

**INTERNATIONAL FEDERATION  
OF SAND AND LAND YACHTING**

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



**2009**

*Version: St. Peter Ording, Germany, European Championships 2009*

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## ERRATA & ADDENDA R.I.R.C.

### F.G.A. 22/10/95

#### **Annex 2 B1 Bis (Cl. 3R)**

##### **Art. 1 : The mast**

- delete: "to 0.45 m." and change by : "to 0.30 m. maximum"

- ad: "In any position the mast must enter in a gauge of 5 metres long limited by two projecting squares of 30 cm long. "

##### **Art. 2 : The chassis**

###### **c) Maximum height**

ad: "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**

ad: « inflated to 1.5 kg/cm<sup>3</sup>»...

##### **Art. 3 : The steering mechanism : c) Cable tensioners**

ad: "The steering mechanism must not content any textile ropes."

**Art. 6 : Weight** delete: "120 kg" and change by: "110 kg"

### F.G.A. 14/9/96 :

**Art. 3 2)** Change "The figures are preceded....." by "The figures are preceded by one or more characters..."

**Art. 3 4)** Change "The total area [1] should be marked on the sail..." by "The total sail area should be marked on the sail..."

**Art. 18 1)** Medical assistance: change the word « talky walky"" by "walkie talkie".

**Art. 24 2)** Change "Art. 16-2" by "Art. 16-1"

#### **Fisly Annex N. 1B**

##### **2) The Characters**

Ad: « The characters are to be lower at port-side. The dimensions are: Height: 25 cm – width: 17 – thickness of line: 4 cm."

##### **Fisly Annex N. 3B1**

Change the word "omtrek" of the diagram by the word "contour".

### F.G.A. 5/10/97:

#### **Article 14 – Signals (annex 04) (FCM june 1998)**

**(1) Class flags :** Class "Standart": trapezium, white with blue square in the middle

##### **Fisly Annex 02 B1(1)**

**The mast :** The length of the mast is limited to 6.10 meters.

##### **Fisly Annex 12: Regulations for European and World Championships**

**Article 7 d) Races:** 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.

**Article 7 g) 2. Ladies Class:** There will be a title of Ladies Champion if there are 12 or more participants from three different countries.

### F.G.A. 26/09/98:

#### **Fisly Annex 10A – Speed Records**

##### **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. Validation of the record: Only records on natural surfaces and without assisted launch can be validated.

##### **Fisly Annexe 12 – Regulations for European and World Championships.**

##### **Art. 8 a) Number of races**

Up until the championship is validated, 3 races per day per class may be held.

**Art. 8 new paragraph:** 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 half of this general ranking.

**FGA 19/09/99: New annexes:**

**Annex 2 F: Class 8 Specifications**  
**Annex 13: Regulations for start Class 7 and 8**  
**Annex 14: Racing rules Class 7**  
**Annex 15: Racing rules Class 8**

**FGA 12/02/00:**

**Fisly Annex 10A – Speed Records Add new Method:**

**METHOD (A) OF MEASUREMENT [3]**

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.

**F.G.A 28/09/03 + 19/09/04 + FGA 24/10/08 and FCM 31/01/09]**

**Fisly Annex 2E – CLASS STANDART SPECIFICATIONS (see attachment 2E)**

See "Issa Standart Specifications Book" for additional drawings and pictures. [www.fisly.org](http://www.fisly.org)

#### FGA 28/09/03

##### **Article 15 (2) a) + Art. 15 (4) Turning Marker Flags.**

The size of the flags for the IM and the Turning marker is 0,7 m(length) x 0,5m (height).

#### F.G.A. 19/09/04

##### **Article 15 7) Turning marker class 8 and Article 20 (2) Change of yacht classe 8**

**Annex 2 A Specifications Class 2 :** Fluorescent orange strip on class 2 mast.

**Annex 2 F Specifications Class 8 and Annex 15 Race rules Class 8**

**Annex 12 Art. 3 b)** minimum age for class 8 is 14 years

**Annex 12 Art. 8** ... finish in the upper  $\frac{3}{4}$  of the general ranking.

**New Annexes :** **Annex 2 C 2:** Specifications Class 5 Promo France (for information)

**Annex 5 C :** Turning marker class 8

#### F.G.A. 25/09/05

**Article 10.2 Acceptance of the rules** Pilots, through their personal signature during the inscription confirmation, agree to keep the ISARR and the particular rules in the racing programme.

**Article 13. a (6) Zones** The sailing master must define waiting zone(s) for the landyachts.

Immediately after finish, pilots must reduce speed in the area between the finish line and the waiting zone or in a deceleration zone defined by the sailing master.

**Article 16.1 Briefing (...)** Different languages can be used for the briefing but for international races English must be one of them. Translation in other languages is recommended to explain special rules or to exclude misunderstandings. The SM must always ask the pilots if everything is understood and if there are any questions.

**Article 18.2 Race Validity (...)** If the wind conditions do not permit a normal racing, the jury decides on the spot during the race and informs the SM.

#### F.G.A. 24/09/06

**Addition to Art. 13 - Course (7) :** If the course is separated, it must be indicated by yellow flags with a vertical black line in the middle of the flag. Min. dimensions: High: 70 cm - Wide: 50 cm - Line: 5 cm

**Addition to Art. 2 (4)** All pilots take personal responsibility for deciding on their competence to master and control their yachts under the prevailing sailing conditions ... Addition to rule : ... and for the good and safe condition of their yachts.

**Addition to Art. 2 (3) Helmet :** "Full face" helmet type is obliged for classes 2 & 3.

**Addition to Art. 3 - Yachts (6) Lights** When (led) lights are used the color should be white at the front of the yacht and red at the rear of the yacht.

**Annex 12 :** All rules for European Championships are extended to World Championships as well.

**Annex 12 : Art 3 b) Minimum Ages for racing :** Class Standart and 5 Promo : 14 years

**Alcohol and Drugs :** FISLY accepts the World Anti-Doping Code (FCM 10/06/06-02.1.d) to be enforced at all national and international regattas. All FISLY member federations are also expected to agree on the Code. The limits are set by the national authorities. In alcohol the limits in use for motorway traffic are applied. Drug limits as set in national anti-drug laws will be followed. Penalties are exclusion from the regatta, or, in case of the data only being available after the regatta, elimination from the results. **[FCM 10/06/06-02.1.4 ]**

**Class 5 Promo :** Class 5 PROMO is accepted as an international FISLY Class. All measures of the tubes of the mast and the 'chassis' must be taken either with the "imperial" OR the "decimal" system. Both are allowed but cannot be mixed.

**Annex 12 Art 7 g) 3 Class 5 Promo** After enrolment, it is forbidden to change to Class 5. Pilots in Class 5 Promo race with the pilots of Class 5 and are scored in the Class 3 results. There will be, in addition, a final placing in Class 5 Promo. There will be a title of Champion if there are 12 or more participants from three different countries.

**Mast Class 3** : It is decided that the length of the mast of Class 3 including all parts measures 6,10 m..as a maximum. [FCM 10/06/06]

**Change Of Rules Class Standart (see complete set of rules, photo's and diagrams in the attachment 2E)**

- 1.add a ring on the front of the boom to attach the sail corner mast/boom + pop a clam cleat on the rear of the boom to adjust the tension of the luff curve.
  - 2.having the internal reinforcement (tube diam 40 X 2mm 10 cm longer on its inside side) into the alloy axles.
  - 3.At your choice for the back tires (smooth or threaded tires) from 2-1/4 " to 3 " X 17" (made from well known manufacturer).
  - 4.At your choice for the front tire (smooth or threaded tires) dimension 20 X 1.75" (made from well known manufacturer).
  - 5.At your choice for having 6 single blocks/pulleys with ballbearings or not,if they are maximum 45 mm diam.
  - 6.At your choice for having any winch block/pulley, if it maximum 60 mm diam.
  - 7.Possible other spindles already accepted : conic spindle with double ball-bearings 20 mm (touching each other on inside side) + a 15 mm external ball-bearing.
- For all this points,there is no obligation for the existing "Standart" to change.

**F.G.A. 16/09/07**

**Article 12 Committee 6<sup>th</sup> point : Jury** : Their names have to be known and communicated before the start of the race. A jury member must stand down from the jury if a protest involves a family member.

**Article 13 Course ; point 1, definition** : The course is the place where the competition takes place; limited by the boundaries as defined.

**Article 14 part 1 (Class Flags)** is deleted. The special sailing instructions must mention how pilots will be informed about any change of the program.

**Annex 2F Classe 8 Specifications :**

Art 1.2 **Pilot** : A fluorescent tape must be put on the rear axle of all buggies of pilots under 16 years old.

Art 2.5 **Lest** : The maximum weight of the lest is 5 kgs. 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.

Art 2.3 **Wheels** : The wheels cannot be bigger than 27 inches diameter ...

**Annex 12 Rules for the European and World championships**

**Art 8 Final placing ; number of races** : For class 8 maximum 3 races per day may be held.

## RECOMMENDATIONS

**F.G.A. 24/09/06 (Rec. by the safety commission dd. 11/06/06)**

*Every member (country/association) must take measures on safety improvement and report and evaluate these measures at the annual General Assembly or at a council meeting where security is a main topic on the agenda.*

**F.G.A. 16/09/07 (Rec. by KBA Kitebuggy Association International dd. 12/09/07)**

*Buggy seats should not be clamping. (rule expected in 2009)*

*Buggies should have a minimum weight and a maximum weight with the ballast included. (rule in 2009)*

# **INTERNATIONAL SAILING AND RACING RULES - I.S.A.R.R.**

*Approved by the FGA (Fisly General Assembly) at St. Peter Ording 19/09/93 and completed at De Panne 19/12/93*

**Version 15/09/09 : European Championships St Peter Ording, Germany 2009**

## **PART ONE : SAILING RULES**

### **ARTICLE 1 - FUNDAMENTAL RULES**

- (1) APPLICATION : These rules are applicable in all circumstances wherever the sailing of sand or land yachts takes place.
- (2) INTERPRETATION : The French version alone is definitive.
- (3) VALIDITY : These rules are valid from 1/1/94
- (4) AMENDMENTS : These rules can only be changed by proposal of the FISLY Administrative Council. Any such amendments to the rules have to be ratified at the FISLY General Assembly, by a majority vote of two thirds.
- (5) ORIGINAL : The master copy will be kept by the F.I.S.L.Y. Secretary.

### **ARTICLE 2 - GENERAL INSTRUCTIONS**

- (1) LICENCE : Each pilot must present a sailing licence issued by a National Federation (N.F.) or Affiliated Club (A.C.). The N.F. or A.C. are held responsible for the issuing of licences.
- (2) INSURANCE : When sailing or racing all pilots must be covered by a third party liability insurance. On request the pilot has to produce a valid certificate of insurance.
- (3) HELMET : The wearing of a crash helmet is compulsory when sailing. **Full face helmet type is obliged for classes 2 & 3. [2]**
- (4) RESPONSIBILITY : All pilots take personal responsibility for deciding on their competence to master and control their yachts under the prevailing sailing conditions **and for the good and safe condition of their yachts. [2]**

### **ARTICLE 3 - YACHTS**

- (1) DEFINITION : Sand or land yacht : 'any vehicle on wheels propelled exclusively by the wind and controlled by a pilot'.
- (2) IDENTIFICATION MARKS : All yachts must carry a number on both sides of the sail. The figures are preceded by one or more characters **[1]** indicating the country of origin (see annex 01).
- (3) YACHT CLASS : There are several classes of yacht identified by their sail area and a list of specifications. (See description of different classes annex 02).
- (4) MEASUREMENT : Each N.F. or A.C. will be responsible for measuring their affiliated yachts in accordance with annex 03. The total sail area **[1]** should be marked on the sail in square metres to one decimal place.
- (5) BRAKE : Any yacht in which the pilot is carried seated or lying down, must be fitted with an effective brake.
- (6) LIGHTS : **When (led) lights are used, the colour should be white at the front of the yacht and red at the rear of the yacht. [2]**

### **ARTICLE 4 - MEETING (annex 07A)**

MEETING HEAD-ON : When two yachts meet head-on they must both bear to the right in order to leave sufficient space between them.

**[1] F.G.A. 14/9/96 [2] 24/09/06**

## **ARTICLE 5 - CROSSING (annex 07B)**

MEETING : When two yachts are coming from different routes, the one coming from the right has priority. The yacht which does not have priority must move aside or slow down. Forcing a yacht which has priority to alter its route or to slow down in order to avoid a collision is an infringement of the rules.

## **ARTICLE 6 - OVERTAKING (annex 07C & 07D)**

- (1) ENGAGEMENT : The overtaking manoeuvre is engaged as soon as less than two metres separates the extremities of the overtaken yacht from any extremity of the overtaking yacht.
- (2) DISENGAGEMENT : The overtaking manoeuvre is accomplished as soon as more than two metres separates the extremities of the overtaking yacht from the extremities of the overtaken yacht.
- (3) RESPONSIBILITY FOR THE MANOEUVRE : The pilot of the overtaking yacht is responsible for the manoeuvre.
- (4) THE OVERTAKEN :
- (5) The overtaken yacht must, if sailing in a straight line, maintain its course or move aside, and if turning, proceed with a normal manoeuvre. Nevertheless the pilot of the overtaken yacht may, when meeting an obstacle, carry out a turn, in order to avoid it.
- (6) THE OVERTAKER : The overtaking yacht must avoid the course of the overtaken. It is an infringement of the rules to compel the overtaken yacht to change its course or slacken speed in order to avoid a collision.

## **ARTICLE 7 - FAIR PLAY**

- (1) FAIR PLAY : All the rules must be observed in a spirit of fair play.

## **PART TWO : RACING RULES**

### **ARTICLE 8 - COMPETITIONS**

- (1) GENERAL DEFINITION : `Event' : when the yachts race to establish the best pilot. The event may comprise one or more regattas. Each regatta may comprise one or more races.
- (2) CATEGORIES OF COMPETITIONS : Each year the N.F. will present to F.I.S.L.Y. the competitions they wish to be recognised by F.I.S.L.Y. International competitions have to be presented to the Administrative Council of FISLY before the end of the preceding year. Competitions are classified according to criteria defined in annex 11.
- (3) PASSENGERS : are forbidden except when expressly specified in the racing programme.
- (4) ADVERTISING : is allowed anywhere on the chassis. It is authorised on the lower two thirds of the sail for class 7 and lower one third for the other classes (annex 01). On the occasion of an event under the authority of a N.F. or A.C. no pilot or yacht owner may be forced to display advertising. On the other hand all pilots must abide by the publicity laws of the country in which they are sailing.
- (5) RECORDS : N.F. and A.C. must inform F.I.S.L.Y. of the date and place in which their members are going to attempt to establish or beat a Land or Sand yacht record. The only confirmed records by F.I.S.L.Y. are :
  - maximum speed over fifty metres (see annex 10A)
  - (See annex 10 B) - distance covered during a non-stop 24 hrs run with a max. of 3 pilots.

### **ARTICLE 9 - PILOTS**

- (1) AFFILIATION : All pilots must be affiliated to an N.F. or A.C. Pilots who have had sanctions imposed and who wish to change affiliation must obtain the agreement of the N.F. and/or A.C. concerned.
- (2) PILOT'S AGE : The minimum age required is specified in the particular rules of each competition. Pilots under 18 years will present a written statement made by their parent(s) or guardian(s) taking the responsibility for authorising them to enter competitions. The organisers may require the N.F. or A.C. to confirm this statement. A pilot's racing licence depending on the statement will stand for it. In any case two copies of the statement will be necessary : one for the N.F. and one for the A.C.
- (3) TRANSFER OF A PILOT : The transfer of a pilot by agreement from one N.F. or A.C. to another is forbidden. A pilot may race for a country other than his/her own on condition that :
  - he/she is a member of the N.F. or A.C. of the country concerned.
  - he/she is selected by the other country and has raced in 3 events that have been organised by that country
  - he/she is licensed by that country during a minimum of one year and by that country only
  - the transfer has to be announced to the FISLY Secretary by 31st December of the preceding year, at the latest.

### **ARTICLE 10 - REGISTRATION**

- (1) ENTRIES are accepted by the organisers in the form, and within the time limits specified in the programme. Registrations are binding and specify at least :
  - name, forename, address and date of birth of the pilot.
  - class of the yacht and sail number.
  - pilot's club
- (2) ACCEPTANCE OF THE RULES : **Pilots, through their personal signature during the inscription confirmation, agree to keep the ISARR and the particular rules in the racing programme. [1]**

[1] FGA 25/09/05

## ARTICLE 11 - RACING PROGRAMME

(1) THE RACING PROGRAMME specifies at the least :

- the organiser
- object of the event
- category of pilots admitted to the event
- classes of yachts concerned
- last date of acceptance of entries
- cost of entry
- particular rules of the event
- time of the first briefing
- name of the sailing master

2) ANNOUNCEMENT OF THE PROGRAMME : The racing programme must be announced one month before the event and posted up in the organisers' club. International event programmes will be published in at least two languages - one of them being English.

3) AMENDMENT OF THE PROGRAMME : From the time of the first briefing, only the Sailing Master has the authority to amend the programme. He or she must justify this decision at the briefing when he or she will advise pilots of any modifications to the programme.

## ARTICLE 12 - COMMITTEE

(1) THE COMMITTEE is composed of :

- Sailing Master
- Jury
- Scorers
- Stewards

(2) IMPARTIALITY : No member of the committee may help a competitor during the race except when the latter is in danger or could be a danger for a third party.

(3) SAILING MASTER must be recognised by the responsible authorities and wear a red armband. He or she is responsible for the implementation of the race programme based on the I.S.A.R.R. rules and on the special rules of the programme. He or she will appoint sufficient scorers and stewards who will wear green armbands.

(4) SCORERS : at the turning markers (or buoys) and at the finishing line are solely qualified to determine the number of laps carried out and the finishing order of the competitors.

(5) STEWARDS : help the sailing master.

(6) JURY : Minimum three members are necessary to form the Jury and if more than three they will be an odd number. The Jury chairperson is elected by a majority vote of the members. The members have to be recognised by the responsible authorities and wear a white armband. They must attend the race site. They make sure the regulations and particular rules specified in the programme are strictly applied. The Jury relies on the rules in settling all disputes. Decisions are reached by a majority vote. Should a Jury not be appointed the Sailing Master and two assistants form the Jury. The Jury has an active role, and must punish or otherwise sanction any infringements of the rules which it establishes. **The Jury names have to be known and communicated before the start of the race. A jury member must stand down from the jury if a protest involves a family member. [5]**

(7) ORGANISER'S INSURANCE : The organisers must hold an insurance policy against third party liability to cover corporal and material damage that they might be held responsible for as organiser

on the occasion of and during the races. This policy must cover at least 500.000 ECU.

[5] FGA 16/09/07

## **ARTICLE 13 - COURSE**

- (1) **DEFINITION** : The course is the place where the competition takes place; **limited by the boundaries as defined. [5]**
- (2) **OBSTACLES** : There are parts of the course where a yacht may not sail safely. Examples of obstacles are : posts, pools, patches of soft sand, gullies, yachts brought to stop or being pushed. These obstacles may be marked by such means as flags or cones, or hazard warning tape.
- (3) **CLOSED CIRCUITS** : In closed circuit, the distance separating turning markers will be at least 2000 m. The racing programme may specify a modification to this rule.
- (4) **TURNING MARKER (BUOY)** : On a closed circuit at least two turning markers must have "orange zones".
- (5) **RUNNING OVER A MARKER** : It is forbidden to run over flags or course markers.
- (6) **ZONES [1]**  
**The sailing master must define waiting zone(s) for the landyachts.**  
**Immediately after finish, pilots must reduce speed in the area between the finish line and the waiting zone or in a deceleration zone defined by the sailing master.**
- (7) **COURSE [2]** : If the course is separated, it must be indicated by yellow flags with a vertical black line in the middle of the flag. **Minimum dimensions: High: 70 cm – Wide: 50 cm Line: 5 cm**

## **ARTICLE 14 - SIGNALS (annex 04)**

- (1) **The special sailing instructions must mention how pilots will be informed about any change of the program. [5]** (*Flags are not used anymore for this purpose*)
- (2) **SAILING MASTER'S FLAGS** :
- red flag hoisted : stop sailing - return immediately to the start.
  - red flag lowered : signal for the start of the race.
  - green flag with yellow diagonal : briefing.
  - yellow/blue flag requires the pilot for whom it is hoisted to stop immediately : the SM considers the pilot to be a danger to himself or to others. This stop may be temporary.
  - green flag : means that the duration of the race is reduced. This flag is raised on the finishing line as the leading yacht goes by to signal that the leading yacht is starting its last lap.
  - yellow flag : cancels the race (to be raised to all pilots) - return to the starting line
  - chequered flag : signals the finish of the race. It is raised when the leading yacht crosses the finishing line. All the yachts are flagged in in the same way.

## **ARTICLE 15 - TURNING MARKER (BUOY) (annex 05)**

- (1) ORANGE ZONE : The first yacht to enter the orange zone is considered as overtaken by yachts entering the zone after it. A yacht may not, pass between the orange line and a yacht which entered the zone before it except if the overtaken yacht has stopped or is being pushed.
- (2) LIMITS OF THE ORANGE ZONE : It is a trapezium with the following markers :
  - a) INNER MARKER (IM). This point, marked with an orange flag, lies on the axis of the course at minimum of twenty metres from the turning marker (TM).
  - b) EXCENTERED MARKER 2 (EM2) . An orange flag marks EM2. This point lies on the perpendicular to the orange line passing through the turning marker (TM) and at least 20 m. on the side where the turn must be approached.
  - c) EXCENTERED MARKER 1 (EM1). An orange flag marks EM1. This point lies on the parallel to the orange line running through EM2 at least 20 metres minimum from IM.
  - d) OUTER MARKER (OM) OM is marked with an orange flag and lies on the extension of the orange line beyond the turning marker and over 30 metres from it.
- 3) ORANGE LINE is the line running between IM, inner marker and TM,turning marker. It is marked by orange and blue pennants or cones . This line may not be crossed.
- 4) TURNING MARKER (TM) is marked by a red and white flag (diagonal).
- 5) DIRECTION OF THE CIRCUIT : in the absence of instructions from the Sailing Master, the turning markers are rounded anti-clockwise.
- 6) The size of the flags for the inner marker and the turning marker is 0,7 m(length) x 0,5m (height).[1]
- 7) Turning marker class 8 : it's a turning marker which consists of the following markers: [2]
  - a) Turning Marker (TM) is marked by red and white flag (diagonal)
  - b) Inner Marker (IM) is marked with an orange flag and lies on the inside of the turning marker at a distance of at least 2 meters.
  - c) Orange line (OL): cones must be placed between the TM and the IM where the distance between markers is more than 5 meters. The maximum distance between cones is 5 meters. The OL must not be crossed by approaching pilots or by pilots leaving the mark.

## **ARTICLE 16 - RACING PRELIMINARIES**

- (1) BRIEFING : A green flag with yellow diagonal calls for the immediate gathering of the pilots near the Sailing Master. It is compulsory for all the pilots to attend the briefing. The Sailing Master gives the layout of the course, the duration of the race and the time left before the start. If the Sailing Master decides to run a trial lap he or she will announce it at this point.  
**Different languages can be used for the briefing but for international races English must be one of them. Translation in other languages is recommended to explain special rules or to exclude misunderstandings. The SM must always ask the pilots if everything is understood and if there are any questions. [3]**
- (2) POSTPONEMENT OR CANCELLATION OF THE START : In case of postponement or cancellation of the start, the briefing is held at the time foreseen in the programme. The Sailing Master gives the reason of postponement and the exact time of the next briefing or informs the pilots about the rest of the programme.

[1] F.C.M. January 2002

[2] 19/09/04

[3] FGA 25/09/05

## **ARTICLE 17 - THE START (annex 06)**

- (1) STARTING LINE (ANNEX 06A) is the line on which the competitors take up their starting position (Morel grid annex 06B). The yachts are placed behind the line with the front-wheel on the number, until the start and in such a way that 3 m. or more separates them sideways and 6 m. lengthways. Those distances may be modified to take into account beach conditions. Class 7 are allowed to make a flying start if foreseen in the programme.
- (2) POSITION OF THE LINE : As far as possible the start will be carried out towards an upwind marker. The first marker will be over 500 m. from the starting line. The starting line will be perpendicular to the bisector of the angle formed at the centre of the starting line by the axis of the nearest marker and that of the wind direction.
- (3) DIRECTION OF NUMBERING : No 1 is on the right of the starting line.
- (4) STARTING SIGNAL : The lowering of a red flag, which may be accompanied by a sound signal, will signal the start. Only the lowering of the red flag is the official signal. In all cases a safe start must be ensured.
- (5) PRIORITY : During the start, and until the starting line has been cleared, a yacht is considered as overtaken by the yacht on its port side (left side).

## **ARTICLE 18 - RACE VALIDITY**

- (1) CONDITIONS OF VALIDITY : A race is valid if two conditions are fulfilled :
  - The WIND SPEED must be above 4 m/sec during a minimum of 3 minutes to have a race started. After the start, the SM remains sole judge of the quality of the race and of the use of the yellow flag.
  - MEDICAL assistance must be on the spot or may be on call by phone or walkie-talkie [1] (doctor and ambulance).
- (2) CANCELLATION OR NON VALIDATION : Only the Sailing Master is entitled to cancel a race, that is, stop a race, once started, with the yellow flag. However the jury may disregard the result of a race and thus may invalidate the race. In this case the jury must justify its decision in writing. The Jury's decision is officially posted up. **If the wind conditions do not permit a normal racing, the jury decides on the spot during the race and informs the SM. [2]**
- (3) DURATION : The race will last minimum 30 minutes for class 2,3 and 5, except if rule 22 is applied, and 120 minutes for a marathon race.

[1] FGA 14/09/96

[2] FGA 25/09/04

## **ARTICLE 19 - MEANS OF PROPULSION AND PUSHING**

- (1) PROPULSION : Pilots may not push their yachts continuously nor systematically.
- (2) PUSHING INTO THE WIND : A yacht shall not be pushed directly into the wind.
- (3) RESTART : When a yacht comes to a stop, whatever the cause, the pilot is authorised to effect repairs so long as this action has not the character of systematic repetition. Pilots may carry breakdown material with them and may help each other. They may be freely helped out, so long as this does not interfere with the normal running of the race.

## **ARTICLE 20 - CHANGE OF YACHT**

A pilot is not allowed to change yachts in the course of a regatta, except for class 8. [1]

In the case of an accident the Jury may authorise a pilot to change the chassis, body or the complete yacht only if the body or chassis is beyond repair. The Jury's decision should be officially posted up.

## **ARTICLE 21 - FINISH (annex 08)**

The Sailing Master lowers the chequered flag when the leading yacht comes in after the race time announced at the briefing has elapsed. All the yachts are flagged in by the same flag. A yacht finishes the race when the main mast foot crosses the finishing line. Each pilot must cross the finishing line on board his or her yacht. It is forbidden to stop on or re-cross the finish line.

## **ARTICLE 22 - PREMATURE STOPPING OF THE RACE**

Should the course threaten to become unsuitable and necessitate the stopping of the race before the race time announced at the briefing has elapsed :

- a) The race is valid if at least 2/3 of the briefed time has elapsed. The finish is signalled with the chequered flag after the green flag has signalled the shortening of the racing time.
- b) The race is cancelled if less than 2/3 of the briefed time has elapsed. The yellow flag is used to signal the cancellation of the race.
- c) This rule does not apply in the case of insufficient wind.

## **ARTICLE 23 - CLASSIFICATION**

- (1) RESULTS OF A RACE : For each race the competitors are classed according to the number of laps they have completed and the order in which they passed through finishing line at the end of the race . To be scored a pilot has to complete at least one lap.
- (2) POINTS ALLOTTED PER RACE :
  - a) Pilot's score : the first or leading pilot is credited with `0' points and the following pilots are award a number of points equal to their finishing position. **Pilots who abandon the race or break down are positioned according to the number of completed laps and the order in which they passed through finishing line for the last time.** [2] When two competitors cross the finishing line at the same time they are credited with the same number of points. The following pilots receive the number of points corresponding to their arrival order.
  - b) Unclassified pilots : Disqualified, non-starter and pilots having completed less than one lap are credited with a number of points equal to the number of entries to the event or regatta, plus one.

[1] FGA 19/09/04 [2] 2007 editor B.D.

### (3) TOTAL POINTS IN AN EVENT OR REGATTA

- a) If three or less valid races are sailed, the total points of a pilot will be the result of the addition of the points gained by the pilot in each race.
- b) If more than three races are valid the worst race result will be discarded.
- c) If more than seven races are sailed, there are two discards.

In all three above cases any penalty points awarded are added to the total points to obtain the resulting points.

The winner is the pilot who has the least points, and the other pilots are classed in order.

### (4) GENERAL CLASSIFICATION

The winner is the pilot who scores the least points - the second the least but one and so on. Should two pilots be even (equal resulting points as (3) above) they will be separated by the highest number of first places. If they should still be even the highest number of second places and so on (taking into account only those race results retained by each pilot i.e. not discards) (Art.23-3). Should they still be equal they will stay equal in the final score.

### (5) PUBLICATION :

After the last race of the day the results will be posted up at the club, mentioning the hour of publication. Pilots wishing to lodge a protest must do so within 1 hour of publication of the results.

## **ARTICLE 24 - INFRINGEMENTS**

(1) PENALTIES : During an event infringements of the rules are liable to penalties. The first infringement will be punished with one penalty point, the second with two points, the third with three, and so on. Infringements involving a collision and / or compromising the result are liable to double penalties or disqualification. The Sailing Master may impose penalties.

(2) DISQUALIFICATION OR EXCLUSION FROM ONE RACE : On top of penalty points inflicted in accordance with ART 24 - (1) any pilot who disobeys the following articles will be disqualified or forbidden to start :

- Art. 2
- Art. 3
- Art. 8(3)
- Art. 8(4)
- Art. 14(2) - yellow/blue flag ``stop immediately " - not respected  
- red flag ``no sailing"- not respected.
- Art. 16(1) **[1]**
- Art. 17(1)
- Art. 19(2)
- Art. 20.

(3) BEHAVIOUR : The Jury and the Sailing Master are entitled to require decent behaviour from the pilots. Should pilots misbehave they may impose an immediate sanction on them, such as warning, exclusion from a race or competition or suspension. The decision must be justified in writing.

(4) SUSPENSION : On receipt of a report by an organising body F.I.S.L.Y. can decide to ban a pilot from participating in one or several international competitions. The F.I.S.L.Y. decision must be justified in writing. F.I.S.L.Y. will inform the pilot's N.F and CA. National Federations also have the same power but must inform FISLY.

## **ARTICLE 25 - PROTEST TO THE JURY**

(1) DISPUTE : A competitor may raise a protest in writing.

(2) PROCEDURE : Protest must be lodged with the Jury within 1 hour of the finish of the race concerned. For that the competitor must :

- pay a deposit of 20 EURO or corresponding amount that shall be returned if the Jury finds in favour of the complainant.

- fill in the appropriate form (annex 09) specifying the article or articles of the rules concerned. - the burden of the proof rests with the claimant.

(3) JURY DECISION : No sanction may be taken before the pilot concerned has been summoned and informed so that the defence may be conducted. The decision of the Jury has to be taken the same day, justified in writing and posted up. Should a member of the Jury disagree with the decision he/she may request a second and final vote. The Jury decision must be based on specific articles of these rules and reached by a simple majority vote.

## **ARTICLE 26 - APPEAL TO F.I.S.L.Y.**

A competitor who has lodged a complaint as foreseen in Art. 25 and is not satisfied with the decisions may make an appeal to F.I.S.L.Y. on the following conditions :

- pay a deposit of 20 EURO or a corresponding amount that will be returned if F.I.S.L.Y. admits the appeal to be correct.

- address the appeal in writing : to the F.I.S.L.Y. Secretary General at the latest within 8 days of his protest. In that case the President will see to it that a reply is given within two months of its receipt.

The decision of F.I.S.L.Y. is final.

# **LIST OF ANNEXES**

## 01. Yacht Identification

A: Identification of the yacht and advertising on the sail

B: National identification letter; Characters (specified form of letters and numbers)

## 02. Class specifications

A : Class 2

B1, B2, B3, : Class 3

C : Class 5 and C2 : Class 5 Promo

D : Class 7

E : Class Standart

F : Class 8

## 03. Sail measurement

A1: Method of Measurement Class 2 & 3

A2: Method of Measurement Class 5

B1: Sail

B2: Measurement Form

## 04. Signals

Sailing Master's Flags

## 05. Turning marker (Buoy)

A: Orange Zone Flags

B: Turning Mark

C: Turning Mark for class 8

## 06. Start

A1: Start line; into the wind

A2: Start line; wind on the quarter

A3: Start line; beam wind

B: Morel grid

## 07. Priority

A: Meeting

B: Crossing

C: Overtaking

D1: Overtaking in the presence of an obstacle

D2: Overtaking in the presence of an obstacle

## 08. Finishing line (arrival at a turning mark or buoy)

## 09. Protest form

## 10. Records

A: Speed + B: Distance

## 11. International Events

## 12. Regulations for European and World Championships

## 13. Regulations for start Class 7 and 8

## 14. Racing rules Class 7

## 15. Racing rules Class 8

## 16. Regulations for Mono type Yacht