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INTRODUCTION

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 Exocet/Flying Fish 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.
Section A – General

A1 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.

A2 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

A3 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 Rules can be accepted by the ISAF or KWA, or its delegated representatives.

A4 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.

A5 CLASS RULES AMENDMENTS
A.5.1 Amendments to these class rules are subject to the approval of the ISAF in accordance with the ISAF Regulations.

A6 CLASS RULE INTERPRETATIONS
A.6.1 Interpretation of class rules shall be made in accordance with the ISAF Regulations.

A7 LICENSED MANUFACTURERS
A.7.1 Kona One Design equipment shall be manufactured by Exocet/Flying Fish, or by another manufacturer appointed and licensed by Exocet/Flying Fish in consultation with the ISAF referred to as licensed manufacturers in these class rules.

A8 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 with the text “ISAF”.

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, 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 Inspector considers being within manufacturing tolerances, this shall be reported to technical representatives of ISAF, KCA and Exocet/Flying Fish 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 the 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) All Kona owners are granted membership of the IKC without payment of a fee.

C.2.3 WEIGHT GROUPS AND DIVISIONS
C.2.4 A WEIGHT GROUPS
   LIGHT WEIGHT; 64.9 KILO AND BELOW
   LIGHT MEDIUM & MEDIUM WEIGHT; 65 TO 85 KILO
   HEAVY WEIGHT; 85.1 KILO AND UP

C.2.4 B Overlapping weight categories
   Owners weighing in close to or within ± 2 kilo's to the next weight division may choose which division to participate in.
   The light medium and medium weight categories shall always be divided into two equal groups according to a 50/50 split based on average weight at each individual event.

C.2.5 DIVISIONS
   Women: The women’s division includes all weight groups, in which sail sizes are optional, but limited to the use of one size only within a specific event or series of accumulating races.
   Cadets: The cadets division includes all youngsters below the age of 14. Sail sizes are optional, but limited to the maximum size of 5.0 and the use of one size only within a specific event or series of accumulating races.

C.2.6 Sail sizes and colour codes
   The mandatory weight groups sail sizes shall be;
   Light weight; 5.8 sqm. - blue top and trims
   Light medium & medium weight; 7.4 sqm. - yellow top and trims
   Heavy weight; 9.0 sqm. - red top and trims

C.2.7 Separation of divisions
   It shall be up to the discretion of the race organizers to decide whether to start all or some divisions simultaneously.
   A minimum of 5 entries is required to constitute a class or a division within a class.

C.3 PERSONAL EQUIPMENT
C.3.1 Personal equipment does not have to be produced by a licensed manufacturer.
C.3.2 a) Optional
   (i) Harness.
(ii) In alteration to RRS 1.2 buoyancy vest or jacket is optional (which may be described as mandatory in the Sailing Instructions). If personal buoyancy is prescribed, every competitor shall wear a personal flotation device that shall conform to the minimum standard of ISO 12402-5 (Level 50). Alternative or additional standards may be prescribed in the Notice of Race or Sailing Instructions.

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 bare hull weight, including the complete mast track and gasket assembly, shall not be less than 15.0 kgs.

(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 draining 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 can be clearly seen.
C.7  HULL APPENDAGES

C.7.1  LIMITATIONS

(a) Only one centreboard, as supplied by the manufacturer, 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 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) The sides of the fin root may be shimmed to fit the fin box.

(d) 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 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.

(b) The manufacturer of mast, boom, mast extension, and mast base, is optional.

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 a 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 shall be fixed. Adjustable devices of any kind are prohibited

(i) Theouthaull shall be fixed. Adjustable devices of any kind are prohibited

(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 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) **Sail sizes and colours.** The following applies according to weight category:

- Light weight – 5.8sqm with blue top and trims;
- Light medium & medium weight - 7.4sqm with yellow top and trims;
- Heavy weight – 9.0sqm with red top and trims.

(c) Only one set of battens per sail shall be used during an event. NCA's may allow other battens to be used at non-International events within their jurisdiction.

### C.9.2 SAIL IDENTIFICATION

(a) **National Letters and Numbers**

The national letters and (Intl) sail number shall be black in colour and applied on each side above batten 3 and as close to the leech as possible. Size shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.

(b) **Division Identification**

As specified by sail colour coding

### 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

## Section D – Hull

### D.1 MANUFACTURERS

(a) The hull and fittings shall be produced by a licensed manufacturer.

(b) The hull shall be produced only by using moulds in the possession of Exocet/Flying Fish.

### D.2 IDENTIFICATION

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

### D.3 MATERIALS, CONSTRUCTION and DIMENSIONS

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

### D.4 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 MANUFACTURERS

(a) Hull appendages shall be produced only by a licensed manufacturer.
E.2 IDENTIFICATION
   (a) Fins and centreboards shall carry a unique ID number on the headstock.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS
   Shall comply with the Kona One Design building specification.

Section F – Rig

F.1 MAST
   Masts shall be limited to a carbon content of maximum 75%.

F.2 BOOM
   The boom shall be constructed of aluminium tubing with plastic end fittings.

F.3 MAST EXTENSION
   The mast extension shall be constructed of aluminium.

Section G – Sails

G.1 PARTS
   (a) 9.0 sq.m. One Design sail.
   (b) 7.4 sq.m. One Design sail.
   (c) 5.8 sq.m. One Design sail.
   (d) 5.0 sq.m One Design Sail.
   (e) 4.2 sq.m One Design Sail.
   (f) 3.5 sq.m One Design Sail.

G.2 MANUFACTURERS
   Sails and fittings shall be manufactured by a licensed manufacturer.

G.3 IDENTIFICATION
   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

Effective 30 November 2009