



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 and Sunday 28th and 29th of January 2017 from 10 AM.

Venue : Tara Guest House , Coast Road, Laytown, Ireland

FISLY council MINUTES

Registration :

Officially Registered council members 2014-2018 :

| | | | | |
|-------------|-------------|-----------------------|----------------|-------------|
| Belgium | BFLYC-FBLYC | Bernard Peirs | | excused |
| | | Jan Leye | Secretary | present |
| | | Pierre Nyssens | | resigned |
| France | FFCV | Christophe Roger | Vice-president | present |
| | | Olivier Cannic | | excused |
| | | Hervé Dehaynin | | excused |
| Germany | YCSP0 | Hans-Werner Eickstädt | Treasurer | present |
| | | Heiko Hartmann | | excused |
| | | Christoph Hanke | | excused |
| UK | BFSLYC | Susan Meader | | resigned |
| UK Scotland | SPKA | Tom Arlott | | present |
| 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 | | present |

Officially not registered council members 2014-2018:

| | | | | |
|-------------|--------|----------------|--|-------------|
| Belgium | BFLYC | Yann Demuysere | | present |
| UK | BFSLYC | Mark Serejko | | present |
| USA | NALSA | Mary Robertson | | not present |
| Netherlands | NSF | Floor Lagerwey | | present |

Representing a council member

| | | | |
|---------|---------|----------------|---------|
| Belgium | VYF-VVW | Benny Dezeure | present |
| France | FFCV | Guillaume Joly | present |

1. Approval of the minutes

FCM 18th of June 2016 and GA 24.09.2016 and GA 29.09.2016 : approved

2. Championships WC and EC

□ European Championships 2016 – France

Le Franqui :

There was less wind than normally expected at this time and location.

It is noted that racing in class 8 with less than 4m/sec is almost impossible. The very big kites needed take much too much space when flying on the circuit and also in the technical zone. The organisation are congratulated on their first hosting of a European Championships at the location.

Bretteville-Denneville from 24 to 30 of September

General evaluation :

The conditions were ideal for sailing. In some classes 18 races were sailed. Incredible distances of ca. 800 km over the week were sailed by the pilots.

The organisation on land was very good.

There is a problem with registration and payment of registrations that needs to be solved. The community and organisation made the pilots welcome and did a good job, thank you to them.

Protest from Christophe Roger, vice-president of FISLY, president of FFCV, to FISLY.

(see : attachment: "Réclamation à la FISLY"- a translation in English was provided by the secretary).

"At the 2016 European Championship in BRETTEVILLE SUR AY, a Belgian class 3 driver had an accident. This is Bert CHRISTIAENS (B.28). The latter lodged a complaint against a French pilot: Antoine GIRET (F95).

After deliberation, the jury committee composed of: Andréa KOCH (G), Erwann LAMANDE (F), Lieven CLAES (B) and Floor LAGERWEY declared the race committee responsible, in this case: Christophe Roger".

He adds the arguments why he doesn't agree with this conclusion :

"1 °) The committee of juries did not convene the race director and his deputy (Franck JOSLAIN) in order to hear them and present their defence.

2 °) In view of Article 2 (4) of the RIRC amended by the FGA of 24/09/2006, which stipulates that a driver takes the start under his own responsibility, the race direction can under no circumstances be blamed.

3 °) Article 13-2 is not opposable to the direction of race because not adapted. It should be noted that if a turning marker cannot be placed in an area of wet sand, there will be not many races of sand yachts in Europe ... This is not included in the RIRC."

He asks for the annulment of the decision taken by the jury.

Some comments by the council are:

If sailing masters are considered to be responsible for the layout of a race course, he can be 'attacked' at every incident. In that case no volunteer will be willing to do the job of race director.

Did the jury have the right to make a decision on the safety of the course ? It is not in the rules.

A sailing master operates not in his own name but on demand of a club or an organisation. So he cannot be personally responsible.

This letter of complaint cannot be considered as an appeal to FISLY as the complaint was one pilot against another pilot –and not a complaint against Christophe Roger-. The jury decision was : “The race director is responsible for putting out a safe course – he must lay out a safe course”.

This decision is against the ISRR rule Art. 25 :

(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.

So the council decides on the request of Christophe Roger :

in form : that he should have been heard before a decision could have been taken on his responsibility or the responsibility is the race committee.

in content : that there is no article in the ISRR to validate the decision taken by the jury.

The consequence is that the jury will have to review the complaint.

Any jury decision must be based on specific articles of the ISSR rules.

This decision by the council will have to be communicated to all parties involved in this case : Christophe Roger, the FFCV, the jury president, Antoine Giret and Bert Christiaens.

If one of the pilots disagrees with the decision that the jury shall make, he can apply Art. 26 : Appeal.

The international appeal committee who will be asked to preside for this case will be:

- Thomas Leithoff (G)
- Benny Dezeure (B)
- Thierry Picq (F)

Final comment:

FISLY as an organisation has civil liability insurance for decisions taken by the council or the GA.

We have to explore the possibility to enlarge the cover to actions taken by sailing masters and jury members at international events.

□ **2017**

UK : Hoylake : 2,3, 5

Dates : 24th to 29th of September

Question on registration by Derek Nixon. See attachment : RE Registration

Mark Sereiko is speaking on behalf of Derek Nixon. In organising the European Championships there is a financial burden even for a smaller event as there will be less pilots, less registration income and the costs of organisation is about the same as before.

How will FISLY help financially ?

In the past FISLY has paid specific costs like the cost for a race director.

For 2017 it is agreed to assist by allowing 10 € of the 15 € FISLY fee go to the organisation of the championship.

The inscription fee in 2014 & 2015/16 for a championship was 150 €. It can be raised within the limits of financial inflation. So the council decides to raise the inscription fee to 160 €. Adding the FISLY fee of 15 € the total participation will be 175€. So an additional 20 € from this sum will go to the organisers of the 2017 sailing championships compared to 2016.

This fee will also be applied to MY as they have also a racing program for a whole week. A 65 € fee is only to be applied when a championship is organised over a few days.

The actual exchange rate for the UK Championship is fixed at 1 € = 1,18 £. So 175 € equals stg £150.

A fixed day of payment of the participation fee will be foreseen 2 months before the start date of the championships. Later payments will be charged with an extra 25 €. The participation fee will be then €200 or £175 for late entries.

There is no restriction on the total number of participants envisaged. So all members can send as much pilots as they want.

Ferry discounts :

Alan has made an agreement with Stena line and Irish Ferries for a discount of 15 % on some of their routes from Europe to UK and Ireland during September. Pilots going to Hoylake will also have the possibility the profit of this discount.

Scotland-England : Class 8

Class 8 European Kite Buggy Championships

29th August to 2nd September 2017

Hoylake, Wirral

International Kite Buggy Racing

The coming year, 2017, sees the championships being hosted from 29th August to 2nd September 2017 by the PKA at Hoylake, on the Wirral, with the assistance of the WSYC.

Actual situation:

It will be a simpler event. Scrutineering will be on the 29th of August. Sailing will be over 4 days.

The inscription fee will be : 120 € + 15 € (FISLY fee) : 135 € participation fee.

Ireland : MY, Standart and Promo :

Dates : 9th to 15th of September

Matters on participation fee, numbers of participants and ferry discounts also apply here. (see above)

Actual situation:

10 years ago it would not have been possible to organise such an event in Bettystown-Laytown.

Now there is support of the local authorities, also financially.

Well known and unique is the horse racing on the beach. See :

www.laytownstrandraces.ie . The race this year is on the 5th of September.

We will be using the accommodation at the race course for parking the yachts and the trailers. A car parking is also provided.

It is secured with a fence and can be locked at night.

A tent will be hired and left on site after the horse races that can be used for the organisation of the championship. The social events and prize giving's will take place at a local pub : Gilnas The Cottage Inn Laytown.

The beach used is about 5km long and around 2km will be used. There will be a race course for Standart and Promo and one for MY at the seaside overlooked by the yacht park and race course stand area.

As everyone has the right to come on the beach also with cars a safety line between the public and the race course will be foreseen with volunteers who will address people wanting to go on the race course.

The opening service will be on Sunday.

Races:

SM : Christophe Roger and Mark Aghte

Jury : Martin Hale, Keith Haynes, Andrea Koch, Erwann Lamendé, evt. Benny Dezeure

Pictures: Walter Carels and René.

Sponsor : Meath County Council, Coca-Cola, City North Hotel

The ideal budget is 80.000 € - however the event will fit the budget found !

If possible a company that provides volunteer management will be asked.

There is a strong request for volunteers.

Racing materials will be provided by Guillaume Joly and the Cabourg Club (Fr).

Week program:

Monday : 8 AM - 2pm racing – Hotel 7.30pm – Irish Music & Dance Evening & Irish Stew meal

Tuesday : 8 AM racing to 2 PM – afternoon free – no prize giving

Wednesday : 9 AM racing to 3 PM – BBQ , Traditional music pub night and prize giving

Thursday : 10 AM racing to 4 PM – 19.0 - 2100 visit brewery and prize giving.

Friday : 10.30 AM racing to 4.30 PM – Final dinner and prize giving

The championship should also be a holiday for participants.

Lodging :

An accommodation centre at 3 km from the race course provides 30 rooms at 50 € per room for 2 persons. Kitchens available to prepare your own coffee, breakfast, ...

Website is in place and information and other accommodation options are on www.ec2017ireland.com

At noon two city council members came along at the meeting. They expressed their interest in the event, were happy that FISLY really exists and that they could meet the FISLY council members.

□ **2018 – World championships – Germany**

from 29th of September to 5th of October.

Classes : 2,3, Standart, 5 Sport, 5 Promo, MY

Class 8 will be in Borkum. Dates will be confirmed in June.

The donation from NALSA for the world championships will be used as an insurance fund for yachts provided by owners.

Inscriptions will be open to 8 women and 8 men per class per country.

If in a class there is an inscription for 16 women it will sail separately.

3 wildcards will be provided. The condition is that the pilot must take part at the St Peter International in 2017 and 2018 and at the German Championships.

Titles : World champions and European Champions

Medals : World champion, World Champion Ladies, World champion Men in gold , silver and bronze. So the winner will get at least 2 medals. If the overall winner is a European he will receive 4 medals.

Max. numbers of yachts per class on the beach op Sankt Peter-Ording :

Standart : 50

2 : 45

3 : 45

other classes : no max. limit needed

3 courses are foreseen including one in 'the pan'

Budget: moderate

□ **2019 : Holland**

Classes : 2,3,5, Standart

Not : Promo, MY, class 8

More news in June at the next meeting

□ **2020 : Belgium**

3. Racing programs

International races : status of the international race calendar :

see also and eventually add your dates :

https://docs.google.com/spreadsheets/d/1QemJA18hZpxEtUCMEG2_vPp55xBj2SBQ8k1YzZz1bTo/edit#gid=1329597549

Benny insists on the necessity of having an international program. It is important to plan all kind of activities as also to plan meetings on many levels.

Eurocup races :

Races are Terschelling, Phingsten International, Potjesregatta. The Eurocup races will be

mentioned in the program.

France will not organise Eurocups as there is no agreement on the fact that all pilots must then have paid the 15 € FISLY fee. In France people are thinking they have always to pay for FISLY without knowing why. There is some opposition towards FISLY... .

This is a problem of communication. We must tell the pilots what we do and that we do this for the pilots. Hans-Werner is making a video to present FISLY in 2017. It will be distributed.

Evolution on insurance for international landsailing : Insurance - survey of existing cover in countries. We urgently need this information.

Insurances for pilots :

An insurance must ideally cover :

- personal corporal damage – medical costs
- civil liability : towards the general public and to organisers of events for corporal and material damage.
- liability towards others pilots when sailing for leisure and when racing. The insurance must cover corporal damage and material damage

Not all these risks must be covered by one insurance. A number of complementary insurances is possible.

In France two insurance are available :

- a general insurance for all participants to activities of the FFCV and its sections, clubs.
- an insurance for pilots of the French team for participation at championships and international races. (see attachments-not translated)

Proposal :

The International DN iceboat Racing association : <http://idniyra.eu/insurances/>

Has an insurance officer. He checks insurances of pilots and makes a list on the website on behalf of other pilots and organisers.

This could also be a good tool to admit pilots on the “FISLY international pilots list” sending the fee and a copy of the insurance(s). Hans-Werner is studying the possibilities to realise something similar on the FISLY website.

Accident Morel-Maeckelberg : actual situation. The secretary has received communication on this case between Mr. Maekelberg and his insurance agent.

It is to the Belgian federation to decide to provide an appropriate sanction if there is no solution to this case.

This kind of problems should not come on the agenda of FISLY meetings.

International Sailing and Racing Rules (ISRR)

Abolition of ‘minimum of 4 m/sec rule before the start’:

Review of this rule change for Standart and for class 8.

Class 8 was meant to be excluded for this rule change. It is proven that sailing with less wind requires very big kites and very big locations to fly them with others . This is not practical and it is an extra cost.

In the General Assembly of the ISSA it was voted to have -like class 8- the rule of 4 m/sec of wind back in to the ISRR but with the addition of “average”.

The rule should also be adaptable according to the surface sailed on.

There is in the council an agreement that the rule on 4m/sec at the start will be reviewed. A proposal text must be produced that can be agreed upon and that can be voted on at the next GA or e-GA (electronic General Assembly).

A text is provided by Benny since the meeting :

Rule 4.22 "CONDITIONS OF VALIDITY" and 4.23 "CANCELLATION OR NON VALIDATION":

4.22 "WIND SPEED, CANCELLATION & CIRCUIT"

4.22.a WIND SPEED

- (1) It is the Race Director who decides if the wind speed permits to have a race.
- (2) To start a race, the wind speed measured at the start line must have an average of minimum 4 m/sec during the preceding 3 minutes before the start.
- (3) The Race Director can overrule point (2) only for reasons in relation to the surface of the circuit
- (4) If point (3) is used, the Jury must agree with the Race Director on the spot and before the start.
- (5) If the wind conditions do not permit a normal racing, the Jury decides on the spot during the race and must inform the Race Director.

4.22.b CIRCUIT

- (1) It is the Race Director who decides if the circuit permits to have a normal race.
- (2) If the circuit conditions do not permit a normal racing, the Jury decides on the spot before or during the race and must inform the Race Director.

4.22.b CANCELLATION

Once the race has started, only the Race Director is entitled to cancel the race, that is stop a race with the yellow flag.

4.23 (NON) VALIDATION

4.23.a The Jury may disregard the result of a race and thus may invalidate the race.

4.23.b In this case the Jury must justify its decision in writing and must be based on a specific rule.

4.23.c The Jury's decision is officially posted up.

4.23.d Medical assistance must be on the spot or may be on call by phone or other means of communication.

Preparing new edition of rules in ISAF format : Floor Lagerwey presents a paper with the proposal for the main body of the rules Art. 1 to Art. 26.

All articles from the actual edition of the rules are placed in the new structure.

Some definitions needed to be clarified. These are marked "NEW".

One can see that the layout is much better and that the whole is more clear.

In the proposal the term NALSA rules is used to designate sailing on dry lakes. In the future these rules will be designated with "Sailing on dry lakes".

The text will have to be revised by an English native speaker.
Then it must be multiplied in PDF and distributed to the federation, clubs and pilots.
Comments are expected for June. If possible these will be voted on a GA in September.
The FFCV will produce a French text. A word file will be needed for this purpose.
Floor (and Benny) get an applause for the work that they have already done on this project.

FISLY registration of international pilots : what is needed to go on with this project ?

See above.

Translation of Windpointage : status of the translations

Translations are made into English, Spanish and German.

A Dutch (common official language of Holland and half of Belgium) will be made.

Test versions will be available soon.

The cost for the program, the support and the maintenance until 2020 is included.

5. **Classes :**

No new proposals from class 8 and Standart.

Class 3 association is preparing a proposal on the length of the race course.

6. **Communication**

Timetable for renewal of the website.

It is clear that we have to be clear in our communications. The problems we have had on the 4m/sec rule were partially due to miscommunication. Pilots were not sufficiently involved in the process of redefining this rule.

Each Country and Association will have to do better in communicating to and from FISLY.

Pilots are asked to become involved and attend meetings, it is they who are represented.

The Facebook page will be opened to Yann Demuysere, Tom Arlott, Benny Dezeure so that they can post content on behalf of FISLY. They are asked to ensure appropriate communications.

Jan will also ask the webmaster how to post official documents on the FISLY site or insert links to shared folders with documents.

7. **Situation in member countries:**

Italy has become corresponding member. Contact : Karsten Meyer, karsten.meyer@ycspo.de

Portugal has become corresponding member. Contact : David Allen, carroavelaportugal@gmail.com

8. **FISLY organisation**

FISLY – constitution : Byelaws

- remove : 'or the pilot must present his registration on the FISLY international pilots list' in : Guidelines for FISLY Championships 2016 voted 16-17.01.2016 (see attachment)

OK

- Voting procedures for statutory elections Art 7.6 of Statutes
- Written decision making : Art. 7.9

Jan will make and present a proposal that is to be discussed.
Byelaw is needed on the substitution of council members.

Jan presents a document with proposals for byelaws for electronic General Assembly (e-GA) a timetable and procedure to vote from proposals to voting in a GA or e-GA. It contains also how a e-GA must be organised. A procedure for statutory elections is outlined.
Some council members give some comments. Jan is going to prepare a proposal text that can maybe be voted on the next GA. (see text in attachment – suggestions can be sent to Jan Leye.)

Preparation of statutory elections in 2018. Not discussed.

9. **Finances :**

see also : https://1drv.ms/b/s!AqEO_X6SjhNok3gmRxTwu8gQ_66o

Explanations by Hans-Werner Eickstaedt, treasurer :

The use of PayPal makes paying of fees much easier.

The pay pal account helps pilots paying their contribution for the class 3 association.

We will have a higher spending due to the development of Windpointage.

A problem is that the FISLY fee per pilot has only been partly paid by the organisers/ French federation. In France there are comments on the FISLY fee. Pilots should know what the FISLY fee is, why it was created and what it is used for. Also that all council members work freely and as volunteers in FISLY for the benefit of the pilots.

Hans-Werner made also a proposal on redefining the memberships and the fees.
For that the statutes will have to be adapted.

10. **Any other business**

Skype contact was not possible during the meeting.

End of the meeting was on Saturday night at about 8 PM.

Next meeting of FISLY council :

The date fixed is the 6th of May 2017

The possible locations are :

- 1 Hoylake, location of the championships for 2,3 and 5
- 2 Barcelona, location of the new developments in Spain and the sailing on concrete on the Beach.
3. De Panne

We will see if Derek Nixon or Miguel can find us a place to meet and if he is available on that date.

Jan Leye
FISLY secretary
9.2.2017