



# **KONA**

## **CLASS RULES**



**2011**

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## INTRODUCTION

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The Kona Class is devoted to the development of inexpensive one design racing, with an easy format where the emphasis is on tactics rather than equipment.

The Kona hulls, hull appendages, and sails shall only be manufactured by Kona Windsurfing AB or their appointed manufacturers. Such equipment is required to comply with the Kona One Design Building Specification and is subject to an ISAF approved manufacturing control system.

After Kona hulls, hull appendages, rigs and sails have left the manufacturer, they may only be altered to the extent permitted in Section C of these class rules.

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

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

# 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.2 ABBREVIATIONS

A.2.1 ISAF International Sailing Federation

MNA ISAF Member National Authority

KWA Kona Windsurfing 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 KWA in all matters concerning these **class rules**.

A.3.2 No liability or legal responsibility in respect of these **class rules** can be accepted by the ISAF or KWA, or its delegated representatives.

### A.4 ISAF RULES

A.4.1 These **class rules** shall be read in conjunction with the ERS.

A.4.2 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.5 CLASS RULES AMENDMENTS

A.5.1 Amendments to these **class rules** are subject to the approval of ISAF in accordance with the ISAF Regulations.

### A.6 CLASS RULES INTERPRETATIONS

A.6.1 Interpretation of these **class rules** shall be made in accordance with the ISAF Regulations.

### A.7 LICENSED MANUFACTURERS

A.7.1 Kona One Design boards, **hull appendages** and **sails** shall be manufactured by Kona Windsurfing AB, or by another manufacturer appointed and licensed by Kona Windsurfing AB in consultation with ISAF referred to as licensed manufacturers in these **class rules**.

## **A.8 SAIL NUMBERS**

A.8.1 Sail numbers shall be issued internationally by KWA.

## **Section B – Equipment Eligibility**

For equipment to be eligible for *racing*, it shall comply with the rules in this section.

### **B.1 HULL CERTIFICATION & MARKINGS**

B.1.1 Hull **certificates** are not issued.

B.1.2 Boards shall display the official ISAF logo as applied by the manufacturer.

### **B.2 EVENT INSPECTION**

#### **B.2.1 GENERAL**

- a) For the purpose of RRS 78, **crews** are considered to be the owners.
- b) The role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, (other than as is permitted within these rules) using 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 Equipment Inspector considers being within manufacturing tolerances, this shall be reported to technical representatives of ISAF, KWA and Kona Windsurfing AB 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.

### **B.3 EVENT LIMITATION MARKS**

B.3.1 All items of a **crew's** equipment which are subject to control, as per the schedule on the Regatta Equipment Control Form, and which require **event limitation marks** shall be so marked.

B.3.2 Some items of equipment may receive two **event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.

## PART II – REQUIREMENTS AND LIMITATIONS

The **crew** and his/her equipment shall comply with the Rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules**. **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 RULES

- (a) The following ERS shall not apply: A.2 Certificate; B.9 Setting, Sheeting and Changing Sails.

#### 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** must be a member of the KWA.

##### C.2.3 AGE/GENDER/WEIGHT DIVISIONS

- (a) Men

Weight of the sailor	Sail Size as per G1	Sail Colour
Less than 65 Kg (Light Weight)	6.6 m <sup>2</sup>	Blue top and trims
65 Kg or more to less than 75Kg (Light Medium Weight)	7.4 m <sup>2</sup>	Yellow top and trims
75 Kg or more to 85 Kg (Medium Weight)	8.2 m <sup>2</sup>	Green top and trims
More than 85 Kg (Heavy Weight)	9.0 m <sup>2</sup>	Red top and trims

- (b) Women

Weight of the sailor	Sail Size as per G1	Sail Colour
Any weight	Optional	Optional

- (c) Cadets. Under the age of 15 years old on 31<sup>st</sup> December of the current year.

Weight of the sailor	Sail Size as per G1	Sail Colour
Any weight	Max 5.8 m <sup>2</sup>	As per sail

### C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 a) **Optional**

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the following may be carried on board:

- (i) A harness.
- (ii) Personal buoyancy which may be prescribed as mandatory in the Sailing Instructions. If prescribed, the personal buoyancy shall conform to the minimum standard of ISO 12402-05 (Level 50N). Additional standards may be prescribed in the Notice of Race.  
A container for holding beverages in accordance with RRS Appendix B.2.1 (b)
- (iii) An electronic or mechanical timing device.
- (iv) A heart rate monitoring device.

b) **Mandatory**

- i) Clothing and equipment, including harness but excluding beverage container, worn or carried by the **crew** shall not weigh more than 6kg when weighed in accordance with RRS Appendix H.

### C.4 PORTABLE EQUIPMENT

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.4.2 a) **Optional**

- i) A towrope of minimum length 5m and a recommended thickness of 4 mm may be carried by the **crew**. The use of the towrope may be specified as compulsory in an event's Notice of Race or Sailing Instructions.

### C.5 ADVERTISING

C.5.1 **LIMITATIONS**

Advertising shall only be displayed in accordance with ISAF Regulation 20- Advertising Code.

## C.6 HULL

### C.6.1 LIMITATIONS

- (a) Only one **hull** shall be used during an event, except when lost or damaged beyond repair. A replacement may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement **hull** and remove or deface any **event limitation mark** attached to the replaced **hull**.
- (b) Four foot straps shall be fitted to the existing inserts using any stainless steel screw and washer. Foot straps shall be fitted with at least one screw and washer at each end. The foot straps may be changed or replaced during an event.

### C.6.2 HULL WEIGHT

- (a) The **hull** weight, including the complete mast track and gasket assembly, shall not be less than 15.0 kg.
- (b) Any **corrector weights** shall be securely fixed in an accessible position that ensures compliance with C.6.2(a)
- (c) The **hull** may be weighed wet after a minimum of 10 minutes standing vertically on its aft edge.

### C.6.3 MAINTENANCE AND MODIFICATIONS

- (a) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
- (c) The underside of the **hull** may be rubbed down and polished.
- (d) The **centreboard** cassette may be shimmed.
- (e) The deck grip may be restored to its original condition with a clear coating provided that the original deck graphics remain legible.

## C.7 HULL APPENDAGES

### C.7.1 LIMITATIONS

- (a) Only one **centreboard** and one **fin**, as supplied by the manufacturer, shall be used during an event, except when lost or unintentionally damaged beyond repair. A replacement may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement **hull appendage** and remove or deface any **event limitation mark** attached to the replaced **hull appendage**.
- (b) The **centreboard** shall be carried in the centreboard case at all times when *racing*.

### C.7.2 MAINTENANCE AND MODIFICATIONS



- (a) The **hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) **Hull appendages** may be lightly sanded and/or polished providing that the essential shape and characteristics of the **hull appendage** are not affected.
- (d) The sides of the **fin** root may be shimmed to fit the **fin** box.
- (e) The **centreboard**/centreboard handle may be tuned to allow a perpendicular (90 degree) position to the hull.

## **C.8 RIG**

### **C.8.1 LIMITATIONS**

- (a) Only one **rig** may be used during an event, except when an item has been lost or unintentionally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement item and remove and deface any **event limitation mark** attached to the replaced item.

### **C.8.2 MAINTENANCE AND MODIFICATIONS**

- (a) The **rigs** shall not be altered in any way except as permitted by these **class rules**.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) The **mast spar** may be lengthened using any mast extension.
- (d) The **mast spar** extension may be shimmed with any self adhesive tape.
- (e) The **mast** spigot may be shimmed.
- (f) Any uphaul may be fitted.
- (g) A safety line or device to secure the **rig** to the **hull** shall be fitted.
- (h) The downhaul system shall be fixed.
- (i) Any adjustable or fixed outhaul may be used
- (j) The surface of the **boom spar** grip may be roughened using abrasive material.
- (k) Cleats, pulleys and ropes may be replaced by any of the same characteristics and function.
- (l) Any harness lines may be used.

## **C.9 SAILS**

### **C.9.1 LIMITATIONS**

- (a) Only one **sail** may be used in an event, except when the **sail** has been lost or unintentionally damaged beyond repair. A replacement may be made only with a **sail** of the same size and with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement **sail** and remove or deface any **event limitation mark** attached to the replaced **sail**.
- (b) Only one set of battens per **sail** shall be used during an event.

#### C.9.2 SAIL IDENTIFICATION

- (a) National Letters and Numbers

The national letters and sail number shall be black in colour and applied “back to back” on an opaque white background to the **sail** immediately above batten 3 and as close to the **leech** as possible. The opaque background shall extend a minimum of 30 mm beyond the national letters and sail number. In all other respects they shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.

#### C.9.3 MAINTENANCE AND MODIFICATIONS

- (a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**.
- (b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- (c) Transparent self-adhesive mono-film patches may be attached to the **sail** adjacent to the **boom spar**.
- (d) Battens may be replaced. Such replacements shall be made on a ‘like for like’ basis using battens supplied by the licensed manufacturer

## Section D – Hull

### D.1 GENERAL

#### D.1.1 MANUFACTURERS

- (a) The **hull** and fittings shall be manufactured by a licensed manufacturer.
- (b) The **hull** shall be produced only by using moulds in the possession of Kona Windsurfing AB.

#### D.1.2 IDENTIFICATION

- (a) The **hull** shall carry the unique serial number issued by the licenced manufacturer in a legible condition.

### D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

The **hull** shall comply with the Kona One Design building specifications.

### D.3 FITTINGS

- (a) mast track complete
- (b) centreboard cassette
- (c) fin box
- (d) gasket assembly
- (e) gaskets
- (f) towing eye
- (g) foot strap fixing inserts
- (h) foot straps

## Section E – Hull Appendages

### E.1 PARTS

- (a) **Fin**
- (b) **Centreboard.**

### E.2 GENERAL

#### E.2.1 MANUFACTURERS

- (a) **Hull appendages** shall be produced only by a licensed manufacturer.

#### E.2.2 IDENTIFICATION

- (a) **Fins** and **centreboards** shall carry a unique ID number on the headstock applied by the manufacturer.

### E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

The **fin** and **centreboard** shall comply with the Kona One Design building specification.

## Section F – Rig

### F.1 GENERAL

#### F.1.1 MANUFACTURERS

The **rig** does not have to be produced by a licensed manufacturer.

### F.2 MATERIAL, CONSTRUCTION AND DIMENSIONS

F.2.1 **Masts** shall be limited to a carbon content of maximum 75%.

F.2.2 The **boom** shall be constructed of aluminium tubing with plastic end fittings.

F.2.3 The mast extension shall be constructed of aluminium.

## Section G – Sails

### G.1 PARTS

- (a)- 9.0 m<sup>2</sup> One Design **sail**.
- (b)- 8.2 m<sup>2</sup> One Design **sail**
- (c)- 7.4 m<sup>2</sup> One Design **sail**.
- (d)- 6.6 m<sup>2</sup> One Design **sail**.
- (e)- 5.8 m<sup>2</sup> One design **Sail**.
- (f)- 5.0 m<sup>2</sup> One Design **Sail**.
- (g)- 4.2 m<sup>2</sup> One Design **Sail**.
- (h)- 3.5 m<sup>2</sup> One Design **Sail**.

### G.2 MANUFACTURERS

**Sails** and fittings shall be manufactured by a licensed manufacturer.

### G.3 IDENTIFICATION

The Class insignia shall be applied by the manufacturer.

### G.4 MATERIALS, CONSTRUCTION and DIMENSIONS

The **sail** shall comply with the class building Specifications.

### G.5 FITTINGS

- (a) Battens