the lower attachment point and attached with a single shackle only. The double pulley need not be of <i>BIL</i> supply. Downhauls may only be attached to the tack ring of the sail. <i>BIL</i> Ultra downhaul systems may not be used.	Yes	No
B.7.2	Downhaul systems may be modified provided they do not exceed 6:1 purchase. Downhauls may only be attached to the tack ring of the sail. Downhauls need not be of <i>BIL</i> supply.	No	Yes
B.7.3	Main Sheet systems (not rope) may be modified but the main sheet may not be physically connected to the downhaul.	No	Yes
B.7.4	Main sheet ropes may be of any type but the minimum sheet diameter shall be 6mm and the sheet may not be tapered.	Yes	Yes
B.7.5	A cleat may be used for the main sheet and/or downhaul. Cleats need not be of <i>BIL</i> supply	No	Yes
B.7.6	A ratchet style block for the main sheet may be used. Ratchet blocks need not be of <i>BIL</i> supply	Yes	Yes
B.7.7	Specific Exclusion: Additional <i>running rigging</i> may be added.	No	No

B.8 Additional equipment

Rule No.	Rule wording	Applicability	
		Prod.	Perf.
B.8.1	Any instrumentation, indicators or cameras may be used. Instrumentation, indicators, and cameras need not be of <i>BIL</i> supply.	Yes	Yes
B.8.2	A rear view mirror made of an unbreakable material may be used.	Yes	Yes
B.8.3	A transponder or similar race management device may be added as directed by the <i>race committee</i> .	Yes	Yes
B.8.4	<i>BIL</i> supplied ice blades may be used, for Ice events	Yes	Yes

B.8.5	Specific Exclusion: Toe-in adjustors may be used in conjunction with wheels.	No	No
B.8.6	Specific Exclusion: Items which increase a <i>blokarts</i> weight can be added.	No	No
B.8.7	Specific Exclusion: Other additional equipment, not mentioned above, may be added to a <i>blokart</i> .	No	No

B.9 Disabled competitors

Rule No.	Rule wording	Applicability	
		Prod.	Perf.
B.9.1	Any modification consistent with the above rules relevant to the class may be made in order to address a <i>competitor's</i> disability. No approvals are required for these modifications.	Yes	Yes
B.9.2	Exemptions to the above rules may be allowed for <i>disabled competitors</i> , but must be approved by the <i>race committee</i> or <i>scrutineering committee</i> of the day prior to racing.	Yes	Yes
B.9.3	Exemptions will not be granted where the modification unnecessarily provides the <i>disabled competitor</i> an unfair performance advantage over other <i>competitors</i> .	Yes	Yes
B.9.4	<p>A <i>disabled competitor</i> may seek a certificate from the <i>IBRA</i> formally approving a specific modification. This certificate will be accepted by the <i>race committee</i> of the day, providing the <i>competitor</i> with certainty of the acceptability of the modification.</p> <p>The procedure for gaining the certificate can be found on the official <i>IBRA</i> noticeboard at www.blokartworlds.com</p>	Yes	Yes

Part C – Competitor Safety Equipment Rules

- C.1 While racing, each *competitor* must wear a helmet that they determine adequately protects them from the hazards of the sport. As a minimum, the helmet will be hard-surfaced, energy-absorbing crushable foam-lined, and cover the sides and back regions of the head. Local interpretations of this rule may be made by the governing Committee.
- C.2 All *competitors* must use safety belts at all times while in motion, except in ice based events.
- C.3 All *competitors* must wear appropriate safety equipment or safety equipment as specified by the *Notice of Race* or *Sailing Instructions*.
- C.4 No loose items shall be allowed in any *blokart* during racing.
- C.5 A *competitor* shall give all practicable help to any person in danger.
- C.6 When required by the *Notice of Race* or *Sailing Instructions*, all *competitors* must attend the *briefing*.
- C.7 All *blokarts* shall be immobilized when unattended. For example, turned over on their side.

Part D – Scrutineering

- D.1 All *blokarts* may be inspected for compliance with part B and C of these rules prior to racing by the *race committee* or *scrutineering committee*. *Blokarts* must be presented at the scrutineering area as instructed and *competitors* must remain with their *blokart* until the inspection has been conducted.
- D.2 Any *blokart* may be inspected at any time during an event by the *race committee* or *scrutineering committee*.
- D.3 A *competitor* whose *blokart* does not comply with part B or C of these rules during any pre-race inspection shall not start a race until they rectify any non-compliance or lodge a protest against the race committee or scrutineering committee. Where practicable this will be heard by the *protest committee* prior to racing.
- D.4 A *competitor* whose *blokart* does not comply with part B or C of these rules during any other inspection shall be scored a disqualification (DSQ) for the last race that they competed in, and may not start another race until they rectify any non-compliance or lodge a protest against the race committee or scrutineering committee. Where practicable this will be heard by the *protest committee* prior to racing.

Part E – Sailing Rules

Note: The rule wording takes precedent over the pictorials in the event of any conflict

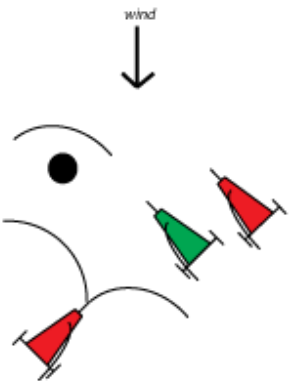
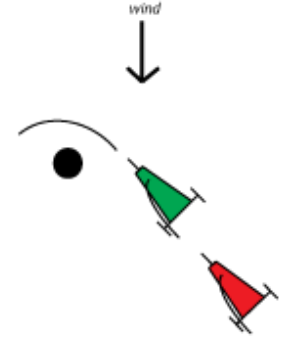
Section 1 Basic Right of Way Rules

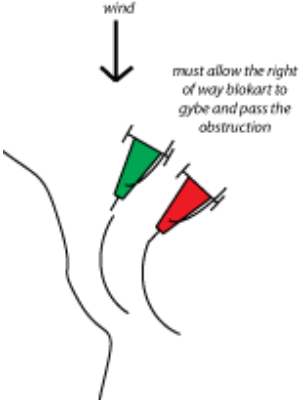
Rule No.	Rule Wording	Pictorial
E.1	<p>Fundamental give way rule 1 Wind on opposite sides <i>Blokarts with the wind on their left shall keep clear of a blokart with the wind on its right.</i></p>	
E.2	<p>Fundamental give way rule 2 Wind on same side - overlapped <i>When blokarts have the wind on the same side and are overlapped, the one to windward shall keep clear;</i></p> <ul style="list-style-type: none"> • Except a blokart that establishes an overlap from clear behind and to leeward may not sail above their proper course. 	
E.3	<p>Fundamental give way rule 3 Wind on same side – not overlapped <i>A blokart that is clear behind shall keep clear of a blokart that is clear ahead.</i></p>	
E.4	<p>Fundamental give way rule 4 Avoid collisions <i>A blokart shall avoid contact with another blokart if reasonably possible. However ;</i></p> <ul style="list-style-type: none"> • a right of way blokart need not act to avoid contact until it is clear that the other blokart is not keeping clear; • a right of way blokart shall not be penalized under this rule unless there is contact that causes damage or injury; 	<p>No pictorial</p>

Section 2 Limitations on Changing Direction

Rule No.	Rule Wording	Pictorial
E.5	<p>Changing course When a right of way <i>blokart</i> changes course, it shall give the other room to <i>keep clear</i>.</p>	No pictorial
E.6	<p>Acquiring right of way When a <i>blokart</i> acquires right of way, it shall initially give the other <i>blokart</i> room to <i>keep clear</i>, unless it acquires right of way because of the other's actions</p>	No pictorial
E.7	<p>Tacking or Gybing A <i>blokart</i> that is <i>tacking</i> or <i>gybing</i> shall <i>keep clear</i> of other <i>blokarts</i> until it is on its new <i>proper course</i>.</p> <p>If two <i>blokarts</i> are <i>tacking</i> or <i>gybing</i> at the same time, a <i>blokart</i> shall <i>keep clear</i> of a <i>blokart</i> on its right.</p>	
E.8	<p>Upwind / Downwind A <i>blokart</i> on the nominated <i>downwind</i> leg of the course shall <i>keep clear</i> of a <i>blokart</i> on the nominated <i>upwind</i> leg of the course, and rules E.1, E.2 and E.3 cease to apply.</p> <p>The downwind and upwind legs shall be nominated by the organizers before racing either at a <i>briefing</i> or by a course map, or similar</p>	

Section 3 At Marks and Obstructions

Rule No.	Rule Wording	Pictorial
E.9	<p>Marks and obstructions overlapped When <i>blokarts</i> with the wind coming from the same side and <i>overlapped enter the zone</i>,</p> <ul style="list-style-type: none"> • An outside <i>blokart</i> shall <i>keep clear</i> of an inside <i>blokart</i> • An inside <i>blokart</i> shall sail their <i>proper course</i> around the <i>mark</i> or <i>obstruction</i>. • If the <i>overlap</i> is broken the <i>blokart</i> that was on the outside shall continue to <i>keep clear</i> of the <i>blokart</i> that was on the inside. • After passing the <i>mark</i> or <i>obstruction</i> this rule ceases to apply, however, the <i>blokart</i> that becomes the right of way <i>blokart</i> must give the other room to <i>keep clear under rule E.6</i>. • At all times when <i>blokarts</i> have the wind coming from the opposite sides, rule E.1 applies, even if the <i>blokart</i> required to keep clear must miss the mark to do so. 	
E.10	<p>Marks and obstructions - not overlapped When <i>blokarts</i> are not <i>overlapped</i> when the <i>blokart clear ahead</i> enters the zone;</p> <ul style="list-style-type: none"> • A <i>blokart clear astern</i> shall keep clear as per rule E.3 • If the <i>blokarts</i> become overlapped or are required to <i>tack</i> or <i>gybe</i> inside the zone, a <i>blokart</i> that was <i>clear astern</i> shall continue to <i>keep clear</i> of the <i>blokart</i> that was <i>clear ahead</i>, even if the <i>blokart</i> that was <i>clear astern</i> must miss the mark to do so. • A <i>blokart</i> that is <i>clear ahead</i> shall sail their <i>proper course</i> around the <i>mark</i> or <i>obstruction</i>. • At all times when <i>blokarts</i> have the wind coming from the opposite sides, rule E.1 applies, even if the <i>blokart</i> required to keep clear must miss the mark to do so. 	

E.11	<p>Continuing obstruction When <i>blokarts</i> approach a <i>continuing obstruction</i>, rules E.9 and E.10 apply, and if a <i>blokart</i> that must tack to keep clear of the <i>obstruction</i> it shall be entitled to do so. A <i>blokart</i> who must tack or gybe to keep clear of the <i>obstruction</i> shall remain the right of way <i>blokart</i> until such time as they have exited the <i>zone</i> and rule E.6 shall not apply.</p> <p>Competitors must hail “obstruction” or “room” or similar, at which time the other competitor must give that competitor room immediately</p>	
E.12	<p>Contact with a mark A <i>blokart</i> shall not make contact with a <i>mark</i>, however a <i>blokart</i> that is unable to avoid contact with a <i>mark</i> due to <i>keeping clear</i> of a non-right-of-way <i>blokart</i> shall not be penalised. If a <i>blokart</i> makes contact with a finishing mark after the end of the race has been signalled it shall return, exonerate any penalties required by Part F, and re-finish.</p>	<p>No pictorial</p>

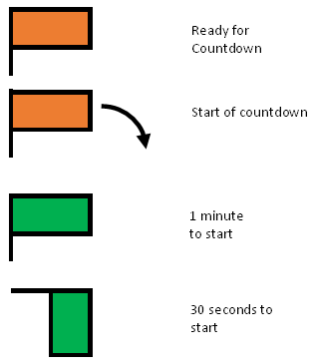

Section 4 Other Sailing Rules

Rule No.	Rule Wording
E.13	<p>Leaving or exiting a blokart No <i>competitor</i> shall exit their <i>blokart</i> on the track during a race unless it is to right their own <i>blokart</i>, clear themselves from an <i>obstruction</i>, remove their own immobilised <i>blokart</i> from the course safely, render assistance to a <i>competitor</i> due to safety or they are directed to do so by the Race Officer/s</p> <p>A <i>competitor</i> may sail, wheel, or exit their <i>blokart</i> to remove it from the course in order to effect repairs. The <i>competitor</i> may not receive assistance to exit the course or effect repairs. In re-joining the race, a <i>competitor</i> must enter the course no closer than reasonably practicable to the point at which they exited their <i>blokart</i> to carry out repairs. The <i>competitor</i> must be seated in the <i>blokart</i> with their seatbelt fastened prior to setting off in motion. A <i>competitor</i> may not re-join the race after the end of the race has been signalled. If a <i>competitor</i> tips over after the race time is complete they may right their <i>blokart</i> and continue racing.</p>
E.14	<p>Propelling a blokart <i>Blokarts</i> must be propelled only by the setting and trimming of its sail or by the <i>competitor</i> using their hands against the rear tyres. <i>Competitors</i> must not touch the ground with any part of their body in order to propel their <i>blokart</i></p>

E.15	<p>Outside assistance A <i>competitor</i> may not accept assistance from a 3rd party while racing. Nor shall a <i>competitor</i> while not racing, provide assistance to <i>competitor</i> who is racing, even if that is in the form of advice that is hailed and thus heard by all other competitors.</p> <p><i>Competitors</i> that are racing and request assistance from a 3rd party may be disqualified (DSQ) from the race in which the incident took place.</p> <p><i>Competitors</i> that are not racing and provide assistance to a <i>competitor</i> who is racing shall be disqualified (DSQ) from their previous or next race.</p> <p><i>Competitors</i> accepting assistance under Rule C5 from another competitor, marshal or race official, shall not be penalized under this rule.</p> <p><i>Competitors</i> may provide assistance to <i>disabled competitors</i>, or to right a capsized blokart, provided it is safe to do so, and the <i>competitor</i> is not advantaged. <i>For example; a competitors may not be given a push start.</i></p>
E.16	<p>Completing the course A <i>competitor</i> will not be considered to have progressed in the race until the marks are rounded in the correct order in accordance with the racecourse.</p>

Section 5 Race Procedures

Rule No.	Rule Wording	Pictorial
E.17	<p>Starting procedure The rules for starting a race will be as follows (may be modified by the notice of race, sailing instructions or <i>briefing</i>);</p>	No pictorial
a)	<p>Start cones have no <i>overlap zone</i> and rule E.9 & E.10 do not apply, for the start sequence, but do if the start line is used as a timing gate each lap, and at the finish. However any timing system installation may be considered an <i>obstruction</i> and E.9, E.10 and E.11 do apply.</p>	No pictorial
b)	<p>All <i>competitors</i> must be stationary in the nominated start area or grid prior to the preparatory signal.</p>	No pictorial
c)	<p><i>Competitors</i> can only sail through the start line in the normal race direction (towards the first mark).</p>	No pictorial
d)	<p>If a <i>competitor</i> is over the start line when the start is signalled they must return to the dial-up side of the line by sailing around the end of the start line. In doing so they must not interfere with any other <i>competitor</i> and will not be deemed to have started until they cross the start line in the direction of the first mark after</p>	No pictorial

	the start signal. If the start line forms part of the course on subsequent laps, the <i>competitor</i> will be deemed to have started on their first lap started after the start signal.	
e)	<p>The start sequence shall be as follows</p> <ul style="list-style-type: none"> • Warning signal for commencement of race countdown, orange flag raised • Audible signal for start of Three (3) or Two (2) minute countdown, orange flag lowered • One (1) minute to start – green flag raised vertically • Thirty (30) seconds to start – Green flag held horizontally • Zero (0) to start – race start, green flag dropped <p>Sound signals take precedence over flag signals and / or verbal countdowns and/or any other visual signals, which are for assistance only and the failure of such systems will not be cause for redress.</p>	 <p>Ready for Countdown</p> <p>Start of countdown</p> <p>1 minute to start</p> <p>30 seconds to start</p>
f)	<p>Other Race signals</p> <ul style="list-style-type: none"> • Black flag – race abandoned or general recall • Red flag – Individual recall (optional) • Orange flag – race shortened and warning for start of countdown • Chequered flag – race finish 	 <p>race abandoned or general recall</p> <p>individual recall (optional)</p> <p>race shortened</p> <p>race finish</p>

Part F – Penalties

F.1 The penalty for a *competitor* who does not follow the sportsmanship rules (A.6 and A.7) shall be disqualification for gross misconduct (DGM) by the protest committee following a protest by another competitor or the race officer/s.

Details of such penalties given shall be supplied to the IBRA committee, who may if required, impose additional penalties on the *competitors* such as a temporary ban or permanent ban from the class.

F.2 The penalty for a competitor who does not follow Part B, C or E of these rules (excluding E.16 and E.17d) shall be disqualification (DSQ) by the protest committee following a protest by another competitor.

Race officers may disqualify a *competitor* for breaches of Part C and Rules E.14, E.15, E.17b, & E.17 c, without hearing. *Competitors* who believe the *race officers* have made an error in their action may request redress. Scrutineers can disqualify competitors for a breach of Part B.

- F.3 A *competitor* may exonerate a breach of the sailing rules (Part E) by executing a 360° turn as soon as practical after the incident, but after starting and before finishing, except for rules, E13, E14 E.15, E.16 E.17b, E.17c and E.17d (which cannot be exonerated)
- F.4 A *competitor* who fails to return to the pre-start side of the starting line as per E.17d will be scored "On Course Side" (OCS) by the *race committee*.
- F.5 A *competitor* who does not complete the course as per E.16 will be scored "Did not finish" (DNF) by the *race committee* or by the *protest committee* if protested by another *competitor*.

Part G – Protests and Redress

- G.1 A *competitor* wishing to protest another *competitor* shall indicate the protest at the time of the incident by hailing “protest”, if possible, to give the other *competitor* an opportunity to exonerate a potential penalty as allowed by rule F.3
- G.2 A protesting *competitor* wishing to pursue the protest shall complete and lodge a protest form within 1 hour after the finish of the race in which the incident occurred. The form must indicate the rule or *sailing instruction* alleged to be infringed.
- See appendix E for the form. Forms are to be lodged with the *race officer* or other person nominated in the *sailing instructions* or at a *briefing*.
- G.3 The protesting *competitor* must pay any fee defined in the sailing instructions when submitting the protest form. Any fee payable shall be refunded should the protested *competitor* accept fault and retire from the race during mediation, or the protest is upheld by the *protest committee* at a full hearing.
- G.4 A *protest committee* representative or *race officer* will notify the protested competitor of the protest, at which time the protested *competitor* may elect to retire from the race (RAF).
- G.5 Prior to a full protest hearing, a mediation meeting between all the parties to the protest and a *protest committee* representative will occur.

The *protest committee* representative will;

1. Hear the protesting *competitors* description of the incident
2. Hear the protested *competitors* description of the incident
3. Outline the rules that apply, and what they believe the possible outcomes that may occur at a full hearing are.

At this time the protesting *competitor* may drop the protest, or the protested competitor may choose to retire from the race (RAF).

If neither option is taken, the protested *competitor* shall be given 20 minutes to complete the protest form and return it to the *protest committee* or *race officer*.

- G.6 Upon return of the protest form after the protested *competitor* has completed their part, the form shall be given to the protesting *competitor* to read, and at least 10 minutes later a protest hearing with *protest committee* shall be called.
- G.7 The *protest committee* shall;
1. First hear the protesting *competitor* who has the opportunity to call one witness.
 2. The protested *competitor* shall then be given the same opportunity.
 3. The *protest committee* shall discuss, make a decision, and inform both parties of their decision, which is final.

- G.8 A request for redress shall be made on the redress request form and must be lodged within 1 hour of the race for which redress is requested, or 30 minutes after the posting of that race's results, whichever is later. A request for redress may be because a *competitors* finishing place in a race has through no fault of their own been made significantly worse by
- An improper action or omission of the *race officers*
 - Being significantly disadvantaged by the action of a *competitor* that was breaking a rule of part E
 - Giving help to another *competitor*

A *competitor* seeking redress must pay the protest fee defined in the *sailing instructions* when submitting the redress form. Any fee payable shall be refunded should the redress be upheld by the *protest committee*.

See appendix F for the form. Forms are to be lodged with the *race officers* or other nominated person in the *sailing instructions* or at a *briefing*.

- G.9 The *protest committee* shall hear the request for redress as soon as practicable and redress where granted shall be, but not limited to either;
- Average points for that race, being the average at the end of the series of all races including those dropped.
 - A time award, or
 - Actual place that the *competitor* would have achieved had the incident not have occurred.

Part H – Scoring

- H.1 The following scoring abbreviations shall be used for recording the circumstances described:
- DNS Did not start; did not come to the starting area
 - OCS On the course side of the starting line at the starting signal, broke rule E.17d
 - DNF Came to the starting area but did not finish
 - RAF Retired After Finishing
 - DSQ Disqualification (other than DGM)
 - DGM Disqualification for gross misconduct not excludable under rule F.1
 - RDG Redress given

H2. Low Point System

Finishing Place	Points
First	1
Second	2
Third	3
Fourth	4
Fifth	5
Each Place thereafter	Add 1 point

- H.3 A *competitor* that did not start, did not finish, retired or was disqualified shall be scored points for the finishing place one more than the number of *competitors* entered in the series in their division or heat (whichever is less)

ie: DNS, OCS, DNF, RAF, DSQ, DGM all score number of entries + 1

- H.4 For a series that is held over a period of time longer than a regatta, a *competitor* that came to the starting area but, did not finish, was on course side, or retired shall be scored points for the finishing place one more than the number of *competitors* that came to the starting area. A *competitor* that did not come to the starting area or was disqualified shall be scored points for the finishing place one more than the number of *competitors* entered in the series.

ie: DNF, OCS, RAF score number of karts that turned up on the day + 1
DNS, DSQ, DGM score number of series entries + 1

- H.5 If a *competitor* is disqualified from a race or retires after finishing, each *competitor* with a worse finishing place shall be moved up one place.
- H.6 If the *protest committee* decides to give redress by adjusting a *competitors'* score, the scores of other *competitors* shall not be changed unless the *protest committee* decides otherwise.
- H.7 If there is a series-score tie between two or more *competitors*, each *competitors'* race scores shall be listed in order of best to worst, and at the

first point where there is a difference the tie shall be broken in favour of the *competitor* with the best score. No excluded scores shall be used.

If a tie remains between two or more *competitors* they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied *competitor's* scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores.

Examples for rule H.3 or H.4 scoring

The world champs is a continuous regatta, therefore it is scored under H.3

A club summer point score held over multiple weeks, is a series held over a period of time that is longer than a regatta and therefore it is scored under H.4

Appendix A – Definitions

Assistance

Any action (physical or verbal) by another party intended to aid a competitor.

Blokart

The complete assembled blokart including the chassis, wheels, mast, sail, pulley whip.

Blokart Chassis

The blokart assembled with wheels, axles, and steering bar, But excluding the mast, sail, Pod (if fitted) and pulley whip.

Blokart International Ltd (BIL)

The manufacturer of the blokart and its accessories, BIL also hold the patent and trademark on the blokart.

Briefing

Verbal update and clarification of rules, and definition of courses made to *competitors* during an event.

Class

For the purpose of this rule class means, production or performance as defined by Part B of the rules

Competitor

An individual registered for racing and in control of the blokart

Disabled Competitor

A competitor with a recognised disability, and also competitors with medical condition accompanied with a medical certificate.

Damage

An alteration to a part caused by impact or deterioration

Division

For the purpose of this rule division means any split in a class for race management, this could be by weight, ability, age or random.

International blokart Racing Association (IBRA)

The governing body of blokart racing, the IBRA operates under the 2014 IBRA Agreement to which the four founding associations signed.

Modification

An alteration to a part that is not a repair due to impact or deterioration.

Notice of Race

A document issued by the race or event organisers outlining the dates, venue, entry fees, entry criteria, classes and divisions of a regatta or event.

Principal Race Officer (PRO)

The race officer in charge of ensuring races are run in accordance with these rules, the notice of race, the sailing instructions and the instructions given by the race committee. Different classes or divisions may have different PRO's

Protest Committee

A committee made up of experienced competitors to deal with protest and redress situations. Generally the committee shall be made up of 3 members, with no interest in the outcome of the protest, and no strong affiliation with the competitors involved.

Race officers

Race officers other than the PRO that help to run races under the direction of the PRO.

Race Committee

The committee responsible for issuing the set of instructions and requirements to the *principle race officer*

Repair

A restoration of a part damaged, due to impact or deterioration, back to its original function.

Rules

The current edition of the *IBRA* Rule Book including any specific amendments made in the *Sailing Instructions, Notice of Race* or *briefing*.

Running Rigging

A control system that is adjustable while in motion, and designed to control the sail or mast. For the purpose of clarity the only allowable running rigging systems are the main sheet and the downhaul.

Sailing Instructions

A document issued by the race or event organisers outlining the event schedule, briefing and racing locations, venue specific rules, and any other information that *competitors* require to compete at an event.

Scrutineering Committee

The committee responsible for ensuring all blokarts are compliant with Part B & C of these rules. The committee should be made up of experienced competitors with a good understanding of these rules and large enough to allow *competitors blokarts* to be scrutinised quickly, and free of any conflict of interest.

Standing Rigging

Rigging that is non-adjustable whilst in motion, such as a mast or pulley whip.

Tack

A tack is when a blokart changes tack by turning through head to wind. A blokart is tacking from when it passes head to wind until such time as it is on its new proper course.

Gybe (or jibe)

A gybe is when a blokart changes tack by turning down wind. A blokart is gybing from when it passes directly downwind until such time as it is on its new proper course.

Overlapped

Blokarts are overlapped when blokarts have the wind coming from the same side, and the front wheel of the blokart behind is forward of a line through the rear most point blokart ahead's rear wheels

Clear behind / ahead

A *blokart* is *clear behind* when its front wheel is behind a line through the rear most point *blokart* ahead's rear wheels. The other *blokart* is *clear ahead*

Windward

A *blokart* is to *windward* when upwind of another *blokart* and on the same tack.

Leeward

A *blokart* is to *leeward* when downwind of another *blokart* and on the same tack.

Keep Clear

A *blokart* is *keeping clear* when it is not making contact with another *blokart*, and a right of way *blokart* is not required to alter its course to avoid contact.

Proper Course

A *proper course* is the course a *blokart* would sail around the course in the absence of any other *blokarts*.

Mark

A *mark* is an item that is required by the course to be rounded in order to progress in the race. A *mark* may be an *obstruction* or a *continuing obstruction*. A *mark* does not include flags being flown from the mark.

Obstruction

An obstruction is any item that;

- Cannot be sailed over by a *blokart* without risk of damage
- That would bring a *blokart* to a stop in normal sailing conditions e.g. soft sand.
- Or any other area defined by the *notice of race*, *sailing instructions* or at a *briefing*.

Continuing obstruction

Continuing obstructions are an *obstruction* that cannot be rounded or passed with a minor change in course or takes a considerable amount of time to pass.

Upwind

Upwind is against the direction of the wind. An *upwind* leg of a course is one where a *blokart* is required to sail a heading that is against the direction of the wind.

Downwind

Downwind is with the direction of the wind. A *downwind* leg of the course is one where a *blokart* is required to sail a heading that is with the direction of the wind.

Zone

The area within 20 metres surrounding a mark or obstruction (or other distance as specified by the *notice of race* or *sailing instructions*)

Appendix B – Aid to Learning Rules (sail stickers)

Stickers placed on the sail in an easy to see place.

- “Keep Clear” sticker goes on the left hand side of the sail (same side as the blokart logo’s)
- “Right of Way” sticker goes on the right hand side of the sail

How to use;

1. Look at the sticker that is on the side the wind is blowing on to.
2. If the sticker says, “Keep Clear” then you must keep clear.
3. If the sticker says, “Right of Way” then you have right of way.

Q / How do I tell which side of the sail the wind is blowing on to?

A / Normally this is the concave side of the sail, or the side with the battens curving away from you.

These stickers are a guide only and apply only to rule E.1

KEEP CLEAR

If the wind is blowing on this side of the sail, you must keep clear.

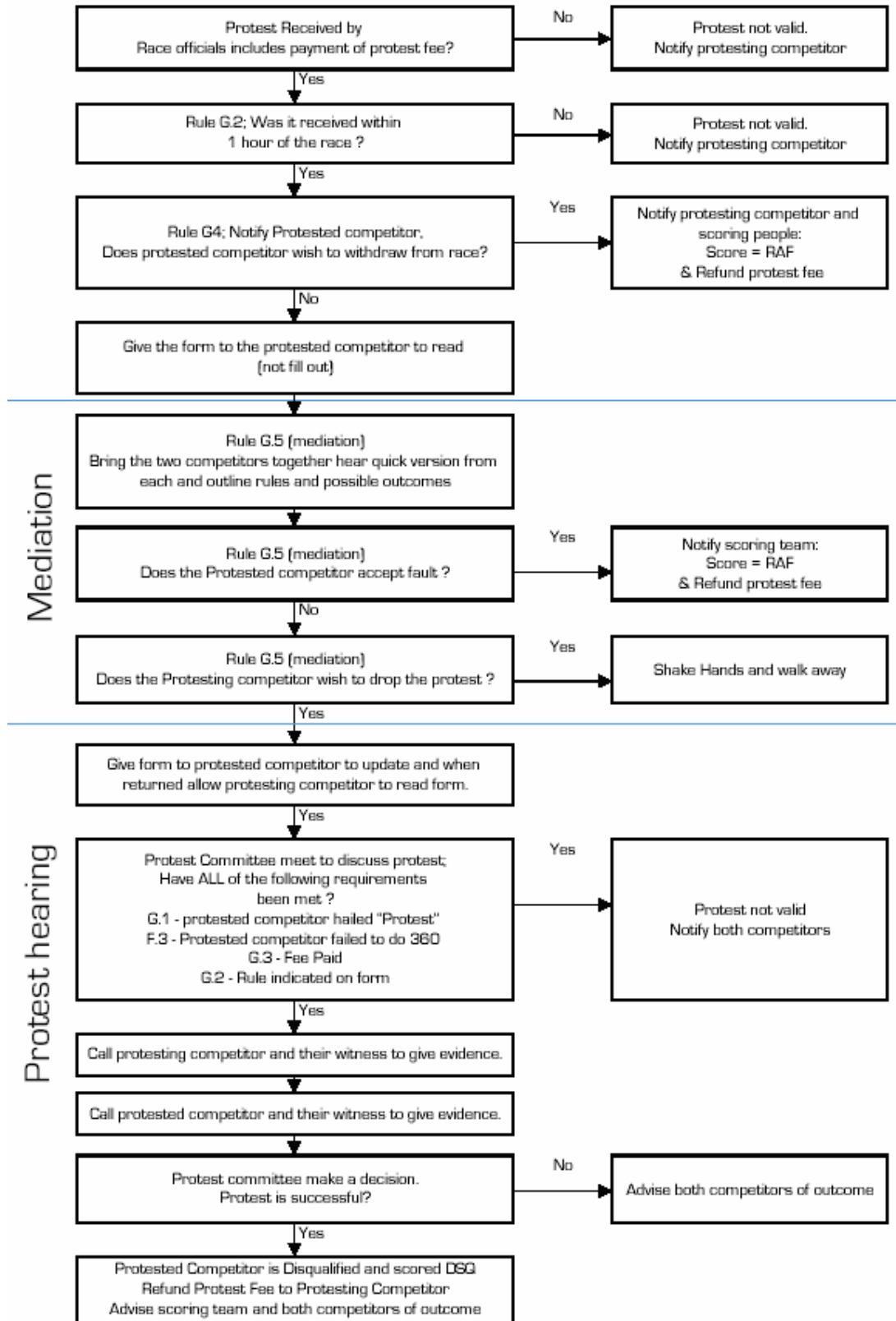
RIGHT OF WAY

If the wind is blowing on this side of the sail, you have right of way.

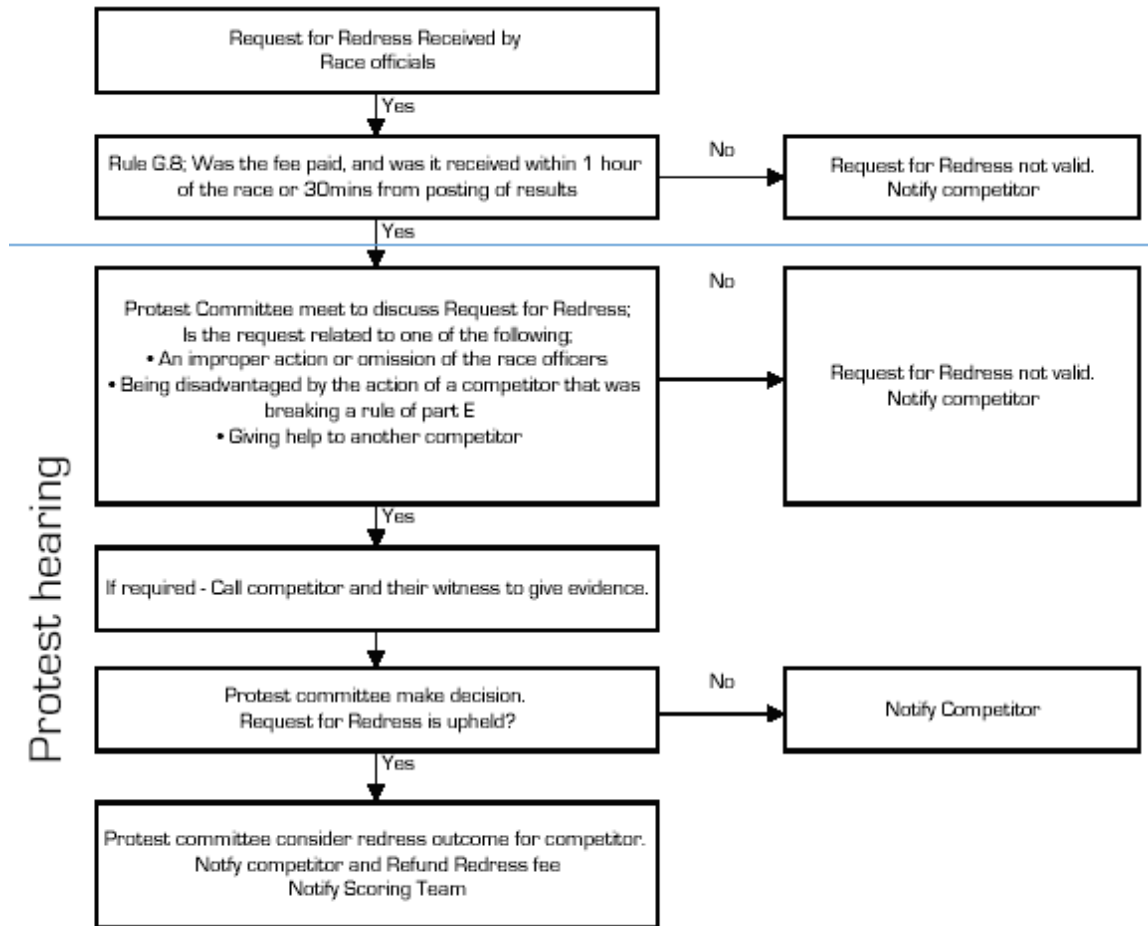
Appendix C – Scrutineers Check List

SAILOR CLASS			PASS / FAIL		
PW Number					
Highlighted yellow denotes that item is NOT permitted in production class, but is permitted in Performance					
Part B Section 1 - General			Part B Section 6 – wheels, axles and bearings		
Rule	Prompt	Pass / Fail	Rule	Prompt	Pass / Fail
B.1.1	Custom BIL / generic size & quality	P / F	B.6.1	Rims BIL	P / F
B.1.2	Available for 6 months prior to event	P / F	B.6.2	Tyre size less than 415mm at 30psi	P / F
B.1.3	Parts not mentioned by the rules	P / F			
Part B Section 2 - General			B.6.3	Tyres not modified	P / F
Rule	Prompt	Pass / Fail	B.6.3	Tyres not modified	P / F
B.2.1	Repairs not effecting function	P / F	B.6.4	Balancing weights secure	P / F
B.2.2	Safety of repairs and modifications	P / F	B.6.5	Stub axles BIL	P / F
B.2.3	Adhesive tape for fit	P / F	B.6.6	Big fork BIL	P / F
B.2.4	"Shadow", "Ducece" or "Katalyst" parts	P / F	B.6.7	Fibreglass axles BIL, unpainted	P / F
Part B Section 3 - Frames			B.6.8	Bearings 6201, 6202, 6003, steel or stainless steel only	P / F
Rule	Prompt	Pass / Fail	B.6.9	Bearing shields	P / F
B.3.1	BIL chassis / strut position	P / F	B.6.10	BIL Bearing Shields (Hub Caps)	P / F
B.3.2	BIL POD	P / F	Part B Section 7 – Running rigging		
B.3.4	Foot bar lowered by 35mm max	P / F	Rule	Prompt	Pass / Fail
B.3.5	Chassis paint	P / F	B.7.1	Production main sheet / downhaul unmodified, except double pulley at lower attachment with single shackle	P / F
B.3.6	BIL safety belt buckle	P / F	B.7.2	Downhaul max 6:1	P / F
B.3.7	Cleat, pulley mounts	P / F	B.7.3	Main sheet system modification	P / F
B.3.8	Graphics not offensive	P / F	B.7.4	Main sheet rope minimum 6mm	P / F
B.3.9	Padding safety	P / F	B.7.5	Cleat for mainsheet	P / F
B.3.10	Leg straps removed only if POD used	P / F	B.7.6	Ratchet block	P / F
B.3.11	No bracing of chassis	P / F	B.7.7	Additional running rigging	P / F
Part B Section 4 Standing rigging			Part B Section 8 – Additional equipment		
Rule	Prompt	Pass / Fail	Rule	Prompt	Pass / Fail
B.4.1	Fibreglass masts and booms BIL, unpainted	P / F	B.8.1	Instrumentation, indicators, cameras	P / F
B.4.2	Ultra and carbon masts BIL, unpainted	P / F	B.8.2	Rear view mirror unbreakable	P / F
B.4.3	100mm max of tape mast tops	P / F	B.8.3	Transponders fitted correctly	P / F
B.4.4	Masts in correct order	P / F	B.8.4	Ice blades BIL	P / F
B.4.5	Mast crane correctly installed	P / F	B.8.5	Toe-in adjustors not allowed with wheels	P / F
B.4.6	Pulley whip length	P / F	B.8.6	No weights for increasing kart weight	P / F
B.4.7	Mast protectors BIL	P / F	B.8.7	Extra equipment	P / F
B.4.8	No mast or boom stiffeners	P / F	Part B Section 9 – Disabled competitors		
B.4.9	Mast or boom not glued	P / F	Rule	Prompt	Pass / Fail
Part B Section 5 - Sails			B.9.1	Modifications allowed within the rules	P / F
Rule	Prompt	Pass / Fail	B.9.2	Modifications approved by race committee, event organisers, or scrutineering committee	P / F
B.5.1	Sails BIL, plastic ferrules ok	P / F	B.9.3	Modification that gives an advantage	P / F
B.5.2	Sails not recut or re-sewn	P / F	B.9.4	IBRA Modification certificate	P / F
B.5.3	Sail battens BIL, and thickness and length can be reduced	P / F		IBRA Certificate number:	
B.5.4	Sail batten tensioners installed correctly	P / F	Part C – Competitor safety rules		
B.5.5	BIL Tensioners	P / F	Rule	Prompt	Pass / Fail
B.5.6	Batten tensioner webbing straps not modified	P / F	C.1	Approved helmet	P / F
B.5.7	Sail Numbers 150mm	P / F	C.3	Safety equipment stipulated by NoR / Sailing instructions	P / F
B.5.8	Tell tails not effecting sail integrity	P / F	C.4	No loose items in kart	P / F
B.5.9	Finger battens 400mm max, 2 max between each full length batten.	P / F			
B.5.10	Graphics no offensive, not covering "b" logo or "blokart" logo	P / F			

Appendix D1 – Protest Procedure Flow Chart



Appendix D2 – Request for Redress Flow Chart



Appendix E – Protest Form

Event..... Date.

Competitor Details (Protesting competitor)

Name..... Sail / pulley whip #.....

Protested competitor

Name..... Sail / pulley whip #.....

Race Particulars

Division..... Race number.....Heat number

Rule Contravened:

Protesting competitor's description incident:

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

Witness Name:



Diagram of incident

(Indicate wind directions, marks, obstructions, other competitors etc.)

For official use only

Time at End of Race

Time Received

Payment Received

By

Protested Competitor's Description of Incident:

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

Witness Name:

Diagram of incident - if different to diagram above.
(Indicate wind directions, marks, obstructions, other competitors etc.)

Protest Hearing - For official use only

Protest Outcome:

.....

.....

.....

.....

Changes to Scoring:

.....

.....

.....

.....

Protest Committee Names

Signed

Scoring Updated *By:*

Appendix F – Redress Form

Competitor requesting redress

Name..... Sail / pulley whip number.....

Race Particulars

Division.....Race number.....Heat number

Request due to (tick one)

- An improper action or omission of the race officers
- Being disadvantaged by the action of a competitor that was breaking a rule of part E
- Giving help to another competitor

Position given by the results

Position I believe I came / would have come

I request the following redress (tick one)

- Average points for that race, being the average at the end of the series of all races including those dropped.
- A time award
- Actual place that the competitor would have achieved had the incident not have occurred.

Note: What type of redress given is up to the protest committee. The above is a request only.
Describe request:

.....
.....
.....
.....
.....
.....
.....
.....
.....
.....

Witness Name:

.....

For official use only

Time at End of Race

Payment Received

Time Received

By

Redress Hearing - For official use only

Request for Redress Outcome:

.....

.....

.....

.....

Changes to Scoring:

.....

.....

.....

.....

Protest Committee Names

Signed

Scoring Updated *By:*