FEDERATION INTERNATIONALE DE SAND ET LAND YACHTING
WORLD LANDSAILING ORGANISATION

"STANDART"
SPECIFICATIONS BOOK

approved by FISLY
on 28th/09/2003
version 01/01/2022

ISSA
International Standart Sandyachting Association
Association des Propriétaires de Char Standart

ISSA
International Standart Sandyachting Association
Association des Propriétaires de Char Standart

ANNEX 02 E

SPECIFICATIONS "STANDART" CLASS

If any of the following points is not strictly in compliance with what is stated and if the sand yacht and all its components* are not manufactured and/or supplied by the company "SEAGULL Chars à Voile" (or any entity that would replace it), then the sand yacht will not be considered as a "STANDART' international monotype.

*Except parts and supplies manufactured and/or distributed by a company owning the product or the trade mark (tires, inner tubes, wheels, pulleys, bearings, ropes, telltales, batten strainers, screws, rubber joints.)

1 **The chassis : (see annexes 1 to 6 ter)**
The chassis number is stamped at the alloy axles junction or on a metallic patch glued to the body. Example : 09 96 S 200 : 09 = month/96 = year/ S = Standart/200 = manufacturing number.

1/1 The width cannot exceed 264 cm. The length of the half-alloy axle (aluminum tube) is 115 cm. The length of the bolts fastening the hull to the chassis is 12 x 50 mm maximum.

1/2 The total length is 402 to 406 cm.

1/3 Freedom of choice of rear tyres (slick or with tread pattern) and inner tubes from recognized trademarks and of dimension 2 ¼x 17"to 3 x 17".

Rear tyres and inner tubes are mounted on 10-spoke"Kite design"rims, 1.85"x 17", with 42mm diameter ball bearings (introduced 2012) or 10-spoke "Kite design"rims, 1.85"x 17", with 47mm diameter ballbearings (introduced 2022).

Until the 1st of January 2024 rear tyres and inner tubes may also be mounted on 3-double-spoke Grimeca rims, propeller-design (Ref Peugeot/Grimeca 772784 QZ) for regional and national races. N.B. These rims are no longer allowed in international, continental and worldchampionships.

Grimeca 5-double-spoke rims (Ref Peugeot/Grimeca 733642) are suspended from the 1st of January 2022.

Freedom of choice of front tyre (slick or with tread pattern) and inner tube of dimension 400 x 8 from recognized industrial trademarks mounted on a plastic front wheel from recognized industrial trademarks placed in a double fork.

1/4 The steering axle can be either in one piece or two pieces.
Placement of binding straps at the junctions between the steering column (stick and inspection hatch in case of two-part axles) and the fork.

1/5 The minimum weight of a fully rigged yacht is 70 kg.

1/6 The hull comes in two sizes with the option of a raised steering wheel. (see annexes 13 and 13 bis). The break can be positioned either on the right or on the left.

1/7 Steering boxes : are authorized : (see annex 4 bis)
2 bearings x 28 (steel or inox)
2 bearings x 32 (inox)
3 bearings x 32 (inox)
The box has to be placed directly on the chassis (nothing allowed between them)

2 **The sail : (see annex 7)**
The sail surface is measured as explained in appendix Nb 3.A2 of the I.S.R.R.
It cannot exceed 5,80 m2, put flat, not rigged - with a tolerance of +/- 0,005 m2.
The logo "Standart" is located in the upper part of the sail, between the 4th and the 5th battens.
The nationality letter is positioned between the 3rd and the 4th batten on each side of the sail.
The international number corresponding to the manufacturing number is located between the 1st and the 2nd batten, starboard upper part.
The "S" letter should be red and the numbers black.
The battens must be Aquabatten 16mm (HCT 16) pre-shaped or made by Seagull.
The battens strainers are "batten compression screws 40mm", made by Electrosheen or Seagull.
A maximum of three windows are allowed on the sail, by panel between two battens. The maximum size of these windows is 200 cm2. Only sails made by Seagull of Omega Sails (or any official entity that might replace them) are authorized.

3 **The mast : (see annexes 8 and 8 bis)**
Two mast "overall" lengths (LOA) are allowed :
- from 1990 to end 1994 : 541 cm
- since 01/95 : 544 cm to 545 cm.

The boom : (see annexes 9 and 9 bis)
Till end 1994, boom diameter 48, length 2metres
Since 01/95, boom diameter 50, length 2 meters.
The goose neck is freely interlocked.
Free to add to the front of the boom an eye bolt and to the back a clam-cleat block.

Pulleys : (see photo 14)
Free to choose 6 pulleys with (or without) balls with a pulley wheel of 45 mm from recognized trade marks.
Free to choose a winch pulley without block with a diameter of max 60 mm from recognized trade marks.
The pulley wheel is the internal diameter of the pulley at the height of the gorge .
All these pulleys are maintained by ropes.
The 8 to 12 mm thick sheet rope must have the same diameter on its whole length.

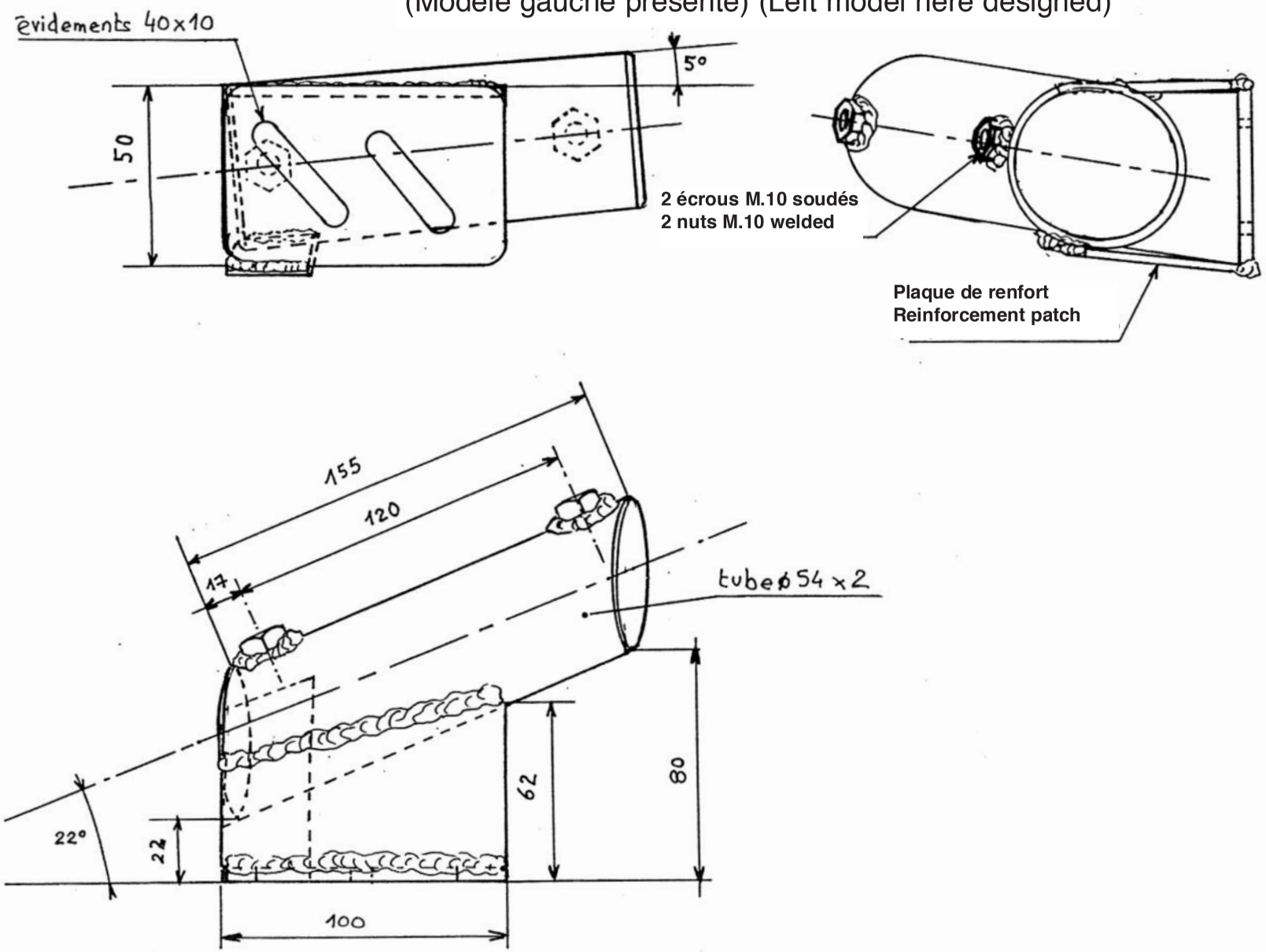
6 **Authorized adjustments :**
- Tires pressure
- Foot-bar adjustment
- Overall width
- Rear wheels parallelism
- Rear wheels body (angle)
- Height of the sail on the mast
- Position of the sail on the boom
- Sandpapering and tension of the battens
- Position of the boom pulleys by lacing-up points attached to the boom rear stainless ring.
- Sand bags ballast.

7 **Authorized options :**
- Padding leather imitation or any other type of foam.
- Placement of two pedals on the pedal board
- Weathercock
- Safety belt
- Camera on board.

8 **Annex 10 (photos from 1 to 17)**

Modèle acier non réversible gauche/droit
Iron steel model : non reversible

(Modèle gauche présenté) (Left model here designed)



STANDART

Support de fusée
Spindle support

Echelle 1/2
Scale 1/2

ANNEXE 1

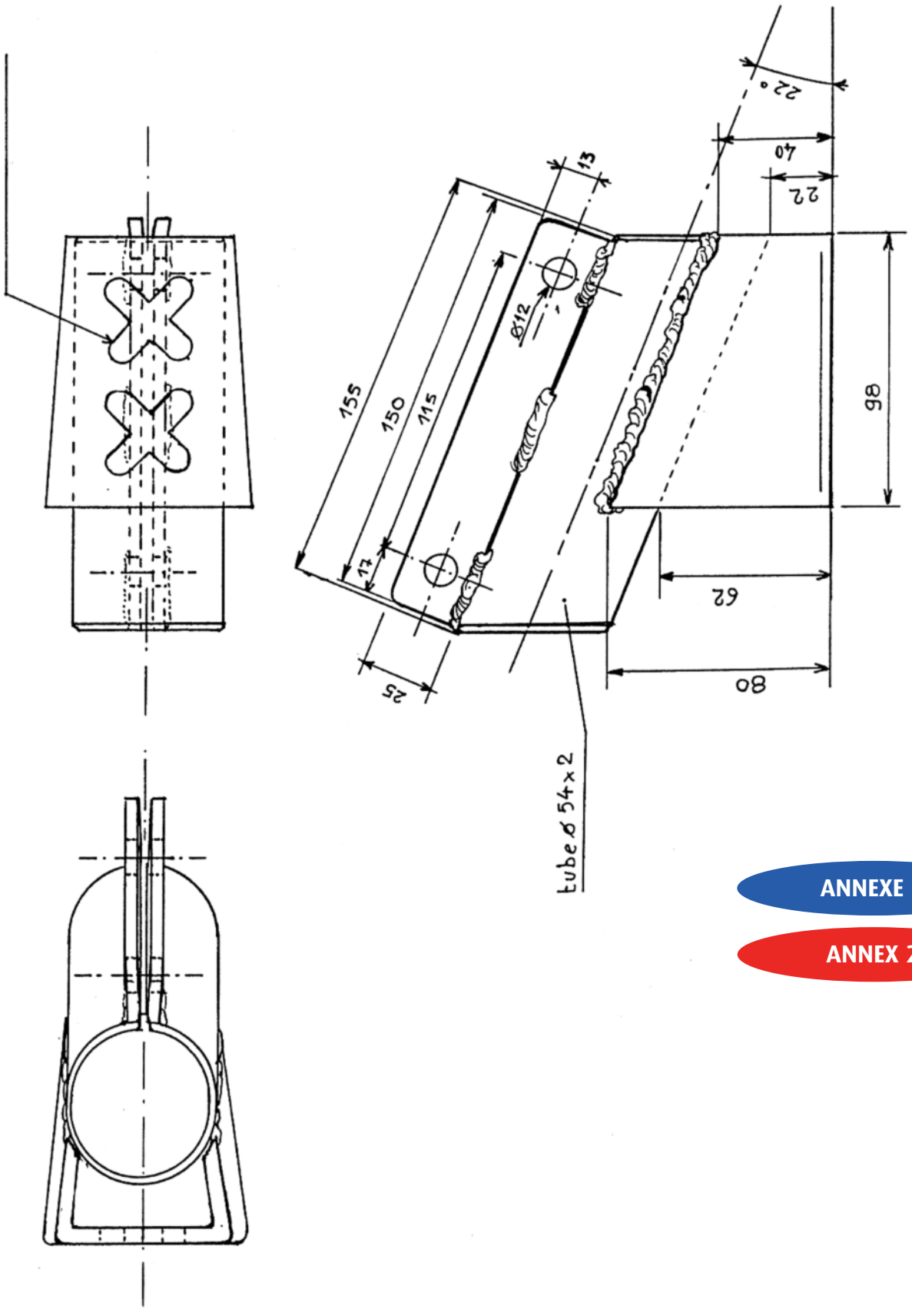
ANNEX 1

STANDART

Support de fusée
Spindle support

Echelle 1/2
Scale 1/2

croisillons évidés 40 x 10
Crosshole 40 x 10



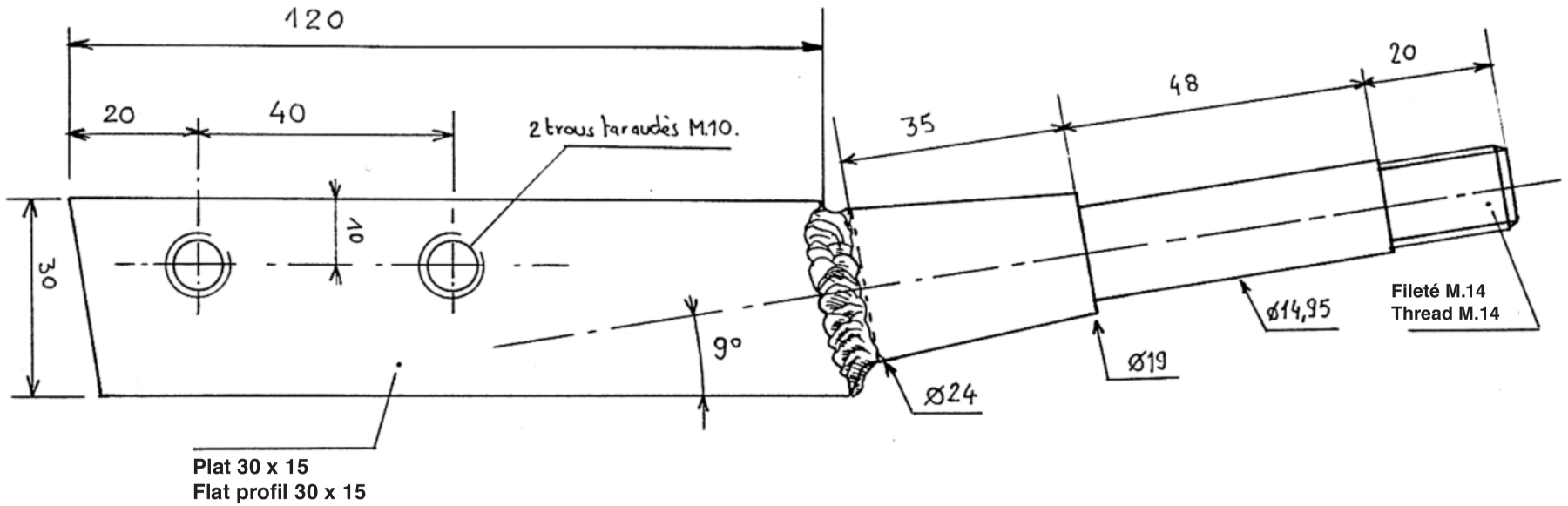
Modèle inox réversible gauche/droit
Stainless steel model : reversible left and right

ANNEXE 2

ANNEX 2

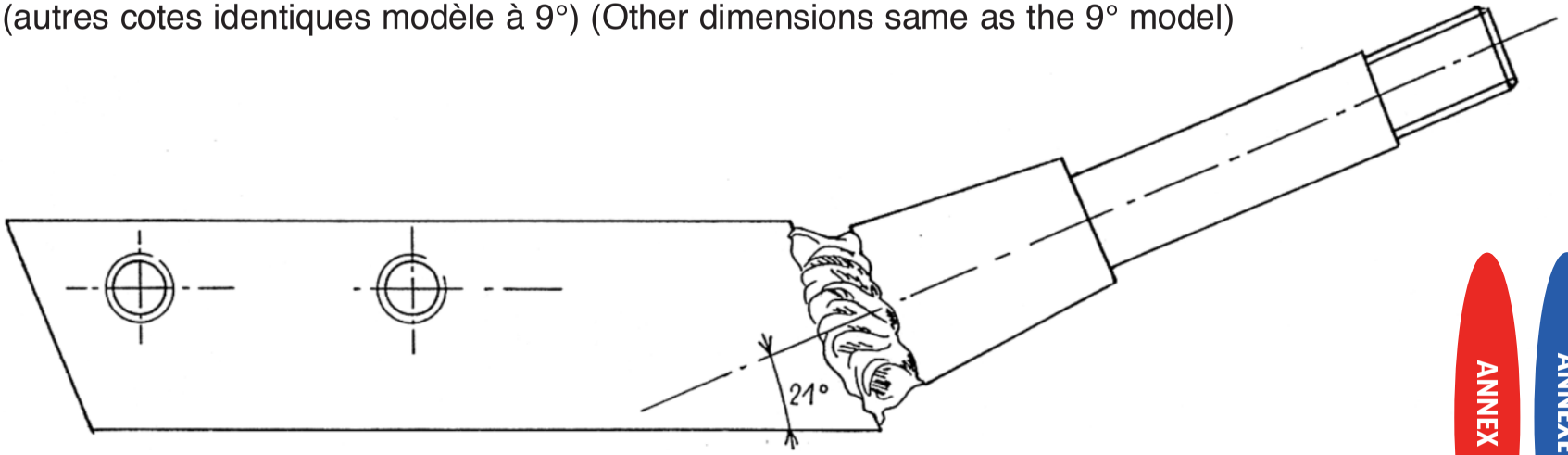
STANDART

Fusée à 9° pour support en acier
Spindle welded at 9° for iron support



Fusée à 21° pour support en inox
Spindle at 21° for stainless steel support

(autres cotes identiques modèle à 9°) (Other dimensions same as the 9° model)



Fusée à 9° et 21°
Spindle at 9° and 21°

Echelle 1
Scale

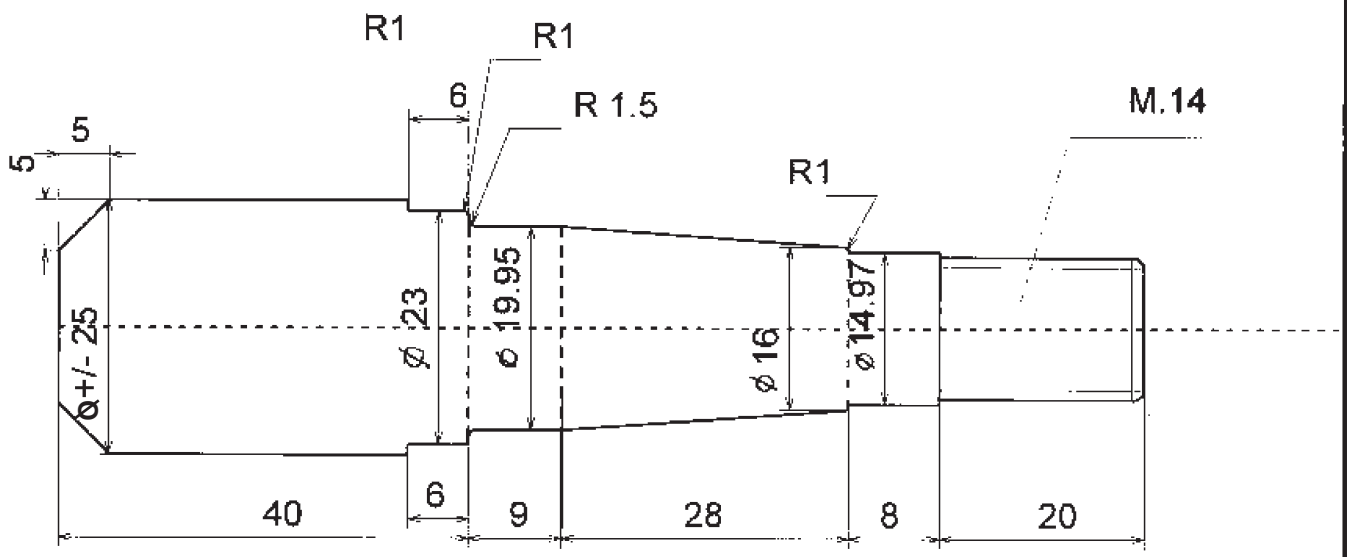
ANNEX 3

ANNEXE 3

ANNEXE 3 bis

ANNEX 3 bis

Nouvelle fusée Standart - New stub axle Standart



Modification in the wheel :
inside ball-bearing : ref 61804 2RS
outside ball-bearing : ref 6002 2RS

No space tube anymore between the two bearings

ANNEXE 3 ter

ANNEX 3 ter

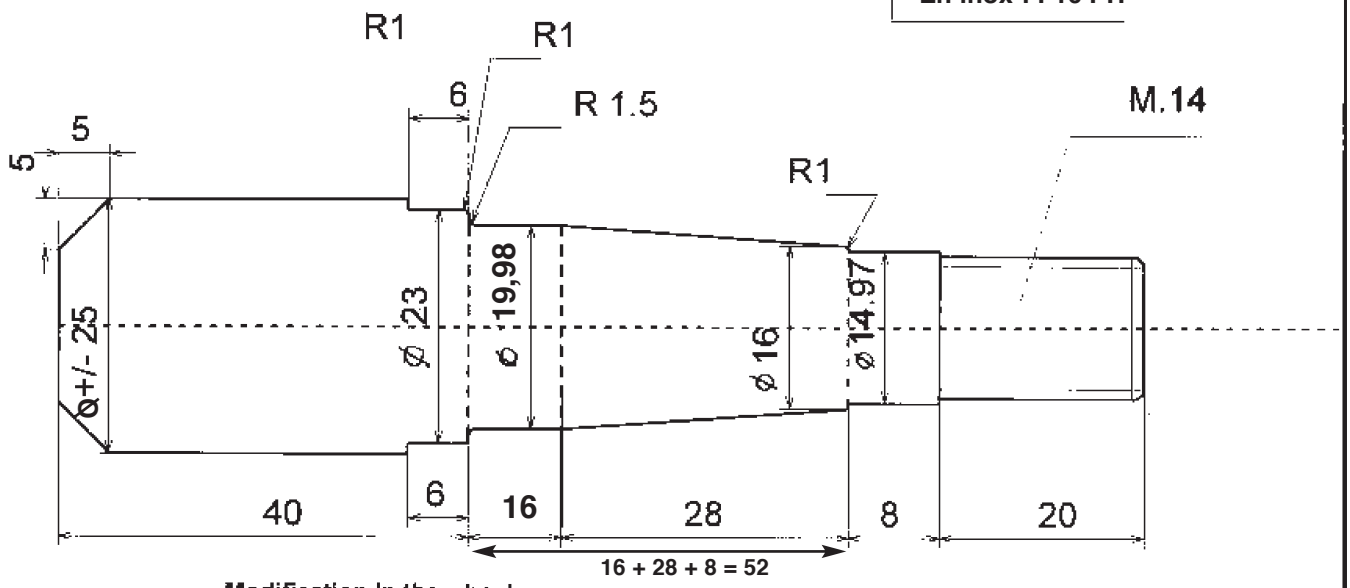
FISLY ANNEXE n. 2 E

Nouvelle fusée Standart - New stub axle Standart

01/01/07

Pour 2 roulements Ø 20 accollés
For 2 ball-bearing Ø 20 touching each other

Stainless :
En inox : F16 PH

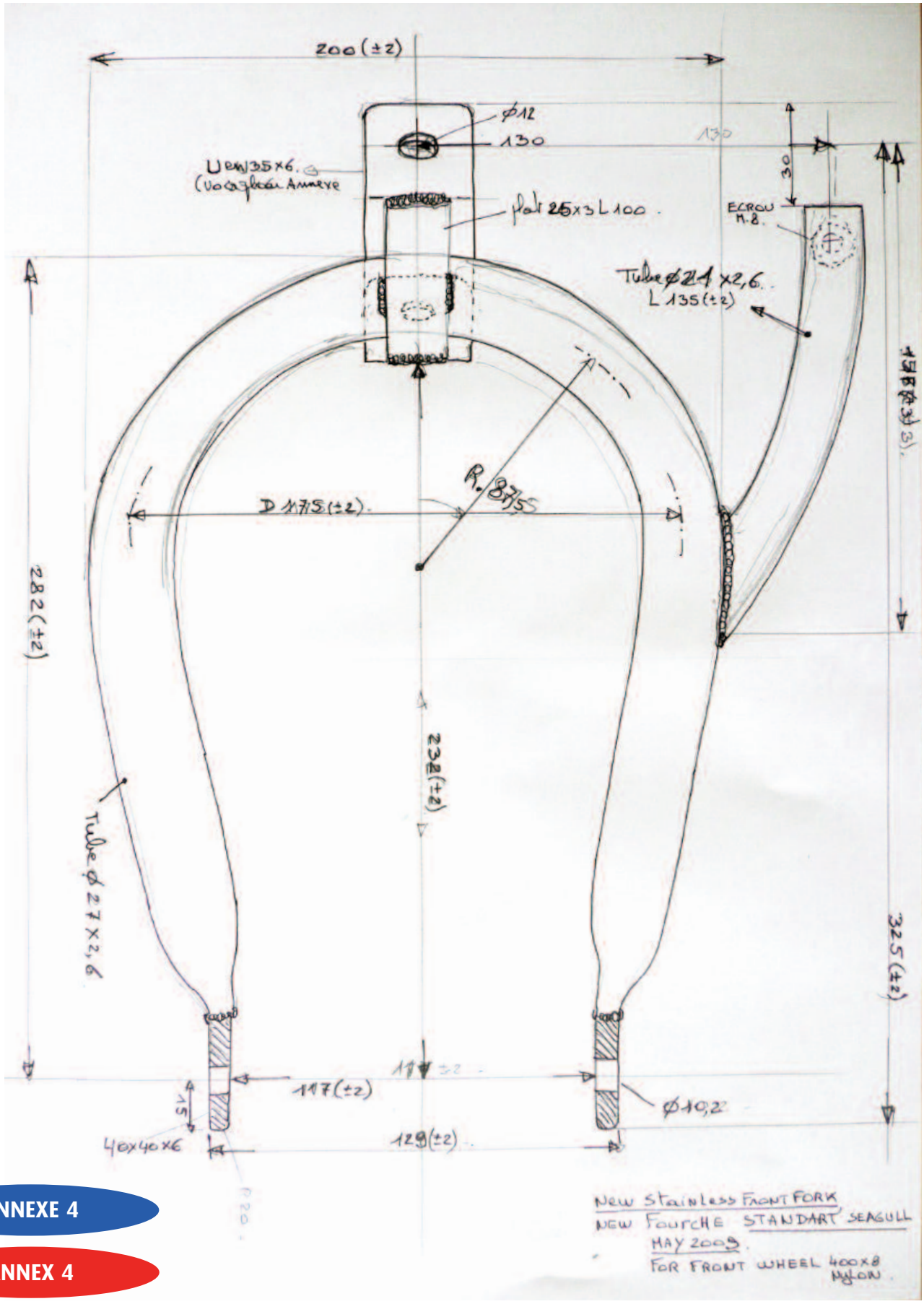


Modification in the wheel :
inside ball-bearing : ref 61804 2RS : 2 units
outside ball-bearing : ref 6002 2RS : 1 unit

No space tube anymore between the two bearings

STANDART

Fourche avant
Front fork



ANNEXE 4

ANNEX 4

ANNEXE 4 bis

ANNEX 4 bis

voici les 3 différents **pivots** qui ont existés et sont donc toujours admis dans la monotypie STANDART' - suite aux évolutions sécuritaires (pour la solidité /fiabilité).

Here are 3 various steering **pivots** which are existing and are allowed on a STANDART' monotype, further to the security evolutions (for the solidity / reliability).

2 rlts 12/28x8 réf 6001 2RS ou S 6001 2RS,
(entretoise long diam 12/17, L : 41,2 mm).
2 ball-bearings 12/28x8 réf 6001 2RS or S 6001 2RS,
(space tube diam 12/17, 41,2 mm long).

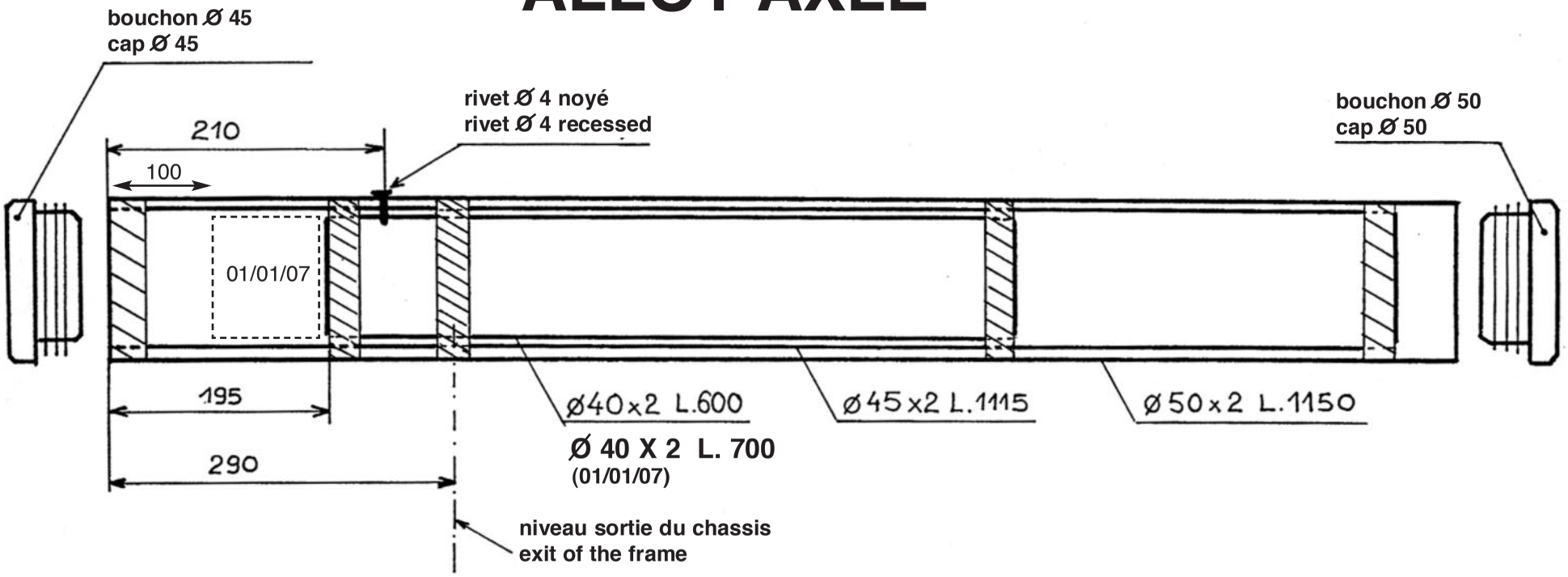
2 rlts 12/32x10 réf 6201 2RS ou S 6201 2RS,
(entretoise diam 12/17 , L : 37, 2 mm).
2 ball-bearings 12/32x10 ref 6201 2RS or S 6201 2RS,
(Space tube diam 12/17, 37,2 mm long).

3 rlts 12/32x10 réf 6201 2RS ou S 6201 2RS,
(entretoise diam 12/17 , L : 27, 2 mm
3 ball-bearings 12/32x10 ref 6201 2RS or S 6201 2RS,
(Space tube diam 12/17, 27,2 mm long)

STANDART

FISLY ANNEXE n. 2 E

ESSIEU
ALLOY AXLE



ruban adhésif d'assemblage. 3 ou 4 tours maximum.
adhesive tape to lock parts. 3 to 4 rotations max.

ANNEXE 5

ANNEX 5

ANNEXE 6

ANNEX 6

Réf Peugeot/Crimeca
733642
(1990-2000)

Réf Crimeca 7222784
(2001)

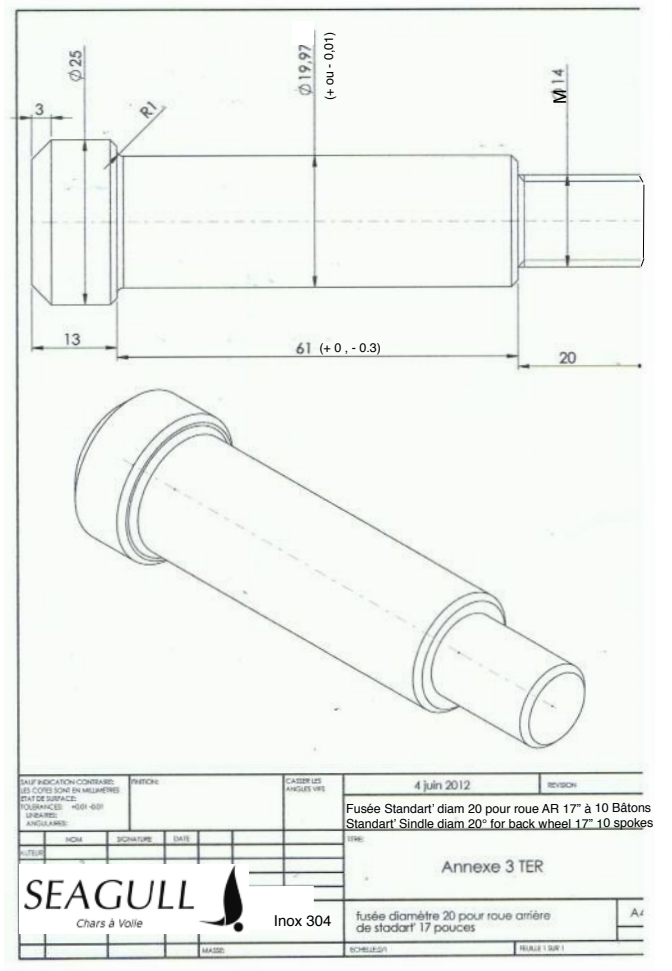
Roue avant 400 x 8

ANNEXE 6 bis

ANNEX 6 bis

Roue 10 bâtons autorisées à partir de Juillet 2012.

STANDART' Model



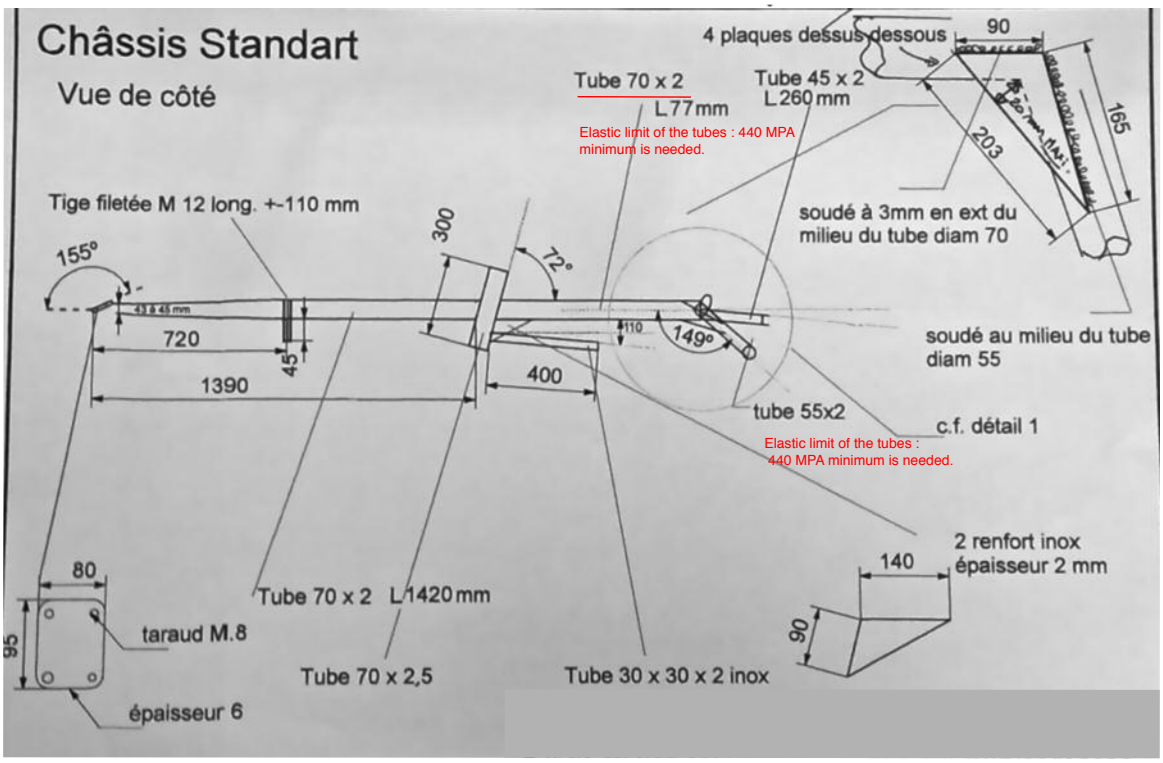
Fusées diam 20 pour jantes 10 bâtons à partir de juillet 2012.
Diam 20 mm spindle, for 10 spokes wheel (starting from July 2012)

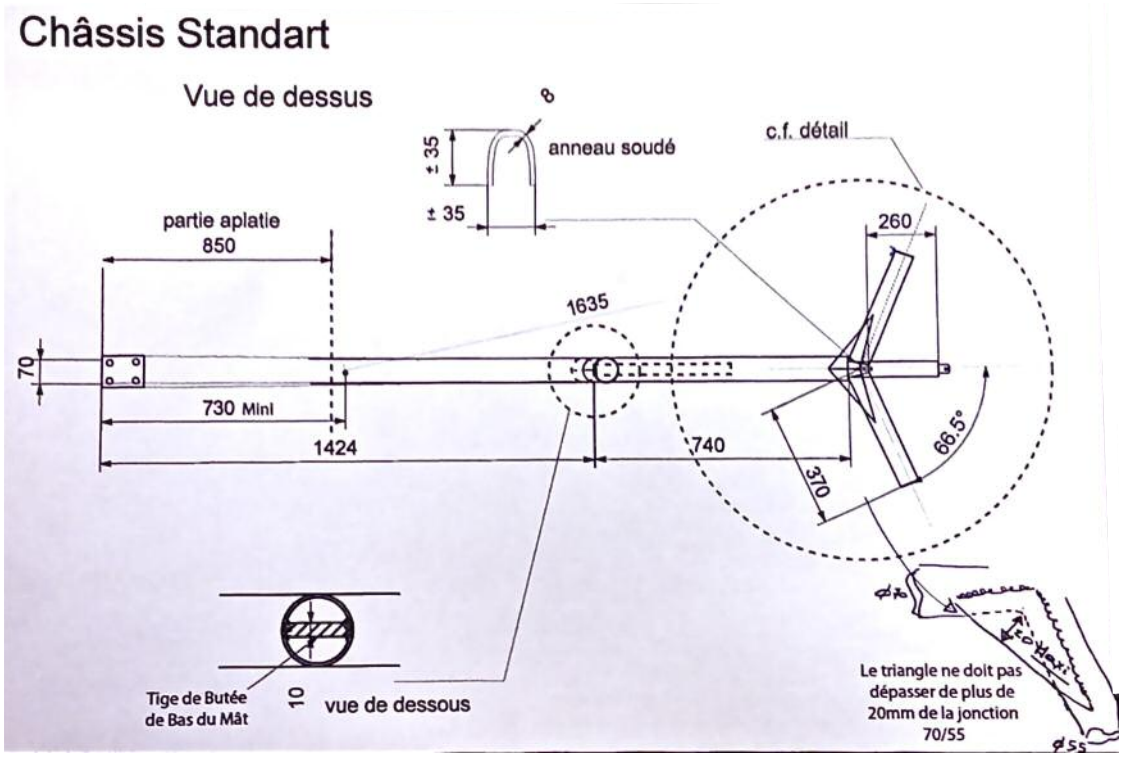
Anciennes Fusées diam 15 pour ancienne jantes avant juillet 2012 .

Old diam 15 mm spindle for hold wheel before july 2012

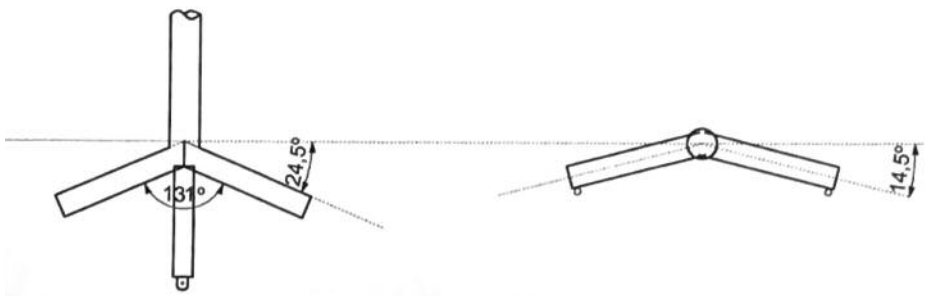
ANNEXE 6 ter

ANNEX 6 ter





FRAME ANGLES / ANGLES **châssis standart'**



vue de dessus

Angles seen from over the frame

vue de derrière

angle of the axles tubes diam 55 seen from back side.

ANNEXE 7

ANNEX 7

VOILE STANDART
STANDART SAIL

L'ensemble têtière est attachée par un bout de 6 mm de diamètre maximum (photo 17).

The adjustable top sail is made with a 6 mm diameter rope. (photo 17).

Photo 17

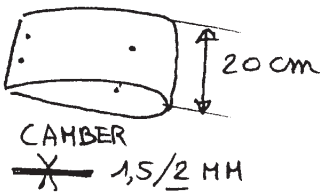
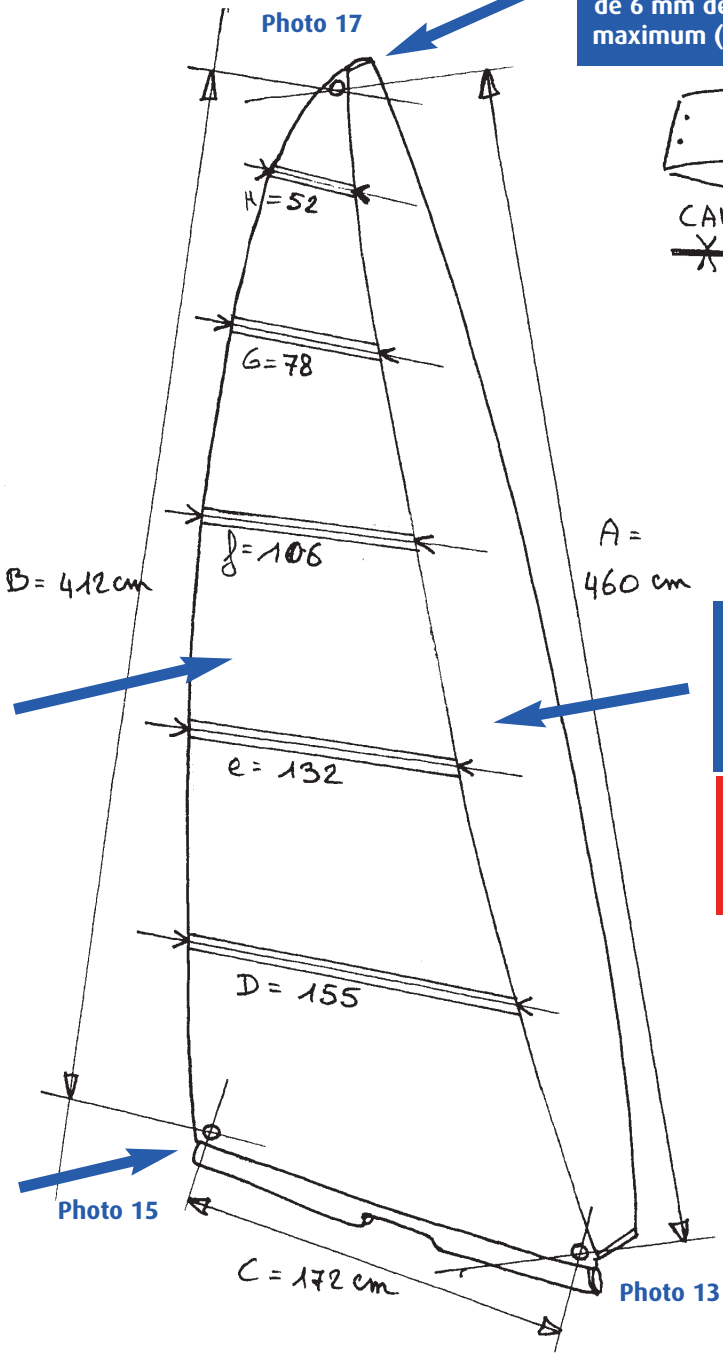


Photo 16



MYLAR
Grammage 50Z (210 g) 210 Goitter de chez DIMENSION/POLYANT ou PLT 1800 de chez BAINBRIDGE.

Sail made in Mylar 50z 210 gr (210 Gitter from Dimmension / Polyant trade mark) or (PLT 1800 from Bainbridge trade mark).

DACRON grammage 260 gr (260 SF-HTP) ou DACRON semi-souple grammage 300 gr (300 HMTO) de chez DIMENSION.

Mast pocket made in DACRON 260 gr (260 SF-HTP) or 300 gr (300 HMTO) from DIMENSION Trade Mark.

La voile est attachée sur la bôme par un bout à l'arrière et par 2 bouts à l'avant. (voir photos 13 et 15)

The sail is attached by one rope at the back of the boom and by 2 ropes at the front of the boom. (see photos 13 et 15)

Photo 15

Photo 13

Toutes les dimensions sont des dimensions maximum.

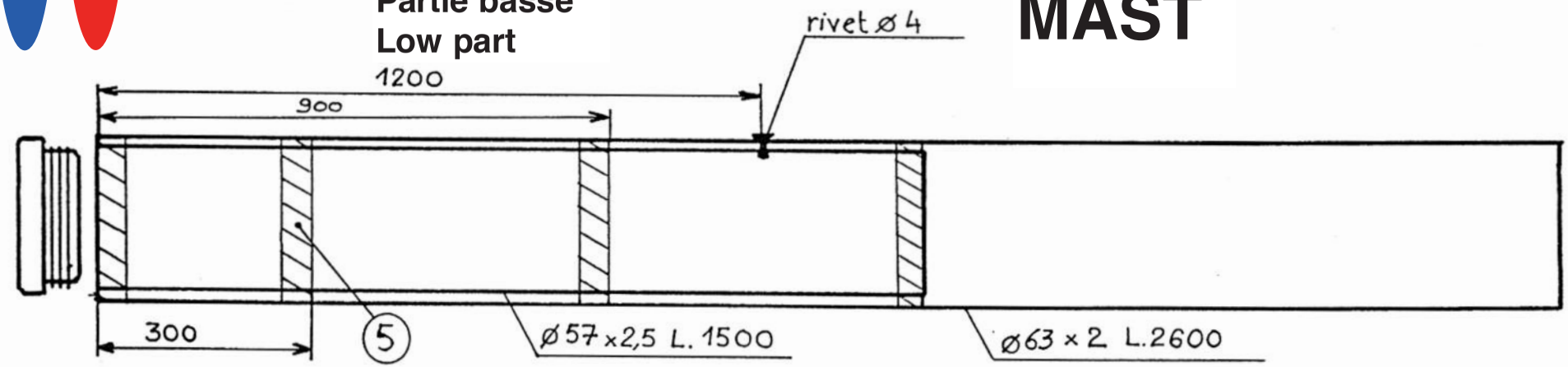
All the dimensions are maximum measurements.

ANNEXE 8

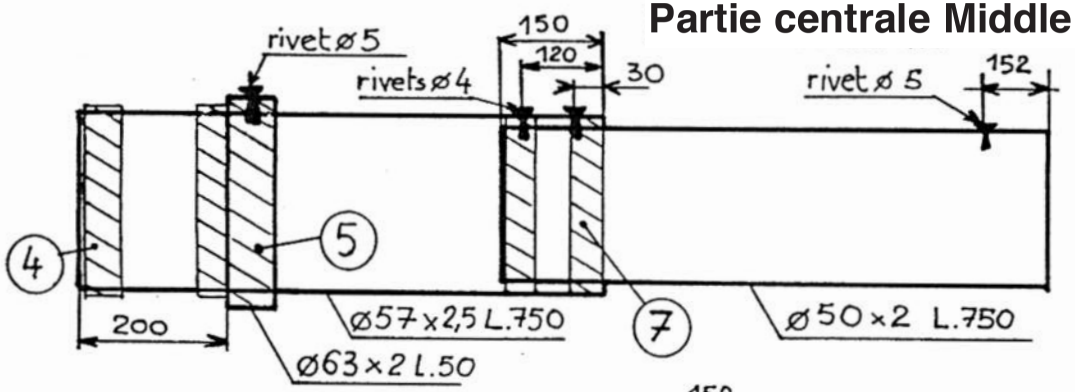
ANNEX 8

STANDART MAT
MAST

Partie basse
Low part



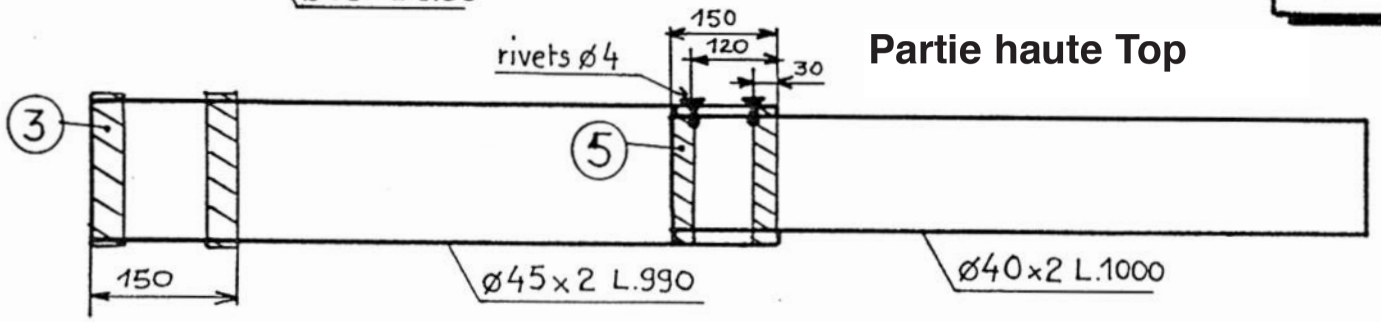
Partie centrale Middle



ruban adhésif d'assemblage
adhesive tape to fit parts

(N) nombre de tours (environ)
number of rotation

Partie haute Top



bouchon ø 40
CAP ø 40

ANNEXE 8 bis

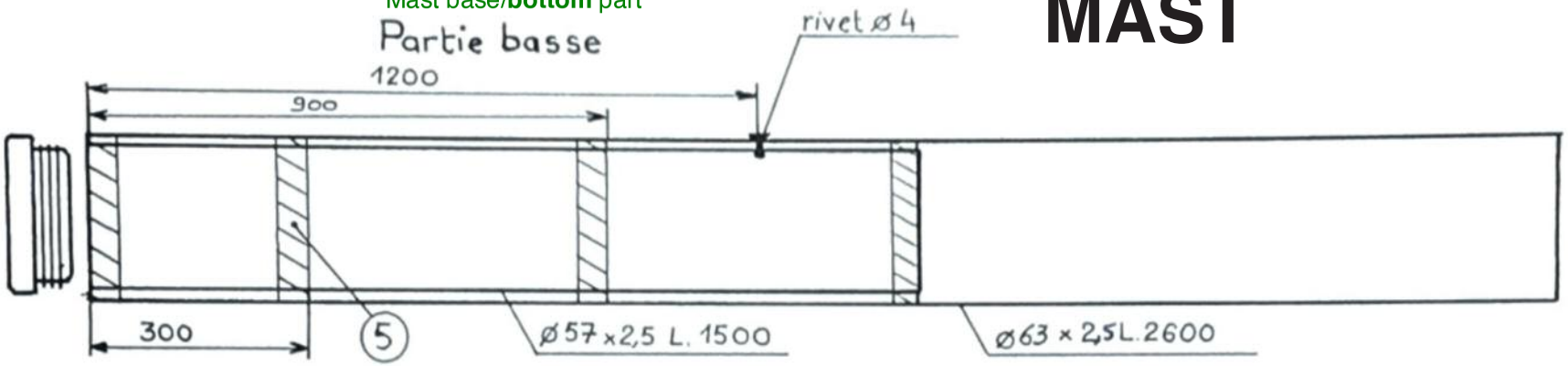
ANNEX 8 bis

modif 1/ Feb /2014

STANDART' MAT MAST

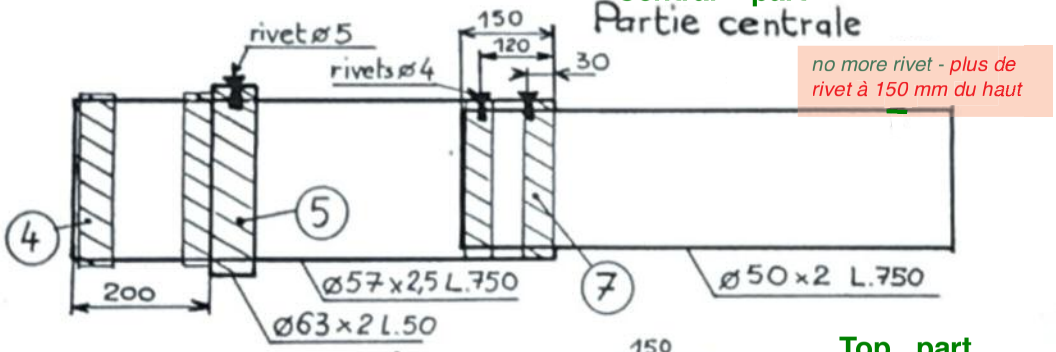
Mast base/**bottom** part

Partie basse

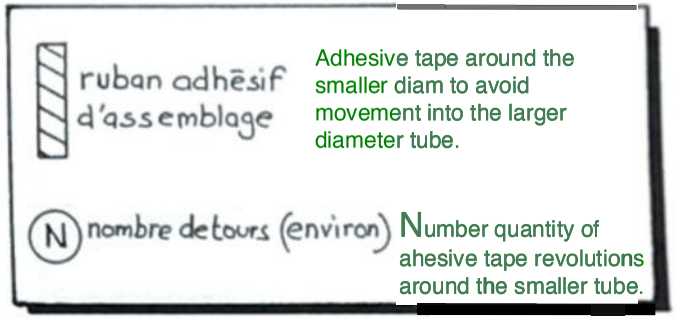


Central part

Partie centrale

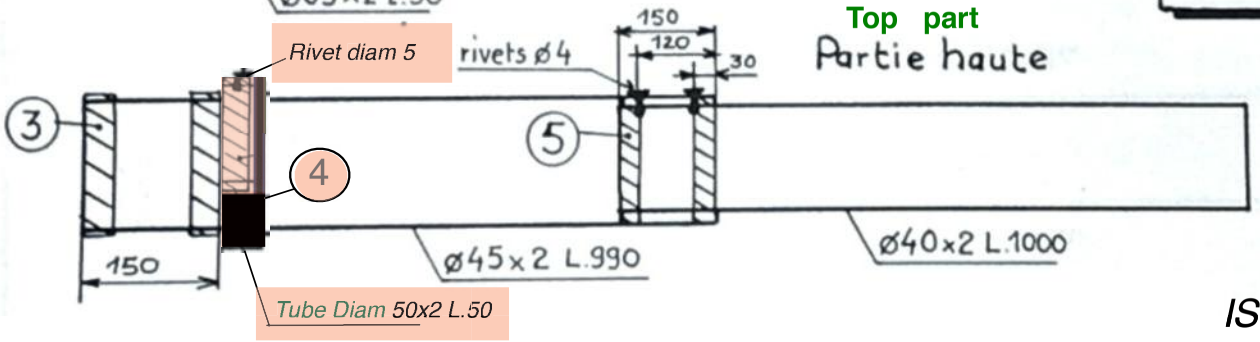


no more rivet - plus de rivet à 150 mm du haut



Top part

Partie haute



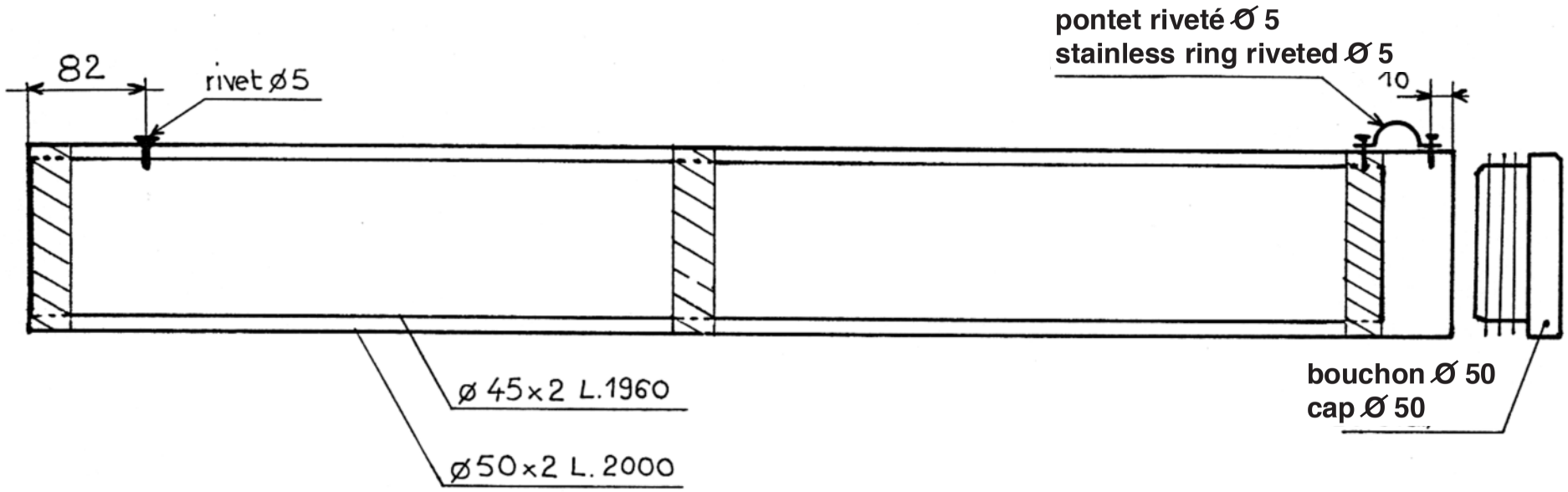
ISSA - SEAGULL

Chars à Voile

Landyachts

STANDART

BÔME
BOOM



ruban adhésif d'ajustement : 3 à 4 tours maximum
adhesive tape to lock parts : 3 to 4 rotations max

ANNEXE 9

ANNEX 9

ANNEXE 9 bis

ANNEX 9 bis

FISLY ANNEXE n. 2 E

Bôme de Standart' : dispositifs additionnels autorisés à partir du 1 /1 /2007 :
Standart' Boom : additional devices authorized from January 1-st, 2007 :

- Piton à oeil sur dame de nage pour tenir le point d'amure de voile,
- Ring nut on the goose-neck to hold the sail tack corner,

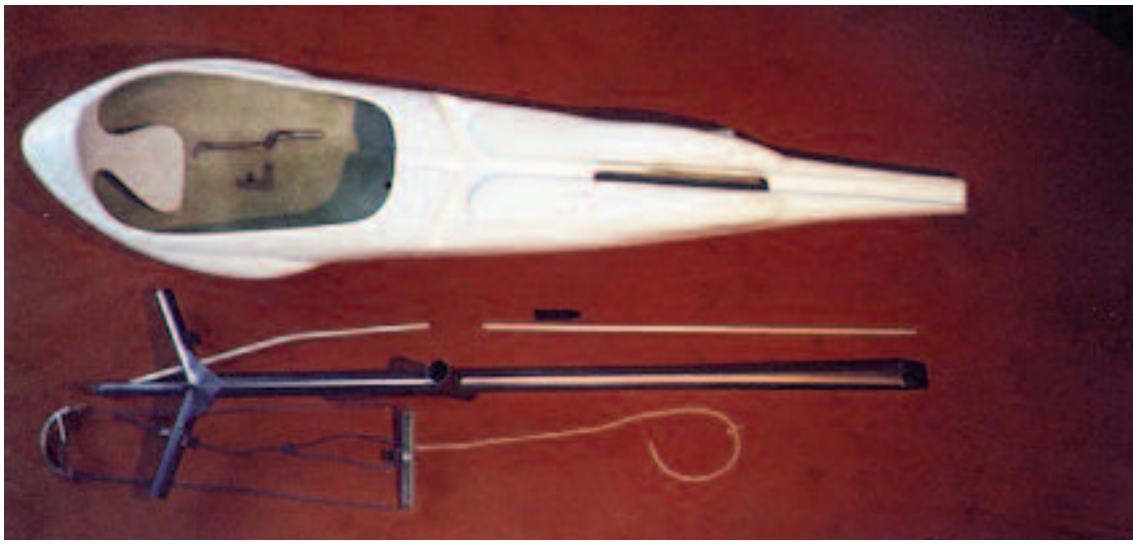
- Clam-Cleat rivetée à l'Arrière de la bôme en lieu et place du pontet.
- a clam cleat pop-riveted on the back of the boom instead of the "bridge attach".

ANNEXE 10

ANNEX 10

Photo 1

Photo 2



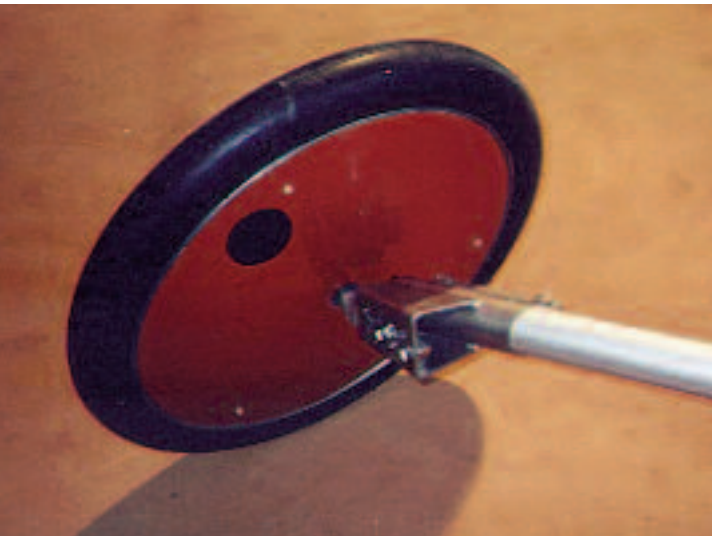


Photo 4

Photo 3

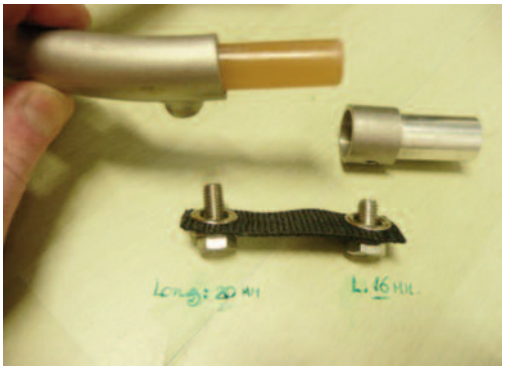


Photo 5

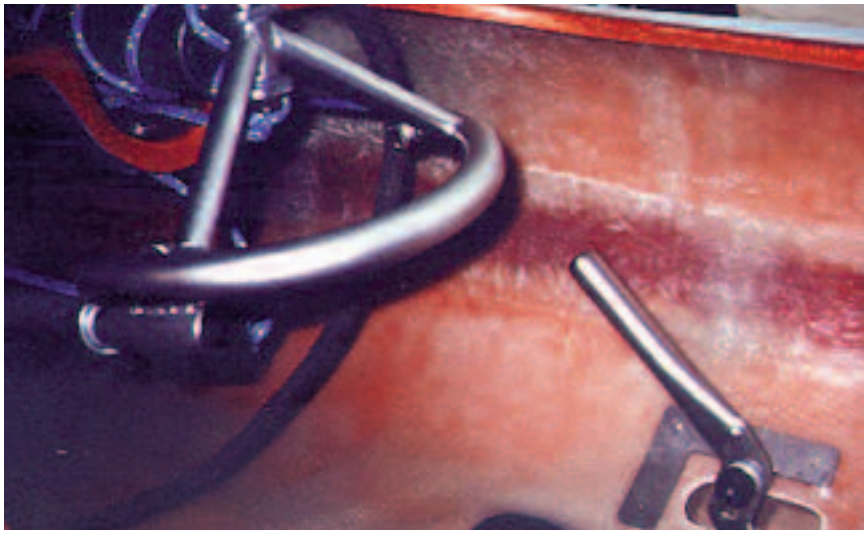


Photo 6

ANNEXE 11

ANNEX 11

Photo 7

Photo 9

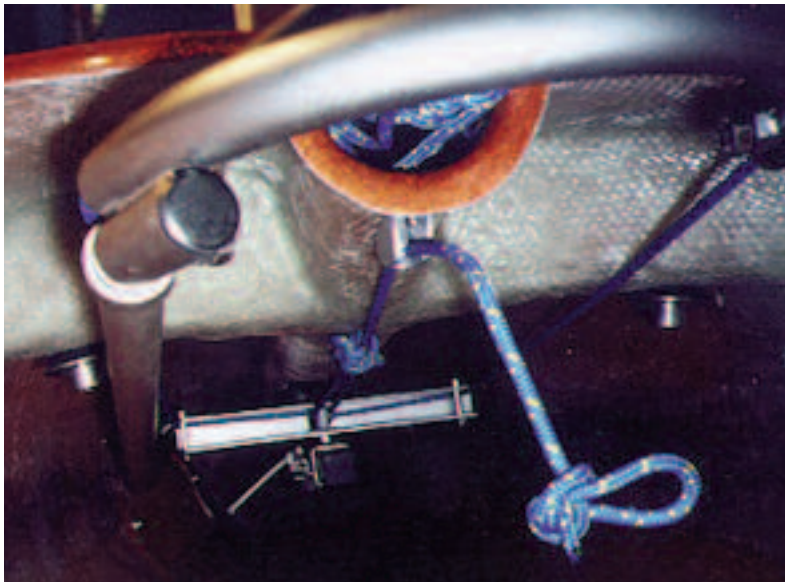


Photo 8

Photo 11

Photo 10

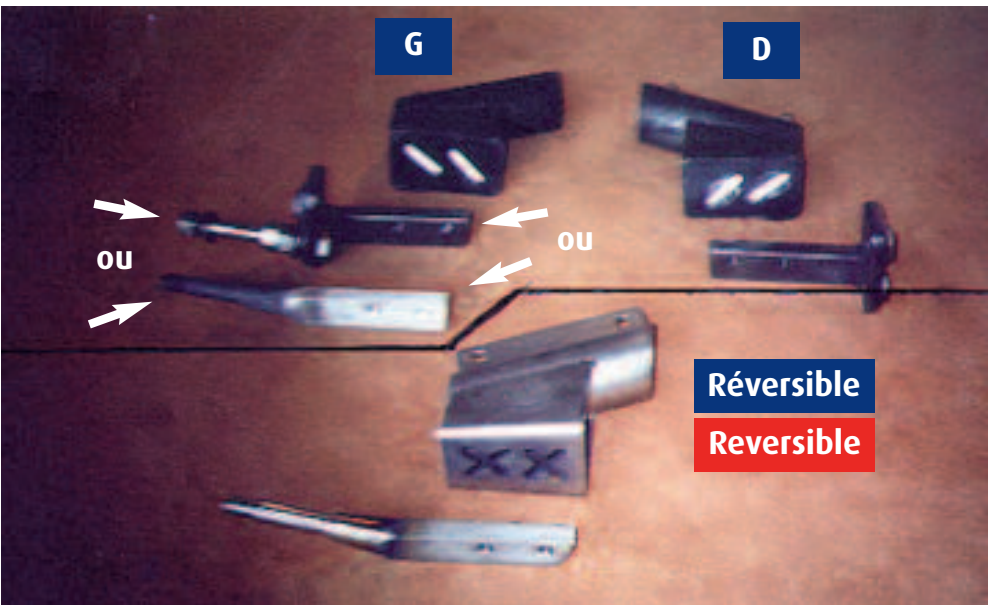


Photo 12

Photo 13

ANNEXE 12

ANNEX 12

Photo 14

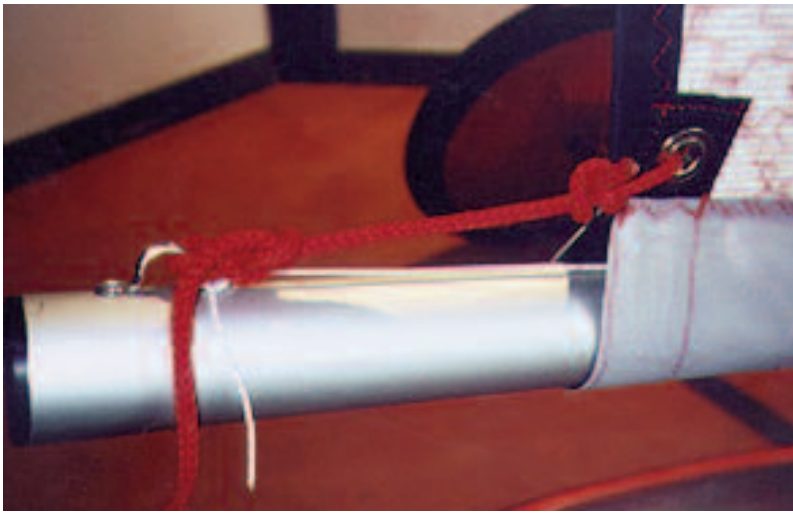


Photo 15

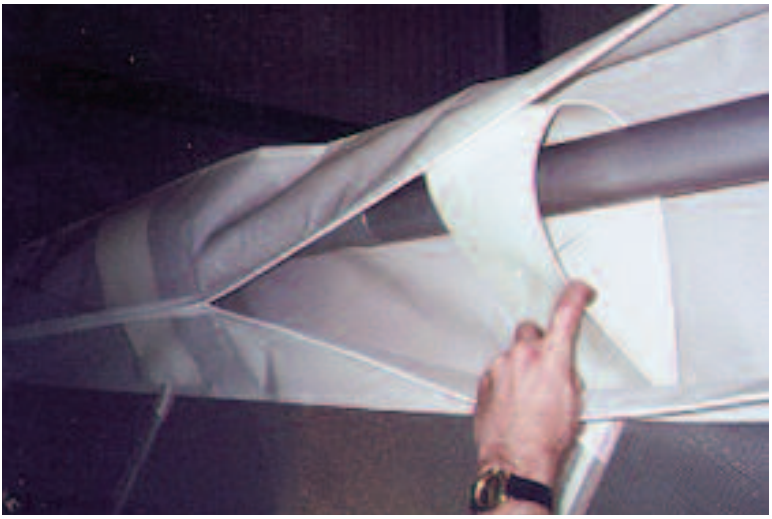


Photo 16

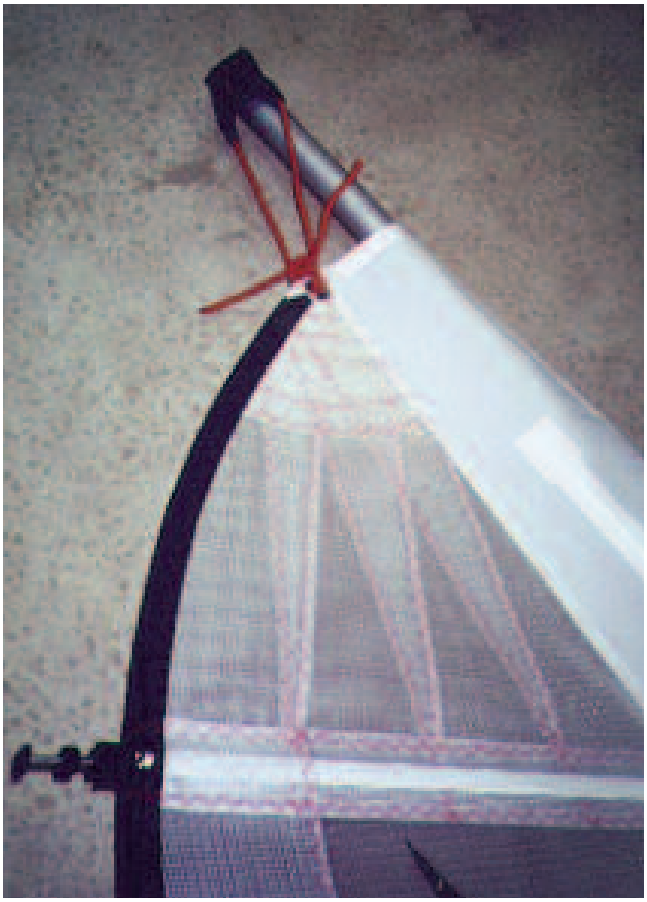
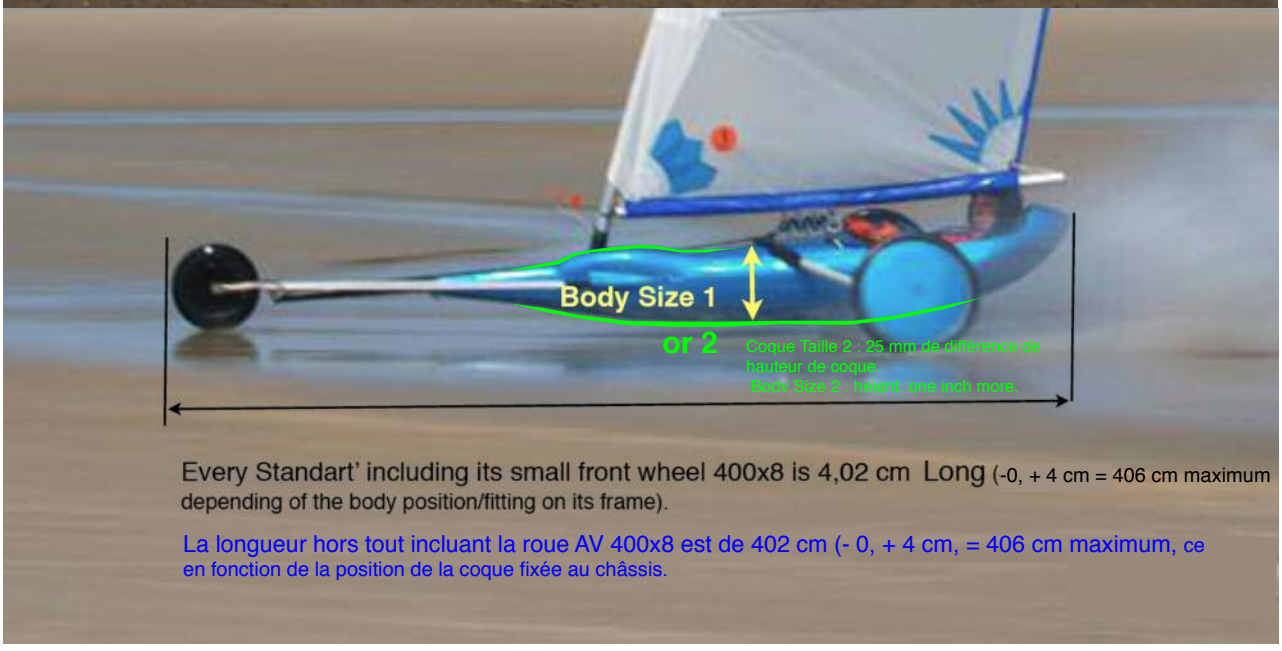


Photo 17

ANNEXE 13

ANNEX 13



ANNEXE 13 bis

ANNEX 13 bis