

Preliminary Publication

of the Revised FISLY RULES APPENDIX n.2 G MINI YACHT SPECIFICATIONS – 5.60 Spirit Mini Yacht

In accordance with Appendix 10, Section 4 of the ISRR, the revised text of the FISLY RULES APPENDIX n.2 G MINI YACHT SPECIFICATIONS for the 5.60 Spirit Mini Yacht has been reviewed and positively approved for preliminary publication by the FISLY Council under the provisions of 4.6.1, 4.6.2, and 4.8.

Subject to the approval of the General Assembly in June 2025 as per 4.9, the revised text will become effective on October 15, 2025.

As per 4.7 of Appendix 10, objections may be submitted in writing to the FISLY Secretariat within three months of this publication, i.e., by April 15, 2025.

FISLY RULES APPENDIX n.2 G MINI YACHT SPECIFICATIONS

5.60 Spirit Mini Yacht

Working group review of Spirit Mini 5.6 specification

Background: At EC 2023 at St Anne's, England all pilots were invited to a meeting to discuss the Class specifications. The comments received at that meeting were circulated to Class representatives from each country, who were asked to consult more widely with their country's pilots to gather feedback. The collated comments from that exercise formed the basis of discussions by a Working Group set up on pilots' behalf

Purpose of the review of the specification:

- consider whether the existing specification, which has now been in place for some years, is still fit for purpose;
- consider whether any changes are required to clarify or tighten up the wording, in order to avoid unwanted further development that could occur if loopholes or a lack of clarity exist;
- recommend future changes if necessary, having in mind the need to preserve the compliance of existing yachts, the need to maintain the spirit and ethos of the class and the need to avoid the possible future introduction of costly technical developments.

Working group members Sven Harder (Class Association Chairman, Germany), David Allen (Portugal), Vianney Coppin (France), Keith Ecroyd (UK), Stefan Gerke (Germany), Sven Kraja (Germany), Mark Serejko (Zoom Meeting host, UK), Alan Watson (Ireland), Chris Wright (Secretary, UK).

A revised copy of the specification with proposed amendments shown in blue text and which have been approved by the Working Group, is at Appendix 1.

1. **Size** – no change required
2. **Measuring** – clarification required on the measurement point, add: The 50 degree angle at the rear of the landyacht will be measured 200mm from a point on the ground directly below the centre of the rear wheel spindle.
3. **Wheels** – clarification on wheel covers required to confirm the limit to which wheel covers may extend, add: that they may not extend beyond the outer edge of the wheel rim.
4. **Tyres** – manufacturers' tolerances can result in some brands of tyres, embossed on the side wall as 4.80/400x8, being over size when scrubbed and inflated. After discussion it was agreed that (i) if the manufacturer's mark is present and shows 4.80/400x8 on the side wall the tyre conforms to the specification, (ii) if the tyre has been scrubbed and shows no manufacturer's mark it must fit in a box or gauge with internal measurements of 410mm x 110mm when inflated to 1.5 bar.
5. **Mast** – There are concerns about unwanted and potentially expensive development in masts if for example someone had a bespoke carbon mast made for them. On the other hand a ban on carbon fibre masts would prevent the use of second hand windsurfer masts. These provide an economical and easily obtainable mast for a lightweight pilot or

for pilots to use in strong winds. It was agreed that no change to the specification is required at this stage but this must be kept under review as bespoke carbon mast would conflict with the spirit and ethos of the class.

6. **Seat** – the current wording needs to be amended to take account of the fact that for tall pilots the steering pedal can or needs to be forward of the mast foot. In order to avoid the development of very wide seats it was agreed that there needs to be a maximum and that 900mm would accommodate all known existing designs. See Appendix 1 section 6.

7. **Sail** and 8. **Sail Controls** – no change required.

9. **Boom** – amend to confirm that it is the boom only, not including the main sheet and pulleys, that must be able to pass freely over the pilot's head.

10. **Visibility** – discussion centred around whether a minimum height should be imposed for the mast and sail so that they cannot restrict the pilot's vision. After discussion it was agreed that this could not fully take account of tall versus short pilots, sheet tension and mast rake. It was agreed that the subject should be kept under review at WC 2024 in France and that the Jury should be asked to closely observe this when pilots are racing.

11. **Fairings** – experience in Class 5 in the 1980s and 90s demonstrated that it is not possible to have a definitive description of what is, or is not, a fairing. The meeting considered whether the definition from the Class 5 specification, that “fairings that form part of the seat and which extend no further than the limits of the seat” would possibly add the necessary degree of clarification. That wording was agreed for Class 5 after long and at times difficult discussion and has now been in use for a number of years and has proved to be satisfactory. However further discussion on this subject should take place at WC 2024 in France. An illustration to show the limits of any fairing in relation to the position of the mast housing has been added.

12. **Front wheel position** – the present wording is anomalous as it does not properly allow for the front forks or wheel spindle. See amendment in Appendix 1 section 12.

13. **Mast foot position** – no change required.

14. **Brake** – no change required

15. **Safety** – new item, required for pilot safety to read “All sharp edges on the yacht must be made safe. Any additional, solid weight added to the yacht as ballast must be securely fixed to the yacht.”

16. **Blokart and Xsail** – new item required for clarification at scrutineering to read “Any original component supplied by Blokart/Xsail, including wheels, pods and sheeting arrangements, and fitted to a Blokart/Xsail only, are allowed under the 5.6 specification.”

That completes the specification review. On more general matters the Working Group considered:

(i) whether the materials used in the construction of the chassis and axles should be limited to steel, stainless steel or aluminium. The use of materials such as carbon and kevlar for example would potentially have significant cost implications and would be contrary to the spirit and ethos of the class. To be kept under review.

(ii) for pilot safety, whether steps should be taken to enforce a requirement for the pilot to stay in the seat when sailing i.e. not to position their body weight outside the seat in a manner which puts them at risk. It was agreed that the Jury at WC 2024 in France should be asked to observe and keep this under review to ensure that no unsafe practice is allowed.

(iii) whether a yacht should have to come to a halt and be stationary before the pilot is permitted to get out to push. The FISLY rule on pushing says that “pilots may push their yachts but not continuously nor systematically. A yacht may only be pushed on a proper course.” It was agreed that the Jury at WC 2024 in France should be asked to observe and keep this under review.

(iv) As miniyacht races are short in duration it can be the case that 10 or more races can be completed at an event. The FISLY rule on race discards says that “If more than three races are valid the worst race result will be discarded. If more than seven races are sailed, there are two discards.” A maximum of only 2 discards can be restrictive and is not necessary or appropriate if a lot of races are sailed. Consideration should be given to allowing 1 discard for every 4 races.

(v) a standard set of measuring equipment should be available for use at International events. Gravelines or St Annes have a good set from which drawings could be made.

Action

FISLY Council is invited to:

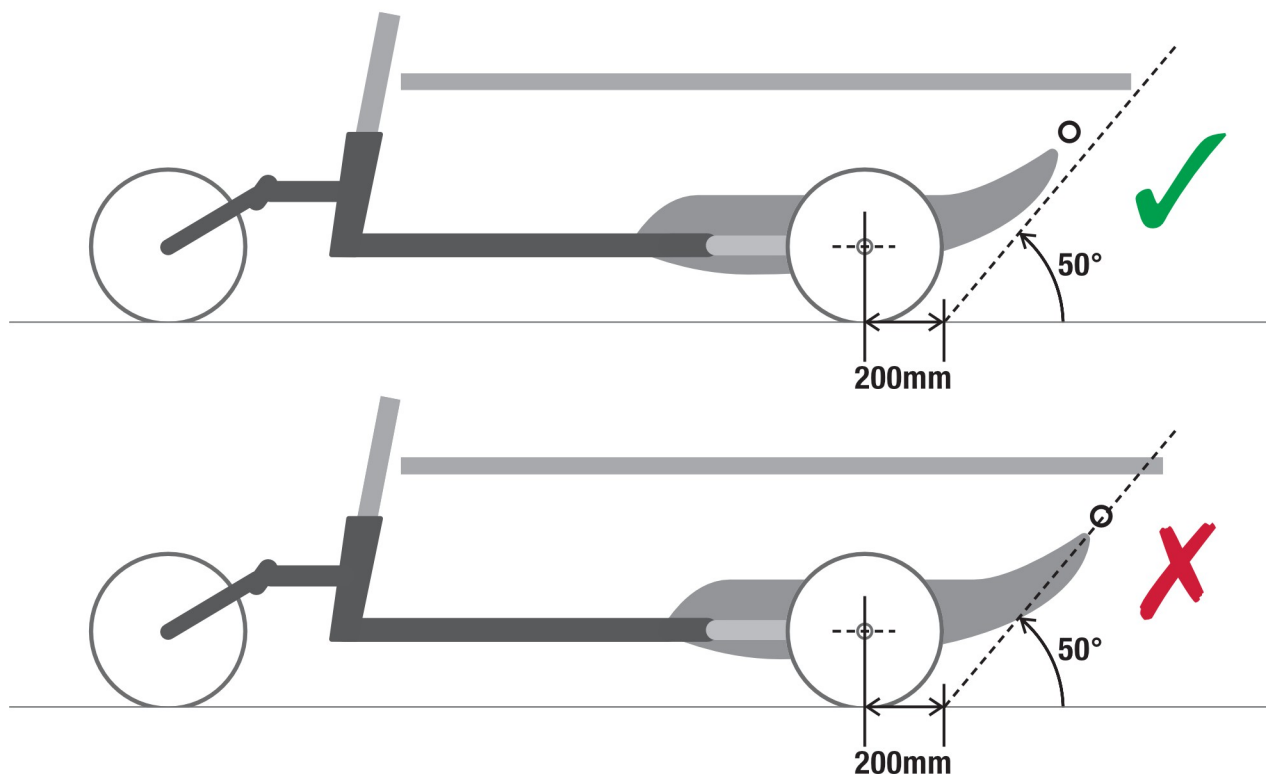
- consider the work that has taken place to review and where necessary clarify the existing specification in FISLY Rules Appendix n.2 G;
- note the proposed amendments that the Working Group recommends and which will be made available to pilots more widely by their national Federations;
- ask the the Jury at WC 2024 in France, in order to ensure that no unsafe practice is allowed, to note the recommendation that the pilot should stay in the seat when sailing i.e. not to position their body weight outside the seat in a manner which puts them at risk;
- ask the the Jury at WC 2024 in France to observe and keep under review whether a yacht should have to come to a halt and be stationary before the pilot is permitted to get out to push. The FISLY rule on pushing says that “pilots may push their yachts but not continuously nor systematically. A yacht may only be pushed on a proper course.”
- ask the the Jury at WC 2024 in France to implement at scrutineering the safety recommendations at Item 15 above;
- consider, for introduction at a future date and for Mini yachts only, a change to the FISLY rule on discarding races to allow for 1 discard for every 4 races.

End

Appendix 1

1. **Size:** A fully assembled Spirit Miniyacht must have all wheels fit inside a continuous loop of rope/ cable 5.60 meter long and of 4mm minimum diameter.

2. **Measuring:** The Spirit Miniyacht must be measured on hard, level ground, with the measuring rope or cable running around the outside of the point of contact between each wheel and the ground. *The 50 degree angle at the rear of the landyacht will be measured 200mm from a point on the ground directly below the centre of the rear wheel spindle and without the pilot in the yacht..*



3. **Wheels:** The wheels / wheel rims on the Spirit Miniyacht without exception must be what are known as a “wheel barrow” style. Wheel covers may be fitted to the inside and outside faces of the wheels and are mandatory for any spoked wheel *and must not extend beyond the outer edge of the wheel rim.*

4. **Tyres:** The tyre size is maximum 4.80/400x8 and the wheel/wheel rim with a fitted inflated tyre is a maximum of 400mm tall and 100mm wide when inflated firmly. *If the manufacturer's mark is present and shows 4.80/400x8 on the side wall the tyre conforms to the specification. If the tyre has been scrubbed and shows no manufacturer's mark it must fit in a box or gauge with internal measurements of 410mm x 110mm when inflated to 1.5 bar.* Without a tyre the maximum permitted height of a wheel/wheel rim at its tallest point is 230mm and the minimum wheel/wheel rim width is 70mm.

5. **Mast:** The mast must be of circular tube, any cross section of the mast must be circular and no wing sections are allowed on or around the mast.

6. **Seat:** The seat shape shall be such that the pilot's body is always fully exposed *from the mast foot rearwards* when viewed from above. *The external width of the seat must not*

exceed 900mm. It must not be possible to move the seat while the yacht is in motion

7. Sail:

- (1) The sail must be located onto the mast by means of a pocket.
- (2) The internal circumference of the mast pocket must not exceed 240 MM (i.e. 120 MM long when laid flat).
- (3) The sail must be free to rotate around the mast.
- (4) The mast pocket must be made of sail cloth. Stiffeners, fairings or similar devices fitted inside or outside the mast pocket are prohibited.
- (5) Fairings or similar devices fitted to the sail are prohibited.
- (6) The maximum width of the battens is 50mm and the battens must extend from the leech of the sail to the closed edge of the mast pocket.

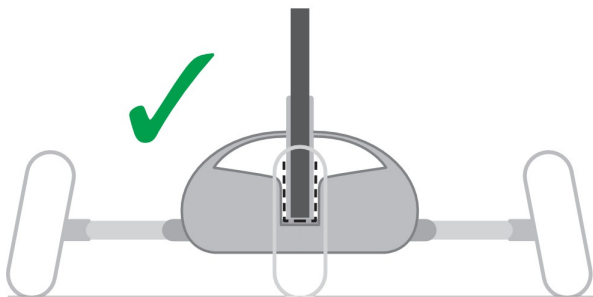
8. Sail Controls: The sail may be controlled by devices as follows :

- (1) A mainsheet with a mechanical advantage provided by a maximum of four pulleys. Rings or other devices that provide a mechanical advantage to the mainsheet are not permitted. One end of the mainsheet and one of the permitted four pulleys must be behind the pilot. The attachment of the mainsheet and/or pulley to the yacht must be fixed permanently on the centre line of the yacht. A mainsheet traveller is not permitted.
- (2) A cunningham eye, foot tensioner, kicking strap, batten tensioner line or leech line, all or any of which must be tensioned independently of the mainsheet and its pulleys.

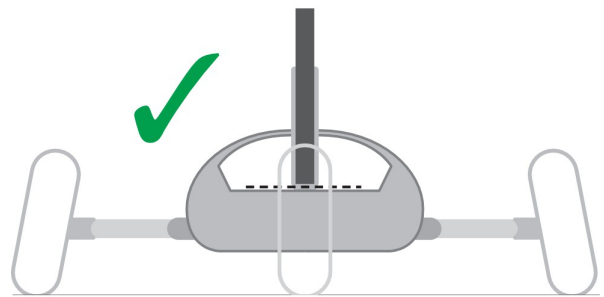
9. Boom: The boom must extend behind / past the pilot's head. With the sail fully sheeted in and the pilot facing forward, the boom, *not including the main sheet and pulleys*, must be able to pass freely over the pilot's head and helmet

10. Visibility: For safety the pilot must have unobstructed forward vision at all times and no part of the yacht or sail, apart from the mast or mast supports, shall obstruct the forward or side vision of the pilot.

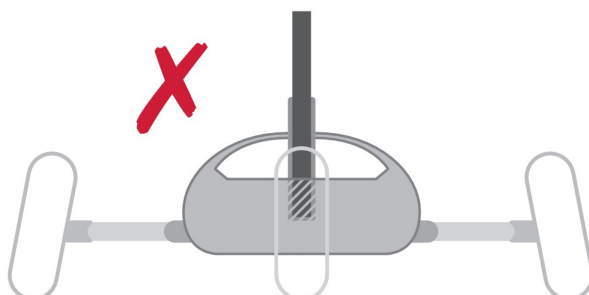
11. Fairings: No aerodynamic fairing, is permitted on any wheel, mast, *mast housing* or axle. A simple splash or mud guard is allowed on any front wheel and only on a front wheel. A wheel cover that complies with Section 3 of this specification is allowed.



Low mounted mast housing with body cut out



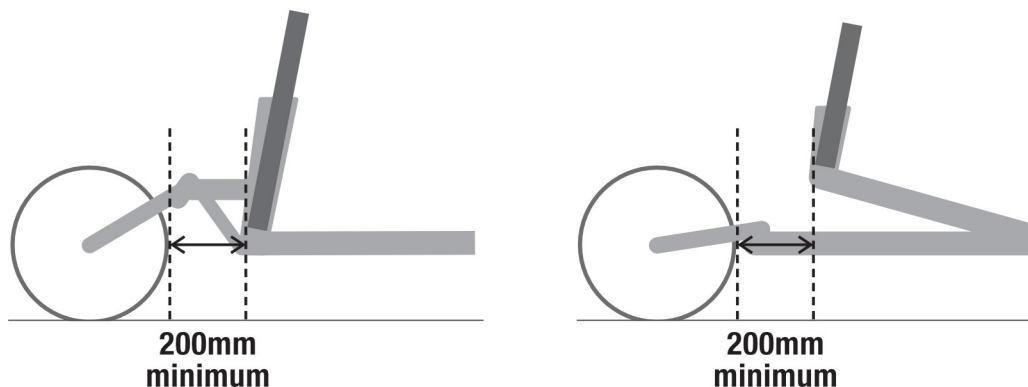
High mounted mast housing



Low mounted mast housing behind body

12. **Front Wheel Position:** No part of the yacht or the pilot *except the front wheel and its spindle fixing* is allowed to go forward of the front wheel centre point *in the straight ahead position*.

13. **Mast foot position:** The minimum permitted distance between the rear of a Spirit Miniyacht front wheel and the front of a mast is 200mm.



14. **Brake:** A Spirit Miniyacht must have a brake

15. **Safety:** *All sharp edges on the yacht must be made safe.*

Any additional, solid weight added to the yacht as ballast must be securely fixed to the yacht.

16. *Any original component supplied by Blokart/Xsail, including wheels, pods and sheeting arrangements, and fitted to a Blokart/Xsail only, are allowed under the 5.6 specification*