



FEDERATION INTERNATIONALE DE SAND ET LAND YACHTING
WORLD LANDSAILING ORGANISATION

**INTERNATIONAL SAILING
AND RACING RULES I.S.R.R.**

APPENDIXES

2025

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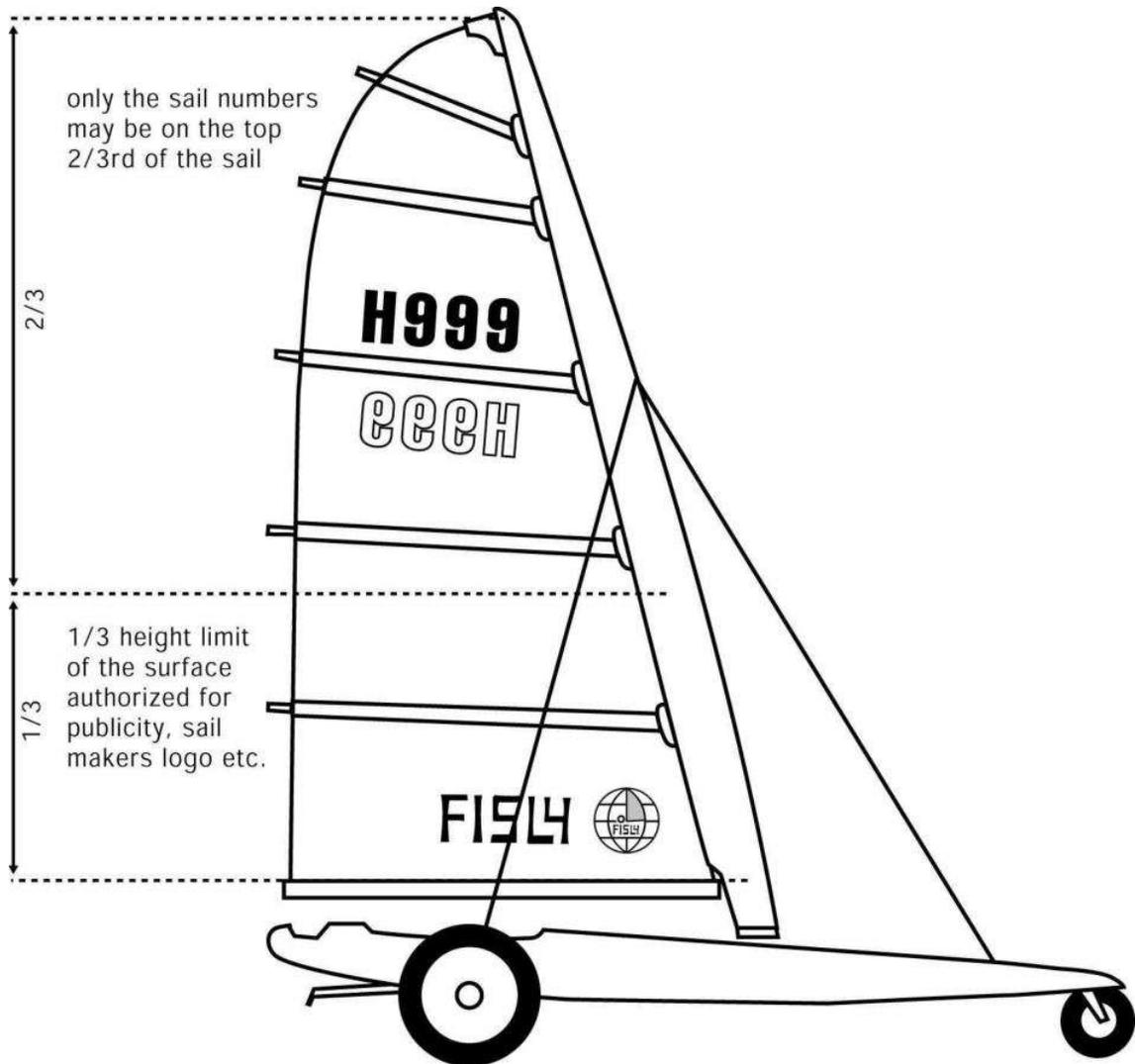
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APPENDIX 01 A : IDENTIFICATION OF THE YACHT AND ADVERTISING ON THE SAIL



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1) CHARACTERS

The sail number characters must be clearly visible, legible and in one colour which contrasts strongly with the colour of the sail. The font of the letters should be "Helvetica". The characters are to be lower at port-side. The dimensions are: Height: 25 cm – width: 17 – thickness of line: 4 cm. For the mini-yachts the dimensions of figures and letters must be a minimum height of 22 cm (9") (the same as for the optimist dinghy class). Numbers must be put on both sides of the sail (or yachts for class 8) and may be placed anywhere on the sail and must be legible.

2) NATIONAL IDENTIFICATION LETTER.

Algeria	: AL	Japan	: J
American Samua	: ASA	Kenya	: KK
Andorra	: AND	Korea	: RK
Angola	: AN	Korea DPR	: DK
Antigua	: ANU	Kuwait	: Q
Antilles Netherlands	: HA	Latvia	: LAT
Argentina	: A	Liechtenstein	: FL
Aruba	: ARU	Lithuania	: LIT
Australia	: KA	Luxembourg	: LX
Austria	: OE	Malaysia	: MY
Bahamas	: BA	Malta	: MT
Bahrain	: BH	Mauritius	: MRI
Barbados	: KBA	Mexico	: MX
Belarus	: BLS	Monaco	: MO
Belgium	: B	Morocco	: MA
Bermuda	: KB	Myanmar	: BR
Brazil	: BL	Namibia	: NA
British Virgin Islands	: KV	Netherlands	: H
Bulgaria	: BU	New Zealand	: KZ
Canada	: KC	Norway	: N
Chile	: CL	Pakistan	: PK
China	: CH	Papua New Guinea	: KP
Chinese Taipei	: TA	Paraguay	: PY
Colombia	: CB	Peru	: PU
Costa Rica	: CR	Philippines	: PH
Croatia	: CRO	Poland	: PZ
Cuba	: RC	Portugal	: P
Cyprus	: CP	Puerto Rico	: PR
Czechoslovakia	: CZ	Qatar	: QA
Denmark	: D	Rep. South Africa	: SA
Djibouti	: DJ	Romania	: RM
Dominican Republ.	: DR	Russia	: RUS
Ecuador	: EC	San Marino	: SM
Egypt	: AR	Senegal	: SE
El Salvador	: ESA	Seychelles	: SEY
Estonia	: EST	Singapore	: KS
Fiji	: KF	Slovenia	: SLO
Finland	: L	Spain	: E
France	: F	Sri Lanka	: CY
Germany	: G	Sudan	: SUD
Grand Cayman	: CI	Sweden	: S
Great Britain	: K	Switzerland	: Z
Greece	: GR	Tahiti	: T
Guam	: GM	Thailand	: TH
Guatemala	: GU	Trinidad Tobogo	: KT
Hong Kong	: KH	Tunisia	: TN
Hungary	: M	Turkey	: TK
Iceland	: IL	U.S. Virgin Islands	: VI
India	: IND	Ukraine	: UKR
Indonesia	: RI	United Arab Emir.	: AE
Ireland	: IR	United St. America	: US
Israel	: IS	Uruguay	: U
Italy	: I	Venezuela	: V
Jamaica	: KJ	Zimbabwe	: ZB

APPENDIX 2 A

CLASS 2 SPECIFICATIONS

THE CHASSIS

The yacht, fully rigged with a pilot in the cockpit, must not pass between two vertical posts with a 3.65 m gap between them.

LENGTH OF BODY

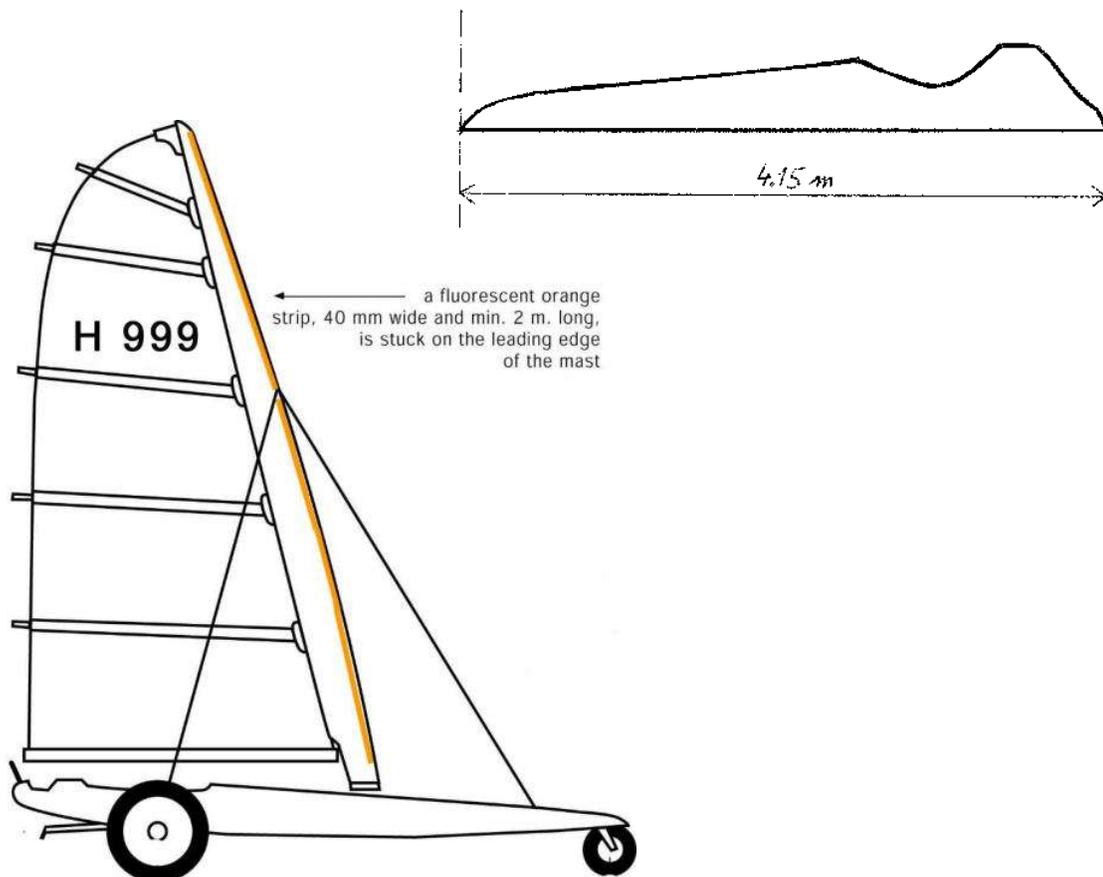
The minimum length of the load bearing portion of the body is 4.15 metres (see drawing).

THE SAIL AREA

Pilots adjust the total propulsive area according to their own choice for length of mast and sail surface up to a maximum total propulsive area, i.e. sail + mast + boom, which cannot exceed 11.3 square meter. There is no longer any minimum requirement.

THE MAST

A fluorescent orange strip, 40 mm wide and minimum 2 m long, is stuck on the leading edge of the mast.



APPENDIX 2 B 1

CLASS 3 SPECIFICATIONS

If any one of the following items does not conform to the specifications, then the yacht is not considered as a class 3.

THE MAST

The length of the mast is limited to 6.10 metres including all parts.

A fluorescent orange strip, 40 mm wide and minimum 2 m long, is stuck on the leading edge of the mast.

THE CHASSIS

- a. MAXIMUM TRACK : The yacht, fully rigged with a pilot in the cockpit, must pass between two vertical posts with a 3.5 m gap between them.
- b. WHEEL BASE : the distance between the axle of the front-wheel and the axle of the rear wheels must not exceed 3.8 m.

STEERING MECHANISM

- a. STEERING SHACKLES must be of stainless steel, minimum 5 mm diameter, and locked with wire.
- b. STEERING CABLES must be of stainless steel, minimum 4 mm diameter, and must be fastened with ferrules and thimbles, or swaged on terminals.
- c. CABLE TENSIONERS (e.g. bottle screws) must be of stainless steel, minimum 6 mm diameter, with a safety system to prevent looseness (wire or locking nuts).

BRAKE

An efficient brake will be fitted.

AREA

The maximum total propulsive area, (sail + mast + boom), is 7.35 sq.. m.

WEIGHT

The total weight, fully rigged, but without the pilot and without any ballast, will be a minimum of 100 kg.

ROLL BAR

A roll bar must be fitted to the yacht. It may however be replaced by an equivalent construction of the yacht body. In each case, roll bar or body, it must extend a minimum of 10 centimetres above the crash helmet of the pilot in the sailing position.

APPENDIX 2 B1 (bis)

CLASS 3 RESTRICTION SPECIFICATIONS (C III-R)

FISLY appendix 6 article 7 point g. applies for all international races where class 3 restriction yachts participate. Class 3 Restriction forms part of Class 3. If any one of the following items do not conform to the specifications the yacht is not considered as a Class 3 Restriction.

THE MAST (modified 2025)

The length of the mast is limited to 6.10 meters.

The projected width is limited to 0.30 meters maximum with a tolerance of 15%.

In any position the mast must fit within a gauge that is 6.10 meters long, bounded at both ends by two projecting squares, each 30 cm long.

THE CHASSIS

- a) **MAXIMUM TRACK** : The yacht, fully rigged with a pilot in the cockpit, must pass between two vertical posts with a 3.5 m gap between them.
- b) **WHEEL BASE** : the distance between axle of the front-wheel and the axle of the rear wheels must not exceed 3.8 m.
- c) **MAXIMUM HEIGHT**: the highest part of the yacht may not be higher than the top of the mast with the exception of any wind indicator. The maximum height of the lowest point of the mast is 70 cm measured from the ground. The sail (boom included) when sheeted in at maximum, must not become lower than the lowest point of the mast, projected horizontally over the whole length of the yacht.
- d) **DIAMETER OF THE WHEELS (modified 2025)**: the diameter of the wheels with tires fitted and inflated to 1.5 kg/cm³, must not exceed 0.70 m.
The front wheel must be of size 4.80/4.00-8, clearly and permanently marked on the tire.

STEERING MECHANISM

- a) **STEERING SHACKLES** must be of stainless steel, minimum 5 mm diameter, and locked with wire.
- b) **STEERING CABLES** must be of stainless steel, minimum 4 mm diameter, and must be fastened with ferrules and thimbles, or swaged on terminals.
- c) **CABLE TENSIONERS** (e.g. bottle screws) must be of stainless steel, minimum 6 mm diameter, with safety system to prevent looseness (wire or locking nuts). The steering mechanism must not contain any textile ropes.

BRAKE

An efficient brake will be fitted.

AREA

The maximum total propulsive area, (sail + mast + boom), is 7.35 sq.. m.

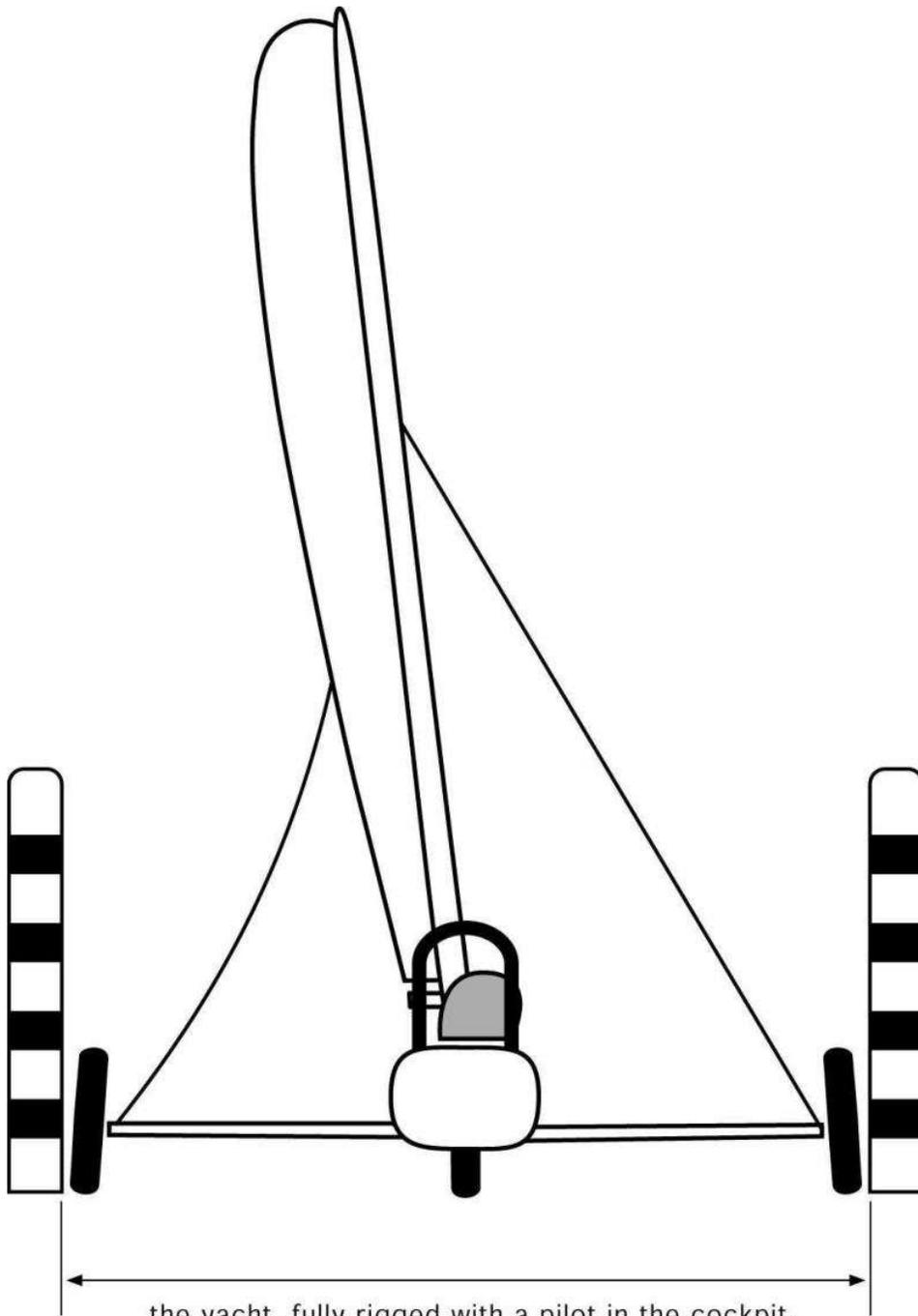
WEIGHT

The total weight, fully rigged, without the pilot and without any unfixed ballast, will be a min. of 110 kg.

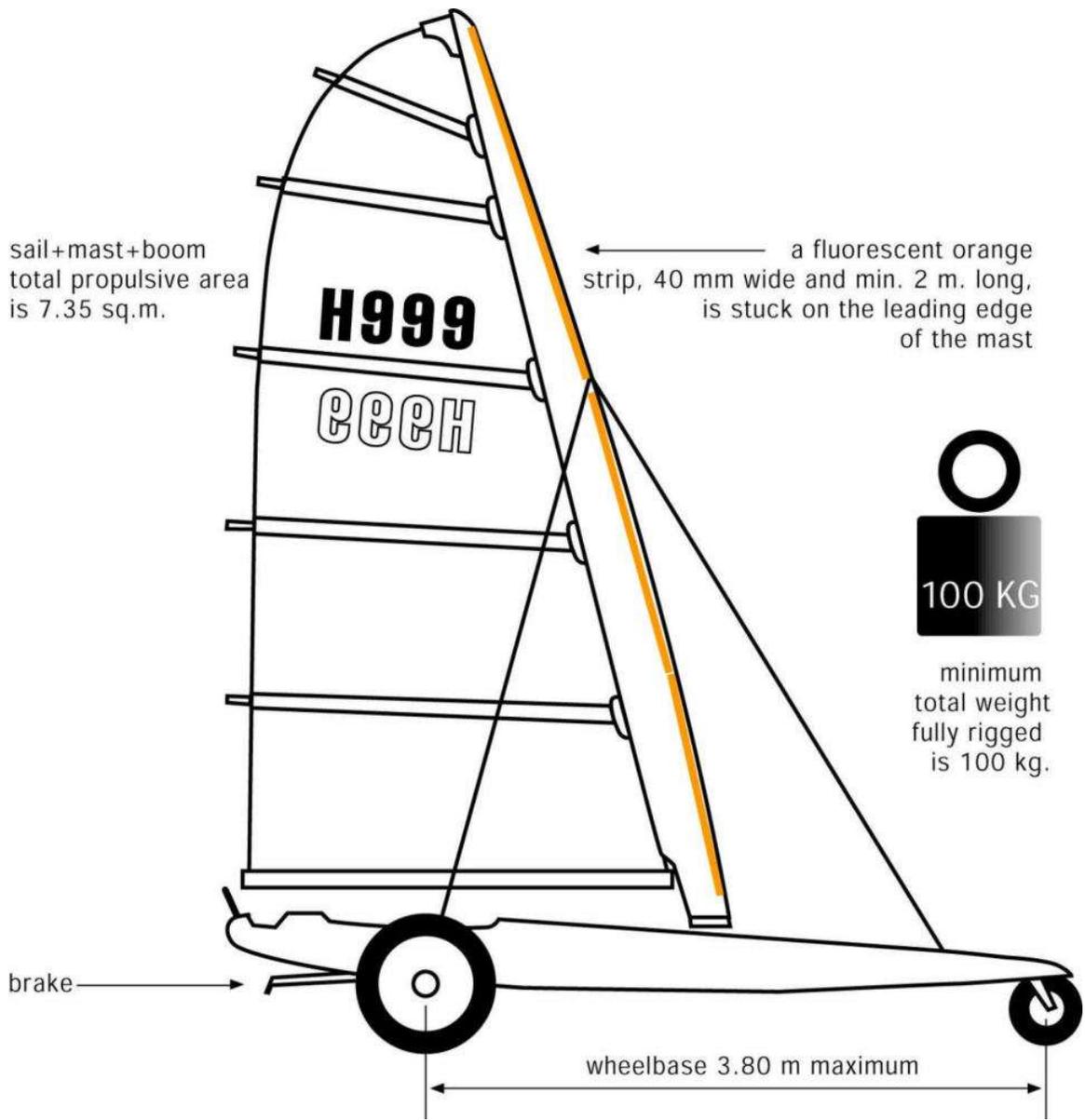
ROLL BAR

A roll bar must be fitted to the yacht. It may however be replaced by an equivalent construction of the yacht body. In each case, roll bar or body, it must extend a minimum of 10 centimetres above the crash helmet of the pilot in the sailing position

APPENDIX 02 B2 : CLASS 3 SPECIFICATION



the yacht, fully rigged with a pilot in the cockpit,
must pass between two vertical posts with a 3,5 m
gap between them



APPENDIX n. 2 C 1

CLASS 5 SPECIFICATIONS.

Only reference language is English. French/German translation is made only to help, and will never be used by any jury.

1. Ballast

- 1.1. The minimum weight of the fully rigged yacht is 50 kg.
Le poids minimum du char complètement équipé est de 50 kg
Das minimale Gewicht der voll aufgeriggeten Yacht sind 50kg.

2. Boom

- 2.1. The boom must be made of round section straight metal tube(s)
La bôme doit être compose de tubes métallique rectiligne rond
Der Baum muss aus einem runden Metallrohr bestehen. Der äußere Durchmesser muss über die ganze Länge konstant sein.
- 2.2. The lowest point of the boom must never come under 45 cm from the ground or the eyes level whichever is the highest. There must be a device that make it impossible to sheet any part of the boom below this level. A note is made for future checking and the position at which the measurement was made is marked on the yacht and the boom.
Le point le plus bas de la bôme ne doit jamais être en dessous de 45 cm du sol et des yeux du pilote. Un système doit empêcher la bôme de descendre en dessous de ce niveau. Les mesures sont enregistrées pour des vérifications futures, et les positions de mesure sont marquées sur le char et la bôme
Der niedrigste Punkt des Baumes darf nie unter 45 cm von der Bodenhöhe oder der Höhe des Augenlevels kommen, je nachdem was höher ist. Es muss eine Vorrichtung geben, die es unmöglich macht, irgendeinen Teil des Baumes niedriger als dieses Level zu ziehen. Für eine spätere Überprüfung wird eine Markierung am Baum und der Yacht vorgenommen.

3. Chassis

- 3.1. The width of the yacht should not exceed 2 000 mm
La largeur du char ne doit pas dépasser 2 000 mm
Die max. Breite der Yacht beträgt 2000mm
- 3.2. The wheelbase of the yacht must not exceed 2500 mm
La longueur du char ne doit pas dépasser 2500 mm
Die Länge der Yacht beträgt max. 2500mm
- 3.3. The chassis must be made of metal tubes, the section of which must be round, square or rectangular. Cables are forbidden except for steering.
Le châssis est compose de tubes métalliques, leur section peut être ronde, carrée, ou rectangulaire. Les câbles sont interdits sauf pour la direction.
Das Chassis der Yacht muss aus Metallrohren bestehen. Die Sektionen müssen rund, rechteckig oder quadratisch sein. Drähte sind nur für die Lenkung zugelassen.
- 3.4. Fairings are forbidden on the chassis, inside and outside. Wheel cover are allowed
Les profilages sur le châssis sont interdit (intérieur et extérieur). Les flasques de roue sont autorisés
Aerodynamische Vorrichtungen an oder in der Yacht sind nicht erlaubt. Nur Radabdeckungen sind erlaubt.
- 3.5. Any wheel with wire spokes must be covered by internal and external wheel covers
Les roues à rayon doivent être flaquées des 2 cotés
Jedes Speichenrad muss mit Radabdeckungen versehen werden.
- 3.6. Maximum diameter of the wheels including the tyre must not exceed 750 mm. the wheel alone shall not exceed 26". The wheel width shall not exceed 100 mm measured to the outside dimensions of the wheel rim (June 2012)

Le diamètre maximum des roues ne doit pas dépasser 750 mm pneu compris. La jante ne doit pas dépasser 26''(660,4 mm). La largeur de la roue ne doit pas dépasser 100 mm « mesurée jusqu'à la dimension extérieure de la jante » ? (Juin 2012)

Der maximale Durchmesser der Räderinkl. Der Reifen darf 750mm nicht überschreiten. Die Felge darf nicht größer als 26 sein. (660,4mm). Die Breite der Felge darf 100 mm(gemessen an der Außenseite der Felge (June 2012) überschreiten.

3.7. Traveller are prohibited on the yacht.

Barre d'écoute interdite (déplacement du point d'ancrage des poulies basses)

Traveller sind auf der Yacht nicht zugelassen.

4. Mast

4.1. The mast must be made of round section metal tube, the outer diameter of it must not exceed 60 mm

Le mat doit être composé de tube métallique rond, le diamètre extérieur est limité à 60 mm

Der Mast muss aus Metallrohren bestehen und der Außendurchmesser darf 60mm nicht überschreiten.

4.2. The mast may be made from a maximum of four different diameter tubes. Each tube must have a constant outer diameter and wall thickness over his full length. At each diameter change 30 mm are free to allow to allow chamfering for protection of the mast pocket

Le mat doit être composé de tubes maximum 4 diamètres différents. Chaque tube est de diamètre et épaisseur constante sur toute sa longueur. A chaque changement de diamètre, il est autorisé sur 3 cm de chanfreiner pour protéger le fourreau de mat.

Der Mast darf aus bis zu vier Metallrohren mit gleichbleibendem Durchmesser-/und Wandungsdicke über die jeweilige Länge bestehen. Bei jedem Wechsel des Durchmessers darf es bis zu einer Breite von 30mm zum Übergang eine Abschrägung der Metallrohre zum Schutz der Masttasche geben.

4.3. The mast must be rigidly supported by an arrangement of metal tubes, not higher than 1200 mm above ground level.

Le mat doit être supporté rigidement par un arrangement de tubes métallique qui ne doivent pas dépasser 1200 mm mesuré depuis le sol.

Der Mast muss durch eine Konstruktion von Metallrohren abgestützt werden. Diese dürfen max. bis zu 1200mm Höhe über den Boden reichen.

4.4. The position of the mast must not be modifiable while the yacht is in motion

La position du mat ne doit pas être modifiable quand le char est en mouvement.

Die Position des Mastes darf während der Fahrt nicht verändert werden.

4.5. The length of the mast shall be such that the distance from the top of the mast to its foot plus the distance from the mast foot to the ground must not exceed 5,50 m

La longueur du mat, doit être telle que la longueur du mat + la distance du bas du mat au sol soit inférieure à 5500 mm

Die Länge des Mastes muss so sein, das die Entfernung vom Masttop bis zum Mastfuß und der Entfernung vom Mastfuß bis zum Boden 5500mm nicht überschreitet.

5. Sail

5.1. The maximum profile area of the sail must be 5,50m²

La surface maximum de la voile est de 5,5 m²

Die maximale Profilgröße des Segels ist 5,5m².

5.2. The sail must be located onto the mast by mean of a pocket

La voile doit être liée au mat au moyen d'un fourreau

Das Segel muss mit einer Tasche am Mast angeschlagen sein.

5.3. Mast pocket is maximum 40cm when laid flat on the floor measured to the front of the mast pocket.

Inflation system of the mast pocket are forbidden. It must be closed except for mast entrance and exit.

La largeur du fourreau est de 40cm mesuré à plat sur le sol. Les systèmes de gonflage du fourreau sont interdits. Le fourreau doit être fermé excepté au passage d'entrée et de sortie du mat.

Die Masttasche darf max. 40cm breit sein, von der Vorderkante der Masttasche (Annähung) gemessen flach am Boden liegend. Aufblasbare Systeme an oder in der Masttasche sind nicht erlaubt. Die Masttasche ist geschlossen, bis auf den Ein-/Ausgang des Mastes.

5.4. Mast pocket must lay flat when placed on the floor.

Le fourreau de mat doit être plat quand il est posé au sol

Die Masttasche muss flach sein, wenn sie auf dem Boden liegt.

5.5. The sail must be free to rotate around the mast

La voile doit pouvoir pivoter librement autour du mat

Das Segel muss frei um den Mast rotieren können.

5.6. The mast pocket must be made of sailcloth. Stiffeners, fairing, or similar devices fitted inside or outside the mast pocket are prohibited

Le fourreau doit être réalisé en "tissu de voile". Les raidisseurs, carénages, ou système semblables à l'intérieur ou à l'extérieur du fourreau sont interdits.

Die Masttasche muss aus Segeltuch sein. Steife Einlagen, aerodynamische oder ähnliche Vorrichtungen auf der inneren oder äußeren Seite der Masttasche sind verboten.

5.7. Fairing or similar devices fitted to the sails are prohibited

Les carénages ou systèmes semblables sont interdits sur la voile.

Steife Einlagen, aerodynamische oder ähnliche Vorrichtungen auf dem Segel sind verboten.

5.8. The sail may be modified by devices as follow :

La voile peut être modifiée par les systèmes suivants :

Das Segel kann durch folgende Maßnahmen modifiziert werden :

5.8.1. Cunningham hole (Vorliekstrecker)

5.8.2. Foot tensioner (Unterliekspanner)

5.8.3. Kicking strap (Baumniederholer)

5.8.4. Batten tensioner line or leach line (Lattenspanner oder Achterlieksleine)

5.9. The maximum width of the battens is 25 mm (including protections cap) and maximum thickness is 20 mm

La largeur max des lattes est de 25 mm, comprenant les embouts de protection, leur largeur max est de 20 mm

Die maximale Breite der Segellatten inkl. Abdeckkappen ist 25mm. Die maximale Dicke ist 20mm.

5.10. Maximum number of battens is 10

Nombre maximum de lattes 10

Maximal 10 Latten sind erlaubt.

5.11. Split battens are prohibited

Les lattes fendues sont interdites

Geteilte Latten sind verboten.

5.12. Batten (it) must also not have any mechanical hinge or shaping device.

Les lattes ne comportent pas de charnière ou « dispositif de mise en forme »

Die Latten dürfen keine mechanischen Scharniere oder shaping devices (Formvorrichtungen) haben.

5.13. The battens must be not closer than 8cm to the front of the mast pocket.

(Avec des fourreaux de mâts supérieures à 12 cm,) Les lattes ne doivent pas se trouver à moins de 8 cm de l'avant du fourreau de mâts mesuré à plat sur le sol.

Die Latten dürfen nicht näher als 8cm bis an die Vorderseite der Masttasche gehen.

6. Seat and footrest

6.1. The Yacht must have a backrest and side restraint for the pilot and a footrest these accessory must be part of the seat. The seat may not contribute to the rigidity or the resistance of the chassis.

Le char doit avoir un dossier, un maintien latéral du pilote et un support pour les pieds, ces accessoires doivent faire partie du siège. Le siège ne doit pas contribuer à la résistance du châssis.

Die Yacht muss seine Rückenlehne und eine seitliche Abstützung sowie eine Fußablage für den Piloten haben. Diese Teile müssen Teil des Sitzes sein. Der Sitz darf nicht zur Steifigkeit oder zum Widerstand des Fahrgestells beitragen.

- 6.2. The footrest should prevent the pilot feet to inadvertently touch the ground.
Le repose pieds doit éviter que les pieds du pilote ne touche le sol par inadvertance
Die Fußablage soll den Piloten davor schützen versehentlich den Boden zu berühren.
- 6.3. The external width of the seat must not exceed 1000 mm
La largeur du siège doit être inférieure à 1000 mm
Die äußere Breite des Sitzes soll 1000mm nicht überschreiten.
- 6.4. The external length of the seat must not exceed 2500 mm
La longueur du siège doit être inférieure à 2500 mm
Die äußere Länge des Sitzes darf 2500mm nicht überschreiten.
- 6.5. The front of the seat or footrest may not be further forward than the back of the mast
L'avant du siège et du repose pied ne doit pas dépasser l'arrière du mat.
Das Vorderende des Sitzes oder der Fußablage darf nicht über den hinteren Teil des Mastes hinausragen.
- 6.6. Fairings that form part of the seat and extend no further than the limits of the seat are permissible. The shape of the seat must be such that the pilot body is always fully exposed when viewed from above
Les carénages incorporés dans le siège et les extensions qui ne dépassent pas les limites du siège sont autorisées. La forme du siège est telle que le pilote est entièrement visible vu d'au-dessus.
Verkleidungen, die einen Teil des Sitzes bilden und nicht über die Grenzen des Sitzes hinausragen, sind zulässig. Die Form des Sitzes muss so sein, dass der Körper des Piloten von oben betrachtet immer vollständig frei einsehbar ist.
- 6.7. It shall not be possible to move the seat while the yacht is in motion
Il ne doit pas être possible de déplacer le siège quand le char est en mouvement
Der Sitz darf während der Fahrt nicht verstellbar sein.
- 6.8. Any sharp edges on the yacht must be made safe
Toutes les arêtes vives du char doivent être sécurisées
Jede scharfe Kante an der Yacht muss entschärft werden.
- 6.9. The yacht must have an effective brake
Le char doit posséder un frein à main efficace
Die Yacht muss eine effektive Handbremse haben

APPENDIX 02 C 2

SPECIFICATIONS CLASS PROMO

(modified 2025)

Class Promo is accepted as an international FISLY class.

All measures of the tubes of the mast or the chassis must be taken either with the "imperial" or the "decimal" system. Both are allowed but cannot be mixed.

The mix of Systems Units is forbidden in the 2 main parts of the yachts" (mast and yacht):

All the mast tube dimensions must be in Metric or in Imperial (not mixed)

All the chassis yacht tube dimensions must be in Metric or in Imperial (not mixed)

A yacht with Imperial Mast and metric chassis is allowed.

A yacht with metric Mast and imperial chassis is allowed.

A - General specifications

1. All measurements are taken with a pressure of 1.5 bars in the 3 wheels of the sand yacht (tire size, sail height, etc.).
2. All measurements are taken with the potential weights used by the pilot (sail height, weight under the front wheel, etc.).
3. Solid weights (lead, sandbags, etc.) must be secured so that they cannot move in the seat. The amount of ballast and its position shall not change while racing. The pilot is responsible for the safe carrying of ballast.
4. The maximum width of the PROMO fully rigged (with pilot in the yacht) is 2 m.
5. The maximum wheelbase of the PROMO fully rigged is 2,50 m.
6. The minimum weight of the PROMO fully rigged is 50 kg.
7. The maximum profile sail area is 5,50 m², measured according to the ISRR.
8. The maximum height of the mast of the PROMO is 5,5 m (measured from the ground, fully rigged, sheeted out, without the pilot).
9. Tires shall have a maximum diameter of 410 mm, and a maximum width of 110 mm.
10. The wheel diameter of the PROMO is 400 x 8". The wheel rim shall be in moulded plastic or metal alloy from industrial trademarks. Any modification of the original wheel rim is not allowed.
11. The minimum weight under the front wheel of the PROMO shall be 11 kg. It is measured with the sail sheeted in, pilot in the yacht, straight legs resting on the rudder bar, the feet at a right angle with the legs.
12. The PROMO shall have an effective brake.
13. Fairings on the chassis, the axle tubes or wheels are forbidden. Mudd guards are allowed.

B - Chassis

B -1. Materials, dimensions

1. The chassis is made of steel tubes. Exceptions are nuts, bolts, washers, axles, steering pivot, brake, foot pedal and support that can be made of stainless steel.
2. The chassis is " T " or " Y " shaped. The minimum distance between the axle of the front wheel and the junction of the axle tube holders is 1,75 m (see plan, point " J ").
3. The front part and the rear part are in a straight line and each consist of one tube. Except for the mast foot and the axle tube holders, the front and the rear part are in a straight line in the horizontal and vertical plane.
4. The tubes are welded with the exception that the axle tubes can be removed from the axle tube holders.

- The external diameter of the tubes is 0,065 m (tolerance 1%). The exception is the mast foot of which the internal diameter is maximum 0,065 m.
- The tubes can only be adapted by compressing. Only the tubes of the front part and the axle tubes can be adapted by compressing. Part of these tubes shall be left round to measure its diameter.

B -2. The front part

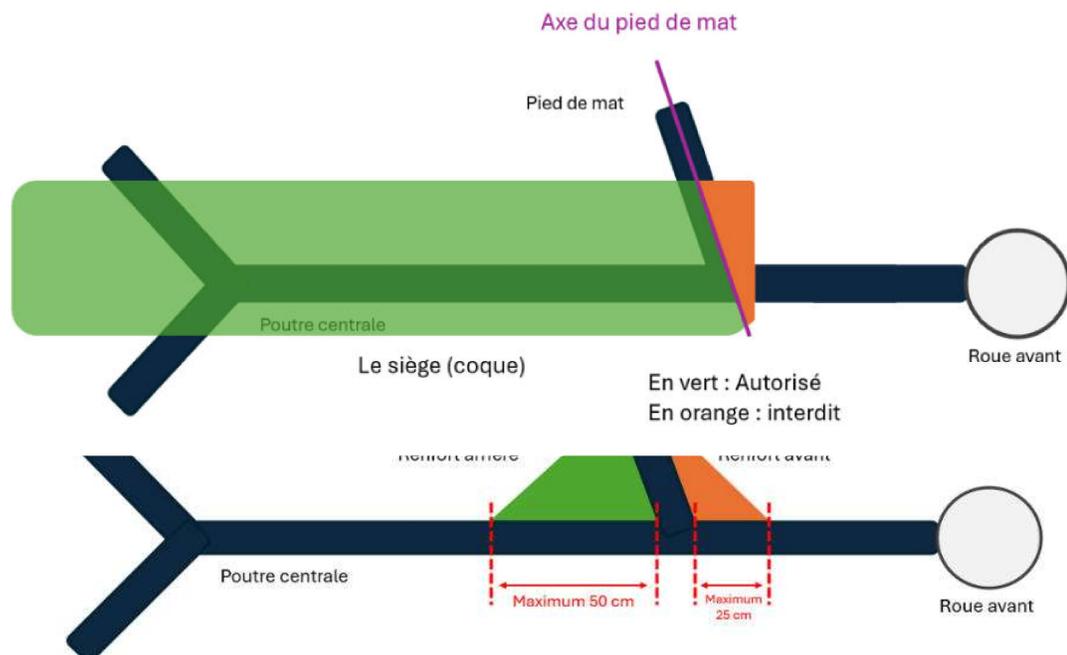
- The steering is provided with a fork or a curved arm system:
With a curved arm system: the level of the wheel spindle is not modifiable. With a fork system : the fixation of the steering pivot has direct contact or is welded to the front part. The PROMO must be fitted with an independent dual steering system (the removal of one of the 2 systems must not prevent the other from functioning) or with a bar system with secure joints. Single-arm steering systems are not permitted. Connections and shackles must be secured.
- The front part is not adjustable and is not equipped with a suspension system or stiffening.
- Steering cables are allowed.

B -3. The rear part, the mast foot and the axle tube holders

The mast foot and the axle tube holders are parts of the rear part. If the front part and the rear part tube have a different diameter they are welded.

B-3-1 The Mast Foot

- The mast foot is a cylindrical tube having an internal diameter of maximum 0,065 m.
- The mast foot is welded onto the rear part.
- The maximum height of the mast foot measured in a straight and upright line is 0,60 m.
- The mast slides directly into the mast foot without any wedge.
- The mast position in the mast foot is not adjustable. Welded steel plates, gussets or tubes can be used to reinforce the rigidity of the mast foot. The forward reinforcement shall not exceed 0.25 m, and the aft reinforcement 0.50 m. These measurements are taken horizontally from the outside of the mast foot.



B-3-2 The axle tube holders

1. The axle tube holders are welded onto the rear part.
2. The axle tube holders are under the seat.
3. The maximum length of an axle tube holder measured from the junction of the axle tube holders (see plan point " J ") is 0,50 m.
4. No metallic piece crosses the straight line between the end of the axle tube holders (axis F on the plan).

B -4. The axle tubes

1. Each axle tube consists of a maximum of two tubes.
2. Each axle tube consists of one entire external tube.
3. Each axle tube has one open end to make scrutineering possible. Each wheel spindle holder is welded onto the axle tube.
4. Each axle is straight.

C-- The seat

1. The seat is made of fiberglass and polyester.
2. The shape of the seat ensures the pilot is securely held while providing protection.
3. The shape is such that the pilot's body is entirely visible seen from the top of the mast.
4. The shape is such that the pilot's eyes are minimum 0,40 m from the ground (pilot in the yacht, straight legs and feet in a right angle with the legs).
When in sailing position the pilot's eyes are at a higher level than his feet and the highest point of the front part of the seat.
5. The maximum seat length is 2,50 m.
6. The maximum seat width is 1,00 m.
7. The most forward point of the seat is behind the centerline of the mast foot. No point on the front of the seat should extend beyond the centerline of the mast foot.
8. The seat is placed upon the chassis.
9. The tubes of the chassis shall not be visible in the shape of the seat, except for the rear reinforcement at the mast foot.
10. The means of fixing the seat may be metal plates welded on the chassis.
11. Metal plates shall not cross the line of axis F. The seat and its fixings do not contribute to the resistance and the rigidity of the chassis.
12. The position of the seat is not to be altered.

D-- The Mast

1. The mast is put together with round section straight aluminum tubes having a minimum thickness of 0,002 m.
2. The maximum external diameter of the mast tubes is 0,05 m.
3. The mast is made of 2 hollow parts (an upper part and a lower part). The lower part is made of a maximum of 3 different diameter tubes. When not under tension, the mast remains straight. Pre-bent masts are forbidden.
4. A mast can be assembled using four tubes of different diameters. Each tube shall have a constant diameter over its total length. At each change of diameter, 0,03 m are free to allow for chamfering or for the protection of the mast pocket.

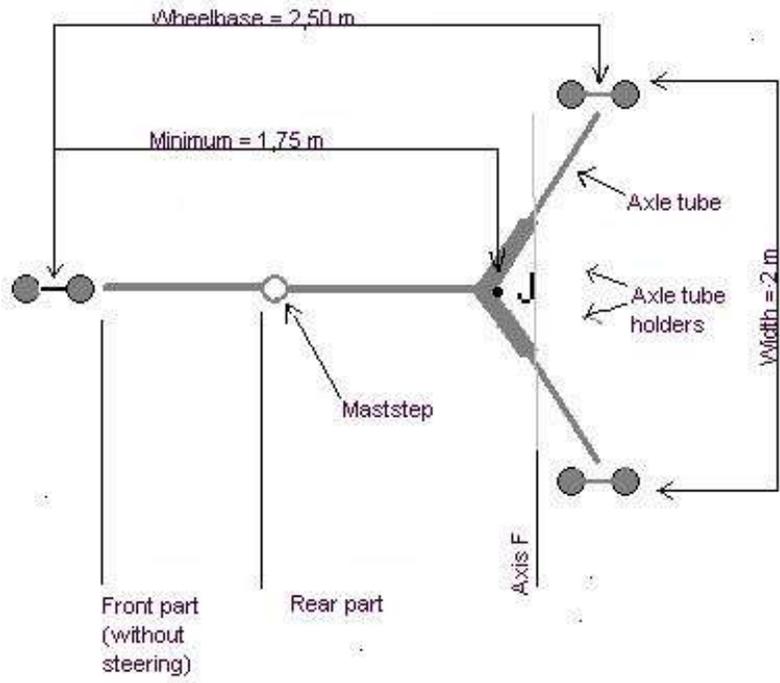
5. The mast wears a marking tape (minimum 0,003 m width) all round that is visible when sailing. The upper edge of the tape is situated at least 0,55 m above the ground.
6. No rotating systems are allowed on or within the mast.

E-- The Boom

1. The boom must be made of round section straight metal tube(s)
2. The length of the boom is such that it crosses the vertical line through the most rearward point of the helmet of the pilot in sailing position.
3. The lowest point of the boom shall never be under 0,55 m measured from the ground.
When the pilot is in the yacht, straight legs and feet in a right angle with the legs, the highest point of the helmet shall always be under the boom.
4. The sheeting system must have a device that makes it impossible when sheeting in to bring any part of the boom under that level.
The sheeting system contains a maximum of 7 strands. The depth of the sheave groove shall not exceed 0.006 m.
5. The sheet hoist is made up of a maximum of 7 strands and the maximum external diameter of the sheave is 0.06 m.
6. The fixing of the sheeting system to the chassis or the seat is not adjustable when sailing.
7. The minimum sheet length is 4,9 m.

F -- The sail

1. The sail is made of polyester canvas type Dacron. The exception is that the leech may be strengthened using a strip of Mylar of a width of maximum 0,25 m.
2. The sail shall be located onto the mast by means of a pocket.
3. The maximum external circumference of the mast pocket is 0,24 m (or 0,12 m long when laid flat, measured on the stitching of the pocket)
The stitching of the pocket must close the pocket over its total length (so that the battens cannot pass into the pocket), elastic thread seams are prohibited.
4. The sail must be free to rotate around the mast.
5. Stiffeners, fairings or similar devices fitted inside or outside the mast pocket are prohibited. Fairings or similar devices fitted onto the sail are prohibited.
6. The sail contains a maximum of 5 battens. The maximum width of each batten is 0,05 m. Each batten is made of one piece in fiberglass and polyester. The battens must be straight and free from any breakage.
7. The batten tensioners are straps or stings.
8. The use of any rotating system on the headrest is prohibited.
9. The top is made of straps or ropes.
10. The sail has a maximum of one eye on each end (tack, head and clew).
11. The highest point of the sail shall not be higher than the top of the mast, when the sail is not sheeted in.
12. The maximum surface of the transparent window is 0,3 m².
13. The luff may be adjusted with a Cunningham that is independent from the sheeting system.



APPENDIX n. 2 D

CLASS 7 SPECIFICATIONS

Any sand or land yacht which is sailed by a pilot standing upright, the rig of which will not remain upright unless the pilot is holding it, is considered to be a class 7.

Should currently used spare parts become unavailable, "Seagull Chars à Voile" can submit alternative parts to be evaluated and authorized by the class association (ISSA) at any time, according to Fisly regulations (ref. Appendix 10 and ISSR 1.4.b).



SPECIFICATIONS "STANDART" CLASS

If any of the following points is not strictly in compliance with what is stated and if the sand yacht and all its components* are not manufactured and/or supplied by the company "SEAGULL Chars à Voile" (or any entity that would replace it), then the sand yacht will not be considered as a "STANDART" international monotype.

*Except parts and supplies manufactured and/or distributed by a company owning the product or the trade mark (tires, inner tubes, wheels, pulleys, bearings, ropes, telltales, batten strainers, screws, rubber joints.)

1

The chassis : (see annexes 1 to 6 ter)

The chassis number is stamped at the alloy axles junction or on a metallic patch glued to the body. Example : 09 96 S 200 : 09 = month/96 = year/ S = Standart/200 = manufacturing number.

1/1

The width cannot exceed 264 cm. The length of the half-alloy axle (aluminum tube) is 115 cm. The length of the bolts fastening the hull to the chassis is 12 x 50 mm maximum.

1/2

The total length is 402 to 406 cm.

1/3

Freedom of choice of rear tyres (slick or with tread pattern) and inner tubes from recognized trademarks and of dimension 2 1/4 17" to 3 x 17".

Rear tyres and inner tubes are mounted on 10-spoke "kite design" rims, 1.85" x 17", with 42mm diameter ball bearings (introduced 2012) or 10-spoke "kite design" rims, 1.85" x 17", with 47mm diameter ballbearings (introduced 2022).

Until the 1st of January 2024 rear tyres and inner tubes may also be mounted on 3-double-spoke Grimeca rims, propeller-design (Ref Peugeot/Grimeca 772784 QZ) for regional and national races. N.B. These rims are no longer allowed in international, continental and world championships.

Grimeca 5-double-spoke rims (Ref Peugeot/Grimeca 733642) are suspended from the 1st of January 2022.

Freedom of choice of front tyre (slick or with tread pattern) and inner tube of dimension 400 x 8 from recognized industrial trademarks mounted on a plastic front wheel from recognized industrial trademarks placed in a double fork.

1/4

The steering axle can be either in one piece or two pieces. Placement of binding straps at the junctions between the steering column (stick and inspection hatch in case of two-part axles) and the fork.

1/5

The minimum weight of a fully rigged yacht is 70 kg.

1/6

The hull comes in two sizes with the option of a raised steering wheel. (see annexes 13 and 13 bis). The break can be positioned either on the right or on the left.

1/7

Steering boxes : are authorized : (see annex 4 bis)

2 bearings x 28 (steel or inox)

2 bearings x 32 (inox)

3 bearings x 32 (inox)

The box has to be placed directly on the chassis (nothing allowed between them)

2

The sail : (see annex 7)

The sail surface is measured as explained in appendix Nb 3.A2 of the I.S.R.R.

It cannot exceed 5,80 m2, put flat, not rigged - with a tolerance of +/- 0,005 m2.

The logo "Standart" is located in the upper part of the sail, between the 4th and the 5th battens.

The nationality letter is positioned between the 3rd and the 4th batten on each side of the sail.

The international number corresponding to the manufacturing number is located between the 1st and the 2nd batten, starboard upper part.

The "S" letter should be red and the numbers black.

The battens must be Aquabatten 16mm (HCT 16) pre-shaped or made by Seagull.

The battens strainers are "batten compression screws 40mm", made by Electrosheen or Seagull.

A maximum of three windows are allowed on the sail, by panel between two battens. The maximum size of these windows is 200 cm2. Only sails made by Seagull of Omega Sails (or any official entity that might replace them) are authorized.

3

The mast : (see annexes 8 and 8 bis)

Two mast "overall" lengths (LOA) are allowed :

- from 1990 to end 1994 : 541 cm

- since 01/95 : 544 cm to 545 cm.

The boom : (see annexes 9 and 9 bis)

Till end 1994, boom diameter 48, length 2metres

Since 01/95, boom diameter 50, length 2 meters.

The goose neck is freely interlocked.

Free to add to the front of the boom an eye bolt and

to the back a clam-cleat block.

Pulleys : (see photo 14)

Free to choose 6 pulleys with (or without) balls with a pulley wheel of 45 mm from recognized trade marks.

Free to choose a winch pulley without block with a diameter of max 60 mm from recognized trade marks.

The pulley wheel is the internal diameter of the pulley at the height of the gorge .

All these pulleys are maintained by ropes.

The 8 to 12 mm thick sheet rope must have the same diameter on its whole length.

6

Authorized adjustments :

- Tires pressure

- Foot-bar adjustment

- Overall width

- Rear wheels parallelism

- Rear wheels body (angle)

- Height of the sail on the mast

- Position of the sail on the boom

- Sandpapering and tension of the battens

- Position of the boom pulleys by lacing-up points attached to the boom rear stainless ring.

- Sand bags ballast.

7

Authorized options :

- Padding leather imitation or any other type of foam.

- Placement of two pedals on the pedal board

- Weathercock

- Safety belt

- Camera on board.

8

Annex 10 (photos from 1 to 17)

APPENDIX 2 F

CLASS 8 SPECIFICATIONS

ART. 1 PARAKART (GENERALITIES)

1.1 Definition

Parakart is a vehicle with at least two wheels powered by a kite.
The kite is controlled by the pilot but it's not fixed to the parakart.

1.2 The Pilot

The pilot must be sitting or lying on the parakart steering it.
The pilot must not be enclosed by the structure of the parakart and cannot anyway be fastened to it.
Foot straps are allowed on foot pegs but they must be flexible and not metallic made.
The stoppers on the foot peg must be rounded with no sharp corners.
A fluorescent tape must be put on the rear axle of all buggies of pilots under 16 years old
The pilot must be able to be lifted from the parakart vertically by their harness attainment when in their normal driving position.

1.3 The Brake

The brake system for the parakart must be a wind brake done by the kite.

ART. 2 DIMENSIONS

2.1 Length

3,5 meters maximum long, all included

2.2 Width

3 meters maximum large, all included

2.3 Wheels

The wheels cannot be bigger than 27 inches diameter, included the pneumatic inflated at 2 bars, there are not restriction to the width of the pneumatics.
Spoked wheel of any type (e.g. spoked or moulded) must be covered. Covers may extend no more than 1 cm from the outside of the hub and reach no less than 3 cm from the inside of the rim. Regardless of the type of wheel a pole of 3 cm diameter must not be allowed to pass through a wheel.

2.4 Direction

There are not limitations to the angle of turn.

2.5 Lest

It's allowed to add weights on the parakart, the maximum add on weight allowed is 5 kilograms, the add on weight must have a rounded shape without sharp corners. Full metal buggy parts are not allowed as additional weight nor can parts be filled with any kind of material to be used as lest. Additional parts that have no use for the construction of the buggy are not allowed.
The add on weights put on the parakart cannot be movable while the parakart is in motion.
No additional weights are allowed put on the pilot.

2.6 Buggy Weight

The maximum weight of the parakart is 60 kg in any combination which may include a maximum of 5 kg of weight.

ART. 3 KITES AND LINES

3.1 Lines Definition

Fly lines are those lines that connect the handles or the bar to the bridle system of the kite.

3.2 Connection

The fly lines must be directly connected to the handles or the bar and the kite, with nothing between.

3.3 Length Lines:

The length is measured between the handles or the bar and the back of the last kite, the maximum length allowed is 50 meters.

3.4 Material (modified 2025)

Unsleeved Aramid (Kevlar, metallic or similar material) is not allowed. Sleeved material may be used, in handle leaders up to 30cm.

Unsleeved Aramid may be used in the bridle of the kites

ART. 4 PILOT EQUIPMENT

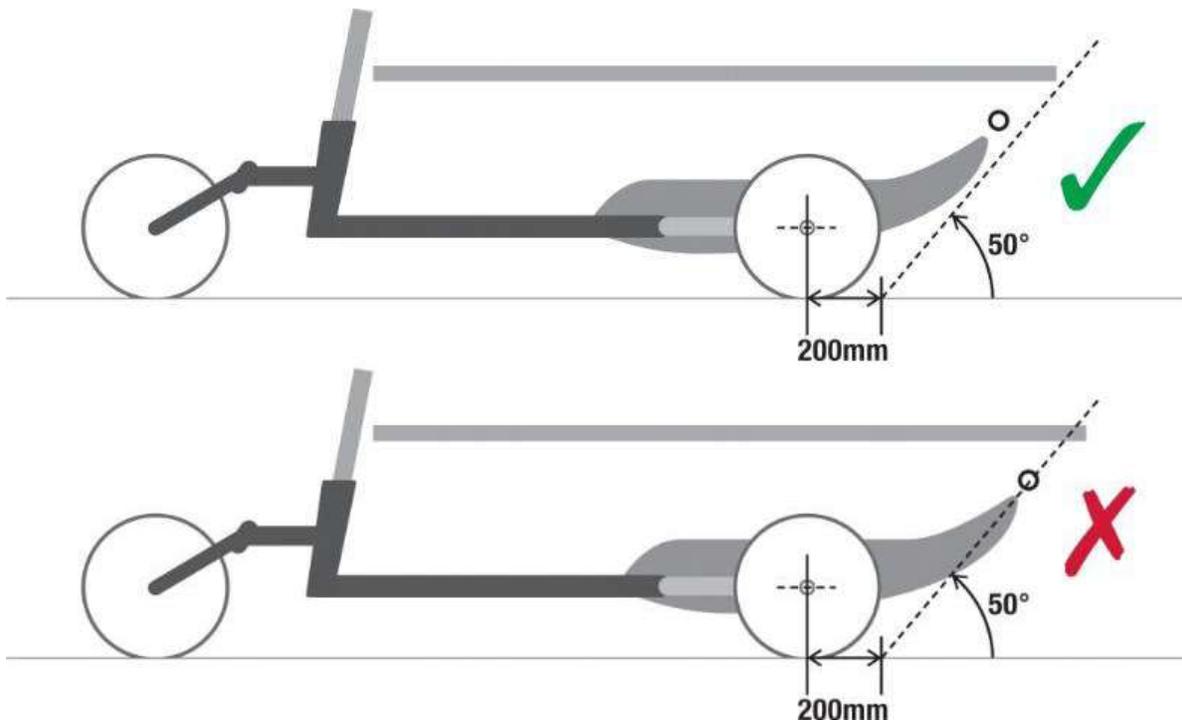
Harness system must be of the opened type (for example : wind surf hook) or with a mechanical quick release system on it. It must be a non captive harness system.

ART. 5. IDENTIFICATION NUMBERS

Identification numbers are to be mounted on each side and on the rear of the Parakart, side numbers must be mounted vertically and all numbers plates must be clearly visible. The mount for identification must be constructed from a flat solid material. Identification must be mounted on a white background. Identification numbers must be at least 14 cm high, 5 cm across and 2 cm thick. Both letters and numbers must be of a non-script font (e. g. Helvetica) and letters must be all capitals. Numbers and letters must be black. The identification letter for the pilot's Country must immediately precede the numbers. Numbers must not touch and there must be a minimum 2 cm rectangular border between the identification and any additional decals or decoration.

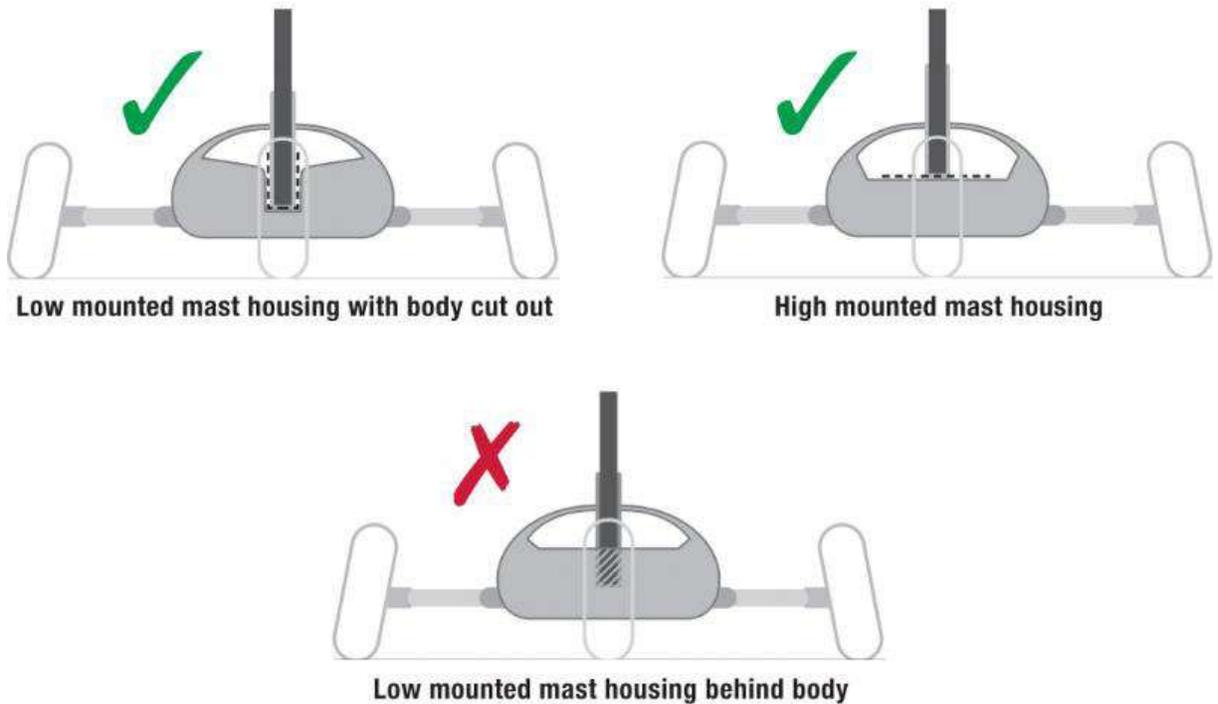
A. THE SPIRIT MINICYACHT (modified 2025)

1. **Size:** A fully assembled Spirit Miniyacht must have all wheels fit inside a continuous loop of rope/ cable 5.60 meter long and of 4mm minimum diameter.
2. **Measuring:** The Spirit Miniyacht must be measured on hard, level ground, with the measuring rope or cable running around the outside of the point of contact between each wheel and the ground. The 50 degree angle at the rear of the landyacht will be measured 200mm from a point on the ground directly below the center of the rear wheel spindle and without the pilot in the yacht.

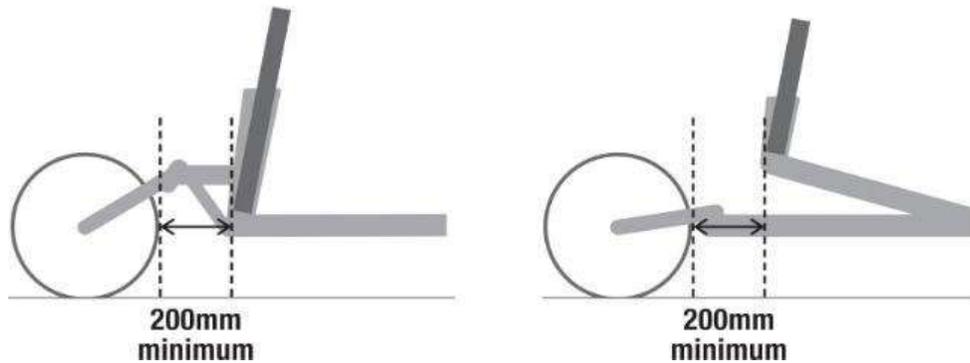


3. **Wheels:** The wheels / wheel rims on the Spirit Miniyacht without exception must be what are known as a “wheel barrow” style. Wheel covers may be fitted to the inside and outside faces of the wheels and are mandatory for any spoked wheel and must not extend beyond the outer edge of the wheel rim.
4. **Tyres:** The tyre size is maximum 4.80/400x8 and the wheel/wheel rim with a fitted inflated tire is a maximum of 400mm tall and 100mm wide when inflated firmly.
If the manufacturer's mark is present and shows 4.80/400x8 on the side wall the tire conforms to the specification. If the tyre has been scrubbed and shows no manufacturer's mark it must fit in a box or gauge with internal measurements of 410mm x 110mm when inflated to 1.5 bar. Without a tire the maximum permitted height of a wheel/wheel rim at its tallest point is 230mm and the minimum wheel/wheel rim width is 70mm.
5. **Mast:** The mast must be of circular tube, any cross section of the mast must be circular and no wing sections are allowed on or around the mast.
6. **Seat:** The seat shape shall be such that the pilot's body is always fully exposed from the mast foot rearwards when viewed from above. The external width of the seat must not exceed 900mm. It must not be possible to move the seat while the yacht is in motion
7. **Sail:**
 - (1) The sail must be located onto the mast by means of a pocket.
 - (2) The internal circumference of the mast pocket must not exceed 240 MM (i.e. 120 MM long when laid flat).

- (3) The sail must be free to rotate around the mast.
 - (4) The mast pocket must be made of sail cloth. Stiffeners, fairings or similar devices fitted inside or outside the mast pocket are prohibited.
 - (5) Fairings or similar devices fitted to the sail are prohibited.
 - (6) The maximum width of the battens is 50mm and the battens must extend from the leech of the sail to the closed edge of the mast pocket.
8. **Sail Controls:** The sail may be controlled by devices as follows :
- (1) A mainsheet with a mechanical advantage provided by a maximum of four pulleys.
 - (2) Rings or other devices that provide a mechanical advantage to the mainsheet are not permitted. One end of the mainsheet and one of the permitted four pulleys must be behind the pilot. The attachment of the mainsheet and/or pulley to the yacht must be fixed permanently on the center line of the yacht. A mainsheet traveller is not permitted.
 - (3) A cunningham eye, foot tensioner, kicking strap, batten tensioner line or leech line, all or any of which must be tensioned independently of the mainsheet and its pulleys.
9. **Boom:** The boom must extend behind / past the pilot's head. With the sail fully sheeted in and the pilot facing forward, the boom, not including the main sheet and pulleys, must be able to pass freely over the pilot's head and helmet
10. **Visibility:** For safety the pilot must have unobstructed forward vision at all times and no part of the yacht or sail, apart from the mast or mast supports, shall obstruct the forward or side vision of the pilot.
11. **Fairings:** No aerodynamic fairing, is permitted on any wheel, mast, mast housing or axle. A simple splash or mud guard is allowed on any front wheel and only on a front wheel. A wheel cover that complies with Section 3 of this specification is allowed.



- 12. Front Wheel Position:** No part of the yacht or the pilot except the front wheel and its spindle fixing is allowed to go forward of the front wheel center point in the straight ahead position.
- 13. Mast foot position:** The minimum permitted distance between the rear of a Spirit Miniyacht front wheel and the front of a mast is 200mm.



- 14. Brake:** A Spirit Miniyacht must have a brake
- 15. Safety:** All sharp edges on the yacht must be made safe.
Any additional, solid weight added to the yacht as ballast must be securely fixed to the yacht.
- 16.** Any original component supplied by Blokart®, ...®, including wheels, pods and sheeting arrangements, and fitted to a Blokart®,...®, only, are allowed under the 5.6 specification

B. THE SPORT MINİYACHT:

1. An assembled land or sand yacht that fits inside a continuous loop of rope/cable 5.60 meter long and of 4mm minimum diameter.
2. The Sport Miniyacht must be measured on hard, level ground, with the measuring rope or cable running around the outside of the point of contact between each wheel and the ground.
3. All of the wheel rims on the Sport Miniyacht without exception must be what are known as a “wheel barrow” style.
4. The maximum tyre size is 4.80/400x8 and the wheel rim with a fitted inflated tyre is a maximum of 400mm tall and 100mm wide when inflated firmly.
5. The mast must be of circular tube; with no wing sections.
6. The sail must be free to rotate around the mast with a mast pocket that is constructed of sail cloth without any stiffener, shape former or support.
7. The boom attached to the sail must extend behind / past the pilot’s head. With the sail fully sheeted in and the pilot facing forward, the boom must be able to pass freely over the pilot's head and helmet.
8. The pilot must have unobstructed forward vision at all times and no part of the yacht or sail - apart from the mast - shall obstruct the forward vision of the pilot.
9. A Sport Miniyacht must have an effective brake.

As a guide: The wheels must be similar to those used on Class Promo and the Class Standart front wheels. The “Swiss” Miniyacht measuring cable is the official default FISLY measuring device.

APPENDIX n. 3 A-1.

MEASURING A SAND OR LAND YACHT SAIL

A yacht's sail measurement depends on its class. The sail measurement procedure is as follows :

CLASS 2 AND 3

The area exposed to the wind (mast + boom + sail), may not exceed 11.30 sq.m.. for Class 2 and 7.35 sq.m.. for Class 3.

EQUIPMENT :

- 3 long stakes (50 cm) to stick in the ground
- 1 square - sides 40 cm X 60 cm
- 1 tape measure 10 m long divided into centimetres
- 1 measurement sheet - form attached
- 1 obliging helper

PROCEDURE :

1. Mast, sail and boom are measured separately. For class 2 &3 deduct the surface of the sail which is contained within the mast track from the total surface area.

SAIL

Formula:

$$\text{surface VI} = \left\{ \frac{[X_0 + x_n] * H}{2} \right\} + \left\{ [X_1 + X_2 + \dots + X_{n-1}] * H \right\} + \left\{ \frac{[X_n * H_1]}{2} \right\}$$

In practice one measures the sides X0, X1, Xn in a way which eliminates the part of the sail which will be inside the mast track.

MAST

Formula:

$$\text{surface SM} = \left\{ \frac{[M_0 + M_1] * HM}{4} \right\} + \left\{ \frac{[M_1 + M_2] * HM_2}{4} \right\} + \left\{ \frac{[M_2 + M_3] * HM_2}{4} \right\}$$

(where $HM_2 = H/2$)

To determine the surface of the mast one breaks up the surface area into simple geometric shapes.

BOOM

Formula: $SB = BO * HB$

Only the lateral surface of the boom is measured. In the case where a boom is not rectangular in shape its form should be broken up into simple geometric shapes.

For the different measurements M0, HM, HM1, H, X, etc. refer to the diagrams in annex 03 B1.

APPENDIX n. 3 A2

MEASURING A SAND OR LAND YACHT SAIL

CLASS 5 and Promo

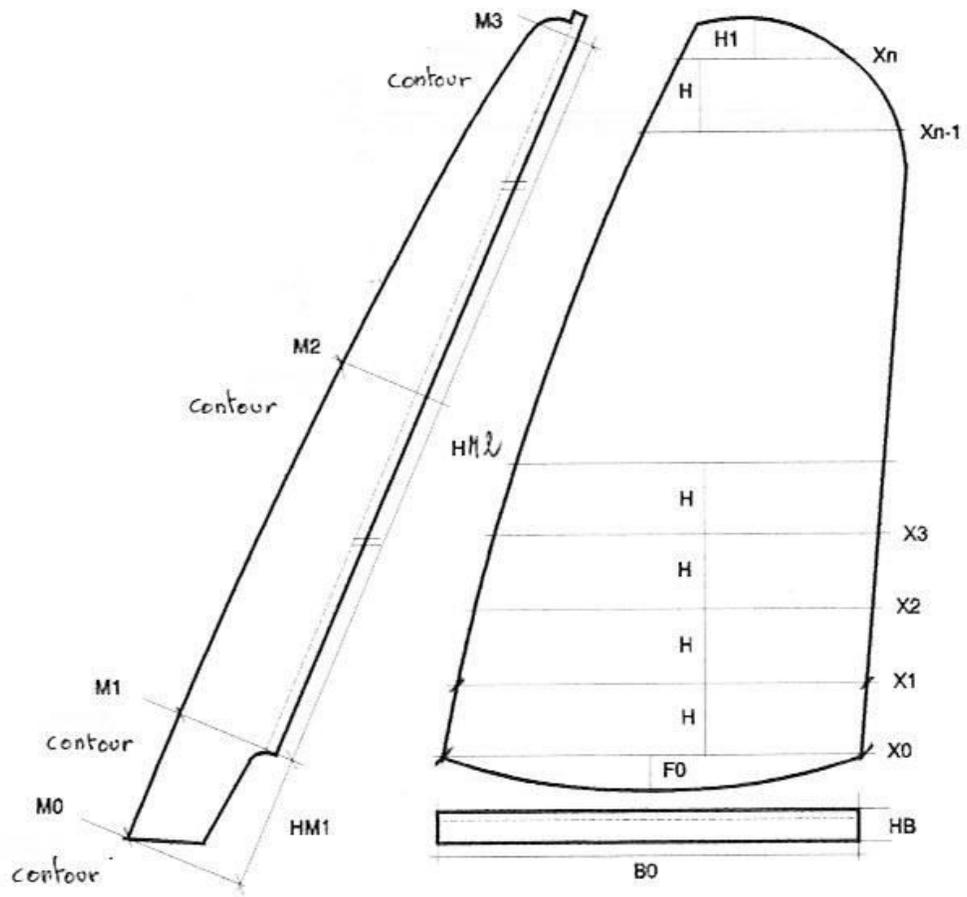
The area exposed to the wind (sail only). This must not exceed 5.5m².

- 3 stakes (50 cm long) to stick in the ground
- 1 square - sides 40 cm X 60 cm
- 1 tape measure 10 m long divided into centimetres
- 1 measurement sheet - form attached
- 1 obliging helper

METHOD

The method is the same as for classes 2 and 3 (excluding mast and boom).

APPENDIX n. 3 B1



APPENDIX n. 3 B2

Date :	Measurer:
Name and First Name:	Sailnumber:
Builder:	Distinguishing marks:

$$V1 = \frac{\{ [X0 + xn] * H \}}{2} + \{ [X1 + X2 + \dots + Xn-1] * H \} + \frac{[Xn * H1]}{2}$$

X0, X1, X2, ... Xn are parallel to the boom. H = 3.0 dm. H1 < H

X0	
X1	
X2	
X3	
X4	
X5	
X6	
X7	
X8	
X9	
X10	
X11	
X12	
X13	
X14	
X15	

H	3.0
H1	
F0	

Calculations

SF0 = [X0 * F0] / 2

Calcul :

Surface area SV = SV1 + SF0 :

Surface of the mast SM: The real surface area of the mast is measured with a dressmaker's tape measure (a ribbon tape measure) by dividing the mast up into simple geometric shapes.

$$SM = \frac{\{ [MO + M1] * HM \}}{4} + \frac{\{ [M1 + M2] * HM2 \}}{4} + \frac{\{ [M2 + M3] * HM2 \}}{4} \text{ (avec } HM2=H/2)$$

Calculations :

Surface of the boom: SB = B0 * HB

Calculations :

Surface of the sail =
 Surface of the mast =
 Surface of the boom =

dm²
 dm²
 dm²

Note : All the measurements in dm are made in dm, sail laid flat, battens with enough tension to hold the sail flat.

TOTAL SURFACE AREA = **dm²**

Signature Measurer

Signature Owner.

PROTEST FORM**Notification**

Place :	Event :	
Date :	Class :	Race No :
Organizing club :		
Pilot to pilot : YES/NO		Pilot to race committee : YES/NO
Did the complainant inform the counter party : YES/NO		
Other :		

Identification of the complainant (* all fields required)

Name :	
Sail number :	Class :
Club :	Licence number :
Street & N° :	Telephone (portable) :
Postal Code and Town :	
Country :	E-mail:

Identification of the opposing party (* = required)

Name : (*)	
Sail number : (*)	Class : (*)
Club :	Licence number :
Street & N° :	Telephone (portable) :
Postal Code and Town :	
Country : (*)	E-mail :

Insurance name & contact details: (*)

Statement of facts (* all fields required)

Where (on the course) did the incident happen :	
Applicable rule(s) :	
Witness(es) :	
Description of the incident :	
Sketch : (below or use other side of this form)	

Remarks :

Signature of the complainant (* required !)

APPENDIX n. 4 page 2

JURY DECISION	
Pre-inquiry formalities	
Date:	Hour of reception:
Deadline to submission:	Hour inquiry foreseen:
Admissibility of the complaint	Article in FISLY rules: YES/NO
Applicable rules: YES/NO Sketch provided: YES/NO	Description of the problem/incident:
Physical damage: YES/NO If yes, description	
Material damage: YES/NO If yes, description	
Conclusion of the admissibility:	
Hearing of the complainant: YES/NO Remarks:	Hearing of the opposing party: YES/NO Remarks:
Hearing of the witness: YES/NO Remarks:	
Conclusions, Decision and applicable rules:	
Composition of the jury	President:
Member:	Member:
Date : Time :	SIGNATURES:

INCIDENT FORM of the JURY		
Notification of the event		
Place :	Event :	
Date :	Class :	Race No :
Organizing club :		
Protest filed by pilot: YES/NO		Protest admissibility accepted: YES/NO
Sketch submitted by pilot: YES/NO		Sketch submitted by Jury: YES/NO (use reverse side)
Jury decision: YES/NO (if yes attach Jury decision form)		Pilot(s) penalized: YES/NO
Identification of the concerned people		
Name(s) :		
Sail number(s) :		Class :
E-mail(s)		Telephone(s) (portable) :
Identification of the Jury		
Name and contact details of the jury member(s)		
Statement of facts		
Physical damage: YES/NO If yes, description		
Material damage: YES/NO If yes, description		





PENALTIES

Form to be displayed,
to be completed by typing or writing, one page a day and by class

Competition / Class	
Date / place	
Race director	
President of the jury	

Sail number	Heat	Article	Penalty	Hour displayed	Hour convocation
Description					
Sail number	Heat	Article	Penalty	Hour displayed	Hour convocation
Description					
Sail number	Heat	Article	Penalty	Hour displayed	Hour convocation
Description					
Sail number	Heat	Article	Penalty	Hour displayed	Hour convocation
Description					
Sail number	Heat	Article	Penalty	Hour displayed	Hour convocation
Description					

End of races	End of appeals
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APPENDIX n. 5A

REGULATIONS FOR ALL SPEED RECORD ATTEMPTS

METHOD (A) OF MEASUREMENT

All official speed measurements shall be taken in a scientifically valid way by an off-board measurement system. In addition to this primary measurement, at least one secondary measurement shall be made by a separate system. All measurement systems will be calibrated.

It is the responsibility of the challenger to prove that the method of measurement is accurate and scientifically valid and to provide all necessary evidence to support their claim.

METHOD (B) OF MEASUREMENT

The speed of passage is measured by means of a light beam at the entry and exit of delimited zones.

The light beam controls a stopwatch that is capable of measuring the time in 1/1000 of a second.

The result of each run must be printed on the recording tape.

DISTANCE AND MEASUREMENT OF A RUN

The distance of a run is 50 metres. The measurement of a run must be made with the aid of a land measuring wheel or a calibrated double decametre tape measure. The width of the run between the light beams is free, but the parallel between the two lines forming the corridor must be rigorously adhered to.

EQUIPMENT USED FOR THE RECORD ATTEMPT.

With the exception of any electronic information gathering system, all controls or other support or assistance to steer the yacht or change the profile settings must be manually operated.

The contender must state whether the record attempt is to be made in a production yacht or a prototype.

The contender must specify the class and type of yacht chosen for the attempt.

- a) Class 7 production yacht: for records in production yachts no modification may be made with the exception of anti-skid devices.
- b) Class 7 prototype: a description of the modified yacht and a photo for reference must be attached to the record claim.

VALIDATION OF THE RECORD

Only records on natural surfaces and without assisted launch can be validated.

The contender must be licensed. The contender will warn the Federation of the date, place, choice of terrain (beach, airfield...) a minimum of 15 days before the date of the attempt. The speed must be more than 0.2% above the record to be beaten. The presence of an official is compulsory for the verification of the programming of the stopwatch, the distance of the run and to monitor the validity of each run. This official must be approved by the Federation and licensed for at least 2 years. The official may be a:

- President of a Club,
- Member of the Executive of the Federation
- Member of the Committee of a Club
- Member of the Racing Committee of the Federation

Having established a new record, the official will send a registered letter to the Federation, within 48 hours, recommending acceptance of the record, giving details of the place, time indicated on the recording tape, the force and direction of the wind. He or she will enclose the original recording tape, which in no case will be separated from the information recorded on it of the distance of the run and the time of getting underway. The official must date this tape.

APPENDIX n. 5 B

REGULATIONS FOR ALL DISTANCE RECORDS

INTRODUCTION : It consists of a record of distance covered during a continuous period of 24 hours with a maximum of 3 pilots.

METHOD OF MEASUREMENT

The method of measurement must be proposed to the Federation and ratified by it.

EQUIPMENT USED FOR THE RECORD ATTEMPT.

The contender must state whether the record attempt is to be made in a production yacht or a prototype.

The contender must specify the class and type of yacht chosen for the attempt.

- a) Class 7 production yacht: for records in production yachts no modification may be made with the exception of anti-skid devices.
- b) Class 7 prototype : a description of the modified yacht and a photo for reference must be attached to the record claim.

VALIDATION OF THE RECORD

The contender must be licensed.

The contender will warn the Federation of the date, place, choice of terrain (beach, airfield...) a minimum of 15 days before the date of the attempt.

The distance must be more than 0.2% above the record to be beaten.

The presence of an official is compulsory on the site.

This official must be approved by the Federation and licensed for at least two years.

The official may be a:

- President of a Club
- Member of the Committee of a Club
- Member of the Executive of the Federation
- Member of the Racing Committee of the Federation

Having established a new record, the official will send a letter to the Federation, within 48 hours, recommending acceptance of the record, giving details of the place, the day, the details hour by hour, of the number of kilometres covered in the course of the 24 hours, together with the name of the pilot.

APPENDIX n. 6

RULES FOR YOUTH, CONTINENTAL AND WORLD CHAMPIONSHIPS

FISLY ANNEX n. 6 article 7 point g) – 2. is applicable for international events in which Class 3 Restriction participate.

ARTICLE 1 - OBJECTIVE

To organise an annual (*) international week of sand (land) yacht racing , consisting of a series of races, the winner(s) of the series being designated the Champion(s) of Europe or/and World or National Team Champion(s) of Europe or/and World. Validity : see Art 7 g 1).

(*) World championships are organized every 4 years. If a World championship is organised outside the European Continent, there will be no European championship that year. In that case a European trophy is possible during that or the preceding year.

ARTICLE 2 - ORGANISATION

- a) ORGANISER : The organisation of the European or World Championships is entrusted by FISLY to one of its associated members (affiliated countries) in rotation.
- b) RACING RULES : The racing rules are those adopted by FISLY. Certain variations may be brought in to suit local conditions.
 - either on the suggestion of the organising country and with the previous consent of FISLY
 - or on the spot with the consent of the FISLY representatives
- c) INTERNATIONAL JURY: See ISRR 7.6.L
- d) DATE: The date of the championships must be given to FISLY before the first of December of the preceding year.

ARTICLE 3 - CONDITIONS OF PARTICIPATION

- a) CLASS : Yachts from all classes may take part.
- b) AGE : With the exception of youth championships, the minimum age for pilots taking part is: 17 year for class 2, 16 year for class 3 and 3R, 14 year for class 5, Promo, 8 and Standart and Mini Yacht.
- c) INTERNATIONAL AGE CATEGORIES: Pilots are categorized as follows:
Benjamin : 9-10 year / Minims: 11-12 year / Cadets: 13-14 year / Junior: 15-17 year / Senior: 18+ year
- c) PILOT AND YACHT : The pilot must specify his/her surname and first name, the club and federation where he/she is licensed, address, and licence number. In addition all pilots are asked to supply a photo. Pilots under 21 years must present an authorisation from their parent or guardian.
- d) YACHT : The pilot must specify the class of his/her yacht and its sail number.
- e) ENTRY FEE : The entry fee must be paid at the same time as enrolment.
- f) TIME LIMIT FOR ENROLMENT : The time limits for enrolment are 2 months for visiting countries and 1 month for nationals
- g) ACCEPTANCE OF ENROLMENT : No enrolment will be accepted unless it is presented by an associate member of FISLY or by FISLY. If there is no N.F. or A.C. in his own country or if his country is not a member of Fisly, then a pilot may still sail on his own responsibility and with the approval of the organizers of an event.
- h) CONFIRMATION : The International jury will check the enrolment details of the pilots as well as the state and the class of the yachts.

ARTICLE 4 - CONDITIONS OF ACCEPTANCE OF ENROLMENT

- a) MAXIMUM NUMBER OF COMPETITORS PER CLASS : At the time of announcing the date of the

- championships, the organisers will inform FISLY of the maximum number of competitors per class ("m") which the condition of the tides and the terrain will accept.
- b) CONTRIBUTIONS TOWARDS EXPENSES : The organisers will, equally, inform FISLY of the number "n" of competitors per National association for whom it could contribute towards travelling expenses.
 - c) NUMBER OF COMPETITORS PER ASSOCIATION AND PER CLASS : If "a" is the number of associations, each association may enlist a number of competitors per class equal to the number obtained by dividing "m" by "a" and taking the next higher whole number. The current Champion of Europe in each class will be enrolled in addition to this number.
 - d) FULL COMPLEMENT : As soon as the associations have informed the organisers of the number of competitors they will be enrolling in each class, the remainder, up to "m" in each class may be reserved, with the agreement of FISLY, for non-associated competitors.

ARTICLE 5 - CHOICE OF RACING CIRCUIT

The competition courses must allow sufficient space for the simultaneous circulation of the number of competitors proposed in each class, taking into account the state of the terrain and any obstacles.

ARTICLE 6 - INFORMATION

The organiser must inform FISLY and the associations of the list of competitors enrolled in the championships, at the latest 15 days before the date of the championships.

ARTICLE 7 - RACE PROGRAMME

It must be written in several languages.

- a) NUMBER OF RACES: refer to the special rules
- b) DURATION : The duration of the programme may not be longer than 6 days.
- c) CANCELLATION : A cancelled race may be carried forward in the programme.
- d) RACES : There must be at least 3 races in each class. Racing in the ladies class take places at the same time as the men's racing. If the number of ladies participating is equal or more than 12, they will start on a start line distinct from that of the men and with a delayed start time. In this case there will be a separate final placing.
- e) SIGNAL FOR THE BEGINNING AND END OF RACING : When the FISLY flag is raised racing commences. The flag is lowered to indicate the end of racing. In order to speed up the starting procedure and enable the completion of the racing programme, all competitors must remain at the disposal of the Jury during the racing.
- f) BRIEFING : Every morning and before each race the competitors will be briefed. The briefing will give details of special conditions, start time, the course, the objective of the race. etc... It may be made by the team captains (one for each class and country). The displaying of a notice will complement the verbal briefing.
- g) VALIDITY OF THE CHAMPIONSHIP :
 1. To be valid, the Continental championship must include competitors from at least 3 nations of the Continent per class and each class must have at least 16 participants. The World championship must include competitors from at least 5 nations of at least 2 different continents per class and each class must have at least 16 participants.
 2. Class 3 Restriction: After enrolment, it is forbidden to change to Class 3. Pilots in Class 3 Restriction race with the pilots of Class 3 and are scored in the Class 3 results. There will be, in addition, a final placing in Class 3 Restriction. There will be a title of Champion if there are 12 or more participants from three different countries.
 3. Class Promo and class 5 are totally separate classes. In local races they can sail simultaneously

ARTICLE 8 - FINAL PLACING.

- a) NUMBER OF RACES: deleted
- b) NOTICE OF RESULTS : A notice of the results of the day's races will be displayed at the end of each day's racing, together with the partial results of the championships so far.
- c) NATIONAL TEAMS : A national team comprises at least 3 pilots. The team result is reached by selecting the 3 highest placed pilots from the same country and adding together their individual final scores. In the case of a tie of the total number of points awarded, the advantage is given to the national team having the greatest number of first places obtained by its three best pilots and if there is still a tie the greatest number of second places and so on as necessary in the races of the 3 best placed pilots. If there is still a tie the teams will be equal in the final result.
- d) If the start was not separate, the three first men/women of every class in the general ranking are given the titles and the gold, silver and bronze medals if they finish in the upper 3/4 of this general ranking of all pilots in their class.

ARTICLE 9 - PRACTICING

Before the day's racing a practice lap is allowed. If possible a sailing zone will be specified during the Ch'ships.

ARTICLE 10 - TYPE OF RACES

A duration of 45 minutes is preferable. Long races may not be of less than an hour's duration whatever the force and direction of the wind. One of the long races should, if possible, be the last race.

ARTICLE 11 - ACCIDENTS AND INCIDENTS

Accidents or incidents will be reported by the Jury to the FISLY Council. Each day this report will be written in the Jury's book in which all the decisions taken are noted and counter signed by the Jury. This book will be passed to the organisers of the next championships.

ARTICLE 12 - PROTESTS

Any protest fees paid to the Jury which have not been returned to the protester will be recorded in the Jury book and given to the FISLY Treasurer at the end of the Championships.

ARTICLE 13 - FISLY PRIZES

- a) MEDALS : At each completed championship FISLY will award medals to the first three pilots in each class (gold, silver, and bronze) together with the winning teams. (also see Art 7 g 1)
- b) CUPS : A challenge cup is awarded to the champion in each class. The initial and the name of the champion, and the year will be engraved on it by, and at the expense of the champion's Federation. The pilot who wins the same cup three times will be awarded it in perpetuity.
- c) FAIR- PLAY CUP : Each year the pilots participating in the Championships will choose the most deserving pilot either for his/her fair-play or for other qualities. This cup, awarded for one year, remains the property of FISLY.
- d) RETURN OF CUPS : Each year the cups will be returned to the new organiser of the championships, except those awarded in perpetuity.
- e) If a daily proclamation is done for every class, the winners men and women are mandatory called on the podium and will all receive the same trophy or souvenir.

APPENDIX n.7

REGULATIONS FOR START CLASS 7 AND 8

The following annex takes precedence over the I.S.R.R. in the case of contradictions.

THE FLYING START

1. GENERAL

1.1. DEFINITION:

The flying start is a possible starting procedure for class 7 and 8. The yachts must be sailing before the start.

1.2. BRIEFING

The Sailing Master will hold a briefing before each race, signalling it with the briefing flag raised and a prolonged sound signal. All the pilots must be present at these briefings.

1.3. FUNDAMENTAL RULES

The I.S.R.R. apply from the moment the warning signal is given. Only the visual signal has validity.

2. FLYING START WITH PREPARATORY ZONE (Class 7)

2.1. ORGANISATION

2.1.1. *Departure zone:*

The Flags delimiting the departure zone are marks of the course.

2.1.2. *Preparatory line:*

The preparatory line is 40 to 80 meters in front of the start line (the distance covered by a yacht under way in 7 to 8 seconds). The preparatory line must be crossed by all yachts after the preparatory signal in the direction of the first mark.

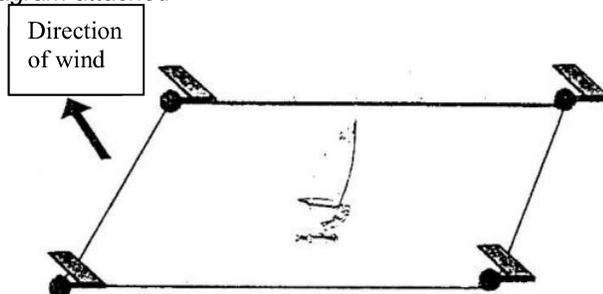
2.1.3. *The start line:*

The start line is the line which the yachts must cross after the starting signal. It is the same length as the preparatory line, that is to say, one or two times the number of registered pilots, in meters.

2.1.4. *The lateral boundaries*

The lines joining the start line and the preparatory line may not be crossed.

2.1.5. *Diagram attached*



2.2. LOCATION OF THE ZONE

The departure zone is located according to article 17.2. When the wind is less than 5 or 6 metres per second, the start is given in a downwind direction ; if not, it is given in an upwind direction.

2.3. CONDUCT OF THE RACE

2.3.1. Signals:

The signals are given by the Sailing Master or steward at one good place. An audible signal may accompany it, but solely the visual signal is valid.

2.3.2. The warning signal:

The warning signal is given at the end of the briefing, two minutes before the start. The briefing flag is lowered.

2.3.3. The preparatory signal:

The preparatory signal is given 10 seconds before the start. The red flag is raised.

2.3.4. The starting signal:

The starting signal is given 2 minutes after the warning signal. The red flag is lowered.

3. THE FLYING START WITH ONE LINE (Class 7 and 8)

3.1. ORGANISATION

3.1.1 Start Line:

The start line is one straight line determined by two marks at either end.

3.1.1 Length and Safety:

The length of the start line must be long enough to allow all competitors to start safely.

3.2. LOCATION OF THE LINE

The start line must be positioned at about a 45 degrees angles in respect to the direction of the wind. The yachts must cross the start line in the up wind mark direction.

3.3. CONDUCT OF THE RACE

3.3.1 Signals:

The signals are given by the Sailing Master or steward at one good place. An audible signal may accompany it, but solely the visual signal is valid.

3.3.2 The warning signal:

The warning signal is given at the end of the briefing x minutes before the start. The briefing flag is lowered. (x to be determined at the briefing) [FEGA 18/06/2016]

3.3.3 The 5 minutes signal

At 5 minutes to the start, the sailing master gives the 5 minutes signal a loud sound signal and a shout. After the 5 minutes signal the pilots are forbidden to cross the start line, in case of crossing, the pilot must return behind the start line passing through the markers at the extremity of the start line without causing trouble to the other pilots and without any right of way until this pilot will cross correctly the start line.

3.3.4 The 1 minute signal:

At 1 minute to the start, the Sailing Master gives the 1 minute signal with a loud sound signal and a shout.

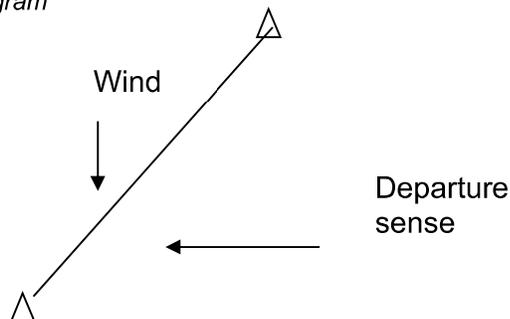
3.3.5 The preparatory signal:

The preparatory signal: The preparatory signal is given 10 seconds before the start. The blue flag is raised and the Sailing Master shouts the countdown. [FEGA 28/05/16]

3.3.6 The starting signal [FEGA 28/05/16]

The starting signal is given X minutes after the warning signal. The blue flag is lowered.

3.3.7 Diagram



3.3.8 Any pilot crossing the starting line in the 5 minutes before the start will be given a penalty. [FEGA 28/05/16]

4. INFRINGEMENTS OF THE RULES

4.1. PENALTIES

Pilots are liable to penalties should they :

- stop at the boundaries of the zone (preparatory zone)
- push their yacht during the start procedure
- infringe the I.S.R.R.
- stop in front of the start line

4.2. DISQUALIFICATIONS

Any pilot crossing the lateral boundaries of the zone is liable to disqualification (preparatory zone).

4.3. PREMATURE DEPARTURE AND CORRECTION

When one part of a yacht crosses the line before the signal to cross is given, the yacht is considered as not having crossed the line. To start the yacht must return behind the line by crossing the extension of the main line (in the case of preparatory zone, it's the start line) without causing troubles to other pilots and without any right of way until this pilot will cross correctly the start line.

APPENDIX n.8

RACING RULES FOR CLASS 7

The following annex takes precedence over the I.S.R.R. in the case of contradictions.

THE SLALOM

1. GENERAL

1.1. DEFINITION

The slalom is an event in which the start is given for a group of a maximum of 10 pilots. One group of pilots constitutes a heat.

The event proceeds by elimination. Only the first half of the heat in the order of arrival of the pilots starts in the next round. One round is a qualifying stage.

The event proceeds in several series of heats. A series is a round of heats.

2. ORGANISATION

2.1. COMPOSITION OF HEATS

Ten pilots maximum constitutes a heat

The pilots will be assigned to their heat in the order of their provisional positions in the competition in progress, or in the national placings for that year, in a symmetrical distribution.

The numbers of the heats indicate the order in which they will be run (see attached diagram).

2.2. THE CIRCUIT

The circuit is a succession of 5 to 7 turning markers (buoys) arranged downwind, each crossed once by a gybe. The start line is 15 m. upwind of the first mark, positioned according to the instructions in article 17.2. The finishing line is at 10 m. downwind of the last mark positioned in the same way as the start line.

2.3. CHART.

(does not exist)

3. PROCEDURE

3.1. THE RACE

The start is given as detailed in Article 17.4. The flying start may be used

The practice line is not used. The warning signal is sounded one minute before the start, after which the procedure is identical to that of the flying start.

For each heat, the first half of the pilots to arrive are selected for the next round.

3.2. THE RESULTS

After each series of heats run, the results must be displayed.

The stewards are placed at the boundaries of the course. They make notes of the rule infringements during each heat and pass their observations to the president of the jury after the heat.

4 RACING RULES

The turning markers (buoys) are without orange zones. Each turning marker is treated as an obstacle having one direction. A pilot who has infringed the rules is penalised according to the I.S.R.R. in the placings of his/her heat. The placings are redrawn accordingly. In the case of a dead heat the pilot who has received no or fewer penalty points is retained.

5 PROTESTS

At the end of each heat, pilots may protest.

5.1. DEPOSITION

The protest is made orally to the lap scorers at the finish line, immediately after the arrival of the last heat. The pilot must give the number of the heat, the location of the incident and the sail number(s) of the pilots alleged to be involved.

5.2. INVESTIGATION

The protests are investigated at the end of each series of heats. The jury will assemble the parties involved and the committee. The parties will be heard separately. The plaintive will be heard first. Each party will have two minutes to explain the facts, with the aid of drawings, witness statements, video film... The pilot may not be interrupted during his/her two minutes. The jury may ask questions after this time. The committee will then give its observations.

5.3. THE JUDGEMENT

The jury will establish the facts. The rules will be applied to these facts. The judgements are without right of appeal, and will be given as soon as they are made.

DIAGRAM B1-4 : FLYING START

(start line, lateral boundary, false start on starting line (S.L.), practice line)

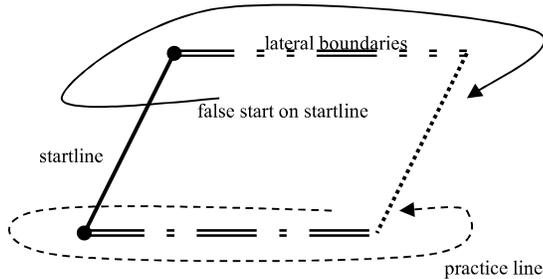
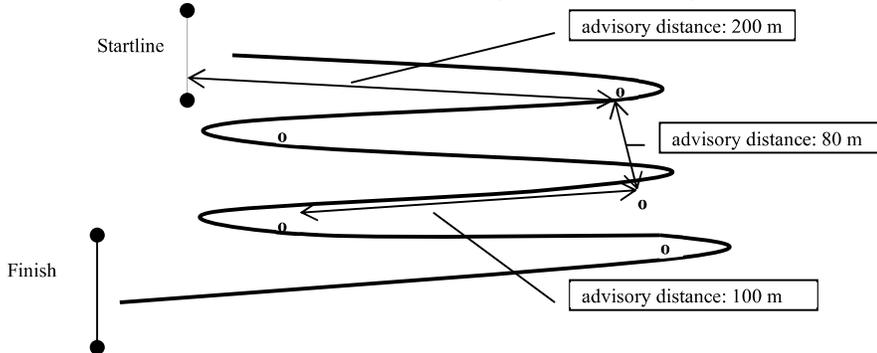


DIAGRAM B3 : SLALOM

(Slalom B3, Start, 200 m., 80 m., 100 m., advisory distance, Finish)



APPENDIX n.9

RACING RULES FOR CLASS 8

In leisure practice only the rules from I.S.R.R. applies.

The rules below takes precedence or complete the I.S.R.R. rules only in competitive practice. All the rules below are to be respected with a fair play spirit and so, the pilots, must avoid all collisions.

1. BEHAVIOR RULES IN RACING

1.1. KITE POSITION

When crossing, overtaking or passing the upwind pilot must raise his kite, the downwind pilot must lower his kite. The overtaker must show consideration to the overtaken.

1.2. RELAUNCHING KITES

The taking off or landing of kites in such a way as to cause an obstacle and/or obstruction to other pilots is strictly forbidden. Once the kite is at the top edge (azimuth) of the pilot the has "air" and must be considered line obstacle. Once seated on the parakart, normal priority rules apply. When the pilot's kites and lines are on the ground they are considered obstacles, for which reason, help from outside is permitted, the other pilots must avoid these obstacles. Pilot may launch their kites only when this will not cause an obstruction to others pilots.

1.3. GYBE / TACK

Gybing and tacking pilots will be accepted responsible in the event of an obstruction to the other pilots, whether with priority or not. The turning pilot has to look to the other pilots and shout "Gybe" or "Tack" so that the other pilots know what he is about to do turning.

1.4. DOWNWIND PRIORITY

The sailing master can authorised during the race downwind priority. He will indicate during the briefing.

1.5. DANGER SIGNALISATION

An orange fluo flag warn danger, all pilot must be carefull and slow their speed and if necessary stop.

1.6. CHANGING EQUIPMENT (KITES, LINES AND PARAKARTS ETC.) DURING RACES

Pilots may change equipment (parakart, kite and lines etc.) only in the Technical Zone or out of the circuit, in any case this operation must not obstacle / obstruct other pilots. The exchange of equipment (kites, lines, parakarts, harness etc...) between pilots during a race forbidden.

1.7. HELMET

The wearing of a full faced helmet type is obliged.

2 GENERALITIES AND CIRCUIT RULES

2.1. CIRCUIT RULES

2.1.1. Technical Zone

The Technical Zone is a restricted area established by the sailing master where the pilots, during all the event must put their equipment (sails, parakarts, bags etc...) and where they have to make preparations and repairs during the racing time. This area must be located at a safe distance from the circuits and public but connected to the race circuit. All pilots must use a section of this area with area with respect to all the other pilot's usage. The S M enforce the respect of this rule.

Pilots are allowed to effect minor repairs (such as tightening a wheel bolt) to their own equipment during a race. Repairs can be effected using tools carried in the Parakart or on the pilots' person. Pilots may not exchange tools during a race. Pilots must not accept tools from spectators of any others.

2.1.2. *[2014] deleted*

2.1.3. **Markers on the circuit.**

It's forbidden to make contact with any flag or course marker, with any part of the pilot, Parakart, control lines or kites. [FEGA 18/06/2016]

2.1.4. **Finish line**

The finish line is clearly identified by two markers, one of which is usually one of the markers of the markers of the circuits. The SM's position is on/at the finishing line with the finish flag. Usually the start and finish line are in the same place, the Race Officer may decide on a different position. [FEGA 18/06/2016]

2.2. CIRCUITS AND RACES

2.2.1. *Type of Races and time racing*

All races will be timed when they are on a closed circuit. In the case of a closed circuit, the minimum time is 20 minutes and the maximum is 40 minutes. In the case of long distance or endurance races the minimum time is 1 hour and the maximum is 2 hours. However during a one day session the total maximum racing time is 4 hours. Before the start of the races, the SM will announce the time of every race.

2.2.2. *Type of Circuit*

The circuit must have at least two turning markers and the SM must design the most technical and challenging circuit in respect to the pilots and spectators safety. For example, an ideal circuit has 3 turning markers, with at least one leg upwind incorporating and one leg directly down wind.

2.3. PROCEDURES AND GENERALITIES

2.3.1. *Class 8 Flag*

Class 8 : white trapezium with red cross inside

2.3.2. *Advertising*

Advertising is allowed on all kite surfaces.

2.3.3. *Decision to race*

The race officer remains the sole judge in the decision to start the race and to use the yellow flag to cancel the race.

2.3.4. *Protest Procedure*

Protests must be lodged with the jury within one hour of the finish of the last race of the day, and in any case the pilot who a protest must warn the Race Officer verbally immediately after the end of the race concerned. Any presenting a protest must pay a deposit of 10 Euro to the Jury, which will be returned if the result is in pilot's favour.

2.4. RACE RESULTS

2.4.1. **All race results will be presented in two sections, one section listing the finishing order of the female competitors and one section listing the finishing order of the male competitors [FEGA 18/06/2016]**

Comment by FCM 18/06/2016 : Further adaptation to the rules to make this rule fit with the rest is needed.

Rule	<p>Appendix 10 CLASSES and ASSOCIATIONS (FGA 22/06/25) Valid from 1/01/2024</p> <ol style="list-style-type: none"> 1. Definitions of a Class 2. Definition of a Class Association or any other structures in relation to classes 3. Activities and Competitions 4. International Class Associations Application Process and ICA Rules 5. Membership fee and payment 6. ICA rule administration 7. Championships 8. Suspension of recognized classes or ICA's 9. Representation and rights of ICA's 10. Veto/Force of majority
1	Definition of a Class
1.1	A class is a group of land yachts* that meets the specifications that unite these land yachts and is represented by a structure or organization.
1.2	A class is called "design class" if it is designed within the limits of the specifications and is called "one-design class" if the land yacht is built to a standard (identical) design. <i>(Land yacht*: see ISRR definitions A. Any wheeled vehicle propelled solely by wind power and controlled by a pilot)</i>
2	Definition of a Class Association or any other structures in relation to classes
2.1.	A "Class Association" can be represented by all following types of associations or structures and must have at least three representatives of the relevant class that are active in that class.
2.2	A <u>club or existing association of pilots</u> of a class.
2.3	A <u>class association</u> recognized by a regional or national federation.
2.4	A regional or national, or international <u>federation</u> with legal entity
2.5	An <u>international association</u> with legal entity.
2.6	A <u>class association</u> recognized by FISLY.
2.7	A <u>class association</u> with legal entity recognized by FISLY
2.8	A <u>class association</u> represented by FISLY where FISLY is the legal entity.
2.9	An <u>international class association (ICA)</u> recognized as such by FISLY (see rule 4)
3	Activities and Competitions
3.1	Structures or associations as mentioned above in rule 2 can only organize a competition or activity in compliance with the "definitions", the "basic principles" and the "fundamental rules" of ISRR.
3.2	Once a national or international title is awarded in the activity, it may only be awarded with the approval of the respectively national federation or FISLY or an International Class Association recognized by FISLY (see rule 4 and 7).
4	International Class Associations (ICA) Application Process and ICA rules (modified 2025)
4.1	International Class Associations (ICA) offer a high standard of competitive sailing and satisfy the criteria as set out in the following rules.
4.1.1	An ICA can be an association for a 'design class' or a 'one design class'.
4.2	An application is required to become a FISLY ICA
4.3	The application form must be addressed to the FISLY secretary.
4.3.1	The application must be done online with the FISLY application form.
4.4	If the ICA wants to participate at the WC, the application deadline is December 31 st in the year prior to the WC.
4.5	The ICA rules must be submitted to the FISLY Secretary.
4.6	ICA's must give a procedure on how to change their class rules.
4.6.1	ICA's must inform FISLY about any intention to change their class rules.

4.6.2	The FISLY council will decide on requests for ICA class rule changes during the next scheduled Council Meeting, provided FISLY received the requests from the ICA's at least two months prior to this Council Meeting.
4.6.3	A request for ICA class rule change must include the effective date. The FISLY Council has the right to adjust the effective date of a rule change where required.
4.7	Requests for ICA class rule changes must be approved by the FISLY Council. If FISLY Council deems necessary, the acceptance of an ICA class rule change may additionally be required by the FISLY General Assembly.
4.8	Primarily safety aspects in the ICA rules are reviewed by the FISLY Council, however FISLY reserves the right to review all the rules.
4.9	An ICA can only be accepted by the FISLY General Assembly on proposal of the FISLY Council. The ICA has to guarantee that all decisions are made in a democratic way.
5	Membership fee and payment
5.1	There is an annual fee for all FISLY approved class associations which is due by January 1 st of each year.
5.1.1	The membership fee is defined by the FISLY General Assembly.
5.2	In case of a new approval, the fee must be paid in the year that the approval is given.
6	ICA Rule administration
6.1	A FISLY ICA can utilize the expertise and experience of FISLY to advise on ICA rule changes and interpretations.
6.2	Only ICA rules that are published or referred to on the FISLY website are valid.
7	Continental and World Championships
7.1	FISLY Council approval is required for an event described as a Continental- and/or World Championship *) or use the word "Continental- and/or World Championship" in the title of an event.
7.2	An ICA is entitled to organize a Continental- and/or World Championship with the approval of the FISLY Council.
7.3	ICA's are entitled to check the compliance of landyachts with the class rules at any time and are responsible for the scrutineering of their yachts before entering a Continental- and/or World Championship.
7.3.1	In case of a dispute regarding the ICA class rules prior to an event, the Jury of the event will take a decision before the start of the first race.
7.4	Regulations for organizing Continental- and/or World Championships are detailed in ISRR appendix F.
8	Suspension of recognized classes
8.1	FISLY Council can suspend recognized classes, in consultation with the relevant class association, for example when no activities are known for 2 years or for any other reason found relevant by the FISLY Council.
9	Representation and rights of ICA's
9.1	A representative of an ICA can attend the FISLY Council Meeting as a user of the ISRR and the Appendices.
9.2	The representative of the ICA has no voting rights in the FISLY Council.
9.3	The following rights are granted to the representative of an ICA:
9.3.1	The right to give advice to FISLY regarding the ISRR and Appendices, as far as relevant to the ICA.
9.3.2	The right of initiative with regard to the ISRR and Appendices as far as relevant to the ICA. The ICA can submit initiatives at the FISLY Council.
9.3.3	The right of consent on Articles of the ISRR and the Appendices as far as only relevant to the ICA.
9.4	The FISLY Council cannot make a decision on changes to the ISRR and Appendices as far as relevant to the ICA without the ICA's advising on them.

9.4.1	The FISLY Council can disregard an ICA advice, if motivated.
9.4.2	Advice must be given by the ICA no later than 8 weeks after the advice was requested by FISLY.
10	Veto/Force of majority
10.1	FISLY Council may deviate from the appendix 10 for reasons of its own.

*) Continental: European, North American, South American, Asia, Australia and New Zealand, Africa.