



RESOLUCION No. 672-AD-88.

Lima, 30 de SEPTIEMBRE de 1988.

Visto el Exp. N° 4802-88, presentado por la Federación Peruana de Vela a favor del Deportista Afiliado Sr. EDWIN RUBEN BARRERA PALACIOS, referido a su solicitud de importación:

[01] Tabla Vela con sus Accesorios Marca Kerma 322 descrito según Factura Proforma N° 14-2241 de la Firma PACIFIC - MACHINERY CORP. P.O. BOX. 430824 de Miami Florida 33143;

CONSIDERANDO

Que, de acuerdo al Art. 80° del Decreto Legislativo N° 328- Ley - General del Deporte: "Los implementos y el material deportivo - de origen extranjero que no compitan con producción nacional podrían ser internados por el Instituto Peruano del Deporte, Federaciones, Ligas, Clubes y los Deportistas Afiliados, libres del pago de los derechos arancelarios y de los impuestos general a las ventas y selectivo al consumo que gravan la importación";

Por Resolución Suprema, se aprobará y actualizará periódicamente la lista de bienes susceptibles de importación bajo liberación de derechos e impuestos directos que gravan el internamiento; el procedimiento a seguir y las normas de control. Los bienes que se importen bajo el presente régimen deben consagrarse exclusivamente a la práctica deportiva organizada;

Que, el Art. 77° del D.S. N° 07-86-ED-Reglamento de la Ley General del Deporte establece que: La Dirección General de Aduanas autorizará las importaciones de implementos y equipos deportivos libres de los derechos arancelarios y de los Impuestos General a las Ventas y Selectivo al Consumo que gravan la importación con la sola presentación de la respectiva Resolución Administrativa del Instituto Peruano del Deporte;

Que, conforme los referidos dispositivos legales la Federación Peruana de Vela- Deportista Afiliado Sr. EDWIN RUBEN BARRERA PALACIOS, previa presentación del Dictamen de No Competencia N° 26-75-88-ICTI/DIM, otorgado por el Ministerio de Industria, Comercio Interior, Turismo e Integración ha gestionado la importación de:

[01] Tabla Vela con sus Accesorios Marca Kerma 322

Que, la importación se encuentra amparada en la R.S. N° 494-85-EF . /





RESOLUCION No. 672-AD-88.

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Lima, 30 de SETIEMBRE de 1988.

11, Numeral 39 Letra "a" para destinarlo a la práctica de esa disciplina deportiva;

Que, por consiguiente el IPD debe expedir la Resolución Autoritativa correspondiente;

De acuerdo a lo informado por la Dirección Nacional de Deporte - de Afiliados y la opinión de la Oficina de Asesoría Jurídica y con la opinión favorable de la Dirección Ejecutiva Nacional, y;

De conformidad con lo establecido en el Art. 80º y Segunda Disposición Transitoria del Decreto Legislativo N° 328- Ley General del Deporte y Art. 77º del D.S. N° 07-86-ED- que aprueba el Reglamento de la Ley General del Deporte;

SE RESUELVE

ARTICULO PRIMERO-AUTORIZAR la importación liberada de los derechos arancelarios y de los impuestos General a las Ventas y Selectivo al Consumo que gravan la importación en favor de la Federación Peruana de Vela- Deportista Afiliado Sr. --- EDWIN RUBEN BARRERA PALACIOS, consistente en:

[01] Tabla Vela con sus Accesorios Marca Kerma 322 para destinarlo a la práctica de esa disciplina deportiva y cuyo despacho se realizará por el Aeropuerto Internacional "JORGE CHAVEZ",

ARTICULO SEGUNDO-La Federación Peruana de Vela, bajo responsabilidad cautelará que los referidos bienes se destinen al uso Deportivo Afiliado que ampara la exoneración correspondiente bajo control de la Inspectoría General del I.P.D.

ARTICULO TERCERO-TRANSCRIBASE la presente Resolución Administrativa a la Dirección General de Aduanas, a efectos de que se autorice la referida importación en mérito a lo establecido en el D.S. N° 07-86-ED.

ARTICULO CUARTO-TRANSCRIBASE el contenido de la presente Resolución Administrativa a la Comisión Bicameral de Presupuesto del Congreso de la República, Contraloría General de



RESOLUCION No. 672-AD-88.

Lima, 30 de SETIEMBRE de 1988.

la República, y a la Dirección General de Presupuesto Público.
Regístrese y Comuníquese.




ARMANDO MARUY TAKAYAMA
Presidente del
Consejo Nacional del Deporte

R.C.N./DINADAF
OCD/ brr.

Auto. Res: 642-AD-88-30-9-PP

INSTITUTO PERUANO DEL DEPORTE (I. P. D.) HOJA DE REGISTRO Y CONTROL	NOMBRE: PED. PER. VELA Of. 100-FPV-88 de 04.7.88	NUMERO 4802 REF.
Fecha de INGRESO: 05.7-88	ASUNTO: Solicita liberación de derechos de importación e internamiento temporal de una Tabla a Vela, con accesorios marca Kerma 322, a favor del deportista Edwin Rubén Barrera Palacios.	
Hora: 9:40 AM		
Numero de Folios: (12) DOCE		
Registrado por: ROMOS		

Auto: Res: 642-10-88-30-9-88

INSTITUTO PERUANO DEL DEPORTE (I. P. D.) HOJA DE REGISTRO Y CONTROL		NOMBRE: FED. PER. VELA of. 100-FPV-88 de 04.7.88	NUMERO REF.
Fecha de INGRESO: 05.07.88 Hora: 4:40 PM Numero de Folios: 1105 B. 37 Registrado por:		ASUNTO: Solicita liberación de derechos de importación e internamiento temporal de una Tabla a Vela, con accesorios marca Kerma 322, a favor del deportista Edwin Rubén Barrera Palacios.	
Pase a: D. E. N.		☐ ANTECEDENTES ☐ ARCHIVO ☐ CONOCIMIENTO ☐ AUTORIZACION	☐ INFORMAR ☐ PREP. RESPUESTA ☐ TOMAR ACCION ☐ TRAMITAR
Remitido por: D. A. Y.		No. de Folio	
Recibido por: [Signature]		Observaciones:	
Fecha: 30/7/88 Hora: 1:00		196-215-11 / 00821 No. 5	

Pase a: O. A. J.		☐ ANTECEDENTES ☐ ARCHIVO ☐ CONOCIMIENTO ☐ AUTORIZACION	☐ INFORMAR ☐ PREP. RESPUESTA ☐ TOMAR ACCION ☐ TRAMITAR
Remitido por: D. M. A. G.		No. de Folio	
Recibido por: [Signature]		Observaciones:	
Fecha: 28/9/88 Hora: 11:00		318 - D. M. A. G.	

Pase a: D. M. A. G. Ind.		☐ ANTECEDENTES ☐ ARCHIVO ☐ CONOCIMIENTO ☐ AUTORIZACION	☐ INFORMAR ☐ PREP. RESPUESTA ☐ TOMAR ACCION ☐ TRAMITAR
Remitido por: D. M. A. G.		No. de Folio	
Recibido por: Carbonero		Observaciones:	
Fecha: 12/7/88 Hora:		2 Carbonero en 9/20/88 818 - D. M. A. G.	

Pase a: Carbonero		☐ ANTECEDENTES ☐ ARCHIVO ☐ CONOCIMIENTO ☐ AUTORIZACION	☐ INFORMAR ☐ PREP. RESPUESTA ☐ TOMAR ACCION ☐ TRAMITAR
Remitido por: D. M. A. G.		No. de Folio	
Recibido por: [Signature]		Observaciones:	
Fecha: 5/7/88 Hora:		2	

Pase a: SR. CREMER/DINADAR		☐ ANTECEDENTES ☐ ARCHIVO ☐ CONOCIMIENTO ☐ AUTORIZACION	☐ INFORMAR ☐ PREP. RESPUESTA ☐ TOMAR ACCION ☐ TRAMITAR
Remitido por: OTD		No. de Folio	
Recibido por: [Signature]		Observaciones:	
Fecha: 05.07.88 Hora: 11:00		12 1	



INSTITUTO PERUANO
DEL DEPORTE

OF. N° 837 DINADAF-88

Lima, 5 de Julio de 1988

Señor
JORGE ARROYO PRADO
Director General de Industrias
Presente



Asunto: DICTAMEN DE NO COMPETENCIA PARA LA IMPORTACION
DE [1] TABLA VELA CON SUS ACCESORIOS MARCA --
KERMA-322 A FAVOR DEL DEPORTISTA AFILIADOS Sr.
EDWIN RUBEN BARRERA PALACIOS

Tengo el agrado de dirigirme a usted, con la finalidad de solicitarle tenga a bien disponer se nos expida el Dictamen de No Competencia para la importación de lo siguiente:

- 1.- Embarcaciones a Vela de Competencia de Tipo Clase Unica Internacional y/o Olimpica "TABLA VELA" con sus Accesorios Marca KERMA N° 322.

La mencionada importación se encuentra amparada en el D.L. 328- Art. 80.; D.S. 07-86-ED- Art. 77. Ley General del Deporte y su Reglamento., Agradeceré se sirva autorizar la Pre-Calificación para la importación al amparo del D.S. 018-85-ICTI/DIM, la presente importación se ampara en la R.S. 494-85-EF/11 Numeral 39 Letra "a".

Sin otro particular, válgame de la ocasión para reiterarle a usted las consideraciones de mi estima personal.

Atentamente,

CONSEJO NACIONAL DEL DEPORTE

RODOLFO CRUZES NAZARI
Director Nacional de Deporte de
Afiliados

R.C.N/DINADAF
OCD/brr.

DICTAMEN DE NO COMPETENCIA N° 2675-88-ICTI-DIM

DIRECCION GENERAL DE INDUSTRIAS

DIRECCION DE INDUSTRIAS ..METALICAS.....

RAZON SOCIAL : INSTITUTO PERUANO DE DEPORTE- EDWIN RUBEN
BARREDA PALACIOS.....

R.I. y/o L.E. y/o L.T. : 2AK3375.....EXPEDIENTE (S) ..022562.....

SECTOR : EDUCACION.....

Conforme al Decreto Supremo N° 018-85-ICTI/IND, modificado por Decreto Supremo N° 036-86-ICTI/IND, se han calificado los bienes materia del expediente de la referencia, en los siguientes términos:

NO COMPITE CON PRODUCCION NACIONAL:

<u>Item</u>	<u>Part. Arancelaria</u>	<u>Nombre y Descripción</u>	<u>Cantidad</u>
01	89.05.00.99.	Embarcaciones a Vela de Competencia de tipo Clase Unica Internacional - y/o Olimpica "TABLA VELA" con sus accesorios marca KERMA N°322.	-01- (UNO).

OBSERVACIONES:

- 1) Las Partidas Arancelarias son referenciales y las cantidades son máximas.
- 2) Aviso de Pre-Calificación fue publicado en "El Peruano" el ...28-08-88.....
- 3) El presente Dictamen implica únicamente la calificación de la competencia con producción nacional, y no constituye autorización para importación. Tiene validez hasta ...de...de...meses.

22 SET. 1988

RICHARD J. NUGENT Z.

REMITASE A MESA DE PARTES PARA SU ENTREGA AL INTERESADO.



DIRECCION DE INDUSTRIAS METALICAS
ALFONSO YOSHIO YOSHIO
DIRECTOR



FEDERACION PERUANA DE VELA

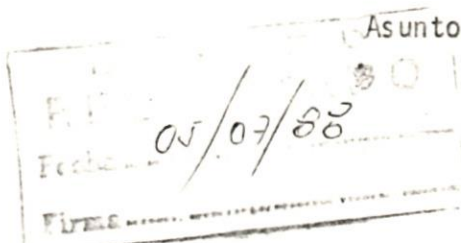
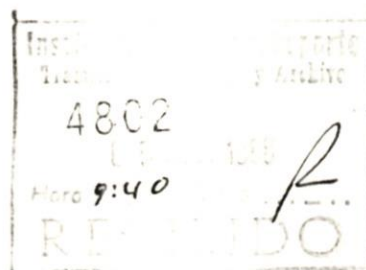
MIEMBRO DEL INSTITUTO PERUANO DEL DEPORTE
AFILIADA AL COMITE OLIMPICO PERUANO
AFILIADA A INTERNATIONAL YACHT RACING UNION
(I. Y. R. U.)

DEL DEPORTE
FACILITADOR
FOLIO N° 01
000

LA PUNTA, 04 Julio 1988

Of.N° 100-FPV-88

Señor
Rodolfo Cremer Nicoli
Director Nacional de Deportes de
Afiliados
PRESENTE



Asunto de Liberación de Derechos de Importación e Internamiento Temporal de una Tabla a Vela, con accesorios, Marca KERMA-322, a favor del Deportista Afiliado Edwin Ruben BARRERA Palacios.

De mi mayor consideración:

Tengo el agrado de dirigirme a Ud., a fin de solicitarle tenga a bien disponer el trámite de Liberación de Derechos de Importación de una Tabla a Vela, con accesorios, marca KERMA-322, amparado en el Decreto Legislativo 328 Art. 80 - Decreto Supremo 07ED-Art. 77- Ley General del Depote y su Reglamento.

Por motivos que el deportista realizó sus gestiones de Compra en el Exterior dicha Tabla se encuentra en el - Aeropuerto Internacional Jorge Chávez, para lo cual me permito solicitarle se le brinde la facilidad del caso para el Internamiento Temporal de la Tabla a Vela en mención, dando cumplimiento expreso al Decreto Supremo 454-EFC-84- Decreto Supremo 455-EFC-84- Ley General de Aduanas y Su Reglamento.

Dejo expresamente que cualquier incumplimiento por parte del Deportista afiliado se me haga llegar por escrito.

Válgome de la oportunidad, para reiterar a Ud., los sentimientos de mi mayor consideración y estima.

Atentamente

José Emilio Remy Padilla
PRESIDENTE

PACIFIC MACHINERY CORP.

P.O. Box 430824

MIAMI, FLORIDA 33143

INVOICEPh. (305) 665-9585 - TLX - 153725
FAX (305) 661-3812

0/51-88

INVOICE
NO.

14-2241

INVOICE
DATE

MAY 18, 1988

SHIPPED
TO

TO RUBEN BARRERA PALACIOS

1837 COLLEGE HEIGHTS APT. No. 1

MANHATTAN, KANSAS 66502

BALANCE PERSON

V. C.

TERMS

CASH

SHIPPED VIA

PPD OR COLL

Q1

WINDSURF MODEL: KERMA 322 (WITH ACCESSORIES)

US\$ 498.00

US\$ 498.00

TAX (5%)

24.90

24.90

TOTAL

US\$ 522.90

FRANCISCO, FERNANDO DIAZ DUQUE
BOQUETE APARTADO DE AQUANAPACIFIC MACHINERY CORP.
1320 S. Dixie Hwy., Suite
Coral Gables, Florida 33148
(305) 665-9585 - TELEX-153725

Equipment:

DEE DEPORTO
Prémio Documentário
FOLIO No 02

Compliments of
Sailboard Warehouse, Inc.

Porter de el Bate

Parts of the boat:

The components of the hull

1. Board or hull
2. Daggerboard
3. Skeg or fin
4. Towing eye
15. Mast Track
16. Foot Pedal

The components of the rig

5. Universal
6. Mastfoot
7. Mast
8. Sail
9. Wishbone boom
10. Uphaul
11. Inhaul
12. Outhaul
13. Downhaul
14. Sail-to-board safety leash
17. Footstraps

The Sail:

La Vela

Sailboard sails are usually between 4 and 9 square meters (45 and 90 square feet) in

They are made of several panels of synthetic cloth or film laminate their using double zigzag

there is a sleeve in the front The slight curves cut along the front edge

(the . battens contribute to the .

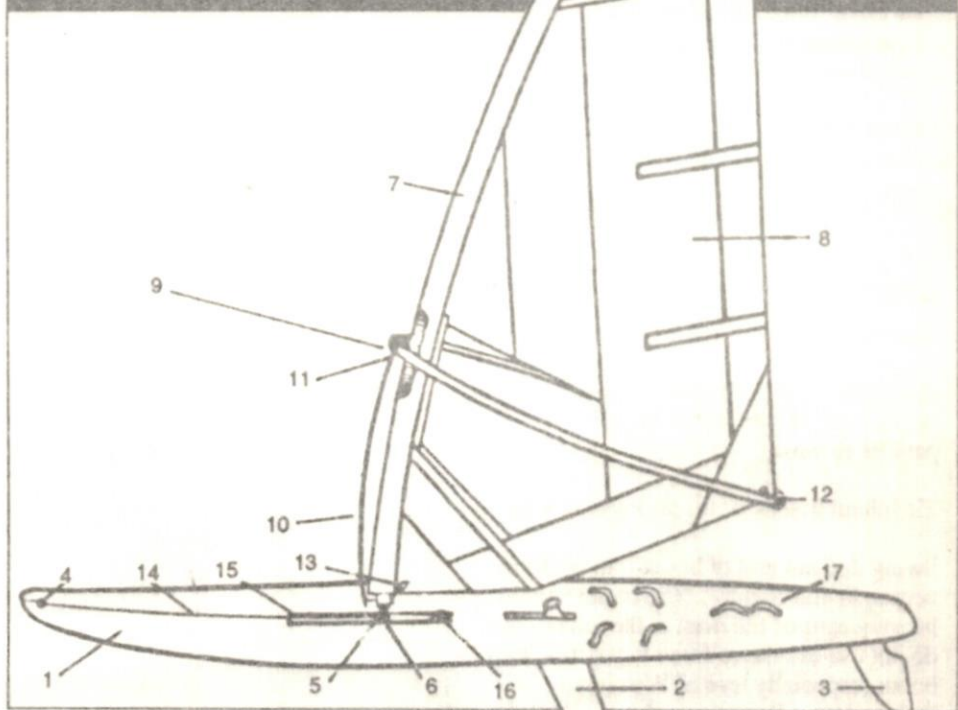
There is sleeve so that the boom mast. For normal about shoulder high.

A cringle (eye) at the tack of the sail allows the luff to be tightened via the downhaul to the foot of the mast.

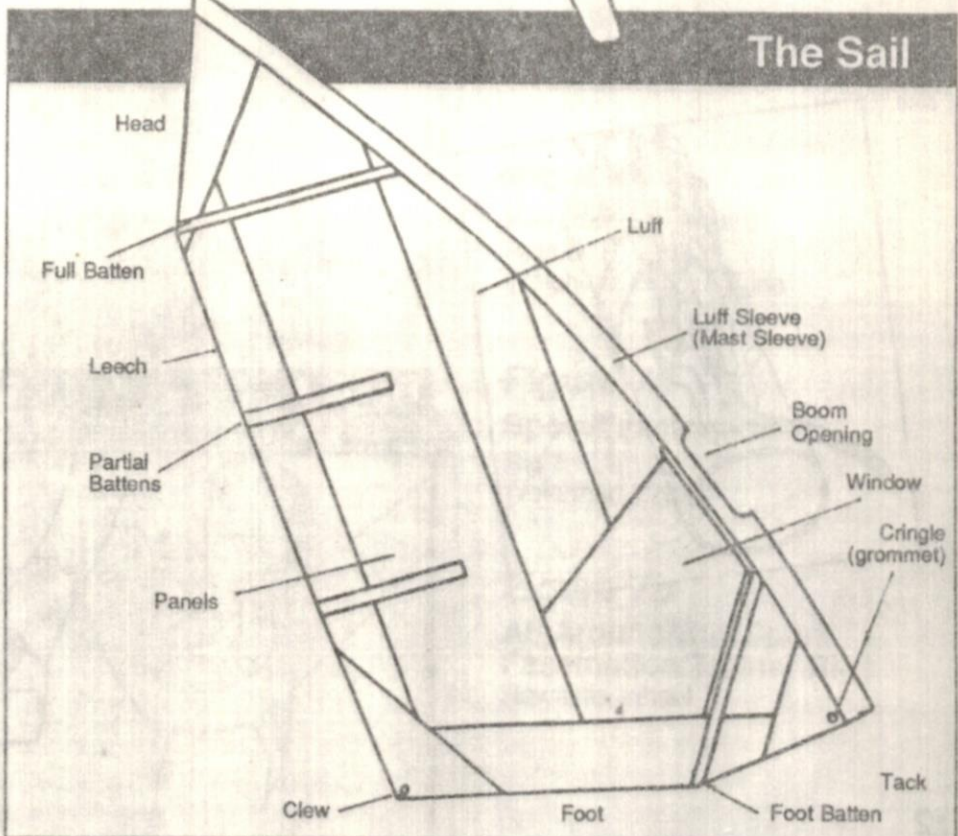
The leech (back edge) and the foot (bottom edge) of the sail meet at the clew, where another cringle allows the sail to be stretched to the back end of the booms via the outhaul. The tension on the outhaul will determine to a great extent the shape of the sail (flat or "full").

Smaller sails are easier to handle and are therefore ideal for beginners, women and children. They are also used by all sailors in very strong winds. Smaller sails are identified by a number of terms; high-wind, marginal, storm, training, mini and so forth.

The Boat



The Sail



Rigging the Sail:

Armando la Vela

Downhaul Attachment

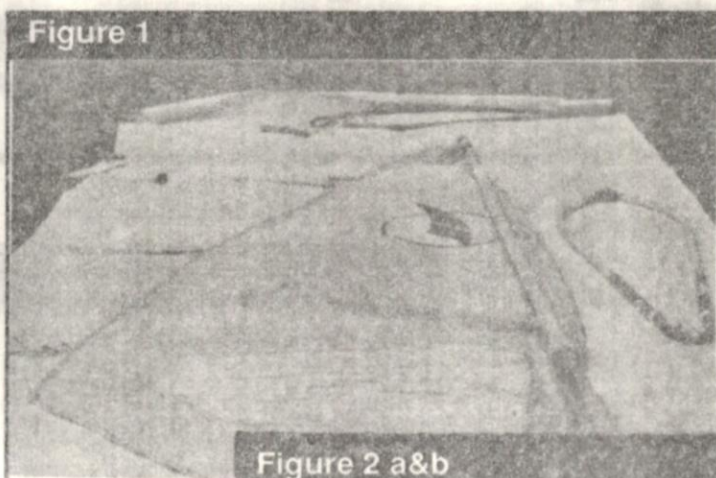
Pull out full battens a minimum of 15" (40cm).

Insert mast into sail.

Insert mast base into mast. If a variable height extension is being used, set to appropriate length.

Thread downhaul line through pulleys and sail as pictured. Tension lightly and secure line in cleat.

Figure 1



Inhaul (Boom to Mast) Attachment

Remove boom rear fitting (Weichhart).

Place inhaul end of boom on mast with outhaul end toward tip of mast, boom parallel to mast.

Tie inhaul line as pictured (Figures 4-8).

Swing outhaul end of boom into position, perpendicular to mast. The boom should be snug against the mast at the inhaul, but do not use excessive force to position the boom (especially true of Weichhart Deluxe Vario Boom).

If excessive tension is felt when swinging the boom to position, loosen the inhaul line.

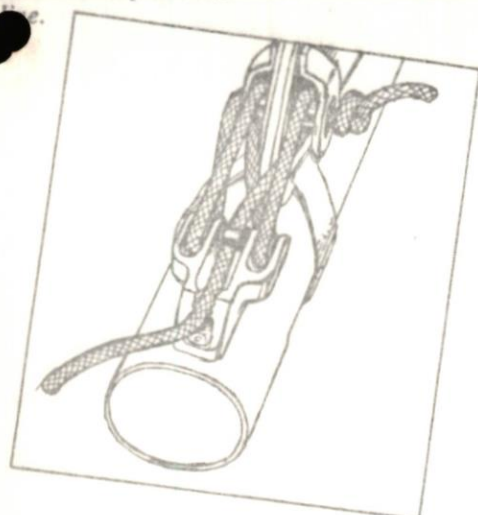


Figure 2 a&b

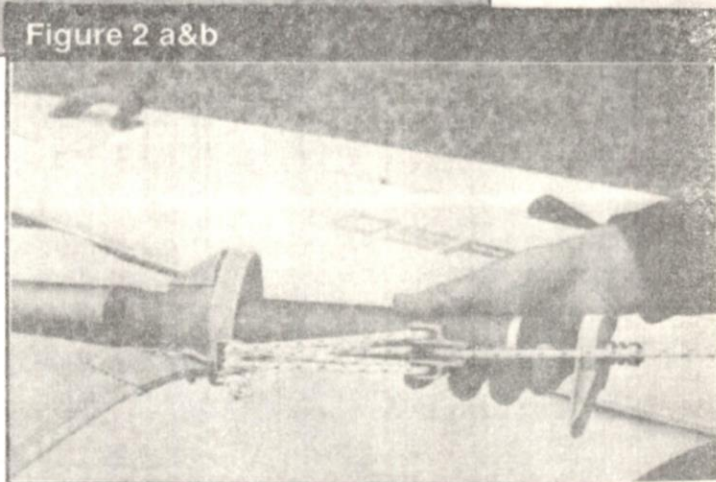


Figure 3

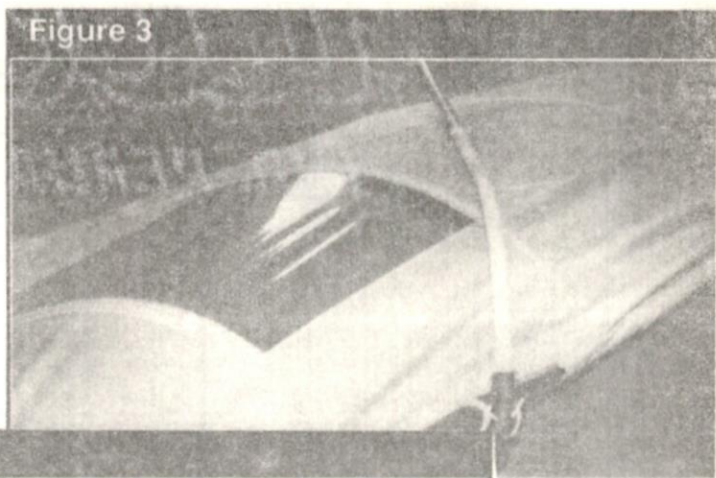


Figure 4

Standard

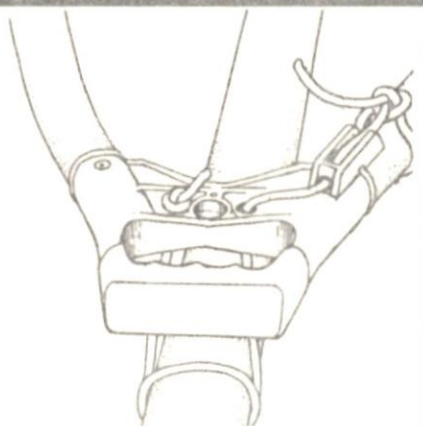


Figure 5

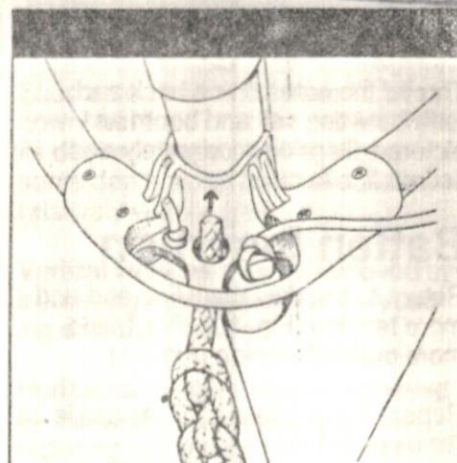
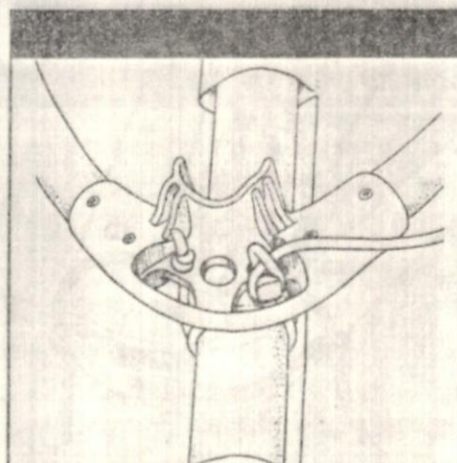
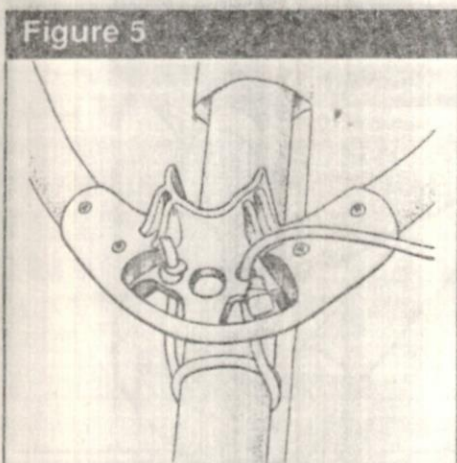


Figure 6

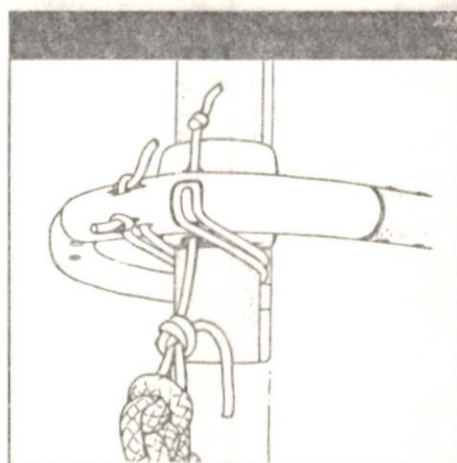
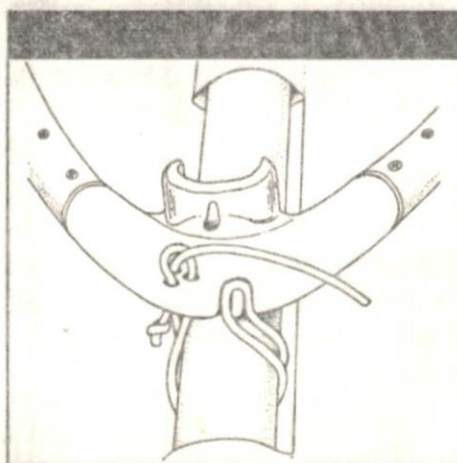
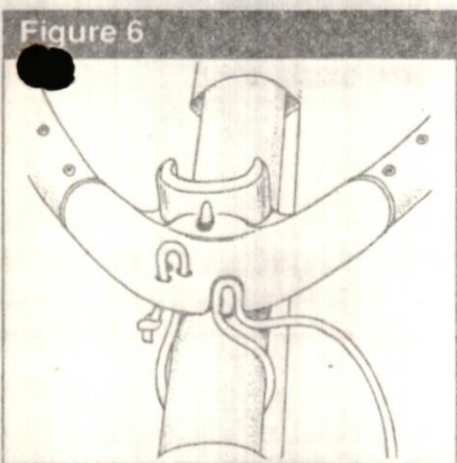


Figure 7a

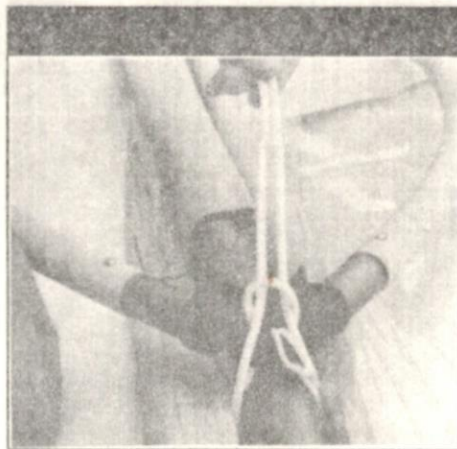
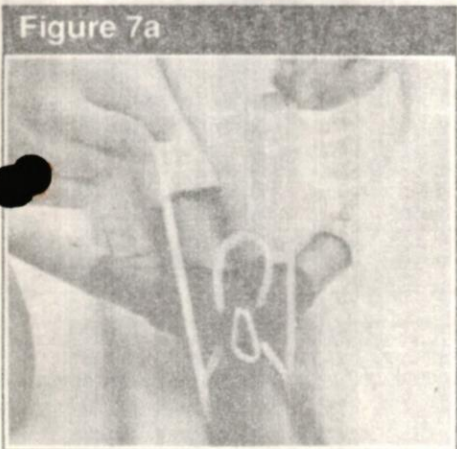


Figure 5

Kerma/Sailboard
Rigs A, B, C, E
Weichhart Sport Vario

Figure 6 *Figura 6*

Kerma/Sailboard
Rigs D, F, G, H
Weichhart Deluxe Vario

Figure 7b

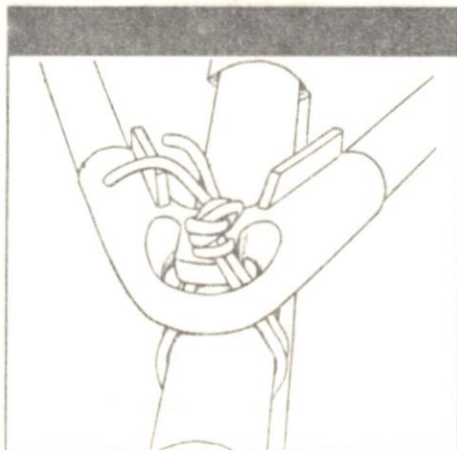
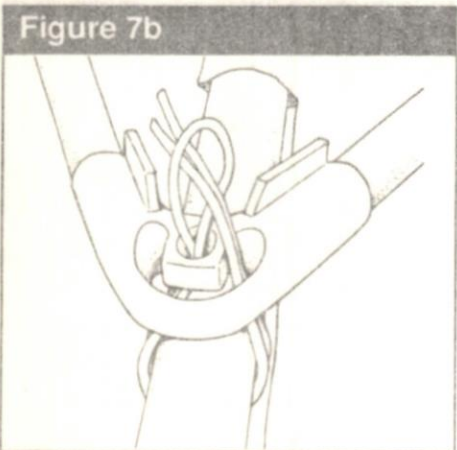


Figure 7a

Sport/Fascination
Rig 2
Weichhart 220 cm

Figure 7b

All Around/Ray/Sport/
Fascination/Trainer Rigs
Hawaiian Inhaul

Outhaul Connection

Thread the outhaul line back and forth between sail and boom as pictured. Tension moderately and secure line in cleat.

Batten Insertion

Return to the downhaul line and add more tension (Fig. 10). Next, add more outhaul tension (Fig. 11).

Repeat this process until the sail is as flat as possible.

Carefully insert the battens making sure that they are seated fully in their pockets.

Attach the tensioning straps and increase tension until the batten pockets are relatively wrinkle free (Fig. 12 & 13).

Figure 8

Weichhart

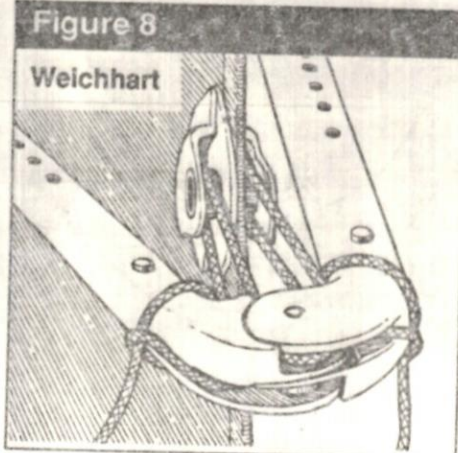


Figure 9

Standard

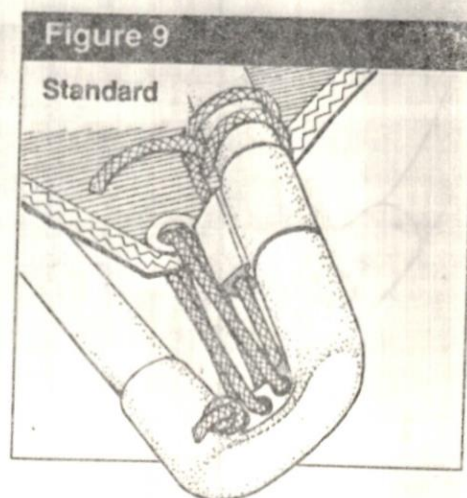


Figure 11

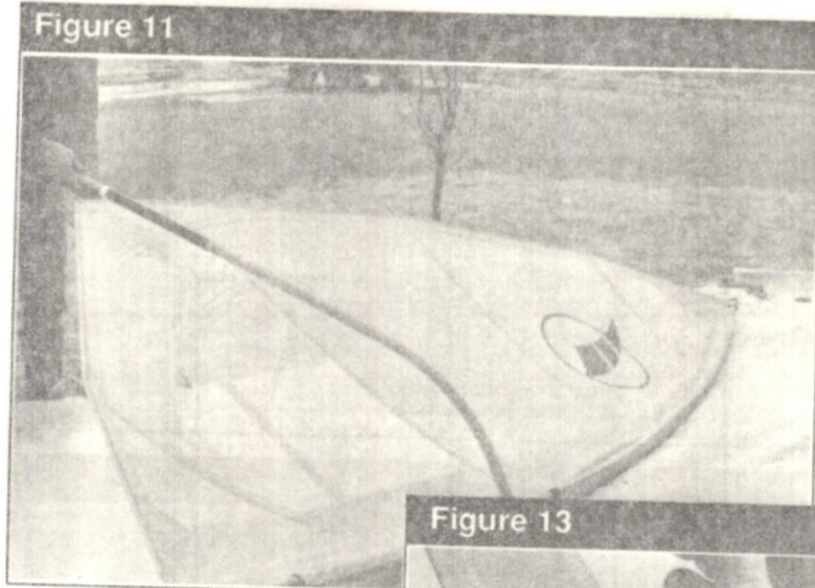


Figure 13



Figure 12



Figure 10



Estirando la vela

Trimming the Sail

Ease up on both the outhaul and downhaul lines until the sail reaches its desired shape. It should have some depth along the mast and be relatively wrinkle free.*

Vertical wrinkles may be removed by increasing outhaul tension or reducing downhaul tension.

Horizontal wrinkles may be removed by increasing downhaul tension or reducing outhaul tension. Tension the tack adjuster and leech line if applicable to your sail.

For the final examination stand the rig up and observe the sail with wind filling it. Adjust the shape as necessary for the existing wind conditions.

**Note: Fully battened sails will attain a smoother shape due to the shape and support provided by the battens. Partially battened and nonbattened sails will naturally retain some wrinkles even when trimmed properly. These wrinkles will disappear when the sail fills with wind.*

Figure 16



Figure 14



Figure 15



Uphaul

For booms with a large diameter hole (1/2 or more) in front end, simply feed uphaul through this and tie an over-hand knot. For booms with small holes (1/4"), attach the end of the uphaul rope to a short piece of thinner line (1/4" or less)

Attach the lower free end of the uphaul rope to the mast base by clipping or tying it to the downhaul line.

Inserting Mastfoot into The Hull

A. For Browning-type (Kerma, Sailboard ASA, 370 Sport, 380 Fascination)

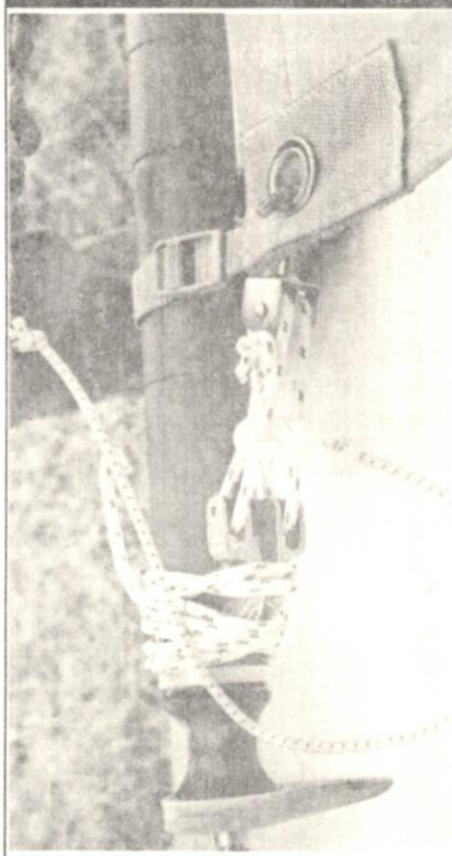
(Similar masttracks procedure is used for Bic, F-2 and Tiga)

1. Pull the U-pin in masttrack out to release position.
2. Insert the mastfoot base pin and push the u-pin back to its locked position.

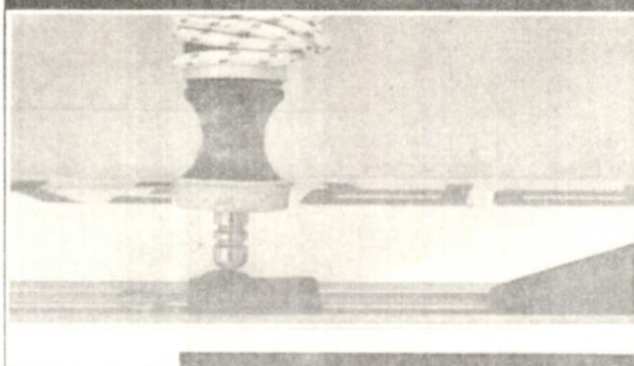
Masttrack Care:

The control line inside the masttrack may require occasional adjustment to keep the carrier locked into position. If the carrier moves for or aft during normal sailing without the pedal being depressed, additional line tension is required. To accomplish this simply remove the mounting screws from the track, enabling the track to be lifted out from its housing. The tension adjuster is located on the front of the masttrack. To increase line tension use an appropriate size wrench to turn the nut clockwise until the line is quite taut. Replace the track, inserting the mounting screws as before. Do not overtighten!

Uphaul



Mastfoot



Insertando el mastil

Inserting Mastfoot (continued)

B. For lipstick - type (Sailboard TDC, Cobra)

1. Lift the front lever marked "Open" to disengage mast step.
2. Insert Mastfoot
3. Now depress front lever marked "Open" to lock mastfoot into operational position.

Note: The foot pedal for this mast-track may be locked into a position flush to the board for transport or for when you wish to eliminate the pedal protrusion while sailing.

C. Skeg-Box Type Masttrack (All Around, Mirage 90, Most boards under 10'6")

1. Insert brass or stainless steel nut into track through allotted opening.
2. Screw mast step bolt into this nut and tighten securely at desired position.
3. Insert mastfoot to mast step or attach mast extension tube to adaptor.

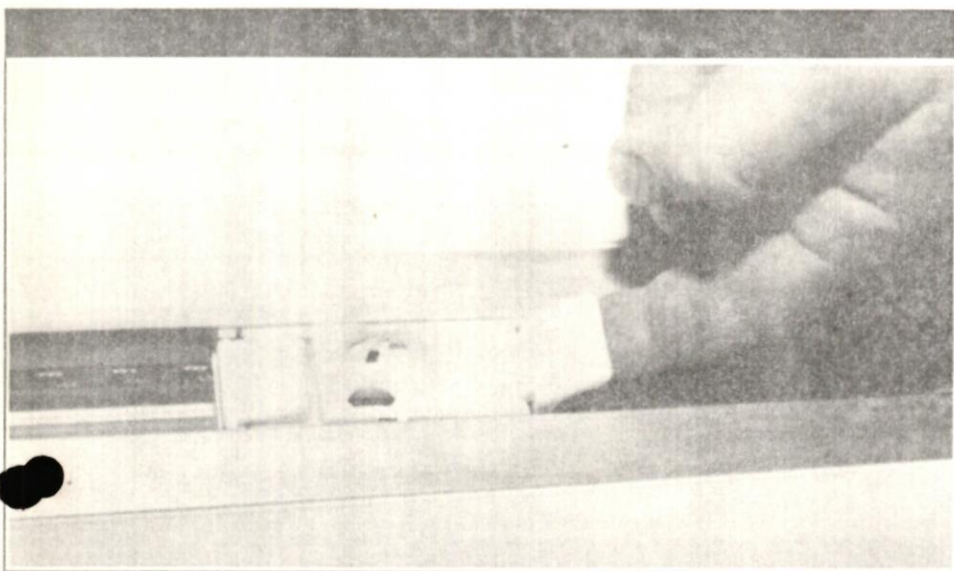
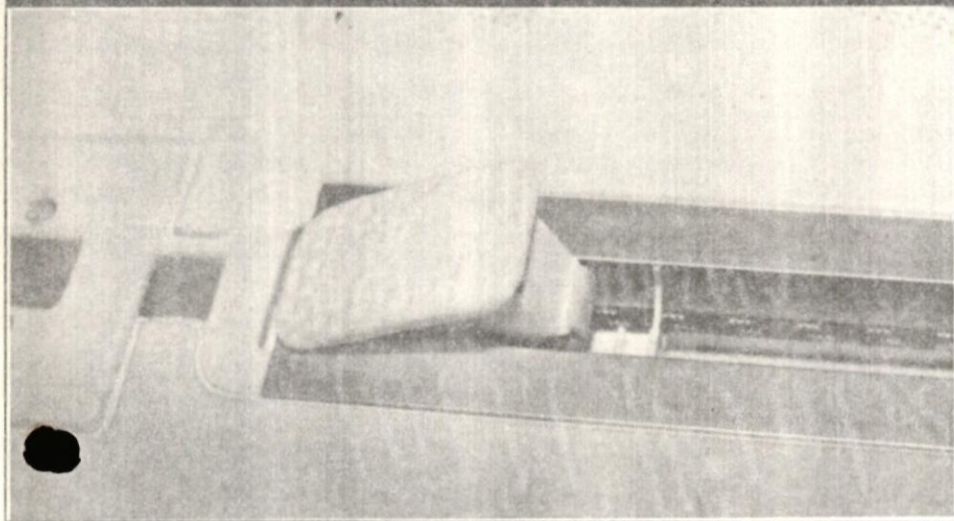
Masttrack Operation

With the exception of skeg-box type tracks, your new sailboard is equipped with an easy to operate sliding masttrack.

By depressing the foot pedal, the mast will move forward or backward in the track with very little effort.

Releasing the pedal will lock the mast into position.

Masttrack



Instalación de la Soga

Skeg Installation

If the skeg box has spacers remaining from production pop them out with a screwdriver.

Insert the nut with a screwdriver.

Insert the nut into the groove down inside the skeg box and slide it forward.

Insert the skeg, placing the protruding pins down into the groove. Line up the skeg's hole with the nut and insert the screw.

Adjust the skeg position and tighten the screw.

Note: If the skeg seems too wide to fit, pry the box apart slightly with a screwdriver to aid insertion.

Footstrap Installation

(Kerma/Sailboard)

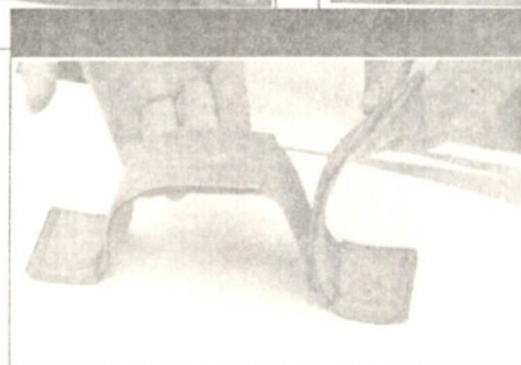
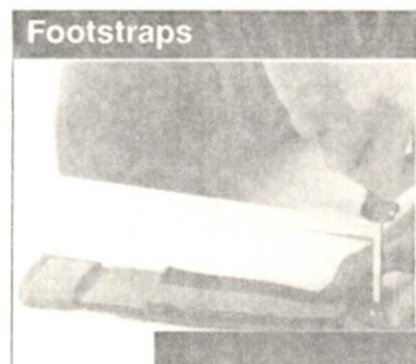
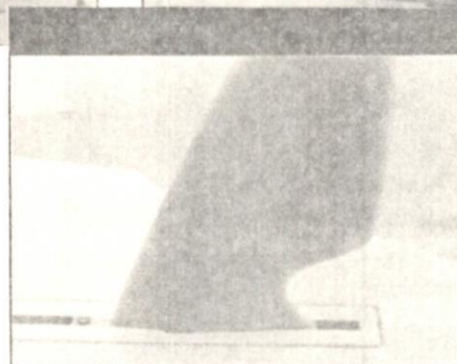
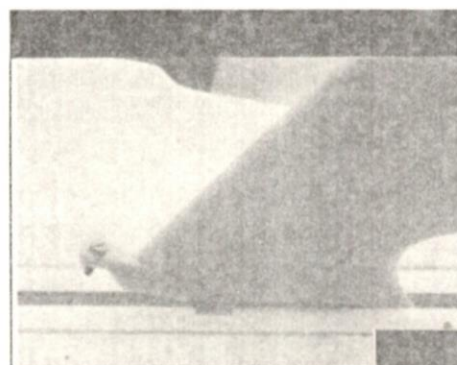
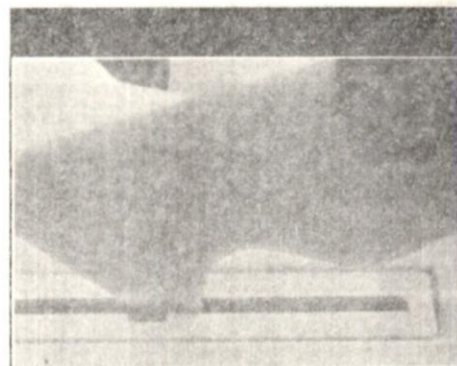
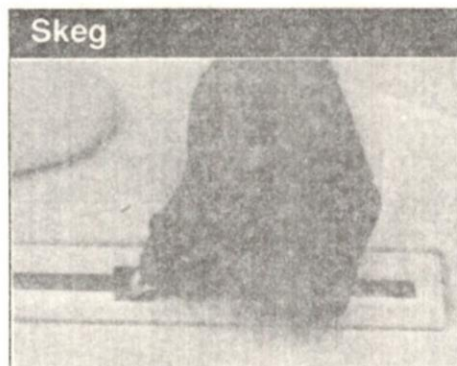
Remove Footstrap Covers.

Peel back the foam covers on ends to reveal screwholes.

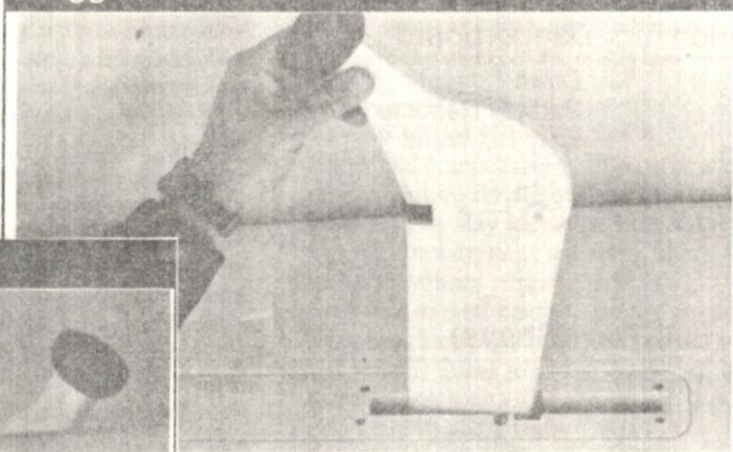
Insert screws with washers installed through appropriate holes.

Push into holes provided in board. Caution should be used to ensure that the screws are inserted vertically. **Do Not** install screws at an angle or they might miss the inserts which are mounted under the outer shell.

Caution: This procedure may take up to one hour. To avoid frustration, save it for a windless day. Also, until you're an intermediate sailor, they only will get in your way.



Daggerboard



Daggerboard Insertion

Insert the daggerboard into the daggerboard cassette from above so that it may pivot towards the back of the board (thin edge towards the back.)

Pivot tension may be adjusted by tightening or loosening the screws on each side of the daggerboard.

De-Rigging the Sail

1. Pull out full length battens a minimum of 15" (40cm)
2. Release tension on the downhaul line
3. Slowly release the outhaul line
4. Remove boom from mast
5. Remove mast from sail
6. Reinsert the battens and fasten lightly
7. Gently roll up the sail from head to foot (top to bottom)

—Mylar sails should be rolled with the mylar layer on the inside

—Sails should be completely clean and dry when rolled up and stored in a protective sail bag for longer life

—With extended periods of exposure to the sun all sails will eventually fade in color and actually be weakened by the ultraviolet rays. To extend your sail's life, place your rigged sail in a shady area on the beach if possible and store your sail in a protective bag away from the sun's influence.

De-Rigging



Recomendaciones Generales

General Recommendations

Situation	Masttrack Position	Daggerboard
Light Wind	Front	Down
Medium Wind	Center	Partially Retracted
Strong Wind	Rear	Fully Retracted
Tacking	Towards Front	
Jibing	Towards Rear	
Speed Sailing	Rear	
Learning		
Water Starts	Towards Front	

Wind Strength	Sail Trim (Shape)
Light 1-3bft, 1-10knots	Deep Draft Full Shape
Medium 3-5bft, 8-20-knots	Moderate Draft
Strong 5+bft, 20+knots	Shallow Draft Flat Shape

Skeg Position

Forward for maneuverability
Rearward for better tracking

Leash Line

For safety reasons, use of a leash line is strongly recommended for all sailing conditions. The leash attaches the rig to the toweye of the board and keeps the two attached if the rig becomes separated from the board when sailing. The rig will act like an anchor, keeping the board within an easy swimming distance. Without a leash line, the board, which is your best flotation device, could float away faster than you can swim, especially in windy conditions. Because of this, a leash line is recommended as your first, and most important accessory purchase.

A section of 1/4" line purchased from your local hardware store will do fine. One end of the line is attached to the two-eye of the board, the other to the mastfoot. This simple precaution will ensure safer sailing for you and your friends.

Equipment Care

All of your equipment should be rinsed off with fresh water after sailing to completely remove any sand, dirt or salt. Components with metal to metal fittings, such as vario booms and mast extensions, should be kept especially clean and occasionally treated with a silicone lubricant for best results.

Sails should be clean and dry when stored. Carefully fold them up and store in a protective sail bag. The battens should be checked periodically for sharp edges or plinters which could damage the sail. Use sandpaper to round off the sharp edges. If the spintering is not repairable the batten should be replaced.

For your own safety it is essential to observe the following guidelines:

- Learn to surf in an accredited surfing school.
- Wear a surf suit at all times - even in warm weather - to protect yourself against injuries and underexposure.
- Don't overextend your abilities; in unknown waters always inquire about local regulations and unusual wind/water conditions.
- Observe public regulations and unusual wind/water conditions.
- Lend your board only to people who are aware of these regulations.
- Wear a life preserver with a whistle whenever you surf in larger waters, in strong winds, at low water temperatures, or at any other time when special caution is call for.
- Never surf alone in the ocean, in strong winds or at low temperatures.
- Never surf at dusk or at night.
- Before every launch be sure to check

your rig security.

- Always take a 6m long tow rope with you.
- Make sure that you never hinder nor endanger others.
- Check all equipment before each launch.
- On a longer trip or on a trip under more difficult conditions always take a spare rope a spare mast and a spare tow rope with you. Let someone at the beach know what your plans are.
- If you find yourself in a dangerous situation, give a warning signal in due time
- Cross your arms above your head.
- Never leave your board unless you have found an even better liferaft.

If you need to be towed you should observe the following points:

- Use the 6 m tow line.
- Fasten the tow rope to the leash cup fitting.
- Dismantle your rig. In an emergency discard your rig.
- If towed away by a boat, ride In the tow boat if possible.
- When a boat draws near, watch out for the propeller.
- If another surfer tows you, fasten the tow rope to the mast base of the towing board and try to stay windward.
- If you are towing another surfer with your board don't overestimate your abilities and strength. The pressure on the sail increases; tacking and maneuvers are more difficult.

Observe the following safety precautions when transporting your board on a roof rack:

1. Buy a stable roof rack which will give you safety reserves when fully loaded. Follow the manufacturer's instructions.
2. Observe regulations regarding the maximum load.
3. Fasten the board upside down with the bow facing forward. Remove all moveable parts (center board, etc.)
4. Make sure the board is straight.
5. When transporting two boards, always fasten them one on top of the other.
6. Straps should not be pulled too tight (danger of damage) or left too loose.
7. Check the tension of the straps and the bolts on the roof rack before every trip and at every gas station.
8. Here's a tip to save gas: Remove your roof rack when you don't need it. You'll get up to 10% better mileage.

Always stay with your board.

If for any reason the rig should separate from the board, **Stay with the board** and paddle the board to the rig to reattach it. In an emergency, do not hesitate to leave the sail rig. The board is not only insinkable, but also very visible. You can lie on the board and paddle it to safety or use it as a platform to rest on until help arrives. A swimmer is very difficult to see in the water; a twelve-foot white sailboard is highly visible.

Dress and prepare for the conditions.

Proper attire for the sailing conditions is not only a matter of comfort, but safety as well.

The possibility of hypothermia (a decline in body core temperature) is often underestimated by sailors. Even when the water and air temperature seem comfortable, the refrigerating effect of wind evaporating away moisture on the body (spray and perspiration) can create discomfort and even danger. Hypothermia can cause symptoms from shivering to disorientation, numbing, sluggishness, and impairment of mental awareness. Though the temperature of the feet and hands can drop more than forty degrees below normal without damage, a relatively small drop of your internal temperature can be fatal.

When you start shivering, that's when to do something. Ignoring the warning sign of shivering can easily lead to loss of judgement, balance, unconsciousness, and death.

How to Prevent Hypothermia.

Use common sense and dress appropriately. For many conditions, a 3mm "Farmer John" style wetsuit will do. On colder or windier days, add a jacket (windbreaker, neoprene, or combination), followed by a hat and booties. Drysuits work very well in colder conditions by eliminating most direct contact with water.

Sunburn can be more serious than most of us realize. Besides making you uncomfortable, they can result in serious burns. The reflection of the sun on the water magnifies the sun's rays. You may stay out sailing longer than you think (time flies when you're having fun), so protect yourself with lotions (not Oils) and/or light, protective clothing.

Sunglasses or a visor will go a long way to safeguarding the eyes against glare.

Items NOT to wear include chains that could become tangled, glasses without safety straps or cords, and suntan oil. Suntan oil makes boards slick; use lotions.

Know your sailing site.

Know and compensate for the particulars of your sailing site before you go out sailing. This may include a wide range of factors; from currents and tides, sharp rocky shorelines requiring special footwear, to restricted swimming areas, shipping channels or restricted areas.

If you are going to sail in a new location or strong wind conditions, it is important to observe the following precautions:

- Ask local sailors about the tides, currents, bottom conditions, local wind behavior, regulations, and warning systems.
- Tell someone where you are going and when you will return.
- Be sure your rig-to-board safety line is fastened, and take along a spare outhaul.
- Be sure your attire is appropriate. Expect the unexpected ("What would I do if...").
- Stay one mast length away from swimmers, boats, docks, etc.

Of particular importance is the weather and wind characteristics. Is the weather prone to rapid changes? Does the wind pick up, die, or change direction during the day? **Beginners should only sail with onshore (winds blowing toward shore) or winds that blow along the shore.** Offshore winds can make for a long day of sailing for beginners.

Wear a PFD (Personal Flotation Device — Life-jacket) if you are not a Strong swimmer, are sailing long distances, or sailing in new conditions (strong winds or unfamiliar location). Many states have laws requiring the carrying of PFD's, and are enforced by local authorities.

Use Common Sense.

Almost all rules could fall under this heading, if we could just think of them. For example always let someone know exactly where you are sailing and when you expect to return. Or, better yet, don't go sailing alone. This doesn't mean you have to have someone sailing with you (though it's more fun if you do), but if not, have an observer on shore to keep track of you.

Don't overdo it. When you start to feel any signs of fatigue, take a break, or at least sail in close to shore and safety.

Avoiding Collision and Injury

Common sense and the law require that you behave in such a way as not to endanger, damage, or hinder anyone (including yourself).

The most vulnerable and unpredictable obstacles in the water are swimmers.

Avoid sailing anywhere a swimmer might pop up in front of you.

Avoid fishermen, busy harbor areas, shipping channels, and swimming beaches. Do not sail at night, in fog, with offshore winds, in thunderstorms, or strong currents.

If you are going to sail in a new location or strong wind conditions, it is important to observe the following precautions:

- Public, Coast Guard, ambulance, and other service craft.
- Swimmers.
- Professional and/or large shipping or fishing boats
- In order to avoid collisions, keep a safe distance from other vessels.
- Don't force your right-of-way. Be prepared to avoid a collision under any condition ("drive defensively").
- Evading maneuvers must be easily recognizable and effective.
- Sailboats have the right-of-way over powered craft. However, this is only true if the power vessel can steer clear of the sail craft. i.e. don't sail into the middle of a shipping channel and expect a freighter to run aground to avoid you.

Ministerio de Industria Comercio Interior
Turismo e Integración

San Isidro, 26 ACO 1988

NOTIFICACION N° 089-2-ICTI-DIDA-88

Señor
Rodolfo Cremer Nicoli
INSTITUTO PERUANO DEL DEPORTE
Presente.-

REF: Expediente N° 022562

Me dirijo a usted en relación al expediente de la referencia para comunicarle que para poder continuar con el trámite respectivo, deberá adjuntar lo siguiente:

- Publicación en el Diario Oficial El Peruano de acuerdo al D.S. N° 018 85-ICTI/IND, según formato de pre-calificación a recabar en la Sub-Dirección de Bebidas y Diversos (Piso 8° de este Ministerio).

Para tal efecto le concedemos un plazo de diez (10) días luego de recepcionada la presente.

MEM/mcc.



Atentamente,

Dirección de Industrias Derivadas del Agro

ANTONIO TRUJILLO RATO
DIRECTOR (*)

PN

Ministerio de Industria Comercio Interior
Turismo e Integración

San Isidro,

26 ACO 1988

NOTIFICACION N° 089-2-ICTI-DIDA-88

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Para tal efecto le concedemos un plazo de diez (10) días luego de recepcionada la presente.

Atentamente,



Dirección de Industrias Derivadas del Agro

[Signature]
ING. ANTONIO TRUJILLO RATTO
DIRECTOR (s)

MEM/mcc.

PRE-CALIFICACION PARA IMPORTACION

D.S. Nº 018-85-ICTI/IND

RAZON SOCIAL. *I.P.D. EDWIN RUBEN BARREDA PALACIOS*..... Nº EXPEDIENTE. *022562*.....

DOMICILIO.... *ESTADIO NACIONAL pta. 29.....#3º Piso*..... TELEFONO. *313954*.....

REPRESENTANTE..... *RODOLFO CREMER NICOLI*.....

Item	NOMBRE COMERCIAL Y DESCRIPCION DEL PRODUCTO	PARTIDA ARANCELARIA	UNIDAD	CANTIDAD A IMPORTAR
01	<i>Embarcaciones a Vela de Competencia de Tipo Clase Unica Internacional - y/o Olímpica "TABLA VELA" con sus - Accesorios Marca KERMA.nº322.</i>	<i>89.05.00.99</i>	<i>Unidad</i>	<i>(1) UNO</i>

Dentro del plazo de cinco (5) días útiles de esta única publicación, se podrá formular las objeciones pertinentes ante la Dirección General de Industrias del Ministerio de Industria, Comercio Interior, Turismo e Integración.



**INSTITUTO PERUANO
DEL DEPORTE**

ASUNTO: Importación de (1) Tabla Vela, liberado de los derechos arancelarios y de los Impuestos General a las Ventas y Selectivo al Consumo.

INFORME N°. 196-OAJ-88



AL SEÑOR PRESIDENTE DEL CONSEJO NACIONAL DEL DEPORTE:

- 1.- Mediante expediente N°. 4802 seguido por la Federación Peruana de Vela en favor del deportista afiliado Sr. EDWIN RUBEN BARRERA PALACIOS, referente a su solicitud de importación de (1) Tabla Vela con sus Accesorios marca Kerma 322, de la Firma PACIFIC MACHINERY CORP. P.O. BOX 43 0824 de Miami - Florida 33143, estando debidamente descrita las características del implemento deportivo, materia de la indicada importación en la Factura Proforma N°. 14-2241, que corre en el respectivo expediente administrativo. De acuerdo a lo establecido en el Art. 80° del D.L. N°. 328, los implementos y material deportivo de origen extranjero que no compitan con producción nacional podrán ser internados por el IPD, las Federaciones, Ligas, Clubes y deportistas afiliados libre del pago de derechos arancelarios y de los Impuestos General a las Ventas -y Selectivo al Consumo que gravan la importación, de acuerdo a la lista de bienes susceptibles de importación, bajo liberación de derechos e impuestos directos que gravan el internamiento del mismo, consecuentemente en mérito al ya referido dispositivo legal de la Ley General del Deporte, el IPD solicitó a la Dirección General de Industrias el respectivo Dictamen de No Competencia que ha sido expedido con el N°. 2675-88-ICTI/DIM y mediante el cual se acredita que el material deportivo - que se está importando para la Federación Peruana de Vela no se fabrica en el país. Es necesario que el IPD expida la Resolución Administrativa correspondiente autorizando la importación en referencia, a efectos de que posteriormente la Dirección General de Aduanas autorice el ingreso al país libre de los derechos arancelarios y de los Impuestos General a las Ventas y Selectivo al Consumo del indicado material deportivo.
- 2.- Esta OAJopina procedente autorizar la importación liberada de los derechos arancelarios y de los Impuestos General a las Ventas y Selectivo al Consumo que gravan la importación en favor del IPD para ser utilizada en la práctica de dicha disciplina deportiva el implemento deportivo que se precisa en el primer numeral del presente Informe, el mismo que pasará a incrementar el patrimonio del IPD, debiéndose despachar dicho embarque por la Aduana del Aeropuerto Internacional "JORGE CHAVEZ", así como se recomienda que el contenido de la Resolución se transcriba a la Comisión Bicameral de Presupuesto del Congreso de la República, - Contraloría General, Dirección General de Presupuesto Público, Dirección General de Aduanas, en aplicación de lo dispuesto en el Art. 77° del D.S. N°. 07-86-ED y R.S. N°. 494-85-EF/11.

Lima, 29 de Setiembre de 1988

Atentamente,

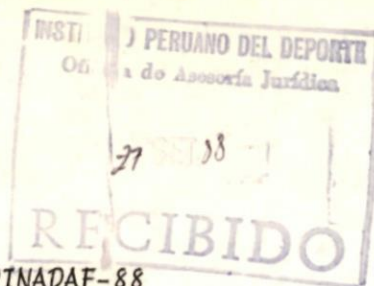
OAJ/88
TVM/sm
Exp. 4802



TEODORO VILLAVICENCIO MURILLO
TEODORO VILLAVICENCIO MURILLO
Abogado Jefe Oficina de Asesoría Jurídica
INSTITUTO PERUANO DEL DEPORTE



**INSTITUTO PERUANO
DEL DEPORTE**



MEMORANDUM N° 318 DINADAF-88

DE : DIRECTOR NACIONAL DE DEPORTE DE AFILIADOS
AL : JEFE DE LA OFICINA DE ASESORIA JURIDICA
ASUNTO : IMPORTACION DE [01] TABLA VELA -A FAVOR DE LA
FEDERACION PERUANA DE VELA.
REFERENCIA : EXPEDIENTE N° 4802-88.
FECHA : 26/9/88.

Tengo el agrado de dirigirme a usted, con la finalidad de hacerle llegar el expediente de la referencia, mediante el cual la Federación Peruana de Vela- Deportista Afiliado Sr. EDWIN RUBEN BARRERA PALACIOS nos hace conocer sobre la importación que está realizando del exterior con sistente en:

[01] Tabla Vela con sus Accesorios Marca Kerma 322.

La presente importación cuenta con la aprobación de la Dirección a mi cargo.

Agradeceré se sirvan emitir el informe legal correspondiente de acuerdo a ley.

Atentamente,



CONSEJO NACIONAL DEL DEPORTE

Rodolfo Gremer Nicoli
RODOLFO GREMER NICOLI

Director Nacional de Deportes de

Afiliados

p.

R.C.N./DINADAF
OCD/brr.



**INSTITUTO PERUANO
DEL DEPORTE**

OF. N° 838 DINADAF-88

Lima, 5 de Julio de 1988

Señor Doctor

ULISES COLINA LOZANO

Administrador de la Aduana del Aeropuerto Internacional
"JORGE CHAVEZ"

Presente.

**Asunto: INTERNAMIENTO TEMPORAL POR EL PLAZO DE 90 DIAS
DE MATERIAL DEPORTIVO DE VELA**

Me es sumamente grato dirigirme a usted, con la finalidad tenga a bien disponer el Internamiento Temporal por el plazo de 90 días de lo siguiente:

- (1) Tabla Vela con sus Accesorios Marca
Kerma 322.

Fundamentamos el presente Internamiento Temporal con la necesidad urgente de contar con dicho Material Deportivo, por lo que en los próximos días de acuerdo al calendario de la Federación se llevará a cabo un evento de esa disciplina a Nivel Nacional., así mismo nos amparamos en el D.S. 454-84-EF/ Art. 115; 116; 117; 118; Letras a, b, c, d. Art. 136; D.S. 455- Art. 195; 119; 200 Letra "p" Ley General de Aduanas y su Reglamento.

Sin otro particular, válgome de la ocasión para reiterarle a usted las consideraciones de mi estima personal.

Atentamente,



CONSEJO NACIONAL DEL DEPORTE

RODOLFO ORTIZ NICOLI
Director Nacional de Deporte de
Afiliados

[Firma]
R.C.N./DINADAF
OCD/brn.