



**INTERNATIONAL  
IKA TWIN TIP RACING  
CLASS RULES  
2013**



The IKA Twin Tip Racing Class was adopted as an  
ISAF international class in 2013

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# INTRODUCTION

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The IKA Twin Tip Racing Class rules are meant to regulate the equipment used in kiteboard twin tip racing events.

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

The philosophy of the class is that sailors can compete in racing on equipment also used in freestyle competitions or for freeriding, without specialized and expensive equipment, accessible especially in emerging and developing countries and serving as an entry level and feeder class to the high performance IKA Formula Kite Class.

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 Twin Tip Racing Class Rules proper begin on the next page.*

**PLEASE REMEMBER:**

**CLASS RULES IN THIS CHAPTER ARE CLOSED CLASS RULES WHERE IF IT IS NOT SPECIFICALLY STATED THAT YOU MAY, THEN YOU SHALL NOT.**

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
- TTR IKA Twin Tip Racing Class
- 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 TTR in all matters concerning these **class rules**.
- A.3.2 The ISAF or TTR, 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 **TTR kite-board** to be eligible for *racing* it shall comply with the rules in this section

### B.1 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 **TTR 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 **closed 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

Not more than one hull and four kites shall be registered for an event. When a hull or kite has been lost or accidentally 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 replacing item.

### 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 **Personal equipment** does not have to be produced by a licensed manufacturer

#### C.3.2 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) Any helmet may be used

#### C.3.3 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:

- (a) Any harness.
- (b) Any buoyancy vest or jacket (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).
- (c) Any container for holding beverages in accordance with RRS Appendix F 43.1(a)
- (d) Any electronic or mechanical timing device
- (e) Any heart rate monitoring device
- (f) Any electronic or mechanical compass

#### **C.4 PORTABLE EQUIPMENT**

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

##### C.4.2 OPTIONAL

- (a) any GPS tracking device . The Notice of Race or sailing instructions may change this rule.
- (b) Any camera recording equipment and attachments, where permitted by the Notice of Race and/or Sailing instructions, and removable for weighing

#### **C.5 IDENTIFICATION**

Competitors shall comply with RRS F9

#### **C.6 ADVERTISING**

##### C.6.1 LIMITATIONS

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

#### **C.7 HULL**

##### C.7.1 GENERAL

The hull must be symmetrical, within production tolerances and wear and tear, when mirrored at an axis laid over the beam at 50% of the length of the hull

##### C.7.2 DIMENSIONS

	Min	Max
<b>Hull Length</b>		1710mm
<b>Hull Beam</b>	150mm	510mm
<b>Hull Thickness</b>		20mm

##### C.7.3 MATERIALS

Any material may be used.

## C.8 HULL APPENDAGES

### C.8.1 FIN

A maximum of any four **fins** may be attached to the hull when racing. Retractable fins are disallowed. No fin shall be attached to the hull in the mid 30% of the hull length. No other **hull appendages** are permitted.

### C.8.2 DIMENSIONS

The shortest distance between the lowermost point of the fin and the bottom of the hull shall not exceed 60 mm. The maximum width of a fin shall not exceed 130mm.

### C.8.3 MATERIALS

Any material may be used.

## C.9 RIGGING

### C.9.1 BARS

(a) Any handle bar with a quick release system may be used.

### C.9.2 LINES

(a) Any lines may be used.

(b) *Front lines* shall have a *depowering device*.

### C.9.3 BRIDLES

(a) Any *bridles* may be used.

### C.9.4 DIMENSIONS

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

	Maximum Diameter	Minimum Diameter
<i>Front Lines</i>		1.2mm
<i>Back Lines</i>		0.8mm

### C.9.5 MATERIALS

- a) *Flying lines* shall be made of dynema or spectra or generic materials
- b) *Bridles* if used shall be made of Carbon, Kevlar, Poly-aramid, dynema or spectra or generic materials

## C.10 KITE

### C.10.1 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



## **Section D – Hull**

Not in Use

## **Section E – Hull Appendages**

Not in Use

## **Section F – Rigging**

Not in Use

## **Section G – Kite**

Not in Use

**EFFECTIVE DATE: 01 DECEMBER 2013**