



FEDERATION INTERNATIONALE DE SAND ET LAND YACHTING
WORLD LANDSAILING ORGANISATION

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

APPENDIXES

2019

Valid from 1/06/2019

**Version:
EC 2019 Terschelling (Netherlands)**

APPENDIX n. 2 D

CLASS 7 SPECIFICATIONS

Any sand or land yacht which is sailed by a pilot standing upright, the rig of which will not remain upright unless the pilot is holding it, is considered to be a class 7.

APPENDIX n.7

REGULATIONS FOR START CLASS 7 AND 8

The following annex takes precedence over the I.S.R.R. in the case of contradictions.

THE FLYING START

1. GENERAL

1.1. DEFINITION:

The flying start is a possible starting procedure for class 7 and 8. The yachts must be sailing before the start.

1.2. BRIEFING

The Sailing Master will hold a briefing before each race, signalling it with the briefing flag raised and a prolonged sound signal. All the pilots must be present at these briefings.

1.3. FUNDAMENTAL RULES

The I.S.R.R. apply from the moment the warning signal is given. Only the visual signal has validity.

2. FLYING START WITH PREPARATORY ZONE (Class 7)

2.1. ORGANISATION

2.1.1 *Departure zone:*

The Flags delimiting the departure zone are marks of the course.

2.1.2 *Preparatory line:*

The preparatory line is 40 to 80 meters in front of the start line (the distance covered by a yacht under way in 7 to 8 seconds). The preparatory line must be crossed by all yachts after the preparatory signal in the direction of the first mark.

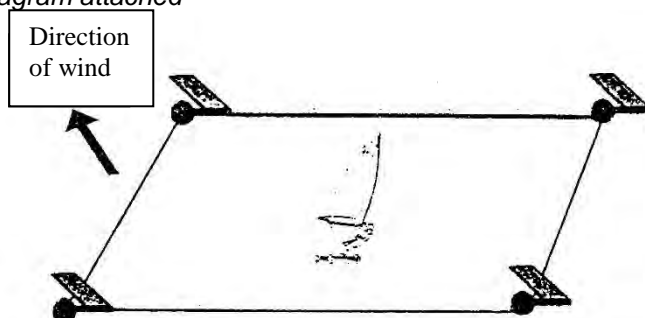
2.1.3 *The start line:*

The start line is the line which the yachts must cross after the starting signal. It is the same length as the preparatory line, that is to say, one or two times the number of registered pilots, in meters.

2.1.4 *The lateral boundaries*

The lines joining the start line and the preparatory line may not be crossed.

2.1.5 *Diagram attached*



2.2. LOCATION OF THE ZONE

The departure zone is located according to article 17.2. When the wind is less than 5 or 6 metres per second, the start is given in a downwind direction ; if not, it is given in an upwind direction.

2.3. CONDUCT OF THE RACE

2.3.1. Signals:

The signals are given by the Sailing Master or steward at one good place. An audible signal may accompany it, but solely the visual signal is valid.

2.3.2. The warning signal:

The warning signal is given at the end of the briefing, two minutes before the start. The briefing flag is lowered.

2.3.3. The preparatory signal:

The preparatory signal is given 10 seconds before the start. The red flag is raised.

2.3.4. The starting signal:

The starting signal is given 2 minutes after the warning signal. The red flag is lowered.

3. THE FLYING START WITH ONE LINE (Class 7 and 8)

3.1. ORGANISATION

3.1.1 Start Line:

The start line is one straight line determined by two marks at either end.

3.1.1 Length and Safety:

The length of the start line must be long enough to allow all competitors to start safely.

3.2. LOCATION OF THE LINE

The start line must be positioned at about a 45 degrees angles in respect to the direction of the wind. The yachts must cross the start line in the up wind mark direction.

3.3. CONDUCT OF THE RACE

3.3.1 Signals:

The signals are given by the Sailing Master or steward at one good place. An audible signal may accompany it, but solely the visual signal is valid.

3.3.2 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) [FEGA 18/06/2016]

3.3.3 The 5 minutes signal

At 5 minutes to the start, the sailing master gives the 5 minutes signal a loud sound signal and a shout. After the 5 minutes signal the pilots are forbidden to cross the start line, in case of crossing, the pilot must return behind the start line passing through the markers at the extremity of the start line without causing trouble to the other pilots and without any right of way until this pilot will cross correctly the start line.

3.3.4 The 1 minute signal:

At 1 minute to the start, the Sailing Master gives the 1 minute signal with a loud sound signal and a shout.

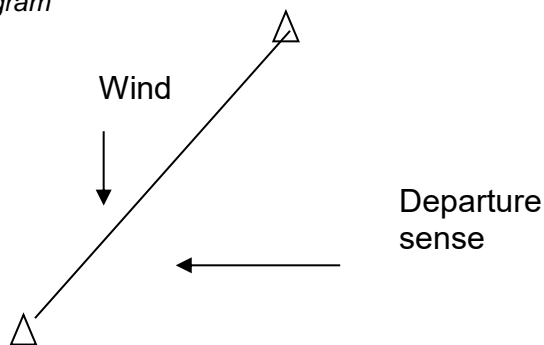
3.3.5 The preparatory signal:

The preparatory signal: The preparatory signal is given 10 seconds before the start. The blue flag is raised and the Sailing Master shouts the countdown. [FEGA 28/05/16]

3.3.6 The starting signal [FEGA 28/05/16]

The starting signal is given X minutes after the warning signal. The blue flag is lowered.

3.3.7 Diagram



3.3.8 Any pilot crossing the starting line in the 5 minutes before the start will be given a penalty. [FEGA 28/05/16]

4. INFRINGEMENTS OF THE RULES

4.1. PENALTIES

Pilots are liable to penalties should they :

- stop at the boundaries of the zone (preparatory zone)
- push their yacht during the start procedure
- infringe the I.S.R.R.
- stop in front of the start line

4.2. DISQUALIFICATIONS

Any pilot crossing the lateral boundaries of the zone is liable to disqualification (preparatory zone).

4.3. PREMATURE DEPARTURE AND CORRECTION

When one part of a yacht crosses the line before the signal to cross is given, the yacht is considered as not having crossed the line. To start the yacht must return behind the line by crossing the extension of the main line (in the case of preparatory zone, it's the start line) without causing troubles to other pilots and without any right of way until this pilot will cross correctly the start line.

APPENDIX n.8

RACING RULES FOR CLASS 7

The following annex takes precedence over the I.S.R.R. in the case of contradictions.

THE SLALOM

1. GENERAL

1.1. DEFINITION

The slalom is an event in which the start is given for a group of a maximum of 10 pilots. One group of pilots constitutes a heat.

The event proceeds by elimination. Only the first half of the heat in the order of arrival of the pilots starts in the next round. One round is a qualifying stage.

The event proceeds in several series of heats. A series is a round of heats.

2. ORGANISATION

2.1. COMPOSITION OF HEATS

Ten pilots maximum constitutes a heat

The pilots will be assigned to their heat in the order of their provisional positions in the competition in progress, or in the national placings for that year, in a symmetrical distribution.

The numbers of the heats indicate the order in which they will be run (see attached diagram).

2.2. THE CIRCUIT

The circuit is a succession of 5 to 7 turning markers (buoys) arranged downwind, each crossed once by a gybe. The start line is 15 m. upwind of the first mark, positioned according to the instructions in article 17.2. The finishing line is at 10 m. downwind of the last mark positioned in the same way as the start line.

2.3. CHART.

(does not exist)

3. PROCEDURE

3.1. THE RACE

The start is given as detailed in Article 17.4. The flying start may be used

The practice line is not used. The warning signal is sounded one minute before the start, after which the procedure is identical to that of the flying start.

For each heat, the first half of the pilots to arrive are selected for the next round.

3.2. THE RESULTS

After each series of heats run, the results must be displayed.

The stewards are placed at the boundaries of the course. They make notes of the rule infringements during each heat and pass their observations to the president of the jury after the heat.

4 RACING RULES

The turning markers (buoys) are without orange zones. Each turning marker is treated as an obstacle having one direction. A pilot who has infringed the rules is penalised according to the I.S.R.R. in the placings of his/her heat. The placings are redrawn accordingly. In the case of a dead heat the pilot who has received no or fewer penalty points is retained.

5 PROTESTS

At the end of each heat, pilots may protest.

5.1. DEPOSITION

The protest is made orally to the lap scorers at the finish line, immediately after the arrival of the last heat. The pilot must give the number of the heat, the location of the incident and the sail number(s) of the pilots alleged to be involved.

5.2. INVESTIGATION

The protests are investigated at the end of each series of heats. The jury will assemble the parties involved and the committee. The parties will be heard separately. The plaintive will be heard first. Each party will have two minutes to explain the facts, with the aid of drawings, witness statements, video film... The pilot may not be interrupted during his/her two minutes. The jury may ask questions after this time. The committee will then give its observations.

5.3. THE JUDGEMENT

The jury will establish the facts. The rules will be applied to these facts.

The judgements are without right of appeal, and will be given as soon as they are made.

DIAGRAM B1-4 : FLYING START

(start line, lateral boundary, false start on starting line (S.L.), practice line)

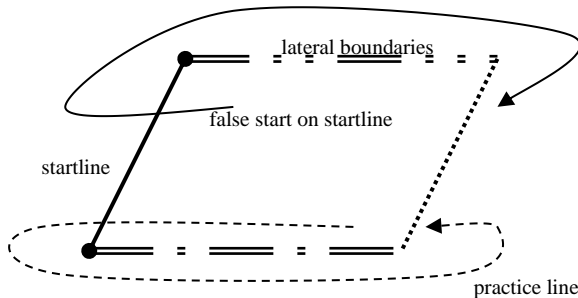


DIAGRAM B3 : SLALOM

(Slalom B3, Start, 200 m., 80 m., 100 m., advisory distance, Finish)

