



FEDERATION INTERNATIONALE DE SAND ET LAND YACHTING
WORLD LANDSAILING ORGANISATION

INTERNATIONAL SAILING AND RACING RULES

I.S.R.R.

2025

Valid from 22/06/2025

**Version:
EUROPEAN CHAMPIONSHIPS 2025
Hoylake (United Kingdom)**

As the leading authority for the sport, the 'Federation Internationale de Sand et Land Yachting' promotes and supports the protection of the environment in all sand and land yachting competitions and related activities throughout the world.

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RACE SIGNALS

FISLY



Orange and blue pennants or cones: orange line.
Minimum flag size: (HxB) 50 x70 cm



Red and white flag (diagonal): turning mark
Minimum flag size: (HxB) 50 x70 cm



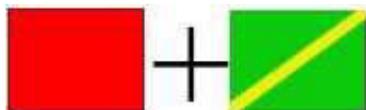
Orange flag: Inner mark, excentered mark 1&2, outer mark
Minimum flag size: (HxB) 50 x70 cm



Yellow flag with black vertical line: circuit separation flag.
Minimum flag size: (HxB) 70 x 50 cm and black line: 5 cm wide



Red flag: no sailing
Red flag during the race: STOP sailing, secure your yacht and wait for further instructions. Red flag lowered: signals the start of a race.



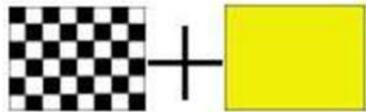
Red flag and briefing flag together: sail directly to the technical zone.



Green flag with yellow diagonal: briefing.



Checkered flag: signals the finish of a race



Checked flag and yellow flag together: race is finished. Scoring of the previous lap.



Yellow flag: cancels the race, return to start line. For class 8 return to technical zone.



Green flag: means that the duration of the race is reduced. This flag is raised at the finish line as the leading yacht goes by to signal that leading yacht is starting its last lap.



Yellow and blue flag: requires the pilot to stop immediately. The Race Director considers the pilot to be a danger to himself or to others. This stop may be temporary.



Blue flag: start for class 7, 8 and Mini Yacht

sailing
on dry
lakes



Green flag: start signal



Orange flag: turning marker



Chequered flag: finishing



Black flag: race stopped, cancelled or abandoned

	ONLINE DOCUMENTS
	The address is: www.fisly.org/rules

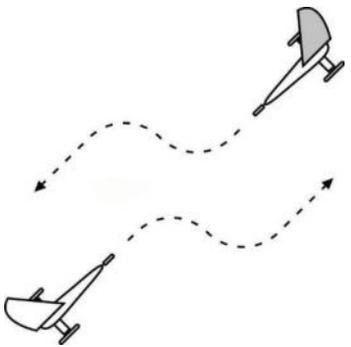
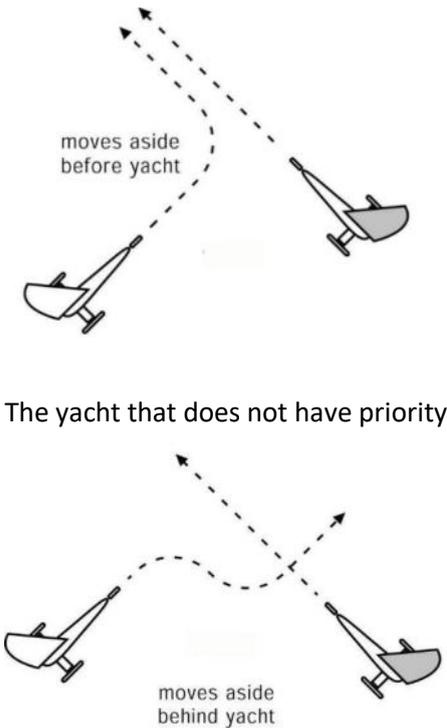
	DEFINITIONS
A	Sand or land yacht
B	Pilot
C	Normal sailing position
D	Adjudication body
E	Race committee
F	Circuit
G	Obstacles
H	Event / Regatta / Race
I	Keep clear / Space
J	Proper Course
K	Racing
L	Duration of a race
A	SAND OR LAND YACHT: any vehicle on wheels propelled exclusively by the wind and controlled by a pilot.
B	PILOT: a natural person that is controlling the yacht by means of steering and controlling the sail. The pilot is in or on the yacht while controlling it.
C	NORMAL SAILING POSITION: a pilot is in a normal sailing position when he/she is positioned in their yacht in such way the yacht is designed for.
D	ADJUDICATION BODY = Race director + Jury.
E	RACE COMMITTEE = Adjudication body + Assistant Race director + Marshals + Scrutineer + Scorers.
F	CIRCUIT: the circuit is the place where the competition takes place; limited by the boundaries as defined.
G	OBSTACLES: there are parts of the circuit where a yacht may not sail safely. Examples of obstacles are: posts, pools, patches of soft sand, gullies, yachts being pushed or moved after breakdown. These obstacles may be marked by such means as flags or cones, or hazard warning tape. A not-moving yacht is also considered as an obstacle.
H	EVENT: when the yachts race to establish the best pilot. The event may comprise one or more regattas. Each regatta may comprise one or more races.
I	KEEP CLEAR / SPACE : a yacht keeps clear of a yacht which has priority (1). "Keeping clear" of a yacht with priority is when that yacht can sail her course with no need to take avoiding action (2). "Space" is the area a yacht needs in the existing conditions, including area to comply with her obligations under the rules of Chapter 2, while maneuvering promptly in a sportsmanship's way.

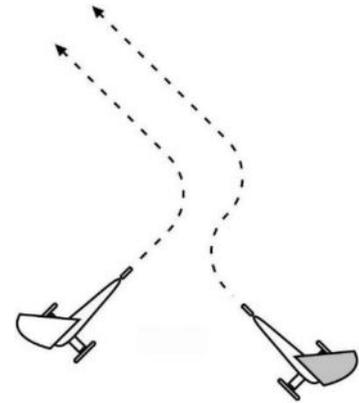
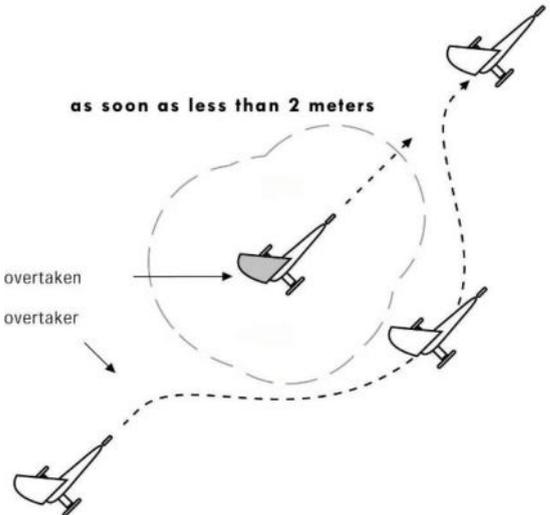
J	PROPER COURSE: a course a yacht would sail to finish as soon as possible in the absence of the other yachts referred to in the rule using the term.
K	RACING: a yacht is racing from the starting signal until the yacht finishes and clears the finishing line and its marks or retires, or until the Race Committee signals a general or personal recall, postponement or abandonment. In case of a flying start procedure, a yacht is racing from a preparatory signal on.
L	DURATION OF RACE: the duration of a race can be defined by time or number of laps

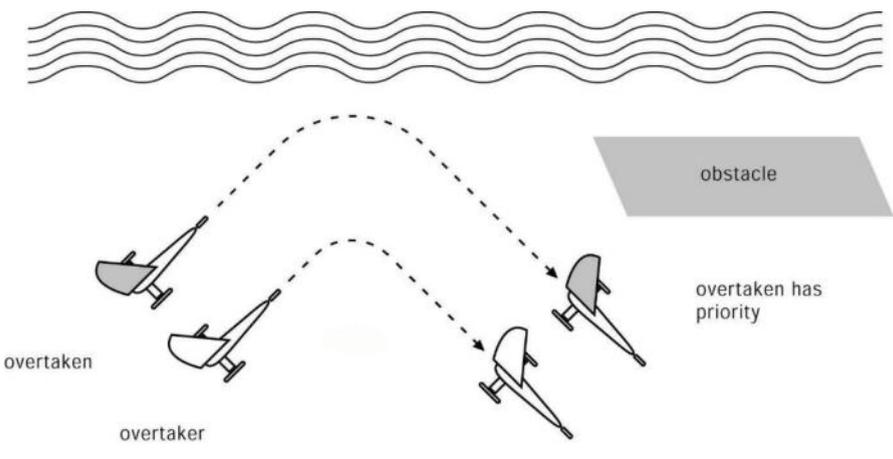
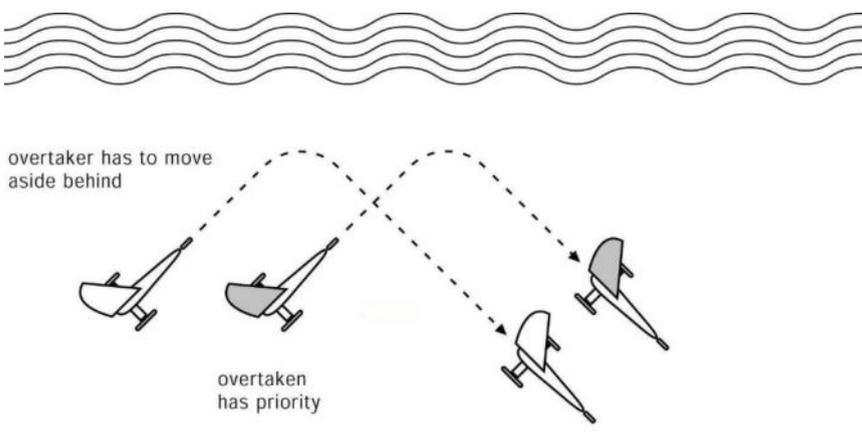
	BASIC PRINCIPALS
A	Sportsmanship and the rules
B	Fair play
C	Environmental responsibility
A	SPORTSMANSHIP AND THE RULES: competitors in the sport of sand and land yachting are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will receive and accept a penalty.
B	FAIR PLAY: all parties involved in an event must observe the rules in a spirit of Fair Play.
C	ENVIRONMENTAL RESPONSIBILITY: participants are encouraged to minimize any adverse environmental impact of the sport of sand and land yachting.

Rule	CHAPTER 1. FUNDAMENTAL RULES
1.1	Application
1.2	Interpretation
1.3	Validity
1.4	Revisions
1.5	Original
1.6	Helping those in danger
1.7	Acceptance of the rules during racing
1.8	Decision to race
1.9	Anti-doping
1.1	APPLICATION: these rules are applicable in all circumstances wherever the sailing of sand or land yachts takes place.
1.2	INTERPRETATION: the English version alone is definitive.
1.3	VALIDITY: only the online version of these rules, published on the official website of FISLY is valid.
1.4	REVISIONS: these rules and appendixes can only be changed by proposal of the FISLY Administrative Council.
1.4.a	Any such amendments to the rules must be ratified at the FISLY General Assembly, by a majority vote of two thirds.
1.4.b	Class specification rules proposed to the Fisly Council by a recognized International Class Association (ICA) must not be ratified by the GA. The procedure for altering class specification rules is explained in Appendix 10 “Classes and Associations” Rules 4, 6 and 9.4.
1.4.c	According to schedule, the racing rules are revised and published every 4 years by FISLY, following the year after the Olympic Games.
1.5	ORIGINAL: the FISLY Rules Editor will keep the master copy.
1.6	HELPING THOSE IN DANGER: : a pilot shall give all possible help to any pilot or yacht in danger.
1.7	ACCEPTANCE OF THE RULES DURING RACING: by participating in a race conducted under these racing rules, each pilot agrees by his or her signature during registration:
1.7.a	(1). to be governed by the ISRR, the particular rules in the racing program and Race Committee’s instructions;
1.7.b	(2). to accept the penalties imposed and other action taken under the rules, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the rules;
1.7.c	(3). with respect to any such determination, not to resort to any court of law or tribunal (with the exception of CAS: Court of Arbitration for Sport), to be governed by the ISRR, the particular rules in the racing program and Race Committee’s instructions.
1.8	DECISION TO SAIL : all pilots take personal responsibility for deciding on their competence to master and control their yachts under the prevailing sailing conditions and for the good and safe condition of their yachts and when sailing.
1.8.a	The responsibility for a pilot’s decision to participate in a race or to continue racing is his or hers alone.

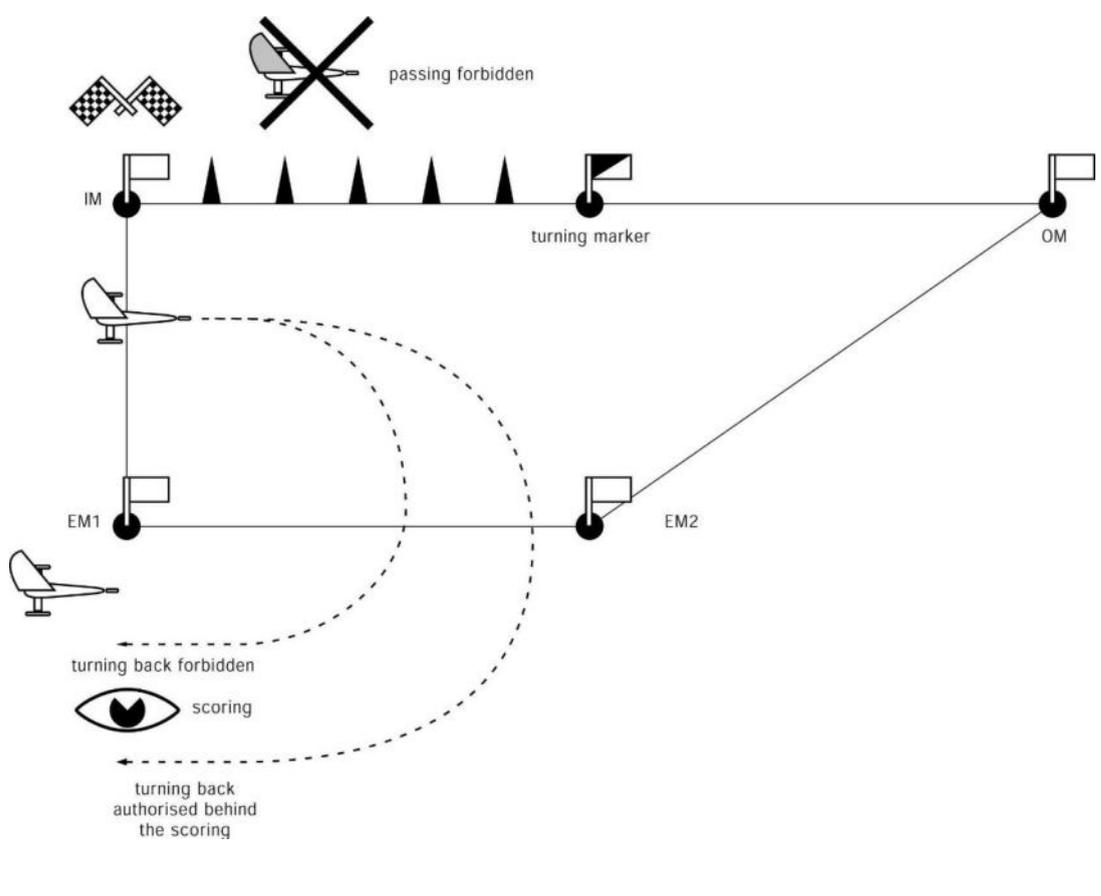
1.9	ANTI-DOPING: a pilot shall comply with the World Anti-Doping Code, and the rules of the World Anti-Doping Agency.
1.9.a	An alleged or actual breach of this rule shall be dealt with under Rule 5.5. It shall not be grounds for a protest.

Rule	CHAPTER 2. WHEN YACHTS MEET
2.1	<p>Meeting head-on</p> <p>2.1 MEETING HEAD-ON: when two yachts meet head-on they must both bear to the right in order to leave sufficient space between them.</p> 
2.2	<p>MEETING: when two yachts are approaching each other from different angles, the one coming from the right has priority.</p> <p>2.2.a The yacht that does not have priority must move aside or slow down.</p> 

2.2.b	<p>Forcing a yacht that has priority to alter its course or to slow down in order to avoid a collision is an infringement of the rules.</p>  <p>priority refused moves aside to late</p>
2.3	<p>ENGAGEMENT: the overtaking maneuver is engaged as soon as less than two meters separates the extremities of the overtaken yacht from any extremity of the overtaking yacht.</p>  <p>as soon as less than 2 meters</p> <p>overtaken overtaker</p>
2.4	<p>DISENGAGEMENT: the overtaking maneuver is completed as soon as more than two meters separates the extremities of the overtaking yacht from the extremities of the overtaken yacht.</p>
2.5	<p>RESPONSIBILITY FOR THE MANEUVER: the pilot of the overtaking yacht is responsible for the safe execution of the maneuver.</p>
2.6 2.6.a	<p>THE OVERTAKEN: the overtaken yacht must, if sailing in a straight line, maintain its course or move aside, and if turning, proceed with a normal maneuver.</p> <p>Never the less, the pilot of the overtaken yacht may, when meeting an obstacle, carry out a turn, in order to avoid it.</p>

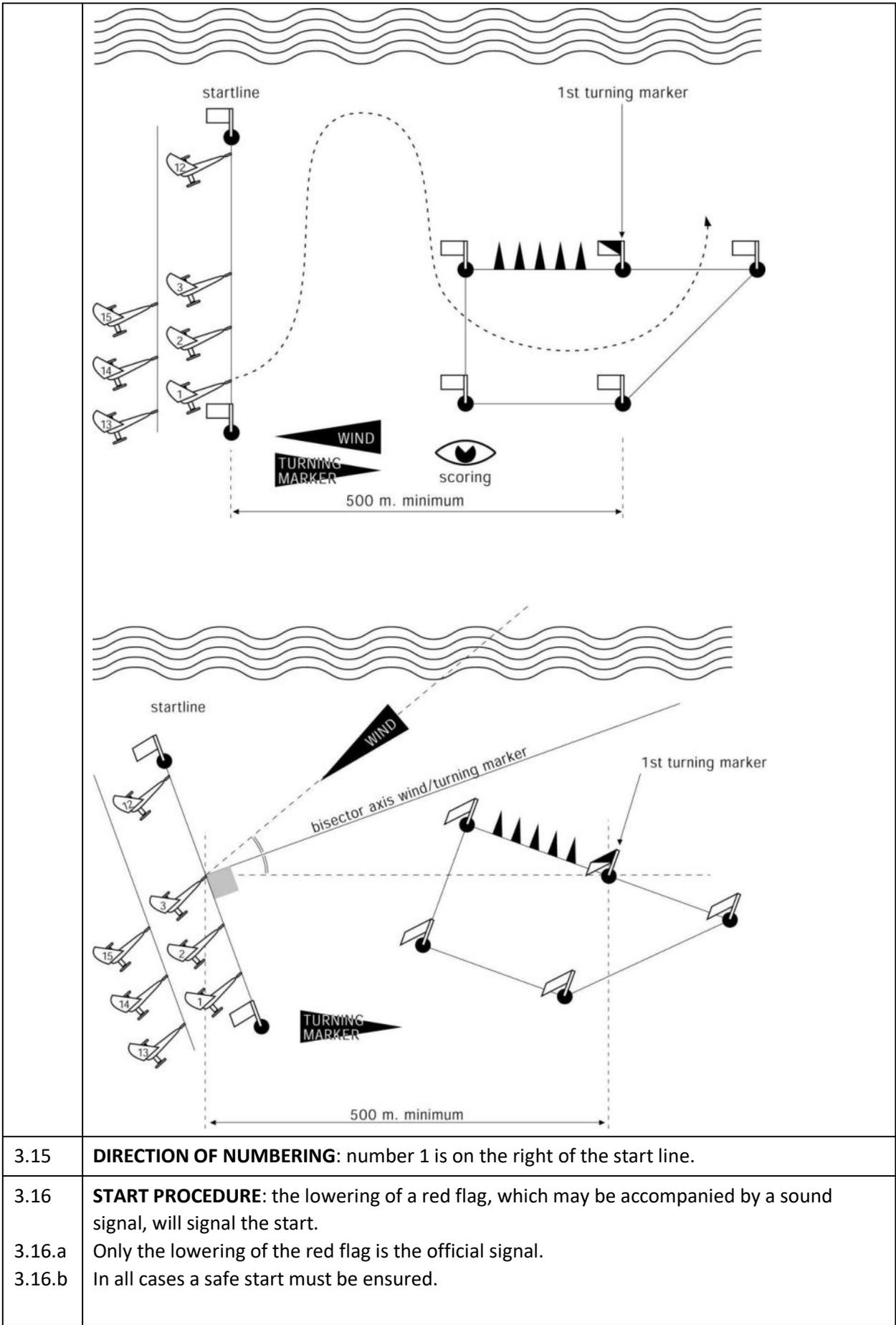
	
<p>2.7</p> <p>2.7.a</p>	<p>THE OVERTAKER: the overtaking yacht must avoid the course of the Overtaken. It is an infringement of the rules to force the overtaken yacht to either change its course, or to slacken its speed in order to avoid a collision.</p> 
<p>2.8</p> <p>2.8.a</p> <p>2.8.b</p>	<p>PRIORITY IN THE ORANGE ZONE: the first yacht to enter the Orange Zone is considered as overtaken by yachts entering the zone after it. (See Rule 3.7).</p> <p>A yacht may not, pass between the Orange Line and a yacht which entered the zone before it, except if the overtaken yacht has stopped or is being pushed.</p> <p>The Orange Line may not be crossed.</p>
<p>2.9</p>	<p>RUNNING OVER A MARK: it is forbidden to run over flags or circuit marks.</p>
<p>2.10</p>	<p>PRIORITY AT THE START: during the start, and until the start line has been cleared, a yacht is considered as overtaken by the yacht on its left side.</p>

Rule	CHAPTER 3. CONDUCT OF A RACE
3.1	Closed circuit
3.2	Turning marks
3.3	Waiting zones
3.4	Separated circuit
3.5	Circuit marks
3.6	Scoring passing yachts
3.7	Orange zone
3.7.a	Inner mark
3.7.b	Excentered mark 2
3.7.c	Excentered mark 1
3.7.d	Outer mark
3.7.e	Turning mark
3.7.f	Orange line
3.7.g	Orange line indication
3.8	Direction of the circuit
3.9	Turning marks class 8
3.10	Briefing
3.11	Postponement or cancellation of a race
3.12	Morel grid
3.13	Start line
3.14	Position of the start line
3.15	Direction of numbering
3.16	Starting signal
3.17	Disabled competing pilots
3.18	Mini Yacht starting procedure
3.19	Finish
3.20	Premature stopping of a race
3.21	Classification
3.22	Points allotted per race
3.23	Total points in an event or regatta
3.24	General classification
3.25	Publication
3.26	Result
3.1	CLOSED CIRCUITS: on a closed circuit, the distance separating turning marks will be at least 1000 meter, except for Mini-Yacht races.
3.2	TURNING MARKS : on a closed circuit at least two turning marks must have ‘Orange Zones’ (see Rule 3.7).
3.3	WAITING ZONES: the Race Director must define waiting zone(s) for the land yachts. Immediately after finish, pilots must reduce speed in the area between the finish line and the waiting zone or in a deceleration zone defined by the Race Director.
3.4	SEPARATED CIRCUIT: if the circuit is separated, yellow flags with a vertical black 5 cm wide line in the middle of the flag, must indicate it.

3.5	<p>CIRCUIT MARKS: all circuit marks other than the orange zone should consist of at least two indicators, one of them being a flag or triangle with a minimum size of length: 0.7 m and minimum height: 0.5 m.</p>
3.6	<p>SCORING PASSING YACHTS: at every lap, the yacht should pass between the scorers and the mark they are scoring.</p>
<p>3.7</p> <p>3.7.a</p> <p>3.7.b</p> <p>3.7.c</p> <p>3.7.d</p> <p>3.7.e</p> <p>3.7.f</p> <p>3.7.g</p>	<p>ORANGE ZONE: is a trapezoid with the following marks:</p> <p>INNER MARK (IM). This point, marked with an orange flag, lies on the axis of the course at minimum of twenty meters from the turning mark (TM).</p> <p>EXCENTERED MARK 2 (EM2). An orange flag marks EM2. This point lies on the perpendicular to the orange line passing through the turning mark (TM) and at least 20 m on the side where the turn must be approached.</p> <p>EXCENTERED MARK 1 (EM1). An orange flag marks EM1. This point lies on the parallel to the orange line running through EM2 at least 20 meters minimum from IM.</p> <p>OUTER MARK (OM) OM is marked with an orange flag and lies on the extension of the orange line beyond the turning mark and over 30 meters from it.</p> <p>TURNING MARK (TM): is marked by a red and white flag (diagonal).</p> <p>ORANGE LINE: is the line running between IM, inner mark and TM, turning mark.</p> <p>ORANGE LINE INDICATION: orange and blue pennants or cones mark the Orange line.</p>  <p>The diagram illustrates the orange zone and circuit marks. It shows a horizontal line with marks IM, turning marker, and OM. A dashed line shows a yacht's path around EM1 and EM2. Labels include 'passing forbidden', 'turning back forbidden', 'scoring', and 'turning back authorised behind the scoring'.</p>
3.8	<p>DIRECTION OF THE CIRCUIT: in the absence of instructions from the Race Director, the turning marks are rounded counterclockwise.</p>

<p>3.9</p> <p>3.9.a</p> <p>3.9.b</p> <p>3.9.c</p> <p>3.9.d</p> <p>3.9.e</p>	<p>TURNING MARKS CLASS 8: it's a triangle or Turning Mark which consists of the following marks:</p> <p>Turning Mark (TM) is marked by red and white flag (diagonal).</p> <p>Inner Mark (IM) is marked with an orange flag and lies on the inside of the Turning Mark at a distance of at least 2 meters.</p> <div data-bbox="368 510 957 784" data-label="Diagram"> </div> <p>Orange Line (OL): cones must be placed between the TM and the IM where the distance between marks is more than 5 meters.</p> <p>The maximum distance between cones is 5 meters.</p> <p>The OL must not be crossed by approaching pilots or by pilots leaving the mark.</p>
<p>3.10</p> <p>3.10.a</p> <p>3.10.b</p> <p>3.10.c</p> <p>3.10.e</p> <p>3.10.f</p> <p>3.10.g</p>	<p>BRIEFING: a green flag with yellow diagonal calls for the immediate gathering of the pilots near the Race Director.</p> <p>It is compulsory for all the pilots to attend the briefing.</p> <p>The Race Director gives the layout of the circuit, the duration (time or laps) of the race and the time left before the start.</p> <p>If the Race Director decides to run a trial lap he or she will announce it at this point.</p> <p>Different languages can be used for the briefing but for international races English must be one of them.</p> <p>Translation in other languages is recommended to explain special rules or to prevent misunderstandings.</p> <p>The Race Director must always ask the pilots if everything is understood and if there are any questions.</p>
<p>3.11</p> <p>3.11.a</p>	<p>POSTPONEMENT OR CANCELLATION OF THE START: in case of postponement or cancellation of the start, the briefing is held at the time, as per the program.</p> <p>The Race Director gives the reason of postponement and the exact time of the next briefing, or informs the pilots about the rest of the program</p>
<p>3.12</p> <p>3.12.a</p>	<p>MOREL GRID: the allotment system of the starting positions described below is valid for a 'six race' event maximum.</p> <p>To determine the starting position for the first race (only): take the number of entries and select the next number above this which is a multiple of 6, and then draw lots for the starting positions of the competing pilots out of this number.</p> <p>The starting positions for the following races will be found on the appropriate grid by reading horizontally starting to the right of the drawn starting position and starting again on the same line, from left to right when reaching the end of the line.</p>

3.12.b	<p>Example : 26 competing pilots - use grid for 30. Position drawn for the first race 18. Following positions will be : 8, 28, 3, 23, 13.</p> <table border="1" data-bbox="331 315 518 488"> <tr><td colspan="6">36 YACHTS 3lines of 12</td></tr> <tr><td>1</td><td>22</td><td>27</td><td>12</td><td>16</td><td>33</td></tr> <tr><td>2</td><td>21</td><td>28</td><td>11</td><td>15</td><td>34</td></tr> <tr><td>3</td><td>20</td><td>29</td><td>10</td><td>14</td><td>35</td></tr> <tr><td>4</td><td>19</td><td>30</td><td>9</td><td>13</td><td>36</td></tr> <tr><td>5</td><td>24</td><td>25</td><td>8</td><td>18</td><td>31</td></tr> <tr><td>6</td><td>23</td><td>26</td><td>7</td><td>17</td><td>32</td></tr> </table> <table border="1" data-bbox="560 315 746 488"> <tr><td colspan="6">42 YACHTS 3lines of 14</td></tr> <tr><td>1</td><td>25</td><td>32</td><td>14</td><td>18</td><td>39</td></tr> <tr><td>2</td><td>24</td><td>33</td><td>13</td><td>17</td><td>40</td></tr> <tr><td>3</td><td>23</td><td>34</td><td>12</td><td>16</td><td>41</td></tr> 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3.13 3.13.a 3.13.b	<p>START LINE: is the line on which the competing pilots take their starting position.</p> <p>The yachts are placed behind the line with the front-wheel stopped on the number, and in such a way that a safe distance sideways and lengthways is maintained.</p> <p>The number of startlines and the number of starting positions is as follows: 1 to 12 competing pilots 1 line of 12 or 2 lines of 6 15 to 18 competing pilots 2 lines of 9 19 to 24 competing pilots 2 lines of 12 25 to 30 competing pilots 2 lines of 15 31 to 36 competing pilots 3 lines of 12 37 to 42 competing pilots 3 lines of 14 43 to 48 competing pilots 3 lines of 16 49 to 54 competing pilots 3 lines of 18 55 to 60 competing pilots 3 lines of 20</p>																																																																																																																																																																																																																																																																																																																																																																																										
3.13.c	If local beach conditions require different line splits, Rule 3.13.b can be altered by the Race Director.																																																																																																																																																																																																																																																																																																																																																																																										
3.13.d	In any case, the numbers on each line must be equal and the split must remain the same during 6 races.																																																																																																																																																																																																																																																																																																																																																																																										
3.13.e	Class 7, 8 and Mini Yachts are allowed to make a flying start, if provided for in the program.																																																																																																																																																																																																																																																																																																																																																																																										
3.14 3.14.a 3.14.b	<p>POSITION OF THE START LINE: to the extent possible the start will be carried out towards an upwind mark.</p> <p>The first mark will be over 500 meter from the start line except for the Mini-Yacht races.</p> <p>The start line will be perpendicular to the bisector of the angle formed at the center of the start line by the axis of the nearest mark and that of the wind direction.</p>																																																																																																																																																																																																																																																																																																																																																																																										

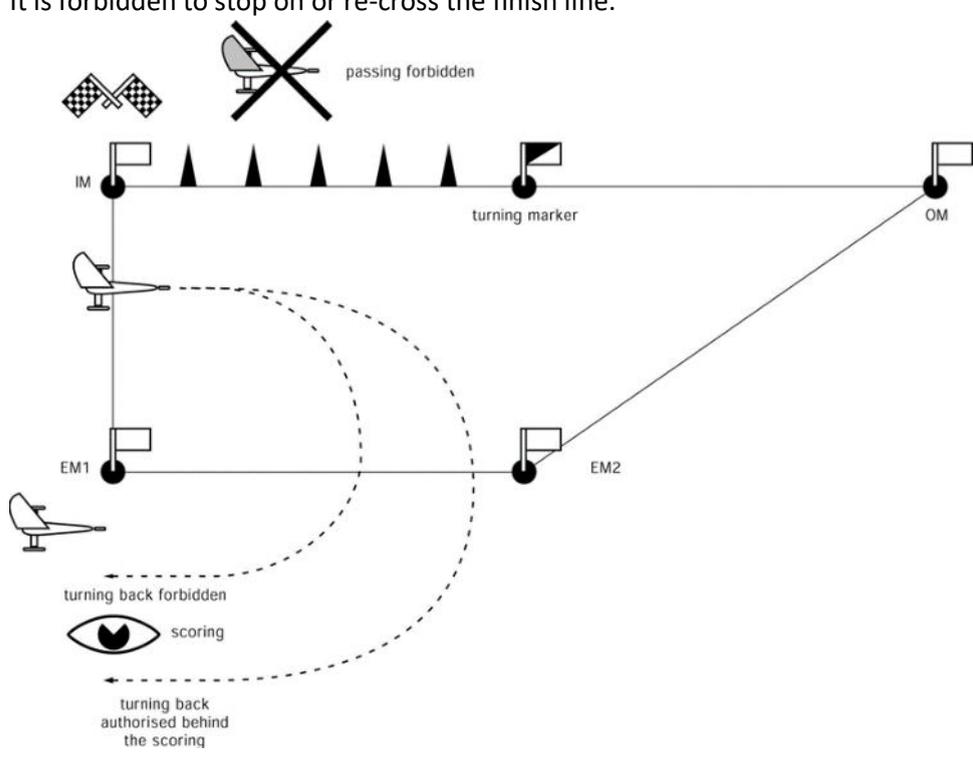


3.15 **DIRECTION OF NUMBERING:** number 1 is on the right of the start line.

3.16 **START PROCEDURE:** the lowering of a red flag, which may be accompanied by a sound signal, will signal the start.

3.16.a Only the lowering of the red flag is the official signal.

3.16.b In all cases a safe start must be ensured.

3.16.c	A yacht not crossing the startline within 5 minutes after the start signal is given, is considered as not started.
3.17	START DISABLED COMPETITORS: disabled competing pilots can be pushed, but - for safety reasons – not on the starting grid. This can be done by a personal pusher or by a marshal.
3.18	<p>MINIYACHT FLYING START PROCEDURE</p> <ol style="list-style-type: none"> 1. A sound signal is given 3 minutes before the start. 2. The blue flag is raised 10 seconds before the start. 3. The start is given by lowering the blue flag and is accompanied by a sound signal.
3.18.a	Starting line : The start line is one straight line determined by two marks at either end.
3.18.b	Signals : The signals are given by the Race Director or Marschal at a well-chosen place. An audible signal may accompany it, but solely the visual signal alone is valid.
3.18.c	False start procedure : When any 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 impeding other pilots and without any right of way until this pilot will cross correctly the start line.
3.19	FINISH: the Race Director lowers the checkered flag when the leading sailing yacht comes in after the duration announced at the briefing has elapsed.
3.19.a	The same flag finishes all the following yachts.
3.19.b	A yacht finishes the race when the main mast foot crosses the finish line.
3.19.c	Each pilot must cross the finish line on board his or her yacht.
3.19.d	It is forbidden to stop on or re-cross the finish line.
	 <p>The diagram illustrates a racing course with several key elements: <ul style="list-style-type: none"> Start Line: A horizontal line between marks IM (Inter-Mark) and OM (Outer-Mark). Turning Marker: A mark on the line between IM and OM, indicated by a flag and the text "turning marker". Finish Line: A diagonal line extending from OM to EM2 (End-Mark 2). Electronic Markers: EM1 (End-Mark 1) is located below the start line, and EM2 is located below the finish line. Rules and Scoring: <ul style="list-style-type: none"> "passing forbidden" is shown with a crossed-out yacht icon. "turning back forbidden" is shown with a dashed line looping back from the finish line to the start line. "scoring" is shown with an eye icon and a dashed line looping back from the finish line to the start line, labeled "turning back authorised behind the scoring". </p>
3.19.e	Electronic Scoring (Transponder): Rule 3.19.b may be modified when electronic scoring is used.
3.19.f	If rule 3.19.b. is altered, the organizing committee must communicate the changes before the first start of the event.

3.19.g	The electronic device must be attached to all yachts in the same designated location.
3.19.h	If the electronic device fails, visual control must be conducted using the same location on the yacht where the transponder was originally attached.
3.20	PREMATURE STOPPING OF THE RACE: Should the circuit threaten to become unsuitable and necessitate the stopping of the race before the race time announced at the briefing has elapsed:
3.20.a	The race is valid if at least 2/3 of the briefed time has elapsed.
3.20.b	The finish is signaled with the checkered flag after the green flag has signaled the shortening of the racing time.
3.20.c	This green flag is raised on the finish line as the leading yacht goes by to signal that the leading yacht is starting its last lap.
3.20.d	The race is cancelled if less than 2/3 of the briefed time has elapsed.
3.20.e	The yellow flag is used to signal the cancellation of the race.
3.20.f	This rule does not apply in the case of insufficient wind.
3.20.g	After the leading yacht has finished (indicated by the raising of the checkered flag) and if the racing conditions change in such a way that sailing becomes impossible or unsafe the Race Director shall indicate to the remainder of the fleet the immediate end of the race by hoisting the Yellow flag along with the checkered flag.
3.20.h	In such case the remaining pilots who have not received the checkered flag alone will be scored on the basis of their previous complete lap.
3.21	CLASSIFICATION: For each race the competing pilots are classified according to the number of laps they have completed and the order in which they passed the finish line.
3.21.a	To be scored a pilot has to complete at least one lap.
3.22	POINTS ALLOTTED PER RACE: pilot's score: the first or leading pilot is credited with '0' (zero) points and the following pilots are awarded a number of points equal to their finishing position.
3.22.a	Pilots who abandon the race or break down are scored according to the number of completed laps and the order in which they passed the finish line for the last time.
3.22.b	When two competing pilots cross the finish line at the same time they are scored with the same number of points.
3.22.c	The following pilots receive the number of points corresponding to their arrival order.
3.22.d	Unclassified pilots: disqualified, non-designated starter and pilots having completed less than one lap are scored with a number of points equal to the number of entries to the event or regatta, plus one.
3.23	TOTAL POINTS IN AN EVENT OR REGATTA: if three or less valid races are sailed, the total points of a pilot will be the result of the sum of the points scored by the pilot in each race.
3.23.a	If more than three races are valid the worst race result will be discarded.
3.23.b	If more than seven races are sailed, there are two discards.
3.23.c	In all three above cases any penalties awarded are added to the total points to obtain the resulting points.
3.23.d	The winner is the pilot who has the least points, and the other pilots are classed in order.
3.24	GENERAL CLASSIFICATION: The winner is the pilot who scores the least points - the second the least but one and so on.
3.24.a	Should two pilots be even they will be separated by the highest number of first places.

3.24.b	If they should still be even, then by the highest number of second places and so on (taking into account only those race results retained by each pilot i.e. not discards).
3.24.c	Should they still be equal they will stay equal in the final score.
3.25	PUBLICATION: after the last race of the day the results will be displayed for viewing at the club, or other designated place, mentioning the hour of publication.
3.26	RESULT: if, after the end of the event, it is proven that the result is not correct, the National Federation or FISLY can change it.
3.26.a	Every participant and each member of the Race Committee must be informed in writing. Appeal can be made to this decision, according to Rule 5.11.

Rule	CHAPTER 4. OTHER REQUIREMENTS WHEN RACING
4.1	Yacht identification marks
4.2	Yacht class
4.3	Sail measurement
4.4	Brake
4.5	Lights
4.6	When a yacht is sailing
4.7	Categories of competitions
4.8	Passengers
4.9	Advertising
4.10	Records
4.11	Notice of race
4.12	Announcement notice of race
4.13	Amendment notice of race
4.14	Special Rules
4.15	Race Director flags
4.16	Wind speed
4.17	Circuit
4.18	Cancelation
4.19	(non) Validation
4.20	Medical assistance
4.21	Minimum Duration
4.22	Pushing of a Yacht
4.23	Restart
4.24	Assistance
4.25	Change of yacht
4.26	Accepting start conditions
4.1	YACHT IDENTIFICATION MARKS: all yachts must carry a number on both sides of the sail (side and rear of yacht in class 8).
4.1.a	Numbers are preceded by one or more characters indicating the country of origin (see Appendix 1).
4.2	YACHT CLASS: there are several classes of yacht identified by their sail area and a list of specifications. (see Appendix 2).
4.3	SAIL MEASUREMENT: each National Federation or Affiliated Club will be responsible for measuring their affiliated yachts in accordance with Appendix 3.
4.3.a	The total sail area should be marked on the sail in square meters to one decimal place.
4.4	BRAKE: With the exception of class 7 and 8, any yacht must be fitted with an effective brake
4.5	LIGHTS: when lights are used, the color should be white at the front of the yacht and red at the rear of the yacht.
4.6	WHEN A YACHT IS SAILING: a yacht is sailing only if the pilot is in a normal sailing position.
4.6.a	A yacht that is not sailing loses all priorities.
4.7	CATEGORIES OF COMPETITIONS: each year the National Federation will present to FISLY

	the competitions they wish to be recognized by FISLY. International competitions must be presented to the Administrative Council of FISLY before the end of the preceding year.
4.8	PASSENGERS: are forbidden except when expressly specified in the racing program.
4.9	ADVERTISING: is allowed anywhere on the chassis. It is authorized on the lower two thirds of the sail for class 7 and lower one-third for the other classes (see Appendix A).
4.9.a	In the occasion of an event under the authority of a National Federation or Affiliated Club no pilot or yacht owner may be forced to display advertising.
4.9.b	All pilots must abide by the publicity laws of the country in which they are sailing.
4.10	RECORDS: National Federations and Affiliated Clubs must inform FISLY of the date and place in which their members are going to attempt to establish or beat a Land or Sand yacht record.
4.10.a	The only confirmed records by FISLY are: (1). maximum speed over fifty meters (see Appendix 5a). (2). distance covered during a non-stop 24 hrs. run with a max. of 3 pilots (see Apx 5b)
4.11	NOTICE OF RACE: specifies at the least:
4.11.a	The organizer
4.11.b	Object of the event
4.11.c	Category of pilots admitted to the event
4.11.d	Classes of yachts concerned
4.11.e	Last date of acceptance of entries
4.11.f	Cost of entry
4.11.g	Particular rules of the event
4.11.h	Time of the first briefing
4.11.i	Name of the Race Director
4.12	ANNOUNCEMENT OF NOTICE OF RACE: the racing program must be announced one month before the event and posted up in the organizers' club.
4.12.a	International event programs will be published in at least two languages - one of them being English.
4.13	AMENDMENT OF NOTICE OF RACE: from the time of the first briefing, only the Race Director has the authority to amend the program.
4.13.a	The Race Director must justify this decision at the briefing when the Race Director will advise pilots of any modifications to the program.
4.14	SPECIAL RULES: the special sailing instructions must mention how pilots will be informed about any change of the program.
4.14.a	Only the following ISRR Rules can be altered in relation to local circumstances : 3.1/3.2/3.4/3.7/3.9/3.12/3.13/3.14/3.18/3.21a/3.22a+3.22d (only together)/4.21/
4.15	RACE DIRECTOR'S FLAGS:
4.15.a	Red flag: no sailing
4.15.b	Red flag and briefing flag together: sail directly to the Technical Zone immediately.
4.15.c	Red flag during the race: STOP sailing, secure your yacht and wait for further instructions.
4.15.d	Red flag lowered: signals the start of the race.
4.15.e	Green flag with yellow diagonal: briefing.
4.15.f	Checkered flag: signals the finish of the race. It is raised when the leading yacht crosses the finish line. All the yachts are flagged in in the same way.

4.15.g	Yellow flag: cancels the race (to be raised to all pilots) - return to the start line.
4.15.h	Yellow flag and checkered flag together: race is finished. Scoring of the previous lap.
4.15.i	Yellow/blue flag requires the pilot for whom it is hoisted to stop immediately: the Race Director considers the pilot to be a danger to himself or to others, this stop may be temporary.
4.15.j	Green flag: means that the duration of the race is reduced, this flag is raised at the finish line as the leading yacht goes by to signal that the leading yacht is starting its last lap.
4.16	WIND SPEED: It is the Race Director who decides if the wind speed permits to have a race.
4.16.a	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.
4.16.b	The Race Director can overrule Art 4.16.a only for reasons in relation to the surface of the circuit.
4.16.c	If Art 4.16.b is used, the Jury must agree with the Race Director on the spot and before the start to permit the Race Director to implement Art 4.16.b
4.16.d	The jury decision must be based on evaluation of a test lap (or part of) sailed by all participating pilots present on the start line at that moment.
4.16.e	When the Jury is of the opinion the wind conditions do not allow racing, the Jury must inform the Race Director before or during the race accordingly
4.17	CIRCUIT: It is the Race Director who decides if the circuit permits to have a normal race.
4.17.a	When the Jury is of the opinion that the circuit conditions do not allow racing, the Jury must inform the Race Director before or during the race accordingly.
4.18	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.
4.19	NON-VALIDATION: The Jury may disregard the result and thus invalidate the race.
4.19.a	The Jury's decision must be based on a specific rule and must be justified in writing.
4.19.b	The Jury's decision must be officially displayed.
4.20	MEDICAL ASSISTANCE: must be on the spot or on call by phone or other means of communication.
4.21	MINIMUM DURATION: except for Mini Yacht, a race will be announced for a minimum duration of 20 minutes.
4.21.a	When the number of laps are announced, the estimated duration of the race must be a at least 20 minutes
4.22	PUSHING OF A YACHT: pilots may push their yachts but not continuously nor systematically.
4.22.a	A yacht may only be pushed on a proper course.
4.23	RESTART: when a yacht comes to a stop, whatever the cause, the pilot is authorized to effect repairs so long as this action does not have the character of systematic repetition.
4.24	ASSISTANCE: pilots may carry breakdown materials with them and may help each other.
4.24.a	A pilot may not receive assistance outside the technical zone during a race, other than by another competing pilot.
4.24.b	A pilot is considered as retired if he/she receives assistance: (1) anywhere by a member of the Race Committee during the race. (2) outside the technical zone by anybody, other than by another competing pilot.

4.25	CHANGE OF YACHT: a pilot is not allowed to change yachts in the course of a regatta, except for class 8.
4.25.a	In the case of damage incurred in an accident the Jury may authorize a pilot to change the chassis, body or the complete yacht only if the body or chassis is beyond repair.
4.25.b	The Jury's decision must be officially displayed for viewing.
4.26	ACCEPTING START CONDITIONS: A pilot who starts a race automatically accepts the start conditions as they are.
4.26.1	If the pilot does not accept the start conditions, he/she must immediately inform the Race Director or Jury.
4.26.2.	A pilot who refuses the start conditions is not allowed to take his/her starting position on the start grid to avoid hindering other starting yachts.

Rule	CHAPTER 5. INFRINGEMENTS, PROTESTS, JURY MATTERS
5.1	Infringements
5.2	Penalty procedure
5.3	Behavior
5.4	Disqualification or exclusion from one race
5.5	Suspension
5.6	Protest
5.7	Protest Procedure
5.8	Protest
5.9	Protest Hearing
5.10	Protest Jury decision
5.11	Appeal
5.12	Appeal committee
5.1	INFRINGEMENTS: during an event, infringements of the rules or the basic principles are liable to penalties.
5.1.a	The first infringement will be punished with one penalty point, the second with two points, the third with three, and so on.
5.2.b	Infringements involving a collision and / or compromising the result are liable to double penalties or disqualification.
5.3.c	Only the Jury may impose penalties.
5.2	PENALTY PROCEDURE: the Jury decides to give a penalty after considering inputs from all members of the Race Committee.
5.2.a	The Jury must publish the penalties stating: name, class and sail number of the penalized pilot, date, race, race number if possible, Rule(s) number(s), decision and date and time of the decision.
5.2.b	The publication must be signed by a member of the Jury.
5.3	BEHAVIOR: the Jury and the Race Director are entitled to require decent behavior from the pilots.
5.3.a	Should pilots misbehave the Jury or Race Director may impose an immediate sanction on them, such as warning, exclusion from a race or competition or disqualification.
5.3.b	The decision must be justified in writing.
5.4	DISQUALIFICATION OR EXCLUSION FROM ONE RACE: on top of penalty points inflicted in accordance with Rule 5.1, any pilot who disobeys the following Rules can be disqualified or forbidden to start:
5.4.a	Definition A
5.4.b	Basic principles Acceptance of the rules and Fairplay
5.4.c	Rule 1.8 Decision to sail
5.4.d	Rule 1.9 Doping
5.4.e	Rule 3.10 Briefing
5.4.f	Rule 3.13.a Startline
5.4.g	Rule 4.1 Yacht Identification marks
5.4.h	Rule 4.2 Yacht Class
5.4.i	Rule 4.3 Sail measurement
5.4.j	Rule 4.4 Brake
5.4.k	Rule 4.5 Lights

5.4.l	Rule 4.6 When a yacht is sailing
5.4.m	Rule 4.8 Passengers
5.4.n	Rule 4.9 Advertising
5.4.o	Rule 4.15.a Race Director flags Red Flag
5.4.p	Rule 4.15.i Race Director flags Yellow/Blue Flag
5.4.q	Rule 4.22 Pushing of a yacht
5.4.r	Rule 4.25 Change of yacht
5.4.s	Rule 6.1 Licence
5.4.t	Rule 6.2 Insurance
5.4.u	Rule 6.3 Personal protective gear
5.4.v	A disqualification is to be considered as a penalty
5.5	SUSPENSION: on receipt of a report by an organizing body FISLY can decide to ban a pilot from participating in one or several international competitions.
5.5.a	The FISLY decision must be justified in writing.
5.5.b	FISLY will inform the pilot's National Federations and Affiliated Clubs.
5.5.c	National Federations also have the same power but must inform FISLY.
5.6	PROTEST: a competing pilot may raise a protest in writing.
5.6.a	It is up to the protesting competing pilot to prove his point.
5.7	PROTEST PROCEDURE
5.7.a	Within 10 minutes of the finish (last pilot) of each race any pilot intending to protest concerning that race, must announce their intention to file a protest. They must do so by informing any member of the Race Committee who must make a note of the pilot's sail number. Only the pilots who announced their intention to protest may file the completed protest form with the Jury.
5.7.b	The pilot has to file the protest within 30 minutes after the finish of the last race of the day.
5.7.c	The pilot has to file the protest within 60 minutes of the publication of the provisional results and / or penalties.
5.8	PROTEST FILING: To file a protest form the competing pilot must:
5.8.1	Pay a deposit of 20 EURO or corresponding amount that shall be returned if the Jury finds in favor of the complainant.
5.8.2	Fill in the appropriate form(s) (Appendix 4) specifying the Rule(s) number(s) concerned.
5.9	PROTEST HEARING: All parties to the hearing shall be notified of the time and place of the hearing, the protest information or the allegations shall be made available to them, and they shall be allowed reasonable time to prepare for the hearing.
5.9.a	Each party to the hearing has the right to be present throughout the hearing of all the evidence.
5.9.b	If a party to a hearing does not come to the hearing, the Jury may nevertheless proceed with the hearing. If the party was unavoidably absent, the Jury may reopen the hearing.
5.10	PROTEST JURY DECISION:
5.10.a	Decisions of the jury must be based on specific rules and shall be by simple majority vote of all members.
5.10.b	The decision of the Jury shall normally be taken on the day the protest was filed, in order to finalize the race results in due time. In exceptional circumstances, the Jury may delay its

5.10.c	decision. In that case, the jury has to justify and document the delay in writing. This justification must be added to the race results if the delay may alter the results. If the Jury determines that it may have made a significant error, or if significant new evidence becomes available within a reasonable time, it may reopen the case and make a new decision.
5.10.d	After making its decision, the Jury shall promptly inform the parties to the hearing of the facts found, the applicable rules, the decision, the reasons for it, and any penalties imposed, or redress given.
5.11	APPEAL: a competing pilot who has lodged a complaint as foreseen in Rule 5.6 or Rule 3.26 and is not satisfied with the decisions may make an appeal. Therefor he has to:
5.11.a	Pay a deposit of 20 EURO or a corresponding amount that will be returned if the appeal committee admits the appeal to be correct.
5.11.b	Address the appeal in writing to the appeal committee.
5.11.c	Appeals must be made within 30 days.
5.11.d	For national races the appeal must be made to the national appeal committee.
5.11.e	For international races the appeal must be made to the international appeal committee.
5.12	APPEAL COMMITTEE: National Federations and FISLY must each compose a team of appeal committee members. National appeal committee is to be defined by the National Federation and be composed of 3 experienced Race Directors and / or experienced Jury. International appeal committee is to be defined by FISLY and be composed of 3 international experienced Race Directors and / or experienced Jury.
5.12.a	When formed, the appeal committee must be composed of individuals who have not been involved in making the original decision.
5.12.b	The appeal committee must contact all involved parties and make and publish their decision in writing.
5.12.c	The decision of the appeal committee is final.

Rule	CHAPTER 6. PILOTS REQUIREMENTS
6.1	License
6.2	Insurance
6.3	Personal protective gear
6.4	Affiliation
6.5	Pilots age
6.6	National affiliation of a pilot
6.7	Entries
6.1	LICENCE: each pilot must present a sailing license issued by a National Federation or Affiliated Club, except if no National Federation or Affiliated Club exists in his own country.
6.1.a	The National Federation or Affiliated Club is held responsible for the issuing these licenses.
6.1.b	A FISLY ID is required for a pilot to participate in an “international FISLY race”, outside of the country issuing the pilot’s license. (www.fisly.org/pilots)
6.2	INSURANCE: When sailing or racing all pilots must be covered by third party liability

6.2.a	insurance. On request the pilot has to produce a valid certificate of insurance.
6.3	PERSONAL PROTECTIVE GEAR: all pilots take personal responsibility to wear the proper personal protective gear when sailing.
6.3.a	The wearing of an appropriate crash helmet is required when sailing.
6.3.b	Full-faced helmet type is required for classes 2, 3 and during racing for class 8.
6.4	AFFILIATION: all pilots must be affiliated to a National Federation or Affiliated Club.
6.4.a	Pilots who have had sanctions imposed and who wish to change affiliation must obtain the agreement of the National Federation or Affiliated Club concerned.
6.5	PILOT'S AGE: the minimum required age is specified in the special rules of competition.
6.5.a	Pilots under 18 years will present a written statement made by their parent(s) or guardian(s) taking the responsibility for authorizing them to enter competitions.
6.5.b	The organizers may require the National Federation or Affiliated Club to confirm this statement.
6.5.c	A pilot's racing license depending on the statement will stand for it.
6.5.d	In any case two copies of the statement will be necessary: one for the National Federation and one for the Affiliated Club.
6.6	NATIONAL AFFILIATION OF A PILOT: A pilot may apply for a change of national affiliation of his/her FISLY ID in order to race for a foreign nation not corresponding to the National Federation or the Affiliated Club that issued the pilot's sailing license.
6.6.a	The national affiliation of a pilot's FISLY ID can change at the beginning of every calendar year under all of the following preconditions: 1. The pilot is a member of the National Federation or Affiliated Club of the foreign nation; 2. The pilot applies for a transfer of affiliation of his/her FISLY ID at the FISLY Secretary no later than November 1st of the preceding year; 3. The National Federation or Affiliated Club of the foreign nation approves the issuance of the pilot's FISLY ID at the FISLY Secretary no later than December 1st of the preceding year.
6.6.b	Pilots who have received a FISLY ID with a new national affiliation are not entitled to race in Continental or World Championships until the national affiliation of the FISLY ID remained unchanged for a minimum duration of one full calendar year.
6.7	ENTRIES: are accepted by the organizers in the form, and within the time limits specified in the program.
6.7.a	Entries are binding and specify at least: (1) Last name, first name, address and date of birth of the pilot. (2) Class of the yacht and sail number and /or transponder number. (3) Pilot's club. (4) FISLY ID if required

Rule	CHAPTER 7. RACE ORGANIZATION
7.1	Visibility
7.2	Impartiality
7.3	Race Director
7.4	Scorers
7.5	Marshals
7.6	Jury
7.7	Scrutineer
7.8	Organizer insurance
7.1	VISIBILITY: the Race Committee has to be clearly visible and recognizable.
7.2	IMPARTIALITY: no member of the Race Committee may help a competing pilot during the race except when the latter is in danger or could be a danger for a third party.
7.3	RACE DIRECTOR: must be recognized by the responsible authorities.
7.3.a	The Race Director is responsible for the implementation of the race program based on the I.S.R.R. rules and on the special rules of the program.
7.3.b	The Race Director will appoint sufficient scorers and marshals.
7.3.c	The Race Director manages the race by use of the flags, and other means.
7.4	SCORERS: at the turning marks and at the finish line are solely qualified to determine the number of laps carried out and the finishing order of the competing pilots.
7.5	MARSHALS: are helping the Adjudication body.
7.6	JURY: minimum three members are necessary to form the Jury and if more than three they will be an odd number.
7.6.a	The Jury chairperson is elected by a majority vote of the members.
7.6.b	The Jury members must be recognized by the responsible authorities.
7.6.c	The Jury must attend the race site.
7.6.d	The Jury make sure the regulations and particular rules specified in the program are strictly applied.
7.6.e	The Jury relies on the rules in settling all disputes.
7.6.f	Should a Jury not be appointed, the Race Director and two assistants form the Jury.
7.6.g	The Jury has an active role, and must punish or otherwise sanction any infringements of the rules that it establishes.
7.6.h	The Jury names must be known and communicated before the start of the race
7.6.i	A Jury member must stand down from the Jury if a protest involves a family member.
7.6.j	The Jury will use the appropriated forms (protest form, appeal form, incident form) for their protest decisions, appeal procedures and observations.
7.6.k	If the jury is aware of an accident involving material or physical damage, they must draft a report using the designated incident form, even if no complaint is filed by the involved parties.
7.6.l	For Continental or World Championships the jury must be designated by Fisly. The jury team may consist of as many members as the organizing body prefers. However, decisions are made by a jury panel composed of at least three jury members, with no more than one per country or associated member. The number of panel members must always be odd.
7.6.m	The jury is responsible for the application of the FISLY-rules.

7.7	SCRUTINEER : A scrutineer is a person who controls the compliancy of a yacht according to the rules and its class specifications.
7.7.a	The scrutineer reports its findings to the adjudicating body
7.8	ORGANIZER'S INSURANCE : the organizer must hold an insurance policy against third party liability to cover corporal and material damage that they might be held responsible for as organizer on the occasion of and during the races.
7.8.a	This policy must cover at least 500.000 Euro.

End of Rules