

FISLY CLASS PROMO SPECIFICATIONS

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. [FGA 24/09/06]

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.

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.

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.

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 (see plan).
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.

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.

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.

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.