



# **INTERNATIONAL KITEBOARDING ASSOCIATION CLASS RULES 2013**



The International Kiteboarding Association Class was adopted as an  
ISAF international class in 2008

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# INTRODUCTION

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

**The aim of the rules is to enable sailing crafts that are regarded as kiteboards to participate regardless if they are factory or custom made with certain restraints. Development of equipment is encouraged.**

**The rig/kite configuration is not limited in size and 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.*

**PLEASE REMEMBER:**

**THESE CLASS RULES ARE OPEN CLASS RULES WHERE IF IT IS NOT SPECIFICALLY SAY THAT YOU SHALL NOT, THEN YOU MAY**

**COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.**

# PART I – ADMINISTRATION

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## 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.1.3 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.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IKA International Kiteboarding Association
- 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 Association.

### A.5 ISAF RULES

- A.5.1 These **class rules** shall be read in conjunction with the ERS.

### A.6 CLASS RULES VARIATIONS

- A.6.1 At class events – see RRS 89.1.d) – ISAF Regulation 10.5(f) applies.  
At all other events RRS 87 applies.

### A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations

### A.8 CLASS RULES INTERPRETATIONS

- A.8.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations

## Section B – BOAT ELIGIBILITY

For a **kite-board** to be eligible for *racing* it shall comply with the rules in this section

### B.1 LICENSED MANUFACTURERS

- B.1.1 Production boards and production kites shall have been registered with the IKA, and included on the relevant Production Equipment List, not less than 60 days prior to the start of the event it is used in.
- B.1.2 Production boards built before 2011 and production kites built before 2012 will be included on the relevant Production Equipment List.

### B.2 BOARD IDENTIFICATION

- B.2.1 Production boards manufactured after June 1<sup>st</sup> 2012 shall display the official IKA Registered Production Equipment Logo, manufacturers name and serial number as applied by the manufacturer.

### B.3 KITE IDENTIFICATION

- B.3.1 Production kites manufactured after 1<sup>st</sup> June 2012 shall carry a permanent unique serial number applied by the manufacturer.

### B.4 EVENT INSPECTION

(a) For the purpose of RRS 78, **crew** is considered to be the owner.

(b) The role of **Equipment Inspectors** at an event is to ensure compliance with these **class rules**. Where an **equipment inspector** determines that an item of equipment needs further investigation they shall use whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for inspection. Should this comparison reveal deviation greater than the Inspector considers being within manufacturing tolerances, this shall be reported to technical representatives of ISAF, RCA and Manufacturer for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner shall present alternative equipment for inspection.

# PART II – REQUIREMENTS AND LIMITATIONS

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The **crew**, **equipment** and the **kite-board** shall comply with the Rules in Part II when *racing*. In case of conflict Section C shall prevail

The rules in Part II are **open class rules** as defined in the ERS. Equipment inspection shall be carried out in accordance with the ERS except where varied in this part

## Section C – Conditions for Racing

### C.1 GENERAL

#### C.1.1 LIMITATIONS

- (a) During one race/heat/run only one board and one kite/**rigging** combination shall be used.
- (b) In course racing events not more than one production board and not more than one production kite per size range shall be registered from the following size ranges:
  - Large: Nominal Size 15 sqm or bigger.
  - Medium: Nominal Size between 11sqm and 15 sqm.
  - Small: Nominal Size 11 sqm or less.
  - X-small: Nominal size 9sqm or less.
- . When a board or kite has been lost or accidentally damaged beyond repair, a replacement may be made, only with the approval of the Race Committee.
- (c) Except in course racing, any number of boards, kites or rigging may be used during an event.

### C.2 CREW

#### C.2.1 LIMITATIONS

- (a) The **crew** shall consist of one person.

#### C.2.2 MEMBERSHIP

- (a) No **crew** is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** shall be a member of the IKA.

### C.3 PERSONAL EQUIPMENT

#### C.3.1 SAFETY AND LIFE-SAVING EQUIPMENT

- (a) A detachable kite leash shall be used. The Notice of Race and the Sailing instructions may change this rule.

- (b) In accordance with RRS 1.2 the following provision is made: The **crew** does not have to wear or carry on board a **Personal Flotation Device** unless RRS 40 applies or the Notice of Race or Sailing Instructions specifies it. The **Personal Flotation Device** shall conform to the minimum standard of ISO 12402-5 and if prescribed, the **crew** shall wear it. Alternative or additional standards may be prescribed in the Notice of Race

## **C.4 IDENTIFICATION**

Competitors shall comply with RRS X9 Appendix BB (Kiteboarding Competition Rules).

## **C.5 ADVERTISING**

### **C.5.1 LIMITATIONS**

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

## **C.6 HULL**

### **C.6.1 GENERAL**

Only boards with one piece **hulls** are permitted.

### **C.6.2 DIMENSIONS**

Boards shall have a minimum beam of 150 mm.

### **C.6.3 MODIFICATIONS/MAINTENANCE AND REPAIR**

For production boards:

- (a) Alteration of **hull** shape, major underside re-fairing or deliberate removal of the finishing coat/s is not permitted unless in the case of the result of local repairs to unintentional damage. The serial number shall remain legible.
- (b) The deck grip may be partially removed to apply personal sponsor logos.
- (c) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics can be identified.
- (d) A damaged, fin box, may be replaced only by the same 'type' of fin box and shall be positioned at the same position as the original.

## **C.7 HULL APPENDAGES**

### **C.7.1 FIN**

Any number of **fins** and/or retractable fins are allowed. No other **hull appendages** are permitted. The shortest distance between the outermost point of the **hull appendage** and the bottom of the **hull** shall not exceed 500 mm.

## C.8 RIGGING

### C.8.1 DIMENSIONS

The maximum distance measured from the lowermost point of the chicken loop to any part of the kite, when rigged, shall be 45000 mm.

Lines:

	Maximum Diameter	Minimum Diameter
Front Lines		1.2mm
Back Lines		0.8mm

### C.8.2 MATERIALS

(a) Flying lines shall be made of Dyneema, Spectra or generic brands.

(b) Bridles if used shall be made of Carbon, Kevlar, Poly-aramid, Dyneema, Spectra or generic brands.

### C.8.3 LINES SAFETY SYSTEMS

Lines shall have a depowering device.

### C.8.4 BAR SAFETY SYSTEMS

Bars shall have a quick-release system

## C.9 KITE

### C.9.1 MODIFICATIONS, MAINTENANCE AND REPAIR

For production kites:

- (a) The kite shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance and repair is permitted.
- (c) Advertising or identification may be painted, printed or taped to the kite.

## Section D – Hull

### D.1 GENERAL

#### D.1.2 DIMENSIONS

For production boards:

	Min	Max
<b>Hull Length</b>		1900mm
<b>Hull Beam</b>	150mm	700mm

#### D.1.3. WEIGHT

For production boards



	Min	Max
<b>Hull weight (equipment registered before September 1<sup>st</sup> 2012)</b> (including deckpads and excluding fins and footstraps)	4000 gr	
<b>Hull weight (equipment registered after September 1<sup>st</sup> 2012)</b> (including deckpads and excluding fins and footstraps)	5500 gr	

## Section E – Hull Appendages

Not in use. See Section C for Hull Appendages Items

## Section F – Rig

Not in use. See Section C for Rig items

## Section G – Kite

### G.1 GENERAL

#### G.1.1 MATERIALS

- a) The outside shell of the front tube (if any), the canopy, and the outside shell of the struts (if any) shall be made out of woven ply
- b) Reinforcements, battens, tapes may be made out of other material.
- c) Bladders shall be made out of TPU, PU or PVC materials.

**EFFECTIVE DATE: 21<sup>ST</sup> AUGUST 2013**

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