



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 2 F

CLASS 8 SPECIFICATIONS

ART. 1 PARAKART (GENERALITIES)

1.1 Definition

Parakart is a vehicle with at least two wheels powered by a kite.
The kite is controlled by the pilot but it's not fixed to the parakart.

1.2 The Pilot

The pilot must be sitting or lying on the parakart steering it.
The pilot must not be enclosed by the structure of the parakart and cannot anyway be fastened to it.
Foot straps are allowed on foot pegs but they must be flexible and not metallic made.
The stoppers on the foot peg must be rounded with no sharp corners.
A fluorescent tape must be put on the rear axle of all buggies of pilots under 16 years old
The pilot must be able to be lifted from the parakart vertically by their harness attainment when in their normal driving position.

1.3 The Brake

The brake system for the parakart must be a wind brake done by the kite.

ART. 2 DIMENSIONS

2.1 Length

3,5 meters maximum long, all included

2.2 Width

3 meters maximum large, all included

2.3 Wheels

The wheels cannot be bigger than 27 inches diameter, included the pneumatic inflated at 2 bars, there are not restriction to the width of the pneumatics.
Spoked wheel of any type (e.g. spoked or moulded) must be covered. Covers may extend no more than 1 cm from the outside of the hub and reach no less than 3 cm from the inside of the rim.
Regardless of the type of wheel a pole of 3 cm diameter must not be allowed to pass through a wheel.

2.4 Direction

There are not limitations to the angle of turn.

2.5 Lest

It's allowed to add weights on the parakart, the maximum add on weight allowed is 5 kilograms, the add on weight must have a rounded shape without sharp corners. Full metal buggy parts are not allowed as additional weight nor can parts be filled with any kind of material to be used as lest. Additional parts that have no use for the construction of the buggy are not allowed.
The add on weights put on the parakart cannot be movable while the parakart is in motion.
No additional weights are allowed put on the pilot.

2.6 Buggy Weight

The maximum weight of the parakart is 60 kg in any combination which may include a maximum of 5 kg of weight.

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. **[FEGA 18/06/2016]**

3.2 Connection

The fly lines must be directly connected to the handles or the bar and the kite, with nothing between. **[FEGA 18/06/2016]**

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. **[FEGA 18/06/2016]**

3.4 Material

Unsleeved Aramid (Kevlar, metallic or similar material) is not allowed. Sleeved material may be used, in handle leaders up to 30cm. It may also be used in the bridle of the kites, it must be sleeved in its entirety.

ART. 4 PILOT EQUIPMENT

Harness system must be of the opened type (for example : wind surf hook) or with a mechanical quick release system on it. It must be a non captive harness system.

ART. 5. IDENTIFICATION NUMBERS

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. **[FEGA 18/06/2016]**

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.

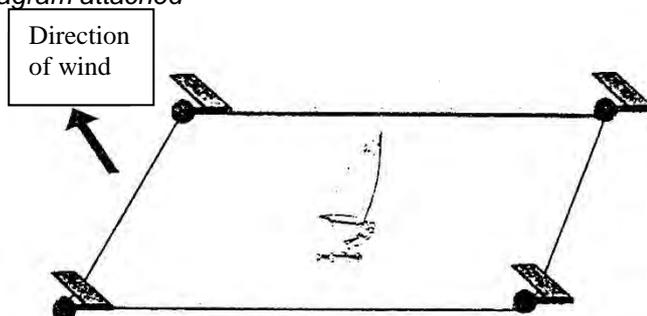
2.1.3 *The start line:*

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.

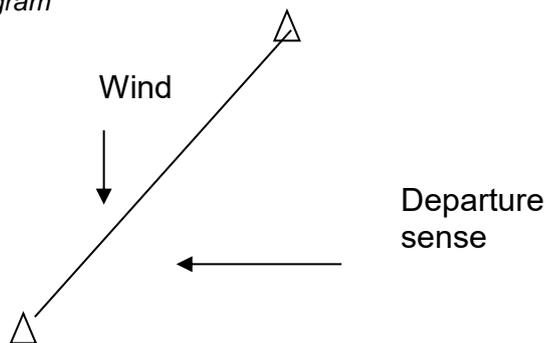
3.3.5 The preparatory signal:

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.9

RACING RULES FOR CLASS 8

In leisure practice only the rules from I.S.R.R. applies.

The rules below takes precedence or complete the I.S.R.R. rules only in competitive practice. All the rules below are to be respected with a fair play spirit and so, the pilots, must avoid all collisions.

1. BEHAVIOR RULES IN RACING

1.1. KITE POSITION

When crossing, overtaking or passing the upwind pilot must raise his kite, the downwind pilot must lower his kite. The overtaker must show consideration to the overtaken.

1.2. RELAUNCHING KITES

The taking off or landing of kites in such a way as to cause an obstacle and/or obstruction to other pilots is strictly forbidden. Once the kite is at the top edge (azimuth) of the pilot the has "air" and must be considered line obstacle. Once seated on the parakart, normal priority rules apply. When the pilot's kites and lines are on the ground they are considered obstacles, for which reason, help from outside is permitted, the other pilots must avoid these obstacles. Pilot may launch their kites only when this will not cause an obstruction to others pilots.

1.3. GYBE / TACK

Gybing and tacking pilots will be accepted responsible in the event of an obstruction to the other pilots, whether with priority or not. The turning pilot has to look to the other pilots and shout "Gybe" or "Tack" so that the other pilots know what he is about to do turning.

1.4. DOWNWIND PRIORITY

The sailing master can authorised during the race downwind priority. He will indicate during the briefing.

1.5. DANGER SIGNALISATION

An orange fluo flag warn danger, all pilot must be carefull and slow their speed and if necessary stop.

1.6. CHANGING EQUIPMENT (KITES, LINES AND PARAKARTS ETC.) DURING RACES

Pilots may change equipment (parakart, kite and lines etc.) only in the Technical Zone or out of the circuit, in any case this operation must not obstacle / obstruct other pilots. The exchange of equipment (kites, lines, parakarts, harness etc...) between pilots during a race forbidden.

1.7. HELMET

The wearing of a full faced helmet type is obliged.

2 GENERALITIES AND CIRCUIT RULES

2.1. CIRCUIT RULES

2.1.1. Technical Zone

The Technical Zone is a restricted area established by the sailing master where the pilots, during all the event must put their equipment (sails, parakarts, bags etc...) and where they have to make preparations and repairs during the racing time. This area must be located at a safe distance from the circuits and public but connected to the race circuit. All pilots must use a section of this area with area with respect to all the other pilot's usage. The S M enforce the respect of this rule.

Pilots are allowed to effect minor repairs (such as tightening a wheel bolt) to their own equipment during a race. Repairs can be effected using tools carried in the Parakart or on the pilots' person. Pilots may not exchange tools during a race. Pilots must not accept tools from spectators of any others.

2.1.2. *[2014] deleted*

2.1.3. **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. [FEGA 18/06/2016]

2.1.4. **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. [FEGA 18/06/2016]

2.2. CIRCUITS AND RACES

2.2.1. *Type of Races and time racing*

All races will be timed when they are on a closed circuit. In the case of a closed circuit, the minimum time is 20 minutes and the maximum is 40 minutes. In the case of long distance or endurance races the minimum time is 1 hour and the maximum is 2 hours. However during a one day session the total maximum racing time is 4 hours. Before the start of the races, the SM will announce the time of every race.

2.2.2. *Type of Circuit*

The circuit must have at least two turning markers and the SM must design the most technical and challenging circuit in respect to the pilots and spectators safety. For example, an ideal circuit has 3 turning markers, with at least one leg upwind incorporating and one leg directly down wind.

2.3. PROCEDURES AND GENERALITIES

2.3.1. *Class 8 Flag*

Class 8 : white trapezium with red cross inside

2.3.2. *Advertising*

Advertising is allowed on all kite surfaces.

2.3.3. *Decision to race*

The race officer remains the sole judge in the decision to start the race and to use the yellow flag to cancel the race.

2.3.4. *Protest Procedure*

Protests must be lodged with the jury within one hour of the finish of the last race of the day, and in any case the pilot who a protest must warn the Race Officer verbally immediately after the end of the race concerned. Any presenting a protest must pay a deposit of 10 Euro to the Jury, which will be returned if the result is in pilot's favour.

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 [FEGA 18/06/2016]**

Comment by FCM 18/06/2016 : Further adaptation to the rules to make this rule fit with the rest is needed.