



FEDERATION INTERNATIONALE DE SAND ET LAND YACHTING
WORLD LANDSAILING ORGANISATION

International non profit organisation
Registered office : Dynastielaan, 20, 8660 De Panne, Belgium
Company number : 0887 041 838

Saturday 16th an Sunday 17th January 2016

**Venue : Base Nautique et de Plein Air "Jean Binard"
Digue de Mer - 59820 Gravelines, France**

FISLY council MINUTES

Registration :

Officially Registered council members 2014-2018 :

Belgium	BFLYC-FBLYC	Bernard Peirs		present
		Jan Leye	Secretary	present
		Pierre Nyssens		excused
France	FFCV	Christophe Roger	Vice-president	present
		Olivier Cannic		excused
		Hervé Dehaynin		present
Germany	YCSP0	Hans-Werner Eickstädt	Treasurer	present
		Heiko Hartmann		excused
		Christoph Hanke		excused
UK	BFSLYC	Susan Meader		excused
UK Scotland	SPKA	Tom Arlott		excused
UK	PKA	Matthew Job		not present
Ireland	IPKSA	Alan Watson	President	present
USA	NALSA	Nord Embroden	Vice-president	via Skype
Chile		Juan Enrique Quinones	Vice-president	excused
Spain	AEC	Miguel Angel Hernaiz		excused
Switzerland		Mark Aghte		excused

Officially not registered council members 2014-2018:

Belgium	BFLYC	Yann Demuysere	for Pierre Nyssens	
France	FFCV	Benoit Biton		present, Seminar
UK	BFSLYC	Derek Nixon		via Skype
	BFSLYC	Mark Serejko		present, Seminar

USA	NALSA	Mary Robertson	excused
Netherlands	NSF	Floor Lagerwey	present
<u>For the seminar on the renewal of ISRR:</u>			
Belgium	KBA	David Van Boven	
Belgium		Lieven Claes	
Belgium		Christopher Peirs	
Belgium		Johnny Sonnevillie	
Netherlands		John Veldman	
Germany		Andrea Koch	
UK		Martyn Hale	
Ireland		Phil Cameron	
France		Erwann Lamandé	
Netherlands		Hans Blanken	excused

We were welcomed at the meeting by Christophe Roger president of FFCV, the French landsailing federation

Alan follows him in a statement in which he states that one of the goals for the future is to make it possible to realize changes in the rules within a period of 1 year. This acknowledges that most Class Associations meet at International Championships and where good proposals are made at the championship it should be possible to make valid for the following championships, currently it can take almost two years.

Floor Lagerwey explains the proposal to rewrite the ISRR rules in the same structure as the ISAF.

Advantages are that these rules and the manner in which they are set out are well known by water sailors. It can help them to find the way to our sport.

The ISAF rules have a very clear structure. Each sentence in an article has a number. In rewriting some articles will have to be split.

It must be clear that the project is not on changing the ISRR rules, but on putting a more uniform and recognizable structure to the existing ISSR. The work on the project will be done offline by a workgroup who have kindly offered to do this and they were thanked for taking the task. Results of the project will be presented at the next council.

The council agrees with the project idea.

David Van Boven KBA and Phil Cameron IPKSA are welcomed as representing the KBA and they presented the proposals that have been made at the Class 8 meetings.

The proposals were then discussed and included as part of the work on reviewing the ISRR by the participants at the weekend seminar.

The KBA intend to extract the Class 8 ISRR rules and include them in a handbook for class 8 pilots. It remarked upon and is noted by the council and the participants of the seminar that in judgements by the jury in races the only valid document will be the latest version of the ISRR, not the handbook.

Mini Yachts are represented by John Veldman H, Johnny Sonnevillie B, Mark Serejko K and Alan Watson IR.

1. Approval of the minutes

FCM 21.09.2015 : approved.

2. Championships WC and EC

European Championship 2015 – De Panne

Evaluation :

The organizers were happy to receive many congratulations.

The length of all race courses was ca. 12 km.

The organizers state that there was little sponsoring by companies.

Besides the pilots fees there was an important financial support by different governmental bodies : city, province, region and even the Belgian Olympic committee.

European Championships 2016 – France – actual evolution

1. Leucate from 22-26 of August for MY and Class 8

Sailing Masters will be :

Class 8 : Henri Durez assisted by Koen Berckvens

Class MY : Mark Agthe assisted by Benoît Biton

Erwann Lamendé will be president of the jury

Number of pilots :

Class 8 : 60 to 80 max

Class MY : 60 pilots max.

2. Bretteville from 24 to 30 of September.

There will be 3 circuits :

2 in Bretteville and 1 in Denneville.

Classes will be : 2,3,5,standart, promo (maybe)

Sailing masters

2,3,5 : Benoît Biton and maybe Benny Dezeure

Standart : Christophe Roger

Promo : Emmanuel Godet

2017

UK 2017 : Hoylake

There was a SKYPE contact with Derek Nixon during the meeting.

Date : opening on 24th : racing maybe on the 25th and surely on the 26th

1 course that can be sailed all day

Classes 2,3, 5

Participants : approx. 80

There will be need of assistance so volunteers are welcomed.

Social events will be provided but pilots expectations should be reduced.

Sailing is to be considered as the most important part of a championship.
Budget will be mostly the income from the entry fees.
The council agrees with this proposal

2017

IRELAND 2017 : Laytown - Bettystown

Dates : 10 to 15 of September 2017

The wind is then normally from the East-(sea) it is a good location 25 minutes North East from Dublin airport and 40 minutes from Dublin Ferry Port in the historic Boyne Valley region. Flights and Car hire are quite cheap. Policing of the beach will be necessary and volunteers would be very welcome. There is another adjoining beach where we can also possibly sail.

Classes : Sdt, MY and maybe Promo (extra support will then be needed)

IPKSA has got the support of Discover Boyne Valley, a Tourism Initiative of Louth and Meath Local Authorities for organizing this event.

There is a nearby pub where social activities will be held and also a BBQ.

On Sunday morning the Mayor of Gravelines came along. He was asked to hand over a FISLY flag to Alan Watson as symbol of the mandate to organize the championship.

The council agrees with the proposal of IPKSA.

A letter is to be sent in which FISLY gives an official mandate to IPKSA to organize the championship.

Scotland-England : Class 8 in 2017

Beaches : St-Andrews or Luce Bay.

This location is approved by the class association.

Other Championship discussions:

A delegation of FFCV and Promo association was recently in Cadiz in Spain with some Promo yachts to attract this country and its people to Promo. One observation is that there are differences between the Spanish regions in the landsailing community. It is possible that future links between Promo and Spain may be explored.

• 2018

World championships Germany 2018.

Germany is on the championships list since 2014 and planning is underway.

The main goal is the gather everyone together in land sailing at a World Championship.

FISLY have kindly received a support from NALSA towards the organisers of the World Championships in the USA for this World Championship event in Germany 2018.

A Proposal from Argentina for a World Championship for Promo in February 2018

Discussion: It was encouraging to hear how the popularity of landsailing in South America is increasing in many countries and of the growth in Promo. In general the council has the opinion that the invitation is very welcomed however preparation time is needed to make a successful championship in Argentina. Germany is in planning mode for a WC 2018 with all classes and was on the program since 2014 so it is important to honour the gesture as a

priority.

Argentina will be offered the opportunity to come on the list for 2022 if they would like to do so as we have world championships every 4 years. Meanwhile we must also see what will be the evolution of Promo yachts as there were difficulties with having enough countries represented in 2014 & 2015 WC & EC.

- 2019 : Holland

On Terschelling : possible classes : 2,3,5,Std. Not : 8, MY, Promo

On Texel : maybe class 8 ? or RØMØ (Denmark ?)

- Any other business on WC and EC's :

Seminar **Theme 1**

Bye law on organization of championships with consideration of the smaller countries and new formats of organization.

Start text : '**draft guidelines for FISLY championships**'

The proposed guidelines are approved after some comments. They will be added to the bye laws.

- No number for the social events.

- Pilots may reasonably expect to get value for their money.

3. Racing programs

Difficulties with races in France :

AOT, The French Département du Pas de Calais has created a new rule on the use of beaches in its region. Organizations wishing to use an area of the Public Maritime Domain have to ask for an AOT. This is a Temporary Authorization for Use. There is a fee to pay for a one day use of the beach for landsailing activities of over 80 € per day and a possible fee per person also. The FFCV is acting toward the authorities trying to reduce the cost to 0 €.

(The French state gives subvention to the FFCV that the FFCV would have to use to pay taxes to the French state).

If the fee is maintained this would become an important cost for landsailing in France, clubs or federation (FFCV). If this kind of fee would also be imposed in the other French regions the problems for the French landsailing would even be bigger...

For this reason they have decided not to organize any races in that region until there is a solution. Not even the Bleriot Cup in Le Touquet.

The FFCV would be helped with a letter from FISLY stating that France doesn't fulfil the responsibility of organizing international events.

Eurocup and insurance:

The French insurance company is rising the insurance fee for 3rd party liability for material damage in between pilots in international races.

For national races French pilots don't have an insurance for material damage on their yachts. So if France organize international races all their pilots should be insured for material damage. Even if only 1 foreign pilot is present all would have to be insured. This would again be a great additional cost for all pilots and clubs.

So FFCV has decided not to organize international Eurocup races in any classes until further notice. For big events they will look for an event insurance.

Foreign pilots will still be welcome in France. At the registration they will have to sign a document stating that they know that French pilots are not insured for third party liability pilot to pilot. Still it is clear for all French and international pilots that all French pilots do have a third party insurance for physical damage.

Race programs:

The race program for the season 2016-2017 beginning in July is not yet finished. So it is not possible to fill in the FISLY Google form for international races.

Eurocup races :

The other European federations decide to go on with Eurocup races.

4. International Sailing and Racing Rules (ISRR)

The Seminar is going on elsewhere in the building during the council meeting.

Theme 2 :

Past championships :

European title :

This topic is treated by the council and not by the seminar.

There has been a letter from Mary Robertson in which NALSA made an appeal concerning the decision of the EC 2015 committee to award the title of "The European Champion" to the second place finisher in the Mini Yacht Class because he was the highest placed European pilot license holder. A second letter came also from Nord Embroden, FISLY vice-president asking if the rule has changed on this matter as in the past non-Europeans have been winning European Championships.

Floor Lagerwey has the mandate to speak on behalf of Nord to defend their point of view on this matter.

Introducing this subject Alan read from and refers to the newly translated FISLY Constitution, Art 2 & Art 3 our Mission statement, aims and objectives in the statutes.

For most of the members of the council it is clear that this topic was also discussed before and also at the meeting in June 2015 as one of the many items needing clarity. If a World Championship to select the best pilot in the world then a European Championship is to find the best European pilots. However this was not recorded in the minutes of that last meeting. There were a number of informal contacts between council members, members of the organizing committee and Jean-Philippe Krisher in which it was mentioned that the title of The European Champion would go to a pilot member of a European federation who has competed in leagues and were successfully selected for the national team of a European country.

This interpretation of the rules was confirmed during the FISLY council meeting that was held on Monday night the 21st of September at De Panne with many countries present.

The president didn't vote on the motion as he wanted keep his neutrality. The only objection was from Floor Lagerwey who didn't agree. All the other council members present at that moment agreed on this clarification and the reason for a World and European Championship. Unfortunately it appears that Mary Robertson representing NALSA had probably already left the meeting as it was late in the night after many hours of consecutive meetings.

Alan as President of FISLY was asked by the council to communicate this clarification to Jean-Philippe. When Alan met with him and confirmed this Jean-Philippe already knew as he was

informed by someone else. At this time Alan also informed Jean Philippe that it was still possible for him or any a non-European country pilot to win the event.

It was stated that it was also important to note that during the event Jean-Philippe has had all the same rewards as other winning pilots who were also on the podium during the event. The final day after racing was finished, at the MY and C8 final prize giving there was an award presentation to the first three pilots in the event who were presented on the podium, Jean-Philippe was given a 'golden bonnet' for 1st and announced as winner of the event sailing for US.

After that there was a prize giving of the European title (gold, silver and bronze) given to the first pilots representing a European country.

In response to the letters from NALSA Alan offered to speak with Jean-Philippe and seek his opinion. It was agreed that Alan should call Jean-Philippe and speak with him. Alan did so and he confirmed the understanding of FISLY that Jean-Philippe had come first in the event and the records did already record this fact. Alan said he asked if Jean-Philippe could accept that he had indeed won the event and explained what had happened suggesting that we perhaps needed a new title to describe the event he won representing the US. Alan informed the council that Jean-Philippe had said to Alan that it was a difficult conversation for him to have with Alan and he acknowledged that it was for Alan also. Alan said that he and Jean Philippe agreed that in future it should perhaps be a different title and that winning the event with a new title retrospectively could be the solution for him and while he would prefer that there was no European Champion in 2015 he could agree with this proposal and that it would be a good practice for the future.

In this discussion within the council it has always been clear and recorded that Jean-Philippe was the event winner, the fastest sailing in the MY's fleet.

Afterwards there was a SKYPE and telephone contact with Nord Embroden and Derek Nixon in the presence of the council members and the people who had attended the International Jury and Sailing masters seminar on the ISSR.

Alan gave Nord and Derek an overview of what had been discussed in the meetings before Nord had joined in (see above).

Nord expresses his point of view regarding The European Championship title : Why is this step necessary ? He defends the idea of equity between all participants wherever they all come from. It feels like a change of rules as there have been precedents of non-Europeans winning European championships. It was not at all clear in advance that this was the point of view of the FISLY council. It was very much felt as a backroom decision. Alan explained how the decision was arrived at and how it went back some time and together they discussed this in the presence of all others and how it could be better.

In the discussions Nord came up with the following proposed solution to which all the council agreed.

The fastest European pilot in each class is The European Champion.

The event name needs to be considered to perhaps being changed and called a Major or Open European Championship if it is open to non-Europeans.

The overall winner in each class is the winner of the event name, e.g. if it's called the European Open Championship it's the European Open Champion winner.

Race winners are race winners and receive 1,2,3 irrespective of country of origin, as in the 2015 championships and all previous ones.

It must be checked that Jean-Philippe got the same prizes as the 2nd placed European Champion and is awarded the first title of "European Open Champion" .

The council members understand and accept the proposal of Nord. He insists also on working at achieving more equity in the functioning of FISLY and its members and requests that the FISLY will do efforts to have better communication with outer European countries. Nord volunteered to work closer in a work group if needed to assist.

Alan thanked Nord for his proposals and understanding and said that he would confirm this to Jean-Philippe.

- Discard per every 4 races

This topic was discussed in the seminar. A rule is proposed in which it can vary per class.

Seminar **Theme 3** :

Discussed by the council

Registration of international pilots.

The idea is to create a Google form linked to PayPal so that registration can be simple and fast to fulfil.

After registration the National Federation of the pilot has to confirm that the pilot is insured for landsailing in competition and is approved to sail internationally.

After confirmation the FISLY webmaster will add the pilot to the list of international FISLY pilots on the website.

So for participation in an international race a pilot must be on that list.

Being on that list gives proof of competence and of insurance.

One can be removed from that list in case of a suspension or an unsolved accident where a pilot doesn't respect a decision taken by a jury.

Also : 'The national federation is responsible to inform FISLY if an (inter)national license is revoked'.

France has a difficulty if a French pilot who is competing in an international race that is held in France must also be on that list and pay the fee for that (15 € per year). This would apply equally to a pilot of any nationality competing in an international race in his or her home country.

They could agree with a rule like :

'If a pilot wants to race in an international race in a country other than his own, he must be on the International FISLY pilots list.'

The position of the French federation will be confirmed later.

Seminar **Theme 4**

Search for anomalies and contradictions our out of date items to continue , and provide proposals for clarity and solutions.

Seminar **Theme 5** :

Rewriting the rules (in structure of ISAF Racing Rules of Sailing). See above.

The proposals of the seminar were presented on Sunday morning. The council members agreed with the proposed changes. When the report of the seminar is finished, it will be sent to the council members.

We will go for a fast implementation.

An electronic voting form will be created that will function as an extraordinary general assembly. The voting is planned at the end of May. The changes to the rules should then be

valid from the 1st of July so also on the championships.

5. Classes :

Proposals for changes to the class rules can also be finalized at the seminar.

MY :

A number of specification changes have been discussed and there seems to be agreement on some ideas amongst several countries in the class association, there are some difficulties expressed on comprehension and translation that need to be resolved yet.

The most popular idea is to create 2 categories :

- top level = Sport

- basic level = Spirit

The proposals are not nearly ready for FISLY to vote on.

A comment is that by creating a base level miniyacht a new class is created and that in a short time there will be : top base yachts, medium base yachts and base base yachts. The fact of racing is that racing make people search for solutions to go faster.

We have seen the phenomenon in the past. For example in Promo or class 4, many years ago.

If Spirit of fun is what is aimed for than the speed of a yacht should not be the criteria for giving a prize. Maybe it would be better for : regularity in racing or some other criterion... .

Class 8:

The proposals by the KBA were finalized within this weekends seminar. The will also be put to vote in the electronic vote.

6. Communication

Cleaning up and updating the website:

Why do we have a website ? What are people looking for ? We have to install a search engine optimization SEO to know.

We must have a website that is a portal to other websites and where one can find what FISLY is and does : statutes, international races, list of international pilots...

We must clean up our actual website and remove what is not relevant : news flash, guest book, the surplus of menus,...

We should add at least to FISLY 'World Landsailing Organization'.

After this cleaning up we will do no patching on the old website.

We will see what were the good things in the proposal Angel Hernaiz had made.

We will make a new website:

- possible topics :

Statutes, rules, bye laws, minutes of GA, how to start a club ?, registrations, international races, multilingual : English, Spanish, French..., portal to other nations and clubs and a link towards FISLY docs : some open for general public and some reserved to council members.

7. FISLY organization

Translation of Windpointage :

This scoring program was developed by Bertrand Lambert in consistency with the ISRR and as a digital device for race organization : registration of pilots, scoring and result production. The program was written in French and has been in practice for many years.

For many years the need is felt for an English version.

Michel Morel has worked on the program more than 170 hours to sort out all words and sentences which have to be translated. We can now translate in any language we want. We just have to put it in a row beside the 600 French words/sentences and Windpointage works in the chosen language.

Hans-Werner was negotiating with him. The work he has done has a value in working hours of ca.10.000 €. He is willing to give 100 hours of work for free. It leaves a expense of ca. 6500 €.

Another cost will be the license fee for the use of the program to be paid at the Lambert family. This cost would be very moderate : about 100 to 200 € per year. FISLY has the money to pay for it.

The payment for the FISLY international pilot registration of 15 € gives in return that on all international races Windpointage is available.

So Windpointage will have to be imposed for international races.

If in the future an electronic scoring is done the scores can be imported in Windpointage to produce the results.

Other systems for scoring do exist but the production of the results is not according to our rules, for example sailing.

The council gives a mandate to Hans-Werner to make a proposal to Michel Morel to pay 4500 € for the work he has done and for the first year of maintenance of the Windpointage scoring program.

FISLY – constitution : Byelaws

In the constitution many articles refer to the Byelaws.

Seminar **Theme 6:**

Project of Bye Laws for the FISLY statutes.

- Review of byelaws voted on 25/09/2005 on organization of GA.
 - The **guidelines for FISLY championships** are accepted and will be added to the document based on the statutes where the bye laws will be added.
 - Voting procedures for statutory elections Art 7.6 of Statutes
- A proposal will be prepared for the next council meeting.
- Written decision making : Art. 7.9 : not discussed.

8. Finances :

Hans-Werner will send the invoices for paying the fees to the countries.

Payments can be done by Paypal. It makes it easier for many.

The accounts will be send with the minutes.

On the moment there are about 17000 € on the account.

Council members can asks for a financial support for attendance to the meetings that do not take place at the championships. It is 120 € per meeting per country. Send in your requests to the treasurer.

9. Any other business: None

Alan thanked all present for giving up their weekend and traveling to Gravelines in bad winter conditions to attend the weekend seminar of meetings.

Next meeting of FISLY council :

Saturday 18th of June 2016 at Gravelines

Jan Leye

FISLY secretary

03.02.2016