



## British Land Speedsail Association

The Association for Blokart Sailors and Land Speedsailors



### The BLSA Handbook 2011

[www.theblsa.com](http://www.theblsa.com)



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## 1. INTRODUCTION

Welcome to the BLSA, The **British Land Speedsail Association**.

The *BLSA* was formed in its present format in 1986 by a group of Speedsailing enthusiasts. Its purpose was to provide sites, a race series and 3rd party liability insurance for Speedsailing. In 2004 this was expanded to include and promote the sport of Blokart Sailing.

Speedsailing is a class 7 land yacht, Yacht as described by FISLY - the international governing body.

Blokart Sailing uses a one design 3 wheeled kart that has a fixed mast and it's hand steering makes it easy to master and highly maneuverable. This is a highly accessible sport for both young and old and its popularity saw the BLSA membership double in 2008.

This handbook has been put together to assist you in getting all the information you need, so that you can get the most from your *BLSA* membership.

We hope you enjoy Speedsailing & Blokart Sailing in safety, taking advantage of all the activities on offer, such as racing in national and international events, fun events and training events.

The BLSA also offer formal instructor courses for those wishing to help and encourage others to take part.

Whatever you get from your membership, please remember to have fun, enjoy yourself and be safe.

## 2. MEMBERSHIP / PRICES

BLSA Membership prices for 2011 run from 1<sup>st</sup> JANUARY 2011 TO 31<sup>st</sup> DECEMBER 2011

Full Year = £40 for Adults. £20 for Under 18's

Family Membership (2 adults and 2 Juniors) £90

Associate Membership (for non participating members, excludes insurance) £25

Affiliation Membership ( Please contact Chris Moore membership secretary for more info)

From Oct 1<sup>st</sup> = £20 for Adults. £10 for under 18's

The Pro Rata part of BLSA insurance allows new members to join through the year at a pro rata rate. With pro rata you can only join at the pro rata rate once. The following year's membership has to be paid at the full price regardless of the time of year you rejoin.

### 3. TASTER SESSIONS WITH BLSA INSURANCE.

Under the BLSA insurance, we are allowed to give NON members 2 taster sessions a year to try our sport.

Instruction must be given by a BLSA Qualified Instructor.

A BLSA Health & Safety form (the Instructor will have these) needs to be filled out and signed by the Person prior to having the session.

### 4. CODE OF PRACTICE

- Only Speedsail, Blokart on open sites, where permission for use has been granted.
- Always observe local byelaws.
- **Always have your sail/Insurance numbers on all your sails.**
- Wear protective clothing - A safety helmet is to be worn at all times.
- Make yourself aware of the Social Use risk assessment.
- Do not sail too close to pedestrians or animals, they have the right of way.
- All craft approaching each other "Head on" must veer to their right to leave sufficient space between them: Speedsail, Parakart, Blokart or Land Yacht.
- Priority is always given to any craft on the right, Speedsail, Parakart, Blokart or Land Yacht.
- Always look before you Gybe or Tack.
- Always make your presence as visible as possible, warning signs and flags.
- Always have your membership/insurance details with you.
- Do not drop or leave litter - take it home or put it in a bin.
- Park vehicles sensibly - do not obstruct rights of way or access points, it may be you that needs the Ambulance!!
- Class 7 Flag: Trapezium top-half yellow, bottom-half red.

## 5. INSURANCE & SITE ACCESS

**BLSA** Insurance gives you £5 million Public liability cover against injury or damage to other person(s) or property.

It is very important to have third party liability insurance in this day and age, Most councils insist on it, but may not enforce this, its up to you to be responsible for your actions. The **BLSA** cant help you if you dont follow these guidelines

What it covers:

- Blokart Sailing and Land Speedsailing either recreational or racing.
- Member to member cover.
- Event organisers and event helpers if it's a BLSA Event.
- For members who use KITES

**Cover is only valid if you have permission to use the land from the land owners.** Get your local site approved for all speedsailors/blokart sailors to use. Contact the land owner and get written permission from them.

It is very worth while forming a club so that you have a strong voice, the **BLSA** will help you do this.

You **MUST** have your Ins/Sail Number on all your sails at all times. If you don't it could invalidate your BLSA Insurance.

The BLSA insurance does **not** cover you or your kit.

Specific Site regulations or local instructions can be found in the Appendix or on the BLSA Web Site [www.theblsa.com](http://www.theblsa.com)



## 6. GENERAL SAFETY GUIDELINES

1. Ensure that your kit is in good condition before starting.
2. Wear a crash helmet at all times for Speedsailing and Blokart Sailing, also consider wearing knee and elbow pads if Speedsailing.
3. Leave a good distance between pedestrians, especially children, and yourself.
4. Keep away from any dogs in the vicinity and any other animals as they can easily get scared by the bright sails.
5. Avoid the area with Kite buggies, they travel very fast and their lines can be a potential hazard.
6. Take it easy for the 10 first minutes to warm up, use this time to check the sand condition. Soft sand cannot be identified until you are on it, you can be seriously "catapulted" when hitting a soft sand area.
7. When Speedsailing - remember sand is harder than you think, especially when wet.
8. When Speedsailing - whatever happens to the sail, you should remember to always do your best to stay on the board. Stepping down from a fast moving speed-sail can be seriously painful.
9. As you don't have any brakes, it's easy to go too fast. In this case, heading upwind and pushing your sail into the wind is the only way to stop. Never get trapped downwind.
10. When Speedsailing - Your first gybes: slow down by heading upwind then commence the gybe by steering the board firmly. Important: keep on steering to avoid being trapped downwind.
11. Make sure that you are insured as if you hit anyone you will be liable. The British Speedsail Association (BLSA) provides first class 3<sup>rd</sup> Party liability insurance. Contact your insurer to check if your personal liability insurance will cover you.
12. Respect priority rules – the speedsail or Blokart operating with the wind coming from starboard has priority. If two craft are receiving the wind from the same direction, the upwind one has priority.
13. It is advisable for pilots to place flags or markers in the vicinity of the area they are using to warn other users of the sailing area. It should be noted that such flags or markers do not indicate that it is a BLSA organized or sanctioned event.
14. When using beaches where there are lifeguards pilots are advised to check with them regarding which area of the beach may be used.

## 7. BLSA CHILD PROTECTION POLICY

### Introduction

Children have the right to be protected from abuse and harm at all times and in all situations. Child protection is the responsibility of every adult who has involvement with children.

### What is Child Protection?

The law states that each child has the right to protection from all forms of abuse, neglect or exploitation. It also states that children should have the right to express their views on any issues or decisions affecting them.

### What can the BLSA do to ensure we give our young clients/members a safe environment?

All under 18's must be accompanied by their parent(s), Guardian(s) or carer at all times at BLSA organised events.

As an Association we offer a very valuable service to our young members, through us they learn about how to take part in the activities we offer. They also learn to trust and respect adults involved. This places our Committee & adult members in a unique position in children's lives. There may come a time when a child feels the need to confide in our Committee or adult members or when a Committee member or adult member feels that all is not well in the child's life. The BLSA has a duty to ensure the Members are equipped with the necessary information and knowledge to give that child the support, guidance and help needed at the time.

The BLSA believes that every child, regardless of age, has at all times, in all situations a right to feel safe and protected from any situation or practice which results in the child being physically or psychologically damaged. Above all, we should all remember that the welfare of the child is of paramount consideration and we must all work together to ensure the protection of children,

### The formal definition of child abuse is:

*'Children may be in need of protection where their basic needs are not being met, in a manner appropriate to their age and stage of development, and they will be at risk through avoidable acts of commission or omission on the part of their parent(s), sibling(s) or other relative(s), or a carer (i.e. the person(s) while not a parent who has actual custody of the child)'*

*NB this means children at risk through either something a person has done to them OR something a person is failing to do for them.*

### What is Child Abuse?

This is a very open definition which encourages us to be open minded and think about what child abuse is, however it encompasses:

Sexual Abuse  
Physical neglect  
Physical Injury  
Emotional Abuse  
Non-organic Failure to Thrive

There may be a time when a child approaches a person in the BLSA as a trusted adult to discuss their life outside the BLSA. It is vital that individual members of the BLSA know how to react to this in a sensitive and appropriate manner.

### **How does this affect us?**

#### **Members must, at all times:**

- Acknowledge the age group they are with;
- Never trivialise or exaggerate child abuse issues;
- Allow the child time to speak and not interrupt nor make suggestion to them which could imply making an investigation;
- Reassure the child that they are glad she or he has told what has happened and that it was right to tell;
- Not interrogate or question other than to clarify your understanding. If the matter is to be investigated further it will be so done by trained professionals. No matter how well you know the child, spare them having to repeat themselves over and over. Apart from anything else, the child may begin to think that you don't believe them;
- Be honest, tell the child that you cannot keep it a secret, you have to talk to someone else that can help;
- Remain calm, no matter how difficult it is to listen to the child - think of how hard it must be to say it. Some things are very difficult to talk about, you've been chosen because the child feels that they can talk to you. If you show anger, disgust, disbelief then the child may stop talking for fear of upsetting you further or feel that your negative feelings are being directed towards them;
- Listen to the child- REALLY LISTEN- take what they say seriously. Tell them that they've done the right thing by telling you.
- As soon as practical write down everything the child told you, but remember that this is a confidential matter between you and the child. The only person you should be discussing it with is the Committee member who has agreed to act as monitor for child protection issues.

## **BLSA - CHILD PROTECTION POLICY**

We believe that every child regardless of age has at all times and in situations a right to feel safe and protected from any situation or practice that results in a child being physically or psychologically damaged. In the BLSA, if we have suspicions about a child's physical, sexual or emotional well being, we will take action.

All members are encouraged to share concerns with the committee member who has agreed to monitor child protection issues. If the situation is clearly an urgent case, the child is too frightened to go home or we have serious doubts about the child's safety, we will contact Social Services or the Police immediately. If our concerns are more general about a child's welfare, then we will make a referral to Social Services who will make the necessary arrangements.

It is important that all members communicate concerns accurately. To this end, members are encouraged to follow the procedures below;

1. Upon the receipt of any information from a child or suspicions, it is necessary to record what they have seen, heard or know accurately at the time the event occurs;
2. Share their concerns with the Committee member and agree action to take;
3. Always REFER NEVER INVESTIGATE any suspicions or allegations about abuse.

If we have concerns we must act - it may be the final piece of the jigsaw that is needed to protect that child - or we may prevent further children from being hurt.

Contact numbers NSPCC Child protection 24hr Helpline 0800 800 500 or the local Social Services or Police.

### **In addition to the above we will:**

1. Hold a register of every young member including relevant medical details and have a contact name and address close to hand in case of emergencies;
2. Treat everyone with respect;
3. Remember that some issues are confidential;
4. Provide an example we would wish others to follow;
5. All activities with children will require the child's parent(s), guardian(s), or carer to be in attendance, at all times and more than one adult being present or at least within sight and hearing of others;
6. Be aware that, someone else might misinterpret our actions even if they are well intentioned;

7. Respect a child's right to personal privacy;
8. Provide time for children to talk to us;
9. Encourage children to respect and care for others;
10. Take action to stop any inappropriate verbal or physical behaviour;
11. Remember to REFER NOT INVESTIGATE any suspicions or allegations about abuse;
12. Only share concerns and seek support from those identified in the child protection policy;

## 8. CONDITIONS OF SAILING

The BLSA advise sailors to adhere to the following conditions of sailing

### 1. Sailing Areas:

Generally, the use of wind powered craft can be used in any suitable location open to the public where it isn't specifically stated that the use of wind powered craft is not permitted. (e.g. by signage, bye laws etc.)

Members should adhere to and respect any venue restrictions or rules to protect the sports reputation. Examples of venue restrictions could be:

- 1.1. Open to the general public but where doubt has been raised on the use of Wind Powered craft – Clarity and possibly permission should be obtained from the local controlling authority.
- 1.2. Where a specific area has been designated as a 'wind zone' – permission may be required from the local controlling authority or the local wind sport association/club.  
e.g.
  - Weston super Mare – The BLSA
  - Pembrey / Pendine - Carmarthenshire Land Sailing Club
  - Ainsdale Beach – Sefton Council
- 1.3. Restriction to months in the year, Days in the week and hours in the day that a venue may be used for Wind Sports.  
e.g.
  - Gwithian Towans – Restriction Zone in force July 11<sup>th</sup> – September 6<sup>th</sup> 10am – 6pm
- 1.4. Privately Owned Land – in which case permission to sail must be sought from the Land owner or manager.  
e.g.

- Bovingdon Airfield
- Dunsfold Park Airfield

## 2. Safety:

- 2.1. If using a venue for an organised event (e.g. Racing) to which the general public have access then; adequate warning signs should be placed around / on access points into the area unless the specific area has been designated as a wind zone or as a suitable area for use of wind powered craft.
- 2.2. Sailing should only take place if visibility allows both sailors and the public to see the area in which the craft are operating.
- 2.3. In areas open to the General Public where there is no provision for a dedicated 'wind zone' the BLSA discourages organised sailing events (e.g. Racing, Fun W/E's, Club Days etc.) during the months of July and August. The BLSA will not endorse events during this period and the BLSA insurance cover may be invalidated for anyone ignoring this.
- 2.4. Organised events will follow Health and Safety guidelines. Warning signs / flags / markers should be used if the sailing is of an organised nature in areas open to the general public where there is no designated area or zone.

## 3. Weather conditions

- 3.1. Sailing will only take place if visibility allows both sailors and the public to see the area in which the craft are operating.
- 3.2. Wind speeds for sailing are at the discretion and experience of the individual sailor (common sense usually prevails).



## 9. GLOSSARY

**GYBE** Downwind turn.

**TACK** Upwind turn.

**STARBOARD** Right.

**PORT** Left.

**RUN** Sail directly downwind.

**BROAD REACH** The fastest point of sailing, approximately 135 degrees off the wind.

**CLOSE HAULED** Sailing close to the wind with the sail as close to the centre line of the board as possible.

**BEAM REACH.** The point of sailing 90 degrees to the wind,

**BEAT.** Sailing upwind as close to the wind as possible.

**DUCK GYBE.** A gybe in which the rig is passed over the sailors head rather than around the front of the board.

**DUCK TACK.** A tack in which the sailor ducks under the rig rather than walk around the front of the board.

**360.** A complete turn (circle) without having to flip the rig.

**KNOTS.** Nautical miles per hour (10 knots is approx 11.5 mph).

**SLALOM.** A reaching and gybing course for high speed racing.

**COURSE RACE.** A sailing race around a set course usually taking in all points of sailing.

**ENDURANCE.** A distance or timed race.

**APPARENT WIND.** A combination of the true wind and the wind induced by the movement of the board.

**WINDWARD.** The direction from which the wind is blowing.

**LEEWARD.** The direction towards which the wind is blowing.

**SPEEDSAIL.** 4 wheeled board powered by a windsurfing sail, with pilot standing up.

**LAND YACHT.** 3 wheeled yacht with a fixed mast, with pilot sat or lying down.

**PARAKART/KITE BUGGY.** 3 wheeled buggy which is powered by a kite, with pilot sat down.

**KITEBOARD.** 4 wheeled board powered by a kite, with pilot standing up, (also classed as class 7).

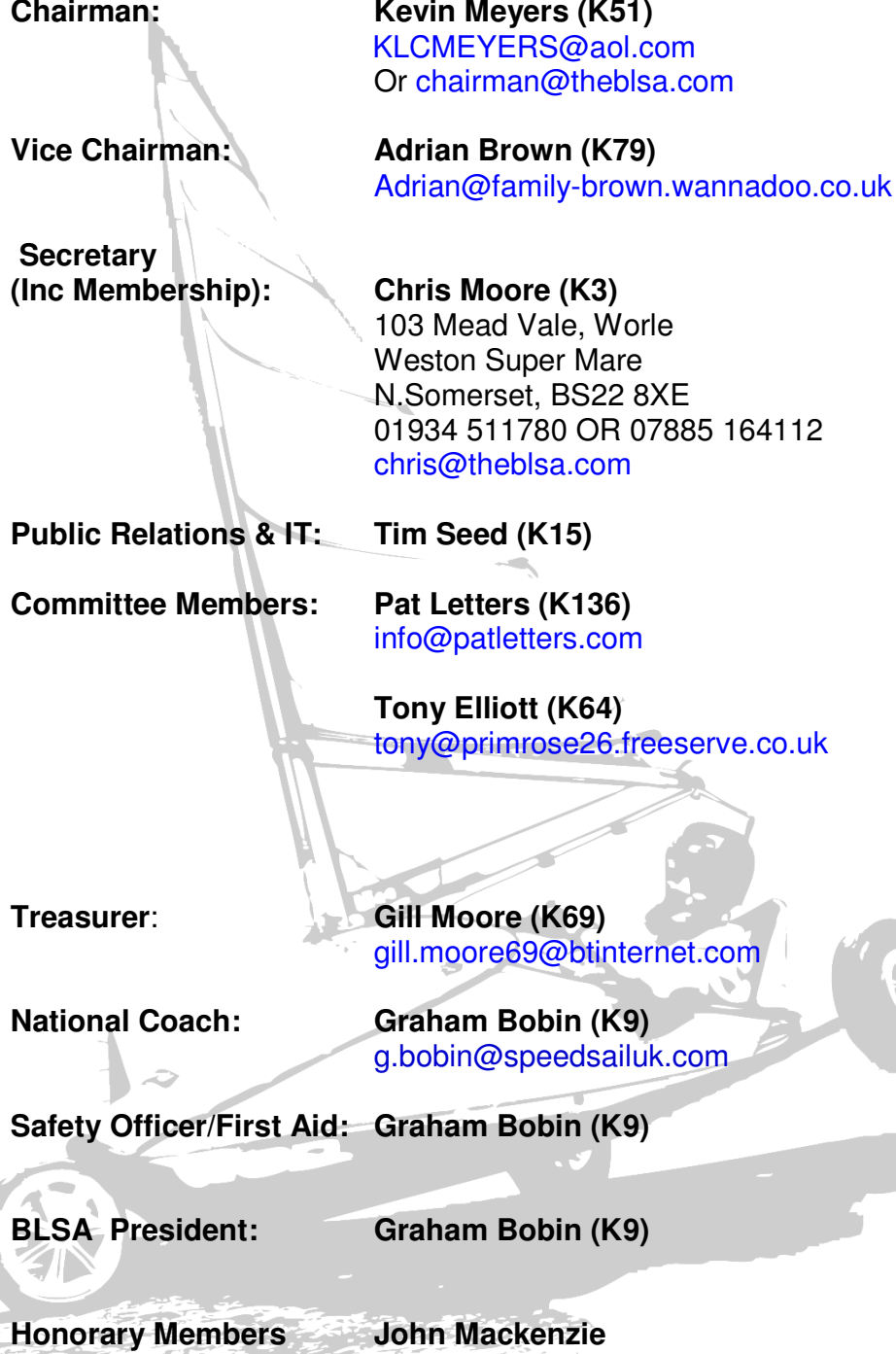
**BLOKART.** Mini land yacht 3 wheels fixed mast, whole yacht fits in a bag, Hand steered.

## 10. BLSA RACE EVENT CRITERIA

- The Event must be run under the BLSA banner using the association constitution, race format, safety rules / guidance and event insurance only (same as the nationals).
- A BLSA Event must be organised by someone acting as the Local Organiser (any BLSA Member) and with full co-operation of the BLSA Committee.
- BLSA Events must not be held during July and August if the venue is open to the general public or if the general public have a right of way over the area.
- The venue to be used must have undergone a BLSA Risk Assessment prior to the Event commencing and that Risk Assessment must be logged with the BLSA safety advisor.
- Entrants to these events will be covered under the BLSA member insurance if UK based or covered by another valid National Blokart or Speedsail Association's insurance if from outside of the UK.
- All correspondence, flyers, literature etc. must prominently display the BLSA logo.
- Entrance registration will be through a dedicated Registration web page held on the BLSA website [www.theblsa.com](http://www.theblsa.com)
- Competitor entrant fees must be agreed with the committee and be paid into the BLSA account (via the treasurer).
- All income through Sponsorship for a BLSA event has to be shown in the BLSA accounts (even if it is in kind or directly paid out by the sponsor).
- All expenditure must be agreed by the Treasurer prior to being paid.
- Only reasonable personal 'out of pocket' expenses to organisers will be paid after agreement by the BLSA Treasurer.
- The Event must cover its own costs (i.e. 'break even') and not require additional expenditure from the BLSA unless previously agreed with the committee and if the expense is for an asset that remains the property of the BLSA.

## 11.1 APPENDIX

### BLSA COMMITTEE & CONTACTS



<b>Chairman:</b>	<b>Kevin Meyers (K51)</b> <a href="mailto:KLCMEYERS@aol.com">KLCMEYERS@aol.com</a> Or <a href="mailto:chairman@theblsa.com">chairman@theblsa.com</a>
<b>Vice Chairman:</b>	<b>Adrian Brown (K79)</b> <a href="mailto:Adrian@family-brown.wannadoo.co.uk">Adrian@family-brown.wannadoo.co.uk</a>
<b>Secretary (Inc Membership):</b>	<b>Chris Moore (K3)</b> 103 Mead Vale, Worle Weston Super Mare N.Somerset, BS22 8XE 01934 511780 OR 07885 164112 <a href="mailto:chris@theblsa.com">chris@theblsa.com</a>
<b>Public Relations &amp; IT:</b>	<b>Tim Seed (K15)</b>
<b>Committee Members:</b>	<b>Pat Letters (K136)</b> <a href="mailto:info@patletters.com">info@patletters.com</a>  <b>Tony Elliott (K64)</b> <a href="mailto:tony@primrose26.freemove.co.uk">tony@primrose26.freemove.co.uk</a>
<b>Treasurer:</b>	<b>Gill Moore (K69)</b> <a href="mailto:gill.moore69@btinternet.com">gill.moore69@btinternet.com</a>
<b>National Coach:</b>	<b>Graham Bobin (K9)</b> <a href="mailto:g.bobin@speedsailuk.com">g.bobin@speedsailuk.com</a>
<b>Safety Officer/First Aid:</b>	<b>Graham Bobin (K9)</b>
<b>BLSA President:</b>	<b>Graham Bobin (K9)</b>
<b>Honorary Members</b>	<b>John Mackenzie</b> <b>David Rose</b>

## 11.2 CONSTITUTION

### 1. TITLE:

The association was founded in 1986 and shall be called “The British Land Speedsailing Association”, abbreviated to BLSA, hereafter to be referred to as ‘the BLSA’.

The BLSA is governed by its constitution. The bodies of the association are the Director Committee [DC] and the General Assembly [GA]. The constitution and the resolutions of the GA are applicable to all members.

The public interests and welfare of the BLSA state that the organisation is non-profit making. Funds and resources are only allowed to be spent on purposes defined by the constitution. No person is entitled to payments that are not connected to activities in the sport or the mission of the association.

The calendar year is from the first day of January to the last day of December.

The official address of the association will be that of the association Secretary for the duration of their elected period. The language of the association is English.

### 2. OBJECTIVE:

The objective of the association is to develop, teach, organise and control Blokart Sailing and Land Speedsailing in all forms and practises such as competition, leisure, schools, or any other activity involving Blokarts or stand up wind powered craft.

The association is recognised as the National Governing Body for the sport of Blokart Sailing and Land Speedsailing in UK.

Specific Goals of ‘the BLSA’:

- 2.1. To foster and promote the sports of Blokart Sailing and Speedsailing at all levels, providing opportunities for recreation and competition, throughout the United Kingdom.
- 2.2. Represent the participants of the sport at a National level.
- 2.3. Act as an advisory body on all matters appertaining to Blokart Sailing and Speedsailing, in the United Kingdom including safety, training and licensing.
- 2.4. Act as an advisory body on the organisation and regulation of the sports in the United Kingdom.
- 2.5. To encourage and assist pilots to represent the United Kingdom in International competition.

The BLSA will endeavor to:

2.6. Follow legal guidelines including Health and Safety and insurance requirements

2.7. Promote friendship and fair play nationally and internationally.

2.8. Protect the environment where the sports take place

### 3. MEMBERSHIP:

3.1. Membership of 'the BLSA' shall be open to any person, regardless of race, age, gender, sexual orientation or ability, who completes a membership application form and pays the relevant subscription/joining fee.

3.2. Full Membership (including Insurance) is restricted to sailors whose primary sport is either Blokart Sailing or Land Speedsailing (defined under FISLY Class 7).

3.3. The membership fee is influenced by the insurance premium (determined by the previous year's membership numbers and the market) therefore can only be set once this has been received.

3.4. Any increase in the membership fee other than the insurance premium should be proposed and determined at the Annual General Meeting of 'the BLSA'.

3.5. Membership runs from January to December annually.

3.6. There may be different classes of membership available, including but not limited to:

3.6.1. Full Membership (includes insurance)

3.6.2. Family Membership 2 Adults & 2 Juniors (includes insurance)

3.6.3. Associate Membership (for non participating members, excludes insurance)

3.7. Full and Family Members of 'the BLSA' shall be entitled to one vote each at General Meetings.

3.8. Associate Members are entitled to vote at General Meetings.

3.9. Members shall comply with *constitution, policies, guidelines, resolutions and bye-laws* of 'the BLSA' are conditions of membership.

3.10. A member may withdraw from membership of the 'the BLSA' by written notice to the Secretary. Membership shall not be transferable in any event and shall cease immediately on death or dissolution or on the failure of the member to comply or to continue to comply with any condition of membership set out in the constitution or the Membership rules.

3.11. Any member whose membership fee is more than 3 months in arrears shall be deemed to have resigned their membership.

3.12. Any grouping of bodies and/or individuals in membership of the association for the purposes of conducting Blokart sailing, Speedsailing or related activities in the name of 'the BLSA' must liaise with the Director Committee so that the Committee may be satisfied that such activities conform with the spirit and purpose of this Constitution and with decisions taken by the DC.

#### **4. DIRECTOR COMMITTEE [DC]:**

The affairs of the BLSA shall be controlled by a Director Committee [DC] comprising of Executive Officers and Non-Executive Officers elected from, and by, the membership. All positions on the DC are held by volunteers.

4.1. Executive Officers are the minimum that are required to govern and control the affairs of 'the BLSA'. They shall be:

Chairperson  
Vice Chairperson  
Secretary (inc membership)  
Treasurer

4.2. Non - Executive Officer positions can be determined and allocated by the DC and are typically but not restricted to:

National Coach / Safety Officer  
Race Officer  
Child Protection / Welfare Officer  
Press and Public Relations Officer  
Event Coordinator

4.3. Roles and Responsibilities will be regularly updated and displayed on 'the BLSA' website. Any legal delegation by the Chairperson must be specifically defined

4.4. The DC shall meet at regular intervals throughout the year as required.

4.4.1. 21 days notice shall be given for physical attendance meetings of the DC. Shorter notice may be required for conference / net-meeting.

4.4.2. A DC meeting will require a majority of members present to form a quorum at which voting can take place (e.g. 5 out 9).

4.4.3. Any DC Member may participate in a DC Meeting by way of video conferencing or conference telephone or similar equipment which allows every person participating to hear and speak to one another throughout such meeting. A person so participating shall be deemed to be present in person at the meeting and shall accordingly be counted in the quorum and be entitled to vote. Such a

meeting shall be deemed to take place where the largest group of those participating is assembled, or if there is no such group, where the chairman of the meeting is.

4.5. If, for any reason, a vacancy shall occur, the DC may co-opt a Full or Family member to fill such a vacancy until the next Annual General Meeting. Should this vacancy be Chairperson then the Vice Chairperson shall become temporary Chairperson and serve until the next Annual General Meeting.

4.6. The duties of the Director Committee shall be:

4.6.1. To control the affairs of 'the BLSA' on behalf of it's members.

4.6.2. To keep accurate accounts of the finances of 'the BLSA', in accordance with UK regulations, through the Treasurer. These should be available for reasonable inspection by members and should be audited before every Annual General Meeting. The BLSA shall maintain a bank current account and the following Officers shall be authorised to sign a cheques: two from the Chairperson, Treasurer or Secretary.

4.6.3. To co-opt additional members on to the DC as necessary. Co-opted members shall not be entitled to a vote unless agreed by the permanent members of the DC.

4.6.4. Small working parties may be convened for specific areas of development within the BLSA and will promptly report back to the DC.

4.6.5. To formulate and promote association *Rules / Guidelines / Policy / Byelaws* relating to the sports of Blokart sailing and Speedsailing to members of 'the BLSA'. *Rules / Guidelines / Policy / Byelaws* can be approved by the DC but require endorsement at the next meeting of the GA.

4.6.6. To make decisions on the basis of a simple majority vote. In the case of equal votes, the Chairperson shall be entitled to an additional casting vote.

4.6.7. The DC may invite to its meetings representatives of such bodies as it deems appropriate.

4.6.8. The DC will delegate representation on other bodies to an appropriate association member (this may be a member of the DC or the GA)

4.6.9. The DC shall decide which bodies the Association shall affiliate.

## 5. ELECTION OF OFFICERS:

5.1. All Officers shall be elected at the Annual General Meeting of 'the BLSA', from, and by, the Members of the 'the BLSA'.

5.2. Proxy voting is allowed by e-mail or letter to the Chairperson in advance of the Annual General Meeting. Timescales for voting will be determined by the DC.

5.3. All executive officers are elected for a period of two years, Non - executive officers are elected for one year, but may be re-elected to the same office or another office the following year.

5.4. Nomination of candidates for election of Officers shall be made in writing to the Secretary at least 30 days in advance of the Annual General Meeting date. Nominations can only be made by Full Members and must be seconded by another Full Member.

## 6. GENERAL MEETINGS:

6.1. The Annual General Meeting shall be held once a year.

6.2. A minimum of 30 days notice of the Annual General Meeting shall be given to the GA by posting the notice on the association website and e-mail *(or in writing if no e-mail address has been supplied)*.

6.3. Members must advise the Secretary or Chairperson in writing of any business to be moved at the Annual General Meeting at least 30 days before a meeting.

6.4. The Secretary shall circulate or give notice of the agenda for the meeting to Members not less than 21 Days before the meeting

6.5. The business of the Annual General Meeting shall be to:

6.5.1. Confirm the minutes of the previous Annual General Meeting and any General Meetings held since the last Annual General Meeting.

6.5.2. Receive the audited accounts for the year from the Treasurer.

6.5.3. Receive the annual report of the Committee from the Secretary.

6.5.4. Elect an auditor

6.5.5. Elect the Executive and Non – Executive Officers.

6.5.6. Review Annual subscription rates and if possible (potentially excluding insurance premium as may not be known at the time of the meeting) agree them for the forthcoming year.

6.5.7. Transact such other business received in writing by the Secretary from Members 30 days prior to the meeting and included on the agenda.  
*(NOTE: The agenda should provide for "Accepted Other Business" advised to chairman at any time before the meeting and deemed of sufficient urgency or*

*importance by the chairman to require adding to the meeting, but Members should be encouraged to refer other items to the General Committee and give the required notice for important Annual General Meeting business).*

- 6.6. All General Meetings other than Annual General Meetings shall be called Extraordinary General Meetings.
- 6.7. Extraordinary General Meetings may be convened by the Director Committee or on receipt by the Secretary of a request in writing from not less than 5% of the Full Members of the BLSA. At least 14 days' notice of the meeting shall be given.
- 6.8. A resolution can be made to stop the activities of the Director Committee at an AGM or EGM. In this case a new Director Committee will be elected within the next two months. The outgoing chairman is responsible for organising the election as soon as possible.
- 6.9. At all General Meetings, the chair will be taken by the Chairperson or, in their absence, by the Vice-Chairman or by a Full Member elected by the majority of those attending the meeting.
- 6.10. Decisions made at a General Meeting shall be by a simple majority of votes from those Full Members attending the meeting and any Proxy votes cast (if applicable). In the event of equal votes, the Chairperson shall be entitled to an additional casting vote.
- 6.11. A quorum for a General Meeting shall be 10% of the Full Membership, or 15 Full Members whichever is the least, AND 3 members of the Director Committee including at least 1 Executive Officer of 'the BLSA' from the Chairperson; Secretary and Treasurer.
- 6.12. The General Committee may decide, in advance of a general meeting, to call a postal / electronic ballot in respect of a resolution which would otherwise be put to the vote at the general meeting. If there is to be a postal / electronic ballot, the details of the resolution and voting papers shall be sent at such time as the DC shall prescribe to the members. Voting papers must be returned by such time as the DC shall prescribe and shall be counted by such person or persons as the DC shall decide. The result of the postal / electronic ballot will be declared at the general meeting at which it would otherwise have been put to the vote.
- 6.13. A notice may be served by 'the BLSA' upon any member, either personally, by sending it through the post in a prepaid letter or using electronic communications to their registered membership address.
- 6.14. Any notice, if served by post, shall be deemed to have been served on the day following that on which the letter containing the same is put into the post, and in proving such service it shall be sufficient to prove that the letter containing the notice was properly addressed and put into the post as a prepaid letter. Any notice, if contained in an electronic communication shall be deemed to have been served at the expiration of 48 hours after the time it was sent. Proof that a notice contained

in an electronic communication was sent shall be conclusive evidence that the notice was given.

- 6.15. A member present at any meeting of the General Assembly shall be deemed to have received notice of the meeting and of the purposes for which it was called.

## **7. ALTERATIONS TO THE CONSTITUTION:**

- 7.1. Any proposed alterations to the Constitution may only be considered at an Annual or Extraordinary General Meeting convened with the required written notice of the proposal. Any alteration or amendment must be proposed by a Full Member of the the BLSA and seconded by another Full Member. Such alterations shall be passed if supported by not less than two-thirds of those Full Members present at the meeting, assuming that a quorum has been achieved.

## **8. DISSOLUTION:**

- 8.1. If, at any General Meeting of 'the BLSA', a resolution be passed calling for the dissolution of the association, the Secretary shall immediately convene a Special General Meeting of 'the BLSA' to be held not less than one month thereafter to discuss and vote on the resolution.
- 8.2. If, at that Special General Meeting, the resolution is carried by at least two-thirds of the Full Members present at the meeting, the Director Committee shall thereupon, or at such date as shall have been specified in the resolution, proceed to realise the assets of 'the BLSA' and discharge all debts and liabilities of 'the BLSA'.
- 8.3. After discharging all debts and liabilities of 'the BLSA', the remaining assets shall not be paid or distributed amongst the Full Members of 'the BLSA', but shall be given or transferred to some other voluntary organisation having objects similar to those of 'the BLSA'.



## 11.3 BLSA SOCIAL USE RISK ASSESSMENT

# Risk & Impact Assessment for Social/Recreational use of Public Beaches (With Owners' Permission)

### Document control:

**Authors:** Graham Bobin [National Coach & BLSA Risk Assessor]  
**Created for:** BLSA  
**Creation Date:** 19.1.2005  
**Approved:** Mike Waters [Safety UK Ltd – BLSA appointed advisors]  
**Review:** This document will be reviewed every twelve months and whenever an accident has occurred.

### Purpose:

The purpose of this document is to demonstrate that the British Land Speedsail Association BLSA has taken all reasonably practicable steps, to ensure that Speedsailing and Blokart Sailing can be executed in a safe manner by people undertaking such activities in a social setting. Participating in the sports will have minimal impact on the environment and other beach users by following the control measures detailed in this document. Any significant risks identified as being inherent with regard to participating in the sports at general beach sites, will have had suitable and sufficient control measures applied to reduce such risks to levels which are as low as practicable and easily manageable.

### Background:

Historically there has been limited requirement for a formal risk assessment in respect of Speedsailing & Blokart Sailing. More recently, and following a tightening up of procedures there is now a formal requirement for the BLSA to provide a full risk assessment in respect of all sports/activities undertaken at the various beach sites used by its members. The following risk assessment is designed to provide a guide to all BLSA members to enable them to take the correct precautions when participating in the sport at beaches and any other sites.

### Introduction:

Class 7 [Speedsails] and Blokarts are classed as extreme sports by many people who have insufficient knowledge or experience of the craft themselves and their use, this is not necessarily the case and many of the risks involved can be mitigated or completely removed through the application of safe practice within the sailing zones.

This risk assessment has been prepared to enable the BLSA to satisfy the requirement for the provision of a risk assessment prior to gaining full access for their members to the beaches. It is the responsibility of all BLSA members to ensure that all control measures detailed herein are followed without exception prior to, during and after access has been gained.

### **Activity description:**

The sports/activities that members will be participating in within the sailing zone, are Class 7 Speedsails and Blokarts. A full definition of the permitted standards for class 7, are included in the 'INTERNATIONAL FEDERATION OF SAND AND LAND YACHTING' (F.I.S.L.Y.) International sailing and racing rules (I.S.A.R.R.) and as such has not been included here.

### **Equipment and pilots:**

The BLSA offers the following guidance to its members on the suitability for purpose of all equipment including sails, boards and Blokarts.

#### Speedsails:

Boards have 4 wheels, steer the same as a skateboard, i.e. whichever way you lean that is the way the board will turn. They are about 1.90m in length are a one design class.

#### *The Sail.*

The sails are the same as used for windsurfing, which are fixed to the board by a UJ allowing it to fall to the ground if it is released from your hands.

#### *Pilots.*

The Pilot is stood up, on the wheeled board, holding onto a sail similar to a windsurfing sail. He may or may not use a non-captive harness system.

#### Blokarts:

A three-wheeled vehicle consisting of a rigid frame, with 3 wheels, one at the front, used for steering and two at the back.

#### *The Sail.*

The sail is the same as a yacht, it is ridged with a mast, and boom that moves the complete rig remains in place at all times when in use.

#### *Pilots.*

The pilot sits at the rear of the yacht and controls the sail by use of sheets (ropes) with one hand and steers the yacht with his other hand.

### **Restrictions 1:**

Standards for the Class 7, [Speedsails] and Blokarts are covered by the safety requirements for **leisure sailing** and racing produced by the UK and International Federations.

The BLSA abides by these rules and regulations for **all** sailing activities.

Class 1 to 6 Landyacht and class 8 are not included in this risk assessment.

## Restrictions 2:

As set by the land owners or managers.

## Location of sailing zone:

Each beach or sailing area used by the BLSA member will have a recognised zone for the sport/activity. Members should lodge a copy of the site with the BLSA and sail within this area. [The new web site will have a down load section. This and other documents will be generally available and sailing sites will be added to this section as they become available].

## Safe practices and control measures currently in place:

### 1. Membership, training and insurance for BLSA members

- 1.1. The BLSA offers training to all its members through a network of approved qualified trainers.
- 1.2. Membership of the BLSA, prior to using the sailing zone, at this time, is not mandatory.
- 1.3. Mandatory 3rd party liability insurance for BLSA members.
- 1.4. Numbers to be displayed at all times, for BLSA members.
- 1.5. Mandatory wearing of helmets for BLSA members.

### 2. Rules and conditions of use

- 2.1. Any groups sailing [a group is more that 4 sailors in a sailing area at one time] will be required to place signs or flags warning the public of the sport/activity is taking place. The signs or flags are to be yellow with "CAUTION" printed on them. Individual sailing will be covered within the sport/activities code of practice. This is found in the BLSA handbook.
- 2.2. Adherence to the FISLY rules and the BLSA code of practice if known.

### 3. First aid and safety

- 3.1. First aid cover and safety, is as for any other member of the public.

### 4. Public awareness

- 4.1. **Notices** are removed at the end of any sailing sessions to reduce environmental visual impact and vandalism.
- 4.2. Members of the public arriving with their Speedsails or Blokarts, at the moment have free range to use this site without any controls.
- 4.3. If a member of BLSA is on site, they can inform those who wish to use this area, of its safety requirements. But they have no powers to refuse the use of the site.

### 6. Environment

- 6.1. Litter should be cleared before leaving the beach so as not to bring the BLSA or its membership into disrepute.

## Risk scoring method:

Each item in the list 1 - 5 under the heading 'Inclusions' has been assessed for potential hazards using a system that accounts both impact (should the risk eventuate into an incident) and likelihood (a measure of incident probability). The product of these factors gives an overall score, should this score

fall outside of the agreed acceptable range then further mitigation must be provided to reduce either the impact or the likelihood of the incident occurring.

### Impact score

This score ranges from 1 to 10 on a sliding scale. An impact of 1 is negligible whilst an impact of 10 is the most serious.

### Likelihood score

This score ranges from 1 to 10 on a sliding scale. A likelihood of 1 shows that the event will not take place whilst a likelihood of 10 demonstrates that the event will take place.

### Overall Score

The over all score has been divided into categories, these are:

Score Category	Definition
----------------	------------

1 - 30	Low
--------	-----

Low risks identifies assessed items that either have no significant impact on the activity or items have been mitigated to reduce the score to a level where a process of continued monitoring is sufficient.

30 - 70	Medium
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Most items having a manageable risk or impact will fall inside this category, therefore it is necessary to actively pursue a management process whereby measures are researched, identified and implemented to reduce the score of items in this category. Items found in this band are potential hazards.

70 - 100	High
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An item having a score in this category may be further analysed and deemed to be of sufficient risk to prevent an event taking place. However, it is also possible that the item may have specific and extra mitigation built into it in order to reduce the score. By default it is necessary to include evidence of further mitigation in place to monitor and control items in this category.

### The assessment:

A number of categories have been considered in compiling this assessment, under each of the following headings a number of items have been selected for assessment. An impact and probability value has been assigned to each item; these factors have consequently been multiplied to yield a score having a rank. The score and rank denote the seriousness of an incident having a detrimental effect on the item.

Every possible type of detrimental event has not been listed, for example, during a collision there is a risk of damage to property, slight injury, concussion, fractured limbs, broken limbs or death. In this instance the impact of a collision between speedsails or blokarts in motion is scored 9 (since most collisions will result in only slight injury), that is the highest score that any incident resulting from a collision may have, however, the likelihood of this taking place is very low and therefore the overall score is low.

A further breakdown of each item can be provided if required.

**Item** **Impact** **Probability** **Score** **Rank**

**1. Trip hazards**

A.	Speedsails, Blokarts, whilst stationary	2	2	4	Low
B.	Other equipment, such as spare wheels beech tents and kit bags	2	3	6	Low

**Item** **Impact** **Probability** **Score** **Rank**

**2. Collisions**

A.	Speedsails, Blokarts , (equipment) whilst both in motion or one stationary	9	2	18	Low
B.	Pilots either in or on the equipment, approaching or leaving the equipment	9	2	18	Low
C.	Pilots after an accident or unplanned separation from the equipment	9	3	27	Low
D.	Obstacles, moveable, such as equipment or other moveable debris	9	2	18	Low
E.	Obstacles, static, such as groynes, signposts or other static objects	9	3	27	Low
F.	Buildings, dwellings or other premises nearby	9	1	9	Low
G.	Vehicles, participants, the public or other vehicles nearby	9	2	18	Low

**3. Weather**

A.	Lightning, or other electrostatic forces	9	1	9	Low
B.	Squalls, unexpected/isolated rain with associated wind increase and direction change	8	3	24	Low
C.	Updrafts, tornadoes, whirlwind or other unexpected adverse weather conditions	8	1	8	Low
E.	Fog, mist and haze	7	3	21	Low

**4. Environment**

A.	Pets, i.e. dogs or other domesticated animals	5	4	20	Low
B.	Horses and other animals such as donkeys	5	2	10	Low
C.	Third party property damage	5	1	5	Low
E.	Birds and other terrestrial wildlife	5	1	5	Low
F.	Marine wildlife and the sea	5	1	5	Low
G.	Noise in the surrounding area	4	4	16	Low
H.	Pollution to the environment	4	2	8	Low
I.	Car parking in the area	3	7	21	Low
J.	Litter and debris	3	5	15	Low

**5. Aerial risks**

A.	Power lines	10	1	10	Low
B.	Communications masts	6	1	6	Low
C.	Communications lines	6	1	6	Low
D.	Aeroplanes	10	1	10	Low
E.	Helicopters	10	1	10	Low
F.	Other aerial craft	10	1	10	Low

**Control measures currently under review:**

The following control measures are under review at all times, and will be included in scoring, as and when required.

1. Improved continuous training for instructors.
2. Mandatory membership of BLSA and the adherence to its code of conduct.
3. Mandatory insurance.
4. Site inspection, and YELLOW signs or flag raising and lowering before and after site use if group sailing.
5. Information centres near sailing sites.
6. Site mapping, including identification of non-safe areas for the public
7. After discussion with land owners or managers, any such item, that covers local safety requirements.
8. Provision and communication of the rules and guidelines for use of the area.
9. Raising public awareness, with signs and information leaflets, etc.
10. Vehicle access to site and surrounding area, by agreement with the land owners.
11. Liaison with commercial organisations active in these sports, local council and the land owners or managers safety advisor.
12. Implementation of statutory safe zones.
13. Disciplinary procedures (as per the BLSA, disciplinary procedures).
14. Emergency plan for members of BLSA.

**Emergency plan:**

In the event of an emergency requiring immediate attention from the emergency services the following steps must be taken, notwithstanding the obligation to prevent any increase in the seriousness of any incident through execution. These steps should occur simultaneously and immediately:

- The activity is to stop immediately.
- Raise alarm with appropriate emergency service.
- Ask for assistance from any person in the area, either a club member or a member of the public.
- Execute any actions that may be required at the request of the emergency services.
- 5. Render assistance to whomever is in trouble.

**Approval:**

This document has been approved for issue by:

..... Kevin Meyers – BLSA Chairman 2011  
 ..... Mike Waters – Safety UK Ltd



## 11.4 IBRA & EBA BLOKART RACING RULES.

A full version of these rules can be found on the BLSA Website [www.theblsa.com](http://www.theblsa.com) including the most recent updates.



# BLSA CLASS 7 RACING RULES

## BLSA CLASS 7 RACING RULES

Approved by F.I.S.L.Y. 18th September 1999

### CLASS 7 SPEEDSAIL SPECIFICATIONS

**DEFINITION.** 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 Class 7.

#### FISLY INTERNATIONAL SAILING AND RACING RULES

##### I.S.A.R.R

A full copy of the FISLY racing rules are held by the BLSA, these can also be obtained from the FISLY website [www.fisly.org](http://www.fisly.org)

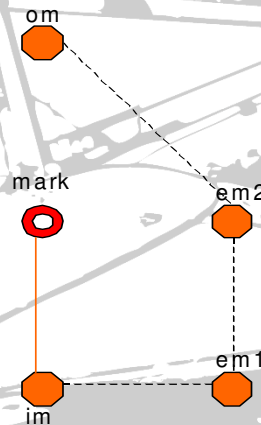
### 1. Generalities and Circuit Rules.

#### TECHNICAL ZONE.

The Technical Zone is a restricted area established by the race officer where all race pilots must put their equipment (sails, boards, bags, etc.) This area may also be used for preparation and repairs during the races. This area must be located at a safe distance from the circuit and the public, but connected to the race circuit. All pilots must use this area with respect to all other pilots usage. The race officer shall enforce the respect of this rule.

#### MARKERS.

The turning marks should be single markers, but the race officer could decide to use, for reasons of safety, THE ORANGE ZONE at certain turning marks. The orange zone is a zone around the main mark. The first yacht to enter the orange zone has priority. A yacht may not, overtake in the orange zone unless the yacht being overtaken has stopped or is being pushed.



The Limit Markers of the orange zone are the following.

- INNER MARKER (IM)** This point, marked with an orange flag, lies on the axis of the course at minimum of 20 metres from the turning mark (TM)
- EXCENTERED MARKER 2 (EM2)** An orange flag marks EM2. This point lies on the perpendicular to the orange line passing through the turning mark and at least 20 m. On the side where the turn must be approached.
- EXCENTERED MARKER 1 (EM1)** An orange flag marks EM1. This point lies on the parallel to the orange line running through EM2 at least 20 m minimum from IM.
- OUTER MARKER (OM)** An orange flag marks OM. this point lies on the extension of the orange line beyond the turning marker and over 30m from it.
- THE ORANGE LINE.** Is the line running between IM and TM. It is marked by orange and blue pennants or orange cones. **THIS LINE MUST NOT BE CROSSED.**

- f) **TURNING MARKER.** Is marked by an orange inflatable buoy or a red and white flag (diagonal).
- g) **COURSE MARKERS.** its forbidden to run over flags or any kind of marker with your speedsail.

**FINISH LINE.**

The finish line is clearly identified by 2 markers one of which is usually one of the main marks on the circuit. The Race Officer or Marshall position is on the finish line with the finish flag.

**2. Circuits & races.**

**TYPES OF RACES AND TIMES.**

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 for a triangle type course. In the case of a long distance or endurance race the minimum time is 1 hour and a maximum is 2 hours. During a one day session the total maximum racing time is 4 hours. Before the start of the races, the race officer will announce the time of each race.

**TYPES OF CIRCUIT.**

**COURSE RACE.**

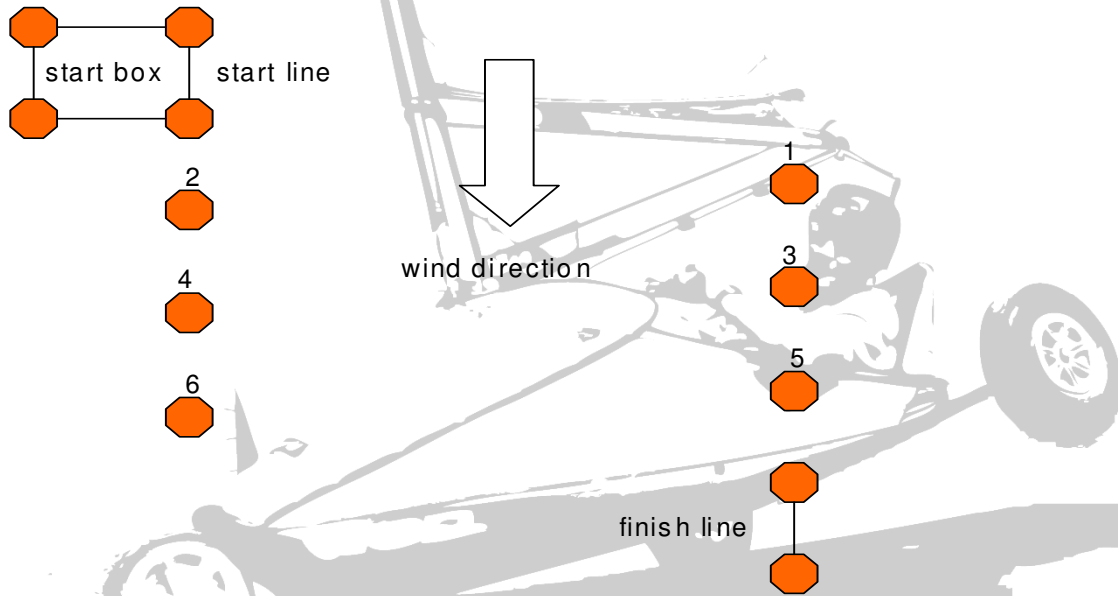
The whole fleet race in course and endurance races. The circuit must have at least 2 turning marks and the race officer must design the most technical and challenging circuit possible with respect to the pilots skill and spectator safety. The ideal circuit has 3 turning marks, with at least one leg upwind incorporating tacking and gybing and one leg directly down wind.

**SLALOM RACE.**

Is in heats with no more than 8 in each heat. The heat proceeds by elimination. Only the first half of the heat in order of arrival of the pilots start in the next heat. One round is a qualifying stage. The event proceeds in several series of heats. A series is a round of heats. 8 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.

The circuit is a succession of buoys arranged downwind, each crossed once by a gybe. The start line is 15m upwind of the first mark. The start is a flying start, a one minute countdown and using the 10 sec box. After 50 secs you can enter start box, red flag lifted, you can not cross side lines and you must not cross the start line until the red flag is lowered. For each heat the first half of the pilots to arrive at the finish line are selected for the next round.

After each heat positions are noted and you are told which heat you are in next. After each series of heats run the results must be displayed. Any infringements during each heat will be noted by the stewards.



The turning markers in Slalom do not have an orange zones, The pilot may protest after each heat, The protest is made orally to 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 numbers (s) of the pilots alleged to be involved.

**3. Procedures And Generalities.**

**BRIEFING.**

A green flag with yellow diagonal calls for the immediate gathering of the pilots. Its compulsory for all pilots to attend the briefing.

**RACE VALIDITY.**

The wind speed must be above 4 m/sec during a minimum of 3 minutes to have a race started.

**CLASS 7 FLAG.**

Class7 : Trapezium, top-half yellow, bottom-half red.

#### ADVERTISING.

Advertising is allowed on the sails, Sail numbers should be displayed clearly.

#### 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.

#### 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 wants to protest must warn the race officer verbally immediately after the end of the race concerned. Any pilot presenting a protest must pay a deposit of 20 euros to the jury, which will be returned if the result is in the pilots favour.

### 4. Starts.

#### THE FLYING START.

The flying start is a possible starting procedure for class 7 and 8. The yachts must be sailing before the start. The Race officer will hold a briefing before each race. All pilots must attend. The race directions will be given.

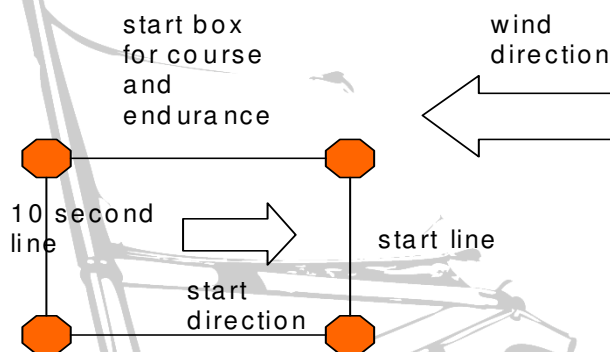
#### THE START BOX.

The start box is marked by orange cones or flags. The start for a course race is usually in to wind, the start for a slalom heat is usually across the wind.

The start line is the line which the yachts must cross after the starting signal has happened. Behind the start line is the 10 sec line this should be placed about 40/80 metres behind the start line. These lines form the front and rear of the start box. You cannot enter the start box until there is 10 secs left before the start of the race, this is shown by the red flag being lifted, the race starts when this flag is lowered. You CANNOT enter the start box from the sides, you must enter from the 10 second line towards the start line. Usually you get 2 minutes from the end of the briefing to the start of the race.

Any pilot who crosses the lateral boundaries of the start box is liable to disqualification.

If you false start you have to go around the whole start box and restart. If half the fleet or more false start the race is restarted.



### 5. Scoring.

#### RESULTS OF A RACE.

For each race the competitors are classed according to the number of laps they have completed and the order in which they passed through the finishing line at the end of the race. To be scored a pilot has to complete at least one lap.

#### POINTS ALLOTTED PER RACE.

Pilots score: The first or leading pilot is credited with '0' points and the following pilots are awarded a number of points equal to their finishing position. When two competitors cross the finishing line at the same time they are credited with the same number of points. The following pilots receive the number of points corresponding to their arrival order.

#### TOTAL POINTS IN AN EVENT.

The total points of a pilot will be the sum of the points gained by the pilot in each race, after discarding the pilots worst races. The number of discards are:

1 to 3 races = 0 discards

4 to 7 races = 1 discard

8 to 11 races = 2 discards

12 or more races = 3 discards

Any penalty points awarded are added to the total points to obtain the resulting points. The winner is the pilot who has the least points, and the other pilots are classed in order.

Should two pilots scores be the same they are separated by the highest number of first places. If they should still be even the highest number of second places and so on (taking into account only those results retained by each pilot, i.e. not discards). Should they still be equal they will stay equal in the final score.

After the last race of the day the results will be posted on a notice board, mentioning the hour of publication. Pilots wishing to lodge a protest must do so within 1 hour of the publication of the results.

## PENALTIES.

During an event infringements of the rules are liable to penalties. The first infringement will be punished with one penalty point, the second with two points, the third with three, and so on.

## DISQUALIFICATION OR EXCLUSION FROM ONE RACE.

On top of penalty points inflicted, any pilot who disobeys the following will be disqualified or forbidden to start:

1. Not having license, insurance or helmet.
2. Irresponsible sailing beyond your ability.
3. yellow/blue flag " stop immediately" not respected.
4. Red flag "no sailing" not respected.
5. Not attending a pilots meeting.

## 6. Flags.

Class 7 flag = trapezium, top half yellow, bottom half red.

RED FLAG. Red flag hoisted: Stop sailing - return to the start.

RED FLAG. Red flag lowered: signal for the start of the race.

GREEN FLAG. Green flag with yellow diagonal stripe: Briefing.

YELLOW/BLUE FLAG. Yellow/Blue flag requires the pilot for whom it is raised to stop immediately.

GREEN FLAG. Race has been shortened, This flag is raised on the finishing line as the leading pilot goes by to signal that the leading pilot is starting its last lap.

YELLOW FLAG. This flag cancels the race (to be raised to all pilots) - return to starting line.

CHEQUERED FLAG. Signals the finish of the race. To be shown to all pilots as they cross the finish line.

The **BLSA aims** to support class7 speedsailing & Blokart Sailing at all levels and recognises that everyone in the sport does not wish to race. To this end, the **BLSA attempts** to devise a yearly calendar that incorporates social/fun events and race events so hopefully appeal to most Class7 speedsailors & Blokart Sailors.

For the **BLSA** to continue and survive it needs new members, if more people join it will reduce our insurance costs and make the **BLSA bigger** and giving us a stronger voice.



## 11.5 LIST OF SITES TO SPEEDSAIL / BLOKART

### LIST OF SITES FOR SPEEDSAILING/BLOKART SAILING

This list of usable sites for Speedsailing & Blokart Sailing does not mean you have permission to use these sites. The **BLSA** accepts no responsibility for use of these sites, individuals should check permission with local authorities or land owners.

- **Uphill Beach Weston Super Mare N.Somerset.** (BLSA & FED insurance only)
- **Gwithian Towans Hayle Cornwall.**
- **Westward Ho! N.Devon.** (Local Rules apply)
- **Pendine Sands Carmarthenshire S.Wales.** (CLSC club members only)
- **Bridlington Fraisthorpe Humberside.**
- **Dymchurch Kent.**
- **Swansea Bay Swansea S.Wales.**
- **Rhossili Gower S.Wales.**
- **Watergate Bay Cornwall.**
- **Hayling Island Hampshire.**
- **Aberavon sands Port Talbot S.Wales.** (Local rules apply)
- **Harlech Merionethshire.**
- **Shell Island merionethshire.**
- **Redcar Cleveland.**
- **Pembrey (Cefn Sidan) S.Wales.** (CLSC club members only)
- **Borth Cardiganshire Wales.**
- **Greatstone Kent.**
- **Newgale Pembrokeshire.**
- **Bovingdon Airfield Herts** (BLSA Members only)
- **Aston Down Stroud (Cotswold Gliding Club)** (BLSA Members only)
- **Llandona Red Warf Bay Anglesey**
- **Ainsdale Southport** (Local council Permit required to sail)
- **Airbossworld Nr Loughborough**

**Please tell us if you know of any other sites that we can use to sail on**

## 11.6 LOCAL SITE REGULATIONS

### Weston Super Mare Windzone Regulations

All Windzone area users must be current members of one of the following clubs:

Wind & Wheels, Swatk, The BLSA.

1. Failure to adhere to the following site regulations or specific club regulations will result in membership being terminated.
2. All windsport use must be within the designated area of the beach.
3. **Your BLSA sail/insurance number should be on your sails at all times, failure to have them on your sail while using the Windzone could result in you being banned from the site.**
4. Carry membership and insurance details.
5. If there is a risk of collision - always veer to the right and leave sufficient space.
6. Always look before you gybe or tack.
7. When equipment is not being used it should be left in a safe and tidy manner within the Windzone area.
8. Sail or Fly within your capabilities and only in winds you are comfortable in.
9. Always wear appropriate protective clothing - safety helmet, gloves, knee and arm pads.
10. Users are responsible for raising the flags prior to using the area and lowering them when they have finished.
11. Please be considerate of other beach users - stop sailing/flying if general public are at risk.
12. All children under the age of 16 must be supervised by a parent or guardian.
13. Do not leave litter. Have fun - Be safe.

The site is monitored and controlled by NSC, if you have any inquiries please contact the beach office 01934 626982 in case of emergency call 999

### PEMBREY (Cefn Sidan) REGULATIONS

To use this beach to Blokart or Speedsail on you must first join the Carmarthenshire Land sailing Club (CLSC), membership costs £40.00 per year.

Please go to [www.clscuk.com](http://www.clscuk.com) where you can download the membership forms.

Any Problems please contact Chris Moore BLSA Membership Secretary.

**Please tell us if you know of any other site rules and regulations so that we can add them here**

## 11.7 BLSA EVENT CALENDAR

### 2011 BLSA Events Calendar For Speedsailors & Blokart Sailors

#### 2011 Fun Weekends organised by BLSA Members

Jan 3	Benone Blokart Club Ireland (contact: Brian Tweedie)
Jan 23	Benone Blokart Club Ireland (contact: Brian Tweedie)
Feb 12 & 13	Weston Super Mare (contact: Chris Moore)
Feb 20	Benone Blokart Club Ireland (contact: Brian Tweedie)
March 5 & 6	Weston Super Mare (contact: Chris Moore)
March 6	Benone Blokart Club Ireland (contact: Brian Tweedie)
April 3	Benone Blokart Club Ireland (contact: Brian Tweedie)
May 7 & 8	Weston Super Mare (contact: Chris Moore)
April 22 -26	BCI Donegal Blokart Expedition (contact: Brian Tweedie)
May 1 & 2	Benone Blokart Club Ireland (contact Brian Tweedie)
June 5 & 6	Benone Blokart Club Ireland (contact Brian Tweedie)
Sept 3 & 4	Cotswold Glider Club (contact: Chris Moore) TBC
Sept 17 & 18	Weston Super Mare (contact: Chris Moore)
Nov 12 & 13	Cotswold Glider Club (BLSA AGM) (contact: Chris Moore) TBC

#### BLSA B Series Race Weekends

March 19 & 20	N.Ireland (contact Pat Letters)
May 28 & 29	Skye (contact: Simon Larson)
June 24 - 26	Weston Super Mare (contact: Chris Moore)
July 15 - 17	Perranporth Airfield Cornwall. (contact : Graham Bobin or Kevin Meyer)
August 13 & 14	Midlands (contact: Steve Harvey)

#### 2011 British National & Open Championships

30 Sept – 2 Oct Date is confirmed, Venue is to confirmed

#### 2011 Other Race Events (More dates will be added through the year so look on the website)

March 25 – 30	Ivanpah USA
April 2 & 3	St Malo France
May	La Franqui France
Oct 7 - 9	Blokart European Championships, Terschelling Holland

All above dates are subject to change, look out for event updates on the BLSA website, [www.theblsa.com](http://www.theblsa.com)

Also listed on the website are regional Club days. Go along and get involved. Contact the local organiser for more information.

## 11.8 BLSA MERCHANDISE & CLOTHING

### BLSA MERCHANDISE

Sail Numbers	£1.75 per digit.
Tell Tales (Pack of 8)	£3.50
Web Address (vinyl Lettering) <a href="http://www.theblsa.com">www.theblsa.com</a>	£8.00

### CLOTHING

We have a range of Clothing with an embroidered BLSA logo.

The range includes jackets and Fleeces from Stormtech, and T Shirts, Sweatshirts etc from the Gildan Range. Colours are Black, Navy, Grey and Sand in the Gildan range. And Blue/Grey, Black/Grey, Red/Black in the Stormtech range. Check when ordering. Sizes are from XS -2XL inc Ladies and Kids sizes in some items, check when ordering.

BLSA T-Shirt	£14.00
BLSA Ladies T-Shirt	£14.00
BLSA Kids T-Shirt	£11.00
BLSA Polo Shirt	£18.00
BLSA Sweatshirt	£20.00
BLSA Hoodie Sweatshirt	£25.00
BLSA Zip Hoodie Sweatshirt	£25.00
BLSA Beanie Hat	£9.00
BLSA Cap	£9.00
BLSA Fleece	£30.00

We can also put the Blokart Silhouette (same as on the Open Polo Shirts) on the backs of the clothing except the fleece for an extra £7.00.

For more information and for orders please telephone **Chris Moore 01934 511780**

As a BLSA Member you should get 5% off all Blokart Parts and Spares etc. Please Check with your Local Dealer.