

INTERNATIONAL KITEBOARDING CLASS ASSOCIATION CLASS RULES 2010



The International Kiteboarding Class Association was adopted as an



international class in 2008

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INTRODUCTION

The International Kiteboarding Class rules are meant to regulate the equipment used in kiteboarding events.

The aim of the rule is to enable sailing crafts that are regarded as kitesurfers to participate regardless if they are factory or custom made. Development of equipment is encouraged.

The rig/sail/kite configuration is limited in size and that it is one unit. It can be solid, but it should be operated in a kiteboarding manner.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

This introduction only provides an informal background and the International Kiteboarding Association Class Rules proper begin on the next page.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IKA International Kiteboarding Class Association
- WSSRC World Sailing Speed Record Council
- NCA National Class Association
- RRS Racing Rules of Sailing
- ERS Equipment Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is the ISAF which shall co-operate with the IKA in all matters concerning these **class rules**.
- A.3.2 The ISAF or IKA, or its delegated representatives can accept no liability or legal responsibility in respect of these Rules.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The class is administered by the International Kiteboarding Class Association.

A.5 ISAF RULES

- A.5.1 These class rules shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies, and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations

A.7 CLASS RULES INTERPRETATIONS

- A.7.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations

Section B

- B.1 General

PART II – REQUIREMENTS AND LIMITATIONS

The **sailor** and the **board** shall comply with the Rules in Part II when *racing*.

The rules in Part II are **open class rules** as defined in the ERS.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 LIMITATIONS

Only 1 board and 1 kite/rigging combination shall be used during one round or run.

C.1.2 SAIL/RIG LENGTH

The maximum distance measured from the middle point of the control bar to any point of the sail, when rigged, shall be 45 meters.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of one person.
- (b) The crew shall be in contact with his feet to the board when starting and finishing one round or run and shall operate the kite/rigging with his hands holding on to the control bar or other part of the rigging.

C.2.2 MEMBERSHIP

- (a) No sailor is permitted to race at an International Regatta unless he/she is a member of the IKA.

C.3 PERSONAL EQUIPMENT

C.3.1 OPTIONAL

- (a) Harness.
- (b) Helmet

C.3.2 MANDATORY

- (a) Detachable Kite Leach. *The Notice of Race and the Sailing instructions may change this rule.*

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with Category C of the ISAF Advertising Code.

C.5 BOARD

C.5.1 GENERAL

Only boards with one piece hulls are permitted.

C.5.2 DIMENSIONS

Boards shall have a minimum beam of 150 mm.

C.6 BOARD APPENDAGES

C.6.1 FIN

The shortest distance between the outermost point of the hull appendage and the hull shall not exceed 500 mm

C.7 RIG

C.7.1 GENERAL

C.7.2 FOR USE

Harness attachments if fitted shall be attached to the control bar and shall be detachable.

C.8 SAILS/KITE

C.8.1 IDENTIFICATION

Sail Numbers shall comply with appendix XXX of the RRS except otherwise stated in these Class rules.

Section D – Hull

D.1 GENERAL

Section E – Hull Appendages

E.1 GENERAL

Section F – Rig

F.1 LINES

F.1.1 SAFETY SYSTEMS

Mandatory:

(a) a depowering device.

F.2 BAR

F.2.1 SAFETY SYSTEMS

Mandatory:

(a) a quick-release system.

Section G – Sails/Kite

G.1 GENERAL