



Class Rules

1. INTRODUCTION

- 1.1 The K6 class has been created as a strict one-design high performance racing boat. It has been designed against the fundamental principle that the racing results should depend solely on the attributes and skills of the crew. The fundamental objective of these Class Rules (the Rules) is to ensure that this concept is maintained in association with the class specific appendices.
- 1.2 The English text of these Rules shall govern.

2. DEFINED TERMS

- 2.1 All words that appear in quotation marks will, throughout these Rules, have the meaning given to them as defined in appendix 1.

3. CLASS ASSOCIATION MEMBERSHIP

- 3.1 To be eligible to compete in events run under the auspices of the UK K6 Class Association (the Class Association) the owner, joint owner or a nominated representative of an organisation owning K6 must be a full member of the Class Association.
- 3.2 To be eligible to have results from individual "Circuit" events included in the overall series results the Helm or Crew must be a full member of the Class Association.
- 3.3 To be eligible to compete in the Class Association "National Championships" either the Helm or Crew must be a full member of the Class Association.

4. FUNDAMENTAL RULES

- 4.1 The complete boat and its crew/helmsman shall conform to these Rules at all times when racing.
- 4.2 The external and internal mouldings including the "Hull" of the "K6 One Design" shall only be produced by a Licensed Builder from production moulds taken from the Master plugs held by the Copyright Holder.
- 4.3 All other equipment comprising "Spars", "Sails", "Foils", rudder stock, tiller, fittings, toe strap mountings, spinnaker chute mouldings, whether original or replacement, shall be those supplied by a licensed K6 dealer except as specifically authorised by the individual class appendix to these Rules.
- 4.4 No additions, alterations or repairs may be made to the "K6 One Design" unless specifically authorised by individual class appendix. These restrictions shall extend to the position and intended function of each item.
- 4.5 No significant performance advantage shall be obtained from any permitted replacement, addition or repair. The permitted replacements, additions, alterations and repairs described in the individual class appendix are subject to this overriding limitation.

- 4.6 Repairs and preventative maintenance may be carried out without violating these rules, provided repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- 4.7 Preventative maintenance shall include the replacement of fastenings with alternatives provided that the equipment is replaced in the original position and in accordance with these rules where relevant.
- 4.8 Polishing or burnishing of hull is permitted, but substantial filing or abrasion, other than for the purpose of repair, with the effect of modifying the shape or performance is not allowed. Painting and subsequent burnishing of a hull which requires refinishing is permitted.
- 4.9 The refaring and refining of the sectional shape of foils is permitted within 50mm of the leading edge and 100mm of the trailing edge, provided the structural integrity of the foil is maintained. The trailing edge shall have a minimum width of 1mm. Surface re-coating using gel coat is permitted, to a maximum thickness of 1mm. No other new or non-standard material shall be introduced into any part of the foils other than for the sole purpose of repairing damage. Polishing or burnishing of all parts of the foils is permitted. The outline shape of the foils shall not be altered.
- 4.10 Sponsorship & Advertising: All K6 events will be operated under the ISAF Category C. There will be no restriction on the number or coverage of advertisers logos or slogans except for the front 25% of the hull and bottom 10% of the mainsail are reserved for event and circuit sponsors.

5. LICENSED BUILDERS, HULL IDENTIFICATION, SAIL NUMBERS & INSIGNIA

- 5.1 The Builders of the "K6 One Design" shall be only those licensed by the Copyright Holder under a Builder's Agreement (the Licensed Builder).
- 5.2 Each hull shall carry a moulded-in hull number or individually numbered Royalty Plaque fixed in a readily visible position as prescribed by the Copyright Holder.
- 5.3 On being advised of the hull or Royalty Plaque number the Copyright Holder (or his authorised agent) shall issue each new hull with a Sail Number.
- 5.4 The Class Insignia shall be the "K6 One Design" class logo as prescribed by the Licensed Builder, and shall be displayed on the top half of the mainsail, in the position prescribed by the Licensed Builder.

6. MEASUREMENT

- 6.1 In the event of a dispute alleging non-compliance with these Rules, the matter shall be referred to the Rules Co-ordinator and relevant Class Rules Representative(s) of the Class Association. Their decision shall be final and binding on all parties.
- 6.2 In the case of a measurement dispute not explicitly covered by these Rules, the following procedure shall be adopted:
 - 6.2.1 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.
 - 6.2.2 The dimension of the disputed boat or items of its equipment taken using the same technique as above shall be compared to the sample.
 - 6.2.3 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 by more than 10%, of that range the matter together with the details of the

measurement methods and any other relevant information shall be referred to the Rules Coordinator of the Class Association.

- 6.2.4 The Rules Coordinator shall obtain a majority decision from the relevant Class Rules Representative(s), Licensed Builder and Copyright Holder. This decision shall be final and binding on all parties.

7. SAILING REQUIREMENTS

- 7.1 The total weight of all clothing and equipment worn by the helmsman or crew shall not exceed 12kg when weighted in accordance with Appendix H of the ISAF Racing Rules of Sailing.
- 7.2 No clothing and equipment of the helm and 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.
- 7.3 The K6 shall be raced with two or three persons on board. Changes to the number and content of the crew during a regatta will only be permitted in extenuating circumstances following written permission of the Race Committee.
- 7.4 The Class insignia and sail numbers shall be displayed on the upper half of the mainsail. The upper half of the sail shall be defined as above a line drawn parallel with the foot of the sail passing through a point on the luff half way from the tack to the head. Sail Numbers shall be below the Class insignia and displayed on each side of the sail, with the upper numbers on the starboard side.
- 7.5 The Sail Number shall be displayed on each side of the mainsail between the second and third battens, with the upper numbers on the starboard side.
- 7.6 There is no requirement to carry sail numbers and national letters on the spinnaker.
- 7.7 The sprit shall be retracted so that its forward end is within 400mm of the forward most point of the hull at all times other than when the spinnaker is set or in the act of being set or recovered.
- 7.8 The main shrouds and lower shrouds shall not be adjusted while the boat is racing.
- 7.9 The keel must be in the fully lowered position at all times whilst racing, unless it has to be raised to refloat the boat after grounding. The keel should be lowered immediately following re-floating of the boat after such grounding.
- 7.10 The keel must be maintained in a condition that allows it to be lifted.
- 7.11 The spreader angle shall be set so that if a straight edge is placed from the aft face of one shroud to the aft face of the other shroud adjacent to the spreader ends, and a measurement taken of the shortest distance from the straight edge to the aft face of the sail track on the mast, that distance shall not be less than 235mm.

8. AMENDMENTS

Amendments to these Rules must be approved by each of the following:

- 8.1 The Copyright Holder
- 8.2 The Licensed Builder
- 8.3 A majority vote of the relevant members of the Class Association who return written replies within one month of the circulation of the proposed rule change.

9. PERMITTED REPLACEMENTS, ADDITIONS, ALTERATIONS & REPAIRS

- 9.1 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: -

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- 9.1.1 Blocks
- 9.1.2 Cam cleats
- 9.1.3 Rudder hangings and retaining device
- 9.1.4 Shroud adjusters
- 9.1.5 Sail batten
- 9.1.6 Control lines
- 9.2 The following parts or equipment may be replaced providing that the replacement performs a similar function. The replacement parts or equipment may be obtained from any supplier:-
 - 9.2.1 Fastenings
 - 9.2.2 Shackles, swivels and pins
 - 9.2.3 Toe straps, lashings and tensioning elastics
 - 9.2.4 Running rigging, ropes and lashings
 - 9.2.5 Main Halyard and halyard securing device
 - 9.2.6 Tiller extension
 - 9.2.7 Batten tensioning devices
 - 9.2.8 Bungs
 - 9.2.9 Spinnaker ratchet blocks.
 - 9.2.10 Inspection hatches.
 - 9.2.11 Wire rigging, kicking strap and rig tension purchases with the following restrictions on construction and sizes:-
 - 9.2.11.1 Main shrouds - stainless steel wire comprising at least 7 strands which may be rounded or preformed and not less than 3mm dia.
 - 9.2.11.2 Lower shrouds - 1 x 19 construction stainless steel wire of not less than 3.0mm dia.
 - 9.2.11.3 Kicking strap and rig tension purchases - flexible stainless steel wire not less than 2.5mm dia. or synthetic fibre rope not less than 2.5mm dia.
- 9.3 The following additions and alterations are permitted. Parts may be obtained from any supplier:-
 - 9.3.1 Non-slip material of any kind (maximum thickness 2.5mm) may be added to the hull or decks.
 - 9.3.2 The use of flexible adhesive tape, thin line or shock cord, as long as this does not modify the effective sheeting of any sail nor the intended purpose or action of any equipment.
 - 9.3.3 Packers may be fitted under cleats.
 - 9.3.4 Any number and design of mechanical wind indication devices may be fitted.
 - 9.3.5 Calibration marks of any kind are permitted.
 - 9.3.6 Any compass, timing device, depth sounder or speed log or a combination of these may be fitted provided that it/they can only provide information relating to A) the boat's heading, B) current or elapsed time, C) boat speed through the water and D) water depth. Related transducers and wiring may be fitted to the hull and cockpit provided that they do not breach the watertight and structural integrity of the boat.
 - 9.3.7 Any additional equipment required for safety purposes may be fitted.
 - 9.3.8 Clips, ties or bags to secure safety or other equipment are permitted.

- 9.3.9 Additional drainage holes and inspection hatches may be fitted to the hull provided they do not compromise the watertight integrity of any hull compartments.
- 9.3.10 Drainage holes may be drilled in the mast heel plug and sprit.
- 9.3.11 Sail battens may be tapered or adjusted as required.
- 9.3.12 The head of the keel or rudder may be packed or sanded to maintain a good fit.
- 9.3.13 Any number of items may be fitted to the hull or spars provided their sole function is to stow food and/or drinks.
- 9.3.14 Maps, charts & means for recording compass headings may be carried or fixed to the hull.
- 9.3.15 The total velocity ratio in each of the control line systems shall not exceed:-
kicking strap 16:1, cunningham 8:1, jib halyard tension 8:1, jib sheet barber hauler 4:1.
- 9.3.16 The velocity ratio in the jib sheet purchase may be increased to 3:1.
- 9.3.17 An adjustable length tiller extension may be fitted.
- 9.3.18 An outboard motor and its associated fuel / batteries may be carried, but not used when racing. A bracket may be fitted to the transom bar for the attachment of the outboard motor when in use. Fittings and straps for the sole purpose of stowage of the outboard and its associated equipment when not in use may be fitted, provided they do not breach the watertight and structural integrity of the hull. The outboard motor and its associated equipment must be securely stowed at all times whilst racing.
- 9.3.19 Additional weight may be carried for the sole purpose of increasing the weight of the K6 to meet the minimum requirements of the RYA / RORC Sportsboat Rule. Such weights may only be carried when racing under the Sportsboat Rule. The weights must be permanently fixed at all times while racing.
- 9.3.20 An additional toe strap may be fitted and attached to the aft toe strap deck loop on the central spine and the forward leg of the rudder gantry.

APPENDIX 1: INDEX OF DEFINED TERMS

K6 One Design	- The boat built and supplied by the licenced holder.
Circuit	- A series of open meetings organised each year by the Class Association, whose results count towards an overall trophy.
National Championship	- A series of races organised once each year by the Class Association.
Hull	- The hull as supplied by a licensed builder.
Spars	- The spars as supplied by a licensed dealer.
Sails	- The sails as supplied by a licensed dealer.
Foils	- The centreboard/daggerboard/rudder as supplied by a licensed dealer.