

# K1

## Class Rules



The K1 was designed in 2009 by Paul Handley

Rules Update February 2025

Version 8 AGM February 2025

*Previous Versions*  
*Version 1 2009*  
*Version 2*  
*Version 3 AGM 2018*  
*Version 4 Updated 2019*  
*Version 5 December 2022*  
*Version 6 AGM February 2023*  
*Version 7 AGM February 2024*

# K1 Class Rules

## CONTENTS

INTRODUCTION

### **PART I – ADMINISTRATION**

#### **Section A – General**

- A.1 LANGUAGE
- A.2 ABBREVIATIONS
- A.3 AUTHORITIES
- A.4 ADMINISTRATION OF THE CLASS
- A.5 ISAF RULES
- A.6 CLASS RULES VARIATIONS
- A.7 CLASS RULES AMENDMENTS
- A.8 CLASS RULES INTERPRETATION
- A.9 SAIL NUMBERS

#### **Section B – Boat Eligibility**

- B.1 CLASS RULES COMPLIANCE

### **PART II – REQUIREMENTS AND LIMITATIONS**

#### **Section C – Conditions for Racing**

- C.1 GENERAL
- C.2 CREW ELIGIBILITY
- C.3 PERSONAL EQUIPMENT
- C.4 ADVERTISING
- C.5 PORTABLE EQUIPMENT
- C.6 BOAT ALTERATIONS
- C.7 HULL
- C.8 KEEL AND RUDDER
- C.9 RIG
- C.10 SAILS

#### **Section D – Hull**

- D.1 HULL SPECIFICATION
- D.2 HULL MANUFACTURER
- D.3 HULL IDENTIFICATION
- D.4 HULL ALTERATIONS

D.5 HULL FITTINGS

**Section E – Keel and rudder**

E.1 FOILS SPECIFICATIONS

E.2 FOILS MANUFACTURER

E.3 FOILS ALTERATIONS.

**Section F – Rig**

F.1 SPARS

F.2 SPAR MANUFACTURER

F.3 SPAR ALTERATIONS

**Section G – Sails**

G.1 SAIL SPECIFICATIONS

G.2 SAIL MANUFACTURER

G.3 SAIL ALTERATIONS

# **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

**WS** World Sailing - successor to ISAF as international sailing body

**MNA** ISAF Member National Authority

**ICA** International K1 Class Association

**NCA** National K1 Class Fleet or Association

**ERS** Equipment Rules of Sailing

**RRS** Racing Rules of Sailing

**LIC** Licensor - Copyright Holder

### **A.3 AUTHORITIES**

A.3.1 The international authority of the class is the ICA and LIC which shall cooperate with each other in all matters concerning these **class rules**.

A.3.2 The ICA, an MNA or LIC are under no legal responsibility in respect of these **class rules**.

#### **A.4 ADMINISTRATION OF THE CLASS**

A.4.1 The class is administered by the ICA and the LIC.

A.4.2 In countries where there is no NCA, or the NCA does not wish to administrate the class, its administrative functions shall be carried out by the ICA in cooperation with the NMA, or by the NMA in co-operation with the ICA.

#### **A.5 WORLD SAILING 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 VARIATIONS**

A.6.1 At Class Events – see RRS 87.1.(d) – ISAF Regulation 26.5(f) applies. At all other events RRS 86 applies.

#### **A.7 CLASS RULES AMENDMENTS**

A.7.1 Amendments to these **class rules** shall only be made in accordance with the ICA regulations and shall be subject to approval of the LIC.

#### **A.8 CLASS RULES INTERPRETATION**

A.8.1 Interpretations of **class rules** shall be made by the ICA and shall be subject to approval of the LIC

A.8.2 Interpretations of **class rules** that are required during an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the ICA and LIC of the event ruling.

#### **A.9 SAIL NUMBERS**

A.9.1 Sail numbers shall be issued by the LIC. All K1 craft shall have a registered number from the manufacturer to identify the hull number.

A.9.2 Sail numbers shall be issued in consecutive order starting at “1”.

## **Section B – BOAT ELIGIBILITY**

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

### **B.1 CLASS RULES COMPLIANCE**

B.1.1 The boat shall be in compliance with the **class rules**.

B.1.2 In the event of a dispute alleging non-compliance with the **class rules**, the following procedure shall be adopted:

- a) A sample of the dimensions for the disputed item shall be obtained by taking the identical measurement from five boats or items of equipment, which are not the subject of the dispute.
- b) The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.
- c) If any of the dimensions obtained from the disputed boat or item of equipment lie outside the corresponding range of dimensions found in the sample the matter, together with the details of the measurement methods and any other relevant information, shall be referred to ICA.

## **PART II – REQUIREMENTS AND LIMITATIONS**

The **crew** and the **boat** 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**. Any **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 The K1 shall be raced with one person on board (the crew).

#### **C.2 CREW ELIGIBILITY**

C.2.1 To be eligible to compete in events run under the auspices of the ICA the helm must be a member of the ICA. A reduced membership fee may be applicable at the discretion of the ICA to competitors who only intend to sail in one event in the season.

C.2.2 Boats of the K2 Class (two-man version of the K1) may compete in events organised by the ICA, by invitation. K2 boats are subject to their own class rules.

#### **C.3 PERSONAL EQUIPMENT**

C.3.1 The boat shall be equipped with personal buoyancy for the crew to the minimum standard EN 393: 1995 (CE 50 Newtons), or USCG Type III, or AUS PFD 1. This personal buoyancy shall be worn during racing.

C.3.2 No clothing or equipment of the crew shall be worn with the specific feature of adding weight by water absorption or holding water in pockets, compartments, containers or any other method.

#### **C.4 ADVERTISING**

C.4.1 No advertising may be displayed pursuant to ISAF Regulation 20.3.1.2. The front 25% of the hull and bottom 10% of the mainsail may be used for event and circuit sponsors.

#### **C.5 PORTABLE EQUIPMENT**

C.5.1 The following optional equipment may be used onboard and attached to the hull or rig providing that attachments do not puncture the hull **skin** (with exception of halyard bags that are non-load bearing and the fixings appropriately sealed) :

a) Compass, timing device or a combination of both provided that it/they can only provide information relating to the boat's heading and time (current or elapsed).

b) Charts and means for recording compass headings

c) Bags, ties or tape to secure safety or other permitted equipment.

d) Items to stow food and/or drinks.

e) Any additional equipment required for safety purposes.

(f) Video and still cameras, to record video and pictures provided that the data and output is not viewed or used by the crew until he/she is onshore after a race has finished.

(g) Any number and design of mechanical wind indication devices may be fitted.

#### C 5.2 ELECTRONIC EQUIPMENT

In addition to the optional equipment referred to in C5.1, where provided by the organising authority and stipulated in the SI one or more devices may be used which have the capability to measure, display, record and broadcast information relating to the boats position, heading, header and lift information, VMG, time, and/or speed.

Such devices will not provide any information or data to the crew during a race.

### C.6 BOAT ALTERATIONS

C.6.1 No significant performance advantage shall be obtained from any replacement, addition or repair permitted by these **class rules**.

C.6.2 Replacements for any boat equipment, including spars, sails, keel, rudder, rudderstock, tiller or fittings, shall be only those produced by a manufacturer licensed by LIC except where otherwise authorised by this section.

C.6.3 Repairs and maintenance may be carried out provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. Maintenance shall include the replacement of fastenings with alternatives provided that the equipment is replaced in the original position.



## **C.7 HULL**

### **C.7.1 HULL MAINTENANCE AND REPAIR.**

Polishing or burnishing of the hull is permitted.

### **C.7.2 REPLACEMENT OF HULL FITTINGS**

The following parts or equipment may be replaced providing that the replacement is of a similar type and performs the same function. The replacement parts or equipment may be obtained from any supplier:

- a) Cam Cleats may replace clam cleats. Where this is on the mast or boom then the cam cleat may be attached to a plate which in turn is attached to the mast or boom in the original holes.
- b) Blocks
- c) Bungs
- d) Toestraps ,lashings and tensioning elastics
- e) Inspection hatches
- f) The fitment of a jib kicker (vang) system is optional.

### **C.7.3 ADDITIONS AND ALTERATIONS TO HULL**

The following additions and alterations are permitted. Parts may be obtained from any supplier: Where the boat manufacturing has evolved and changes have been made, then the general principle is that these changes can be retro fitted to previous boats.

- a) Non-slip material of any kind (maximum thickness 2.5mm) may be added to the deck and cockpit.
- b) The use of flexible adhesive tape or shock cord, as long as this does not modify the intended purpose or action of any equipment
- c) Calibration marks of any kind
- d) Additional holes may be drilled into the gunwales to attach block strops within 20mm of the gunwale edge.

Up to a maximum of three holes may be drilled in each of the port and starboard gunwales for the purpose of attaching hauling lines as long as one of the holes is also used to attach the mainsheet bridle.

No holes may be drilled in the hull except

- 1) In the gunwale in compliance with C7.3d
- 2) In the mast gate so as not to puncture the buoyancy.
- 3) To fit a keel clampdown system
- f) A fitting and bungy /cleat may be attached near the rear of the boat to keep the toe strap raised. No further holes in the shall be made to accommodate this.
- g) Removable chocks may be used at the mast gate

## **C.8 KEEL AND RUDDER**

### **C.8.1 MAINTENANCE AND REPAIR OF FOILS**

Polishing or burnishing of the keel or rudder blade is permitted.

### **C.8.2 TILLER EXTENSION**

Tiller extension may be replaced providing that the replacement performs the same function.

## **C.9 RIG**

### **C.9.1 MAINTENANCE OF RIG**

C.9.1.1 Rigging may be replaced providing that the replacement performs the same function and has a similar specification to the originally supplied equipment.

C.9.1.2 The replacement parts or equipment may be obtained from any supplier.

C.9.1.3. Jib sheets shall be rope of constant diameter.

C.9.1.4. A single mainsail sheet and bridle may be created from one or two separate ropes. Where the mainsheet and bridle are created from one rope, the maximum length of each tail shall not exceed 1000mm measured from the point where the tails split to the point where the tail enters the hole attaching it to the hull. At least 75% of the mainsheet shall be of the largest constant diameter of the rope.

### **C.9.2 ADDITIONS AND ALTERATIONS TO RIG**

The following additions and alterations to the rig are permitted. Parts may be obtained from any supplier:

- a) A mechanical wind direction indication device

- b) The mainsail kicking strap purchase may be increased by adding an extra block(s) up to a maximum purchase of 16:1
- c) A cleat may be added for the mainsheet
- d) The mainsheet bridle may be arranged with the mainsheet fixed at the centre and the centre point of the bridle maybe adjusted but not to windward of the centre line or
- e) attached to a free running block on the bridle, and the length of the bridle may be adjusted.
- f) The jib kicking strap purchase may be increased to a maximum of 16:1
- g) A pole with associated control lines and fittings may be added to provide a means to control the jib pole. Maximum jib pole length is 1980mm
- h) Rope may be added to restrict forward and sideways movement of the jib boom gooseneck
- i) Additional controls and associated rope and fittings may be added providing that attachments do not puncture the hull skin.
- j) No additional fitting must be fitted by penetration of the mast above 650 mm from the bottom of the mast and below 100mm from the top of the mast.
- k) The jib tack luff wire cringle bearing surface shall be no lower than 118mm to the nearest point on the deck. The measurement of the jib tack height from the deck will be made with sufficient rig tension applied so as to ensure the jib luff wire is pulled straight and the pin securing the jib tack is at 90 degrees to the centreline of the hull.
- l) A fixed adjustable strap on the jib clew or adjacent jib sheet secured around the jibboom may be fitted.
- m) Removal of a mast swinging pulley and cleat supplied for the mainsail Cunningham may be removed and replaced with a cunningham arrangement which is tied to existing fittings and / or fixed on the mast gate. No additional holes can be drilled in the mast.

## **C.10 SAILS**

### **C.10.1 MAINSAIL AND JIB**

- a) The boat shall be sailed with sails supplied by the Licensed Sailmaker.
- b) The boat shall be sailed with one of the licensed jibs and one of the licensed mainsails and the mainsail may be reefed.

### C.10.2 SAIL ALTERATIONS

- a) No sail shall be altered except
- b) Jibs with two windows may have two additional windows added to the jib in the approved panels provided the alteration is undertaken by the manufacturer licensed by the LIC to produce sails.
- c) Reefing cringles may be added to the mainsail provided the alteration is undertaken by the manufacturer licensed by the LIC to produce sails.

### C.10.3 SAIL MAINTENANCE AND REPAIR

- a) Routine maintenance and repairs are permitted
- b) Sail battens may be replaced with parts obtained from any supplier.

### C.10.4 MAINSAIL IDENTIFICATION

- a) The sail number shall be displayed on each side of the mainsail at approximately mid height, with the upper numbers on the starboard side, in compliance with the RRS.
- b) The Class Insignia shall be the K1 class logo as prescribed by the LIC, and shall be displayed on the top half of the mainsail, in compliance with the RRS.

## **Section D – Hull**

### **D.1 HULL SPECIFICATION**

D.1.1 The hull shall comply with the Building Specification in force at the time of manufacture.

### **D.2 HULL MANUFACTURER**

D.2.1 The hull shall be built by a manufacturer licensed by the LIC to produce hulls. D.2.2 All production moulds used for hull manufacture shall be approved by the LIC.

### **D.3 HULL IDENTIFICATION**

D.3.1 Each hull shall carry a hull number. Where the manufacturer's number is not visible and the hull in all other respects complies with the class rules, then the hull will be deemed compliant with these rules.

### **D.4 HULL ALTERATIONS**

D.4.1 The hull shall not be altered in any way except as permitted by Section C of these **class rules**.

## **D.5 HULL FITTINGS**

D.5.1 Hull fittings shall comply with the Building Specification in force at the time of manufacture except when altered, added or replaced as permitted by Section C of these **class rules**.

## **Section E – Keel and rudder**

### **E.1 FOILS SPECIFICATIONS**

E.1.1 The keel, rudder blade and rudder stock/tiller assembly shall comply with the Building Specification in force at the time of manufacture.

### **E.2 FOILS MANUFACTURER**

E.2.1 The keel, rudder blade and rudder stock/tiller shall be made only by a manufacturer licensed by the LIC to produce these.

### **E.3 FOILS ALTERATIONS**

E.3.1.1 The keel, rudder blade and rudder stock/tiller shall not be altered in any way except as permitted by Section C of these class rules.

E.3.1.2 Keel rubbers may be fixed in the hull case instead of on the keel. The LIC shall produce instructions for the retro fitting of keel rubbers to Mk1 Hulls.

## **Section F – Rig**

### **F.1 SPARS**

F.1.1 **Spars** and their fittings shall comply with the Building Specification in force at the time of manufacture of the spar.

### **F.2 SPAR MANUFACTURER**

F.2.1 **Spars** and their fittings shall be made only by a manufacturer licensed by the LIC to produce spars.

### **F.3 SPAR ALTERATIONS**

F.3.1 **Spars**, their fittings and rigging shall not be altered in any way except as permitted by Section C of these **class rules**.

## **Section G – Sails**

### **G.1 SAIL SPECIFICATIONS**

G.1.1 The **sails** shall comply with the Building Specification in force at the time of manufacture of the sail.

### **G.2 SAIL MANUFACTURER**

G.2.1 The **sails** shall be made only by a manufacturer licensed by the LIC to produce sails.

### **G.3 SAIL ALTERATIONS**

G.3.1 The **sails** shall not be altered in any way except as permitted by Section C of these **class rules**.

End