



FEDERATION INTERNATIONALE DE SAND ET LAND YACHTING
WORLD LANDSAILING ORGANISATION

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

APPENDIXES

2019

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APPENDIX n. 2 C 1

CLASS 5 SPECIFICATIONS.

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

1. Ballast

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

2. Boom

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

3. Chassis

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

- 3.6. Maximum diameter of the wheels including the tyre must not exceed 750 mm. the wheel alone shall not exceed 26". The wheel width shall not exceed 100 mm measured to the outside dimensions of the wheel rim (June 2012)

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

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

- 3.7. Traveller are prohibited on the yacht.

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

Traveller sind auf der Yacht nicht zugelassen.

4. Mast

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

5. Sail

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

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

Die maximale Profilgröße des Segels ist 5,5m².

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

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

Das Segel muss mit einer Tasche am Mast angeschlagen sein.

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

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

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

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

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

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

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

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

La voile doit pouvoir pivoter librement autour du mat

Das Segel muss frei um den Mast rotieren können.

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

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

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

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

Les carénages ou systèmes semblables sont interdits sur la voile.

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

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

La voile peut être modifiée par les systèmes suivants :

Das Segel kann durch folgende Maßnahmen modifiziert werden :

5.8.1. Cunningham hole (Vorliekstrecker)

5.8.2. Foot tensioner (Unterliekspanner)

5.8.3. Kicking strap (Baumniederholer)

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

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

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

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

- 5.10. Maximum number of battens is 10

Nombre maximum de lattes 10

Maximal 10 Latten sind erlaubt.

- 5.11. Split battens are prohibited

Les lattes fendues sont interdites

Geteilte Latten sind verboten.

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

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

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

- 5.13. The battens must be not closer than 8cm to the front of the mast pocket.
(Avec des fourreaux de mâts supérieures à 12 cm,) Les lattes ne doivent pas se trouver à moins de 8 cm de l'avant du fourreau de mât mesuré à plat sur le sol.
Die Latten dürfen nicht näher als 8cm bis an die Vorderseite der Mastasche gehen.

6. Seat and footrest

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

APPENDIX 02 C 2

SPECIFICATIONS CLASS PROMO

Class 5 Promo is accepted as an international Fisly class.

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

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

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

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

A yacht with Imperial Mast and metric chassis is allowed.

A yacht with metric Mast and imperial chassis is allowed.

A -- General specifications

- 1 - The maximum width of the PROMO fully rigged (with pilot in the yacht) is 2 m.
- 2 - The maximum wheelbase of the PROMO fully rigged is 2,50 m.
- 3 - The minimum weight of the PROMO fully rigged is 50 kg
- 4 - The maximum profile sail area shall be 5,50 m² measured according to the ISRR
- 5 - The maximum height of the mast of the PROMO is 5,5 m (measured from the ground, fully rigged, sheeted out, without the pilot)
- 6 - The wheel diameter of the PROMO is 400 x 8". The wheel rim shall be in moulded plastic or metal alloy.
- 7 - The minimum weight under the front wheel of the PROMO shall be 11 kg. It is measured with the sail sheeted in, pilot in the yacht, straight legs, the feet at a right angle with the legs.
- 8 - The PROMO shall have an effective brake.
- 9 - Fairings on the chassis, the axle tubes or wheels are forbidden. Mudd guards are allowed

B -- Chassis

B -1. Materials, dimensions

- 1 - The chassis is made of steel tubes. Exceptions are nuts, bolts, washers, axles, steering pivot, brake, foot pedal and support that can be made of stainless steel.
- 2 - The chassis is " T " or " Y " shaped. The minimum distance between the axle of the front wheel and the junction of the axle tube holders is 1,75 m (see plan, point " J ").
- 3 - The front part and the rear part are in a straight line and each consist of one tube. With the exception of the mast step and the axle tube holders, the front and the rear part are in a straight line in the horizontal and vertical plane.
- 4 - The tubes are welded with the exception that the axle tubes can be removed from the axle tube holders.
- 5 - The external diameter of the tubes is 0,065 m (tolerance 1%). The exception is the mast step of which the internal diameter is maximum 0,065 m.
- 6 - The tubes can only be adapted by compressing. Only the tubes of the front part and the axle tubes can be adapted by compressing. Part of these tubes shall be left round to measure its diameter.

B -2. The front part

- 1 - The steering is provided with a fork or a curved arm system:
With a curved arm system: the level of the wheel spindle is not modifiable. With a fork system : the fixation of the steering pivot has a direct contact or is welded to the front part
- 2 - The front part is not adjustable and is not equipped with a suspension system or stiffening.
- 3 - Steering cables are allowed.

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

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

B-3-1 The Mast step

- 1 - The maststep is a cylindrical tube having an internal diameter of maximum 0,065 m
- 2 - The maststep is welded onto the rear part
- 3 - The maximum height of the maststep measured in a straight and upright line is 0,60 m.
- 4 - The mast slides directly into the mast step without any wedge.
- 5 - The mast position in the mast step is not adjustable
- 6 - Welded metal plate may contribute to the strengthening of the mast step. On the front part this may not exceed 0,25 m measured horizontally from the external diameter from the mast step

B-3-2 The axle tube holders

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

B -4. The axle tubes

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

C -- The seat

- 1 - The seat is made of fiberglass and polyester
- 2 - The shape is such that it holds the pilot well and that it protects him
- 3 - The shape is such that the pilot's body is entirely visible seen from the top of the mast
- 4 - The shape is such that the pilot's eyes are minimum 0,40 m from the ground (pilot in the yacht, straight legs and feet in a right angle with the legs)
When in sailing position the pilot's eyes are at a higher level than his feet and the highest point of the front part of the seat
- 5 - The seats maximum length is 2,50 m
- 6 - The seats maximum width is 1 m
- 7 - The most forward point of the seat is behind the mast step
- 8 - The seat is placed upon the chassis
- 9 - The tubes of the chassis shall not be visible in the shape of the seat
- 10 - The means of fixing of the seat may be metal plates welded on the chassis. They shall not cross the line of axis F
- 11 - The seat and its fixings do not contribute to the resistance and the rigidity of the chassis
- 12 - The position of the seat is not to be altered

D -- The Mast

- 1 - The mast is put together with round section straight aluminium tubes having a thickness of minimum 0,002 m
- 2 - The maximum external diameter of the mast tubes is 0,05 m
- 3 - The mast is made of 2 hollow parts (an upper part and a lower part. The lower part is made of maximum 3 different diameter tubes. Without tension the mast is rectilinear
- 4 - Four different diameter tubes are allowed to put together a mast. Each tube shall have a constant diameter over its total length. At each change of diameter, 0,03 m are free to allow for chamfering or for the protection of the mast pocket
- 5 - The mast wears a marking tape (minimum 0,003 m width) all round that is visible when sailing. The highest edge is situated at 0,55 m from the ground.

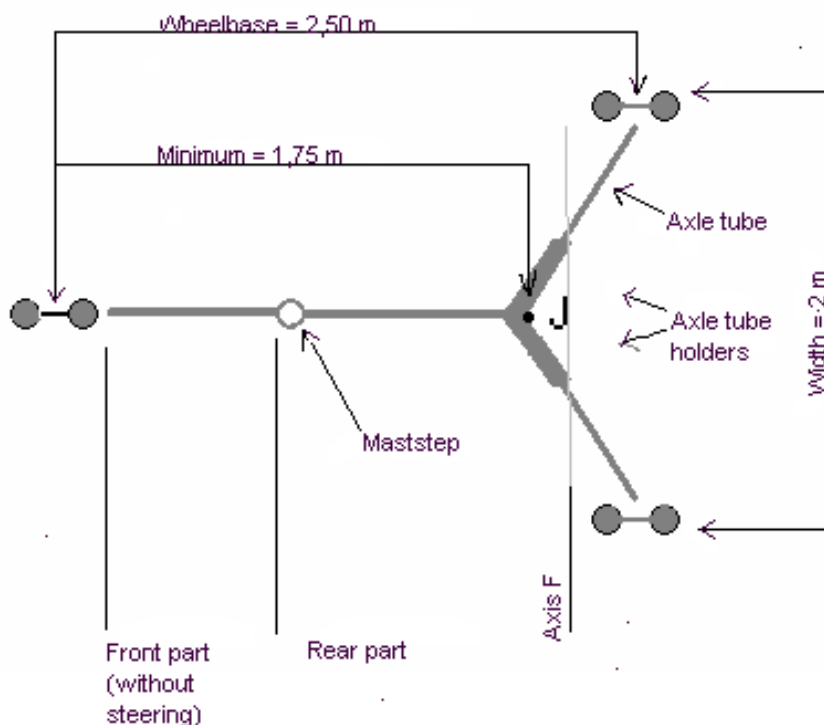
E -- The Boom

- 1 - The boom must be made of round section straight metal tube(s)
- 2 - The length of the boom is such that it crosses the vertical line through the most rearward point of the pilots helmet in sailing position

- 3 - The lowest point of the boom shall never be under 0,55 m measured from the ground. When the pilot is in the yacht, straight legs and feet in a right angle with the legs, the highest point of the helmet shall always be under the boom. The sheeting system must have a device that makes it impossible when sheeting in to bring any part of the boom under that level
- 4 - The sheeting system contains maximum 7 strings. The diameter of the sheave at the bottom of the groove of the sheave is less or equal than 0,006 m
- 5 - The fixing of the sheeting system to the chassis or the seat is not adjustable when sailing

F -- The sail

- 1 - The sail is made of polyester canvas type Dacron
The exception is that the leech may be strengthened using a strip of Mylar of a width of maximum 0,25 m.
- 2 - The sail shall be located onto the mast by means of a pocket
- 3 - The external circumference of the mast pocket must not exceed 0,24 m (or 0,12 m long when laid flat, measured on the stitching of the pocket)
The stitching of the pocket must close the pocket over its total length (so that the battens can not pass into the pocket)
- 4 - The sail must be free to rotate around the mast
- 5 - Stiffeners, fairings or similar devices fitted inside or outside the mast pocket are prohibited
Fairings or similar devices fitted onto the sail are prohibited
- 6 - The sail contains maximum 5 battens. The maximum width of each batten is 0,05 m.
Each batten is made of one piece in fiberglass and polyester
- 7 - The batten tensioners are straps or stings
- 8 - The top is made of straps or ropes
- 9 - The sail has maximum one eye on each end (tack, head and clew)
- 10 - The highest point of the sail shall not be higher than the top of the mast, when the sail is not sheeted in
- 11 - The maximum surface of the transparent window is 0,3 m²
The window must not be closer than 0,15 m from the strengthenings (= more than two layers of sailcloth)
- 12 - The luff may be adjusted with a Cunningham that is independent from the sheeting System



APPENDIX n. 3 A2

MEASURING A SAND OR LAND YACHT SAIL

CLASS 5 and Promo

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

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

METHOD

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