



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 18th of June 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	excused
		Olivier Cannic		excused
		Hervé Dehaynin		present
Germany	YCSP0	Hans-Werner Eickstädt	Treasurer	present
		Heiko Hartmann		present
		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	not present
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	Benny Dezeure		for Pierre Nyssens
UK	BFSLYC	Derek Nixon		not present
	BFSLYC	Mark Serejko		for Susan Maeder
UK		Martyn Hale		
USA	NALSA	Mary Robertson		not present
Netherlands	NSF	Floor Lagerwey		excused

1. Approval of the minutes
FCM 16th and 17th of January 2016 : approved

2. Championships WC and EC

- European Championships 2016 – France – actual evolution

Leucate from 22-26 of August for MY and class 8

As many sailors are expected, the sailing will be organised in pools if necessary for safety. It will be in the special rules.

On the surface sailing is possible at 2m/sec of wind.

Race duration may be less than 30 minutes. For MY race duration can be 10 minutes.

It will be indicated in the special rules of the event.

Sailing masters :

Class 8 : Benoit Biton and Koen Berkvens (Belgium)

MY : Mark Aghte (SW) and Benoit Biton

There will be 2 circuits.

Bretteville from 24 to 30 of September

Class 7 : As French class 7 association works to make possible this championship and as it seems that there is 7-10 non-French pilots that want to participate, so FFCV has decided not to make last decision at the inscription closure.

Promo :

There is a French team available, some pilots from other countries are having interest in participation : Germany, UK, Irish,

A summer training by the French team is planned where pilots can exchange.

Organizer : Robert Radoux, president of Promo Association.

How many participants per country ?

12 pilots per country + ladies.

Distribution of classes on the different courses.

The following classes will be together : 2 + 3, 5 + Promo, Standart.

There are different courses. The different classes will sail on the different beaches.

Entry fee : 165 € FISLY fee included.

Jury:

Lieven Claes will be jury for Belgium.

Sailing Directors : there is a need for international sailing directors.

Floor Lagerwey and Andrea Koch are available. Martin Hale would like to participate in race direction.

- 2017

UK : Hoylake : 2,3,5 2017

12 pilots per country per class

Saturday 23/9: scrutineering; 3 pilots per country will be asked to do the job.

Sunday 24/9: opening ceremony

From Monday 25/9 to Friday 29/9 : racing.
1 circuit

Website in progress
The championship will be a 'simplified' version
2 or 3 socials will be provided

Scotland-England : Class 8 2017

No update or news received for the meeting.

Ireland : Laytown & Bettystown 2017

10 to 15 of September 2017

The event is being supported by the local council. It is in the Boyne Valley region on the East Coast 30km North of Dublin. The location is part of Irelands Ancient East and is like Irelands valley of the Kings with historical sites and buildings older than the Egyptian pyramids.

<https://youtu.be/I9UTIEOHM2Y?list=PL25BAFBFCF77C63BB>

Scrutineering is on the 9th of September.
Practice on Sunday morning might be difficult if many people come on the beach.

On Monday morning racing will start at 8 AM. The initial afternoons will be free with more sailing time becoming possible as the week progresses.
People can also combine the event with a holiday the week before.

Classes : Standart, MY and PROMO
2 race circuits will be put in place
Medical assistance: 2 teams will be on the beach. If needed a large regional hospital is close by in Irelands largest town which is called Drogheda.
The base of activities will be beside the beach and a local pub.
Accommodation, Rentals, Bed & Breakfast, Hotels and other are available in the area with more coming on stream soon.

Travelling: Dublin is very close - 30km, also Dublin airport is 20 mins
Ferries into Dublin, Rosslare, Cork and Belfast will be cheaper as it is the start of low season.

Looking for Volunteers to secure the beach

Website is in development www.ec2017ireland.com

South and North Americans are enquiring about attending.

The great fear is that there would be not enough people. The aim is to go for 100 participant and if this aim is realized there is an interest to possibly organize a world championship later.

In general it should be a convivial event with as many people as possible. 2 or 3 socials will be provided and the location is convenient to access with lots to see and do.

Possibly an Open Irish miniyacht championship will take place during the dates and this may be preceded by the Annual Kerry Miniyacht Week the week before EC17.

□ 2018 – World championships – Germany

All classes

Last week of September or first of October according to the tides

Class 8 : Borkum or SPO

A project started to provide yachts for non-European pilots with a deposit as a reserve for insurance.

There is also a financial support given by the NALSA that could be used to realize this project facilitating overseas attending pilots.

□ 2019 : Holland-Denmark ?

A new vibration is going on in Holland. An event would be foreseen for November

□ Any other business on WC and EC's :

Statistics on the number of participants over the years :

It is interesting to see that the numbers of participation are raising as additional classes are created. We also see quite some variations in the classes.

3. Racing programs

International races :

AOT-situation in France :

The situation is under control and going the right way... .

Evolution on insurance for international landsailing – contact with insurer AXA :

There is a need for an insurance specific for landsailing for quite a number of pilots.

Alan is in contact with AXA a French insurance company.

We must know how many pilots would be involved in order to progress exploration of options with AXA.

A google form will be made by Hans soon to see how many are involved and what existing insurance cover is in place.

At the last championship there was an accident where the yacht of Eddy Mackelbergh has hit by the yacht of Morel. It was agreed by the jury that the Eddy Maekelberg was responsible for the accident.

The FFCV has received a letter from Mr. Morel and brings the matter to the FISLY council. FCM is not happy to hear of this situation and asks that this matter is to be resolved before the next FCM meeting in order that Art. 7 and Art. 24-5 should not be used.

We will not deal with this matter before the next council meeting. The matter should be resolved by then. It is also a matter of fair play.

Eurocup races :

Results for season 2015-2016 :

To be made by :

Class 5 : Heiko Hartmann

MY : Mark Agthe

Classes 2 + 3 : Christoph

Standart : Pierre Nyssens and Yann Demuysere

International races:

There is a request for more races in France.

It is stated clearly that French pilots are not obliged by the FFCV to have an insurance for pilot to pilot material damage. Some have a personal insurance others don't.

So every pilot has to be informed that French pilots do not have this kind of insurance. It means that if there is an accident they will have to pay it privately.

In the rules there is an obligation for insurance :

(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.

There is need to resolve this matter. Hans-Werner will make a form to ask pilots what kind of insurances they presently have for landsailing.

4. International Sailing and Racing Rules (ISRR)

Results of the voting on the electronic EGA on proposed rule changes

Comments and suggestions :

The electronic voting on the rule changes discussed at the seminar and proposed to vote by the council was decided during the meeting on the 16th and 17th of January 2016.

The invitation for the electronic voting on an extraordinary general assembly (EGA) was sent to all members of FISLY. It has been done twice.

All members that have paid the membership fee for 2015 were considered to have voting right, considered members were invited to pay the membership fee for 2016 before the 30th of June 2016 after the EGA.

There were 21 votes to be made. Voting is anonymous and the method ensures only 1 vote is permitted per person.

The voting was organised in such a way that each country member had to designate 1 or 3 persons to vote on behalf of their country. This is a procedure that is not prescribed in our statutes. It made the voting very complex. Also 2/3 of the possible votes were used.

So we can conclude the voting was representative.

It appears that not all full member countries may have voted 3 times and a number of votes didn't arrive before the advised deadline time.

Art. 7.9 on written decision making no quorum is indicated. As all countries have received several invitations to the EGA, we consider that the quorum is 100%.

In the Art. 7.9 it is indicated that 2/3 of the votes is considered as a majority for all decisions except for a dissolution.

In the voting some abstentions have been made. Those abstentions have not been taken into account in determining the 2/3 majority of voting. This is general voting logic. It is not because it is not explicit in Art. 7.9 that it is not logic. So for every article voted, a calculation has been done without the abstentions.

Validation of voting : Results electronic vote EGA 28.05.2016

Art. 23.3 - Number of discarded races. • • There are 2 points of view: ◦ Some think the rule good as it is now (with a maximum of 2 discards, even if more than 11 races are sailed) ◦ Some think there should be a discard every 4 races • No consensus was reached during the seminar on changing the rule • * There was a consensus about adding a point (d) to Art 23,3 ◦

Proposed inclusion: (d) This rule can be overruled by the class specific rules.

(14 responses)

Yes, add point (d) to Art. 23.3 : 50%

No change : 50%

Abstain : 0 %

This proposal is not accepted. Not majority of 2/3

Jury Papers – Protest forms – Annex 9 The different documents that are in the rules at this moment are not usable any more. There are proposals for new documents from FFCV (in French only) and from Hans Blanken (in English only). Consensus:

We propose to use the FFCV documents, but translated into English. Complete address data of both parties involved should be available on the protest form. The translation will be done by Lieven Claes.

(14 responses)

Yes : 85,7 % calculated = 100 %

No : 0%

Abstention : 14,3 %

This proposal is accepted. Majority of more than 2/3

Annex 13, Art 3.3.5 Current text: The preparatory signal: The preparatory signal is given 10 seconds before the start. The start flag is raised and the Sailing Master shouts the count down.

New proposed text:

The preparatory signal: The preparatory signal is given 10 seconds before the start. The blue flag is raised and the Sailing Master shouts the count down.

(14 responses)

Yes : 85,7 % calculated = 92.3 %

No : 7,1 % calculated = 7,7 %

Abstention : 7,1 %

This proposal is accepted. Majority of more than 2/3

Annex 13, Art. 3.3.6 Current text: The starting signal: The starting signal is given 15 minutes after the warning signal. The red flag is lowered.

New proposed text: The starting signal: The starting signal is given X minutes after the warning signal. The blue flag is lowered.

Yes, agree to the new proposed text

(14 responses)

Yes : 92,9 % calculated = 100 %

No : 0 % calculated = 0 %

Abstention : 7,1 %

This proposal is accepted. Majority of more than 2/3

Annex 13, Art. 3.3.8 (new article).

New proposed text: Any pilot crossing the starting line in the 5 minutes before the start will be given a penalty.

(14 responses)

Yes : 85,7 % No calculation

No : 14,3 %

Abstention : 0 %

This proposal is accepted. Majority of more than 2/3

Annex 4 Add a blue flag, explanation: Start flag for Class 7 and 8 (Annex 13 Art. 3.3)

(14 responses)

Yes : 78,6 % calculated = 91,7 %

No : 7,1 % calculated = 8,2 %

Abstention : 14,3 %

This proposal is accepted. Majority of more than 2/3

Annex 2F, Art. 5 Current text: 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. The identification letter for the pilots' Country must immediately precede the numbers. Numbers must not touch and there must be a minimum 1 cm border between the identification and any additional decals or decoration.

New proposed text: 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.

(14 responses)

Yes : 71,4 % calculated = 100 %

No : 0 % calculated = 0 %

Abstention : 28,6 %

This proposal is accepted. Majority of more than 2/3

Annex 15, Art. 2.1.3 Current text: Markers on the circuit. It's forbidden to run over flags, with Parakart, lines or kites any kind of marker.

Proposed new text: 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.

(14 responses)

Yes : 85,7 % calculated = 92.3 %

No : 7,1 % calculated = 7,7 %

Abstention : 7,1 %

This proposal is accepted. Majority of more than 2/3

Annex 15, Art. 2.1.4 Current text: 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 or t--- 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.

New proposed text:

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.

(14 responses)

Yes : 85,7 % No calculation

No : 14,3 %

Abstention : 0 %

This proposal is accepted. Majority of more than 2/3

Annex 15, Art. 2.4 (new proposed article) 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

(14 responses)

Yes : 71,4 % No calculation

No : 28,6 %

Abstention : 0 %

This proposal is accepted. Majority of more than 2/3

Comment : This is a rule for Class 8. Further adaptation to the rules to make this rule fit with the rest is needed.

Annex 2 F, Art. 3 Current text: ART. 3 KITES AND LINES 3.1 Lines

Definition: Ågly lines are those lines that connect the handles to the bridle system of the kite. 3.2 Connection: The fly lines must be directly connected to the handles and the kite, with nothing between. 3.3 Length Lines: The length is measured between the handles and the back of the last kite, the maximum length allowed is 50 meters.

New proposed text:

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.

(14 responses)

Yes : 64,3 % calculated = 100 %

No : 0 % calculated = 0 %

Abstention : 35,7 %

This proposal is accepted. Majority of more than 2/3

Annex 12, Art. 8 Current text: 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.

New proposed text:

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. 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. 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.

(14 responses)

Yes : 57,1 % calculated = 61,5 %

No : 35,7 % calculated = 38,4 %

Abstention : 7,1 %

This proposal is not accepted. No majority of more than 2/3

Art. 18.1 Current text: 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 (doctor and ambulance).

New proposed text:

CONDITIONS OF VALIDITY : A race is valid if two conditions are fulfilled :
- The WIND SPEED The SM is the 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 (doctor and ambulance).

(14 responses)

Yes : 57,1 % calculated = 72,7 %

No : 21,4 % calculated = 27,6 %

Abstention : 21,4 %

This proposal is accepted. Majority of more than 2/3

Comment:

The council thinks this is a good decision because it takes into account the different surfaces where landsailing takes place. Some places do not need 4 m/sec. On other places more than 4m/sec is needed to have a good start.

Art. 2.3 Current text: PERSONAL PROTECTIVE GEAR: All pilots take personal responsibility to wear the proper personal protective gear when sailing (according to Art. 3.7). The wearing of an appropriate crash helmet is compulsory when sailing (according to Art. 3.7). Full faced helmet type is obliged for classes 2, 3 and 8.

New proposed text:

PERSONAL PROTECTIVE GEAR: All pilots take personal responsibility to wear the proper personal protective gear when sailing (according to Art. 3.7). The wearing of an appropriate crash helmet is compulsory when sailing (according to Art. 3.7). Full faced helmet type is obliged for classes 2 and 3.

(14 responses)

Yes : 78,6 % no recalculation

No : 21,4 %

Abstention : 0 %

This proposal is accepted. Majority of more than 2/3

Annex 15, Art. 1.7 (new article) New proposed text: The wearing of a full faced helmet type is obliged. "The idea here is to take this obligation out of the sailing rules and put them in the racing rules for class 8."

(14 responses)

Yes : 57,1 % calculated = 72,7 %

No : 21,4 % calculated = 27,6 %

Abstention : 21,4 %

This proposal is accepted. Majority of more than 2/3

Art. 17.1 Current text: 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 immobilised on the number, 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.

New proposed text: 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 immobilised on the number, 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.

(14 responses)

Yes : 85,7 % calculated = 92,3 %

No : 7,1 % calculated = 7,7 %

Abstention : 7,1 %

This proposal is accepted. Majority of more than 2/3

Art. 12.6 Current text: MARSHALLS : help the sailing master New

proposed text: MARSHALLS : help the adjudication body

(14 responses)

Yes : 78,6 % calculated = 84,6 %

No : 14,3 % calculated = 15,4 %

Abstention : 7,1 %

This proposal is accepted. Majority of more than 2/3

Art. 22.2 Current text: After the leading yacht (winner) has finished (indicated by the raising of the chequered flag) if the racing conditions change in such a way that sailing becomes impossible or unsafe the Sailing Master shall indicate to the remainder of the fleet the immediate end of the race by hoisting the Yellow flag along with the Chequered flag. In such a case the remaining pilots who have not received the chequered flag alone will be scored on the basis of their previous complete lap.

New proposed text: After the leading yacht has finished (indicated by the raising of the chequered flag) if the racing conditions change in such a way that sailing becomes impossible or unsafe the Sailing Master shall indicate to the remainder of the fleet the immediate end of the race by hoisting the Yellow flag along with the Chequered flag. In such a case the remaining pilots who have not received the chequered flag alone will be scored on the basis of their previous complete lap.

(14 responses)

Yes : 100 % no calculation

No : 0 %

Abstention : 0 %

This proposal is accepted. Majority of more than 2/3

Annex 2G, start procedure Remove all the different flags, only a blue flag will be used. Currently: all different flags, hoisted and lowered at different points in time and with sound signals.

New proposed text: 3 minutes: give sound signal. 10 seconds: raise blue flag, give sound signal
start: lower blue flag, give sound signal

(14 responses)

Yes : 78,6 % calculated = 84,6 %

No : 14,3 % calculated = 15,4 %

Abstention : 7,1 %

This proposal is accepted. Majority of more than 2/3

Annex 13, Art 3.3.2 Current text: The warning signal: The warning signal

is given at the end of the briefing 15 minutes before the start. The briefing flag is lowered.

New proposed text: 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) (14 responses)

Yes : 100 % no recalculation

No : 0 %

Abstention : 0 %

This proposal is accepted. Majority of more than 2/3

Comment and proposal on the voting in general:

If we come in the future to the list of international pilots, these shall vote on the proposals for rule changes.

Pilots should also be encouraged to be more involved in the process of rule changes.

Preparing new edition of rules

The voted rules are valid from the 1st of July 2016. A new edition of the ISRR will be made before the championships.

The report of the meeting and the validation of the voting on the EGA will be placed on the FISLY website.

Clarifying the purpose and objective of holding a European and World Championship

We need to rewrite this:

FISLY ANNEX n. 12

RULES FOR THE EUROPEAN AND WORLD CHAMPIONSHIPS

ARTICLE 1 - OBJECTIVE

This needs clarification. The idea the council has talked about is the following : The European Champion is the 1st pilot in the General Ranking of the event who sails with a license issued by a country or club of the European Continent.

The winner of the event is the 1st placed pilot.

State of rewriting project of ISRR in ISAF format

A mandate is given to Floor Lagerwey, Benny Dezeure and Christopher Peirs to go on with the project of rewriting the rules in the ISAF format. A meeting between them is planned for September. The idea is that they will produce a proposal document for the meeting and seminar in January. The objective is to make the rules more transparent not to change the rules.

Agreement.

Jan Leye had to leave the meeting at 1500. Further notes made by Alan follow at the end of this document.

FISLY registration of international pilots

5. Classes :
MY :
Proposals for specifications
 6. Communication
Cleaning up and updating the website.
 7. Situation in member countries:
Spain
Australia
Other country news
 8. FISLY organisation
Translation of Windpointage :
Actual situation on negotiations with Michel Morel.
Other evolutions.
- FISLY – constitution : Byelaws
- Voting procedures for statutory elections Art 7.6 of Statutes
- Written decision making : Art. 7.9
Overview of basic ideas
9. Finances :
 10. Any other business

Next meeting of FISLY council :
Will communicated later.

Jan Leye
FISLY secretary
05.07.2016

FISLY Meeting Saturday June 18th 2016

Afternoon

Jan Leye and Benny had to leave the meeting at 3pm.

The meeting continued for a short time after the secretary left the meeting.

Miniyachts

The need to divide the miniyacht fleet was acknowledged as development has been quicker than expected and Hervé suggested that some minis are possibly as fast as Class 5 - It makes

sense to divide into what are currently practiced and known as Spirit and Sport type in a number of member countries.

Benny said that more mini yachts were good for our sport.

Alan spoke of the process the MY Class Assoc had begun in Oct 2015.

In Dec 2015 after research by Laurent and input from member countries that was gathered since Oct 2015 it was uniformly acknowledged by members of the class association that there should be two very different types of miniyacht, known as the Sport and Spirit.

There were some difficulties in gathering and sharing all of the country inputs from Oct-Dec but great work was done and good direction for what was required was provided.

To help the process it was agreed by Class Association members in January & February to focus on getting a Sport specification completed first. It was decided that when the Sport was completed it would be easier to complete a specification for a Spirit mini yacht. It was also agreed that a Sport miniyacht should be very different to a Spirit and a specification should be produced based on all of the members inputs, observations and drawings that were submitted.

In April 2016 a final Sport miniyacht specification was produced and it was distributed to all members of the class association, this was welcomed and received only favourable comments.

Council members present discussed and commented on the fact that the very fast so called Sport miniyacht is not as popular as the Spirit type and it is felt that the introduction of Sport type yachts is reducing the number of people actively involved in mini yachts and racing. The competitor numbers in MY is reflected by the falling entry numbers in the EC and WC since 2012 in the document that was circulated to the meeting.

Alan went on to explain that when the Sport specification was completed and people were happy with this it was time to then work on a Spirit specification that everyone said needed to be different.

With a Sport specification completed the Class Association then knew exactly what a Spirit miniyacht should not be like, it should not be like a Sport.

The completed Sport Specification and a possible Spirit specification were shared with the council at the meeting.

It was acknowledged that safety is paramount and the specification being inclusive of the most popular existing mini yachts was very desirable, but there is always the possibility that many types may require slight modification to be within new specifications.

Some discussion followed and observations and questions on the Spirit proposals were addressed and noted.

It was agreed that it is urgent that new specifications are introduced and approved for 2017 as there are mini yachts being produced all around the world, mostly in the Spirit of the original concept.

it was also acknowledged that everyone was aware including manufacturers that the specifications were always due to be amended by Jan 2017.

Council members will discuss the proposals with their associations.

The meeting returned to the topic of Special rules for EC 2016

The following special rules were approved for EC 2016 at the request of the FFCV.

Special rules EC 2016 in La Franqui.

1. Given that the surface of the beach race area in La Franqui is very flat and firm the requirement to have a minimum wind of 4m / s for 3 minutes is removed. The race master will decide on the suitability of wind conditions for starting a race.
2. The organizers may if they deem it necessary for safety reasons only divide the racing pilots into pools (different groups).

Special rule for EC 2016 in Bretteville-sur-Ay

1. If after days one and two of racing it has proved difficult to complete races of 30 minutes duration, the organizers are permitted to reduce the duration of races to 20 minutes or longer from the third day onwards.

As more council members needed to leave the meeting the meeting concluded with items 6,7,8,9 & 10 put back for discussion until the next council meeting as well as the re wording of Article 1- objective..

Alan thanked all those who gave up their weekend day to attended the meeting on behalf of their federation or association.

END