WORLD SAILING
CLASS ASSOCIATION

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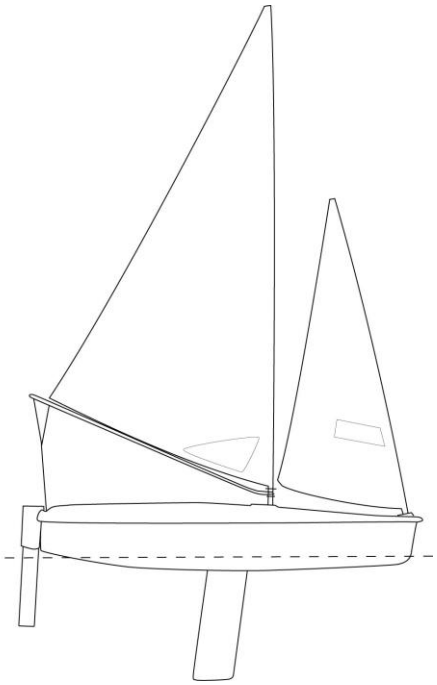


LIBERTY
CLASS RULES

Effective from April 2016

The Liberty was designed in 2003 by Chris Mitchell

INDEX

INTRODUCTION

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

Previously known as the Access Liberty, the Liberty hulls, hull appendages, rigs and sails are manufacturing controlled.

Liberty hulls, hull appendages, rigs and sails shall only be manufactured by Hansa Sailing Licensed Manufacturers – in the class rules referred to as licensed manufacturers. Equipment is required to comply with the Liberty Building Specifications and is subject to World Sailing approved manufacturing control system.

Liberty hulls, hull appendages, rigs and sails may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.

Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.

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.

Event Equipment Inspection and Measurement Procedures are outlined in the Hansa Classes Measurement Procedures document available from the technical section of the Class Website – www.hansaclass.org

The Hansa Classes Race Management Guide, including requirements for authorised Championships, a Notice of Race and Sailing Instructions Guide, notes regarding Interpretation of Class Rules and advice for Race Committees, is available from the technical section of the Class Website – www.hansaclass.org

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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.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

MNA	World Sailing Member National Authority
IHCA	International Hansa Class Association
NHCA	National Hansa Class Association
ERS	Equipment Rules of Sailing
RRS	Racing Rules of Sailing
HLB	Hansa Licensed Builder.
HS	Hansa Sailing Systems Pty Ltd (Incorporated in Australia).

A.3 AUTHORITIES

A.3.1 The international authority of the class is World Sailing which shall co-operate with the IHCA in all matters concerning these **class rules**.

A.4 ADMINISTRATION OF THE CLASS

A.4.1 World Sailing has delegated its administrative functions of the class to the IHCA. The IHCA may delegate part or all of its functions, as stated in these **class rules**, to an NHCA.

A.5 CLASS RULES VARIATIONS

A.5.1 At Class Events – see RRS 89.1.d) – World Sailing Regulation 26.5(f) applies. At all other events RRS 87 applies.

A.6 CLASS RULES AMENDMENTS

A.6.1 Amendments to these **class rules** are subject to the approval of World Sailing in accordance with World Sailing Regulations.

A.6.2 Proposed amendments to these **class rules** shall be proposed by the IHCA in accordance with its constitution.

A.7 CLASS RULES INTERPRETATIONS

A.7.1 Interpretation of **class rules** shall be made in accordance with World Sailing Regulations.

A.8 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

A.8.1 The licensed hull builder shall pay the International Class Fee.

A.8.2 World Sailing shall, after having received the International Class Fee for the hull, send World Sailing Building Plaque and a measurement form to the licensed hull builder.

A.9 SAIL NUMBERS

A.9.1 Sail numbers shall be issued by the IHCA.

A.9.2 Sail numbers shall be issued in consecutive order inclusive of the Hansa 2.3, 303 and Liberty Classes.

A.10 HULL CERTIFICATION

A.10.1 Hull certificates are not issued.

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 AND CERTIFICATION

B.1.1 The boat shall:

(a) be in compliance with the **class rules**.

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**. **Equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 Identification of Sails

C.1.1 Sail numbers and national letters are mandatory and shall be a contrasting colour to the background sail colour.

C.1.2 The sail numbers and national letters shall be a minimum of 175mm high and placed as close to the clew as practical. This changes RRS G,1.3.

C.2 Equipment

C.2.1 Limitations.

(a) Apart from what is permitted by C.2.2 – C.2.4, only equipment listed in the part list Appendix 1 shall be used.

(b) Apart from what is permitted by C.2.2 - C.2.5, no function may be extended or added.

(c) No part of a boat shall be replaced during an event, other than to replace equipment damaged beyond repair before the next race. Such replacements may be made only with the approval of the race committee, and no re-substitutions of the original equipment may then be made, except with the approval of the race committee.

(d) The Minimum Hull Weight (MHW) of the hull, complete and in sailing trim,including the standard fibreglass seat and rudder boxes, but excluding the servo assist helm and mainsheet winches, control boxes, the rig (masts, booms, sails & running rigging), servo assist controllers, batteries and rudder blades shall be not less than 80kg in dry condition. Timing devices, compasses, safety equipment, tools and spare parts shall be removed for weighing.

(e) For a boat with a fitted servo control system, the Minimum Hull Weight (MHW) of the hull, complete and in sailing trim, including the seat and rudder boxes, the servo assist helm and mainsheet winches, servo assist controllers, and control boxes, but excluding the batteries, rig (masts, booms, sails & running rigging) and rudder blades shall be not less than 90kg in dry condition. Timing devices, compasses, safety equipment, tools and spare parts shall be removed for weighing.

(f) For a hull of less than the minimums above, a corrector weight shall be fitted to the console, seat, or keel case to bring the hull weight up to the minimum.

(g) The keel securing pin shall be fitted at all times whilst afloat. No adjustments to the position of the keel is permitted during racing.

(h) Each boat shall carry a bailer attached by lanyard.

(i) Each boat shall have a towing rope fitted to or through the bow ring, minimum 5m long of not less than 6 mm in diameter.

C.2.2 Optional.

(a) Hansa Sailing Servo Assist equipment consisting of helm and mainsheet winches are

permitted.
(b) Servo Assist equipment of any origin is permitted subject to approval by the NHCA Technical Officer or IHCA Technical Committee (refer to Equipment Applications on the Technical Section of the Class Website).
(c) Replacement of original fittings with similar fittings of identical function is permitted.
(d) Additional equipment which compensates for a sailor's disability is permitted subject to the approval of the NHCA Technical Officer or IHCA Technical Committee.
(e) Timing devices shall be removable for weighing.
(f) Mechanical wind indicators.
(g) Tufts or ribbons in the sails and rigging.
(h) One magnetic compass with brackets, removable for weighing. Except that electronic compasses are permitted only if they are to compensate for a disability and are subject to the approval of the NHCA Technical Officer or IHCA Technical Committee (refer to Equipment Applications on the Technical Section of the Class Website).
(i) Storage devices within the cockpit.
(j) Wedges, rubber bands and springs may be fitted under jib sheet blocks outhaul and vang.
(k) Safety equipment, tools and spare parts may be carried.
(l) The use of shock cord or adhesive tape is in general unrestricted, except that such material must not be used in such a way as to create a fitting or extend a function which is otherwise prohibited in these rules.

C.2.3 Modifications.
(a) The hull, keel and rudder blade may be sanded and painted and polished, except that the shape or weight distribution of the items as originally supplied shall not be altered. The keel, rudder box and rudder blade shall be as manufactured, only variations compatible with normal maintenance are permitted.
(b) The mainsheet may be rigged either:
(i) 2 part (2:1) or 3 part (3:1) with optional traveller block if being used manually.
(ii) 1 part (1:1), 2 part (2:1) or 3 part (3:1) with optional traveller block if mainsheet servo winch is used. If rigged 1:1, the sheet shall be reeved from the block attached to the travelling ring on the boom to the traveller on the transom.
(c) The traveller may be altered in length but the traveller shackle or block shall be left free to travel.
C.2.4 Replacements from optional suppliers.
(a) Replacements shall be fitted in the same position as the standard fitting, or as close as is structurally possible.
(b) Any cleat may be replaced with a cleat of any material and of substantially the same size and design.
(c) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter.
(d) Sheets and lines may be replaced with ropes of any size or specification.
(e) Rudder pins, steering clevis pins and spring retaining clips may be replaced by others of similar design.

C.2.5 Repairs - In the event of damage to any part of the boat, necessary repairs may be made provided repairs are made in such a way that the essential shape and function is not materially affected. Fittings shall be attached in the same position as before the repair, or as close as is structurally possible.

C.3 Buoyancy.
C.3.1 The watertight integrity of the hull must be maintained.

C.3.2 Drainage tubes through the aft buoyancy compartment are permitted.

C.3.3 Venturi bailing/drainage systems are not permitted.

C.4 Sailors

C.4.1 The Liberty is a single person craft.

C.4.2 Crew buttocks shall remain in contact with their seat's sitting surface at all times while racing.
C.4.3 Sailors in a servo assist division are not permitted to manually adjust the sheets or control lines (including outhaul and kicker) or move the boom. To be eligible for the servo assist division, the boat must be sailed fully servo controlled, ie, both steering and sheets operated electro-mechanically. Sailors manually controlling either sheets or steering and using partial servo shall be deemed to be sailing the boat manually.

C.5 Sailor Weight Equalisation – At events where a sailor weight equalisation regime is specified in the Notice of Race, the following rules and procedures shall apply.

C.5.1 The purpose of Sailor Weight Equalisation is to ensure that the on-the-water weight of a sailor and his boat is not less than a Regatta Minimum Weight. This is to be achieved by placing ballast, normally in the form of lead packets, in the cavities of the sailor's seat.

C.5.2 The following procedure may be used:
a) Record the weight of the sailor in dry clothing wearing sailing clothing appropriate to the conditions and personal floatation device.
b) Record the weight of any necessary equipment for an individual sailor, such as ventilators, respirators, and batteries for any servo assist control system.
c) Record the weight of the hull in the condition described at C.2.1 (d) or (e) as appropriate.
d) Record the weight of the keel.
e) Total all the weights recorded for each sailor boat combination. This should represent the potential 'on the water' weight of a sailor/boat, excluding sails and spars.

C.5.3 The Race Committee set a Regatta Minimum Weight (RMW) for the event based on the data collected. Where maximum combined weight is less than 20kg greater than the median combined weight, then the maximum combined weight shall be declared as the Regatta Minimum Weight (RMW). Where maximum combined weight is more than 20kg greater than the median combined weight, then the median combined weight plus 20kg shall be declared as the Regatta Minimum Weight (RMW).

C.5.4 Calculate the ballast to the nearest kg required to be placed in each boat – the Sailor Corrector Weight (SCW). Note that some sailor/boat combinations may be considerably heavier than the RMW even without any ballast.

C.5.5 The Weight Equalisation Table for the event, showing the combined weights recorded for each sailor/boat combination, the RMW and the SCW shall be published on the Official Event Notice Board.

C.5.6 Install the appropriate SCW in boats. Spot checks may be made on boats to ensure that boats have the correct ballast during racing.

C.6 Membership - The sailor shall be a current member of a NHCA or the IHCA where no NHCA exists in their country..

Section D – Hull

D.1 Measurement
D.1.1 The hull shall comply with the class rules in force at the time of manufacture.

D.1.2 Hull fittings shall comply with the current class rules.

D.2 Manufacturers
Liberty hulls shall only be manufactured by Hansa Sailing Licensed Manufacturers

Section E – Hull Appendages

E.1 Measurement - The hull appendages shall comply with the class rules in force at the time of manufacture.

E.1.1 Keels shall weigh not less than 70kg and not more than 80kg.

E.1.2 Keels shall be not less than 1315mm and not more than 1325mm in overall length.

E.1.3 Rudder blades shall be not less than 1080mm and not more than 1090mm in overall length.

E.2 Manufacturers
Liberty hull appendages shall only be manufactured by Hansa Sailing Licensed Manufacturers

Section F - Rig

F.1 Measurement

F.1.1 Spars shall comply with the class rules in force at the time of manufacture. Rigging shall comply with the current class rules.

F.1.2 Main masts shall be not less than 5670mm and not more than 5680mm in overall length including fiberglass end fittings.

F.1.3 Foremasts shall be not less than 3245mm and not more than 3255mm in overall length measured from the upper side of the reefing drum to the tip.

F.1.4 Any variations in the rake of masts produced in the manufacturing process shall not be considered irregular in measurements disputes.

F.2 Manufacturers

.Liberty rig shall only be manufactured by Hansa Sailing Licensed Manufacturers

Section G – Sails

G.1 Measurement

G.1.1 Sails shall comply with the class rules in force at the time of manufacture.

G.2 Manufacturers

Liberty sails shall only be manufactured by Hansa Sailing Licensed Manufacturers

PART II – APPENDICES

Appendix 1 – Parts List

Standard fittings list Part No. Options or restrictions

Masts

Mast sections – HS licensed supplier only
Mast ends – HS Licensed supplier only
Foremast and main reefing drums – HS Licensed supplier only

Boom

Boom section HS Licensed supplier only
Boom Gooseneck PNP 77B
Boom Vang RF 280.
Outhaul turning block RF 571
Sheet blocks RF 280, RF 174, RF 681, RF 81
Reefing cleat CL 212

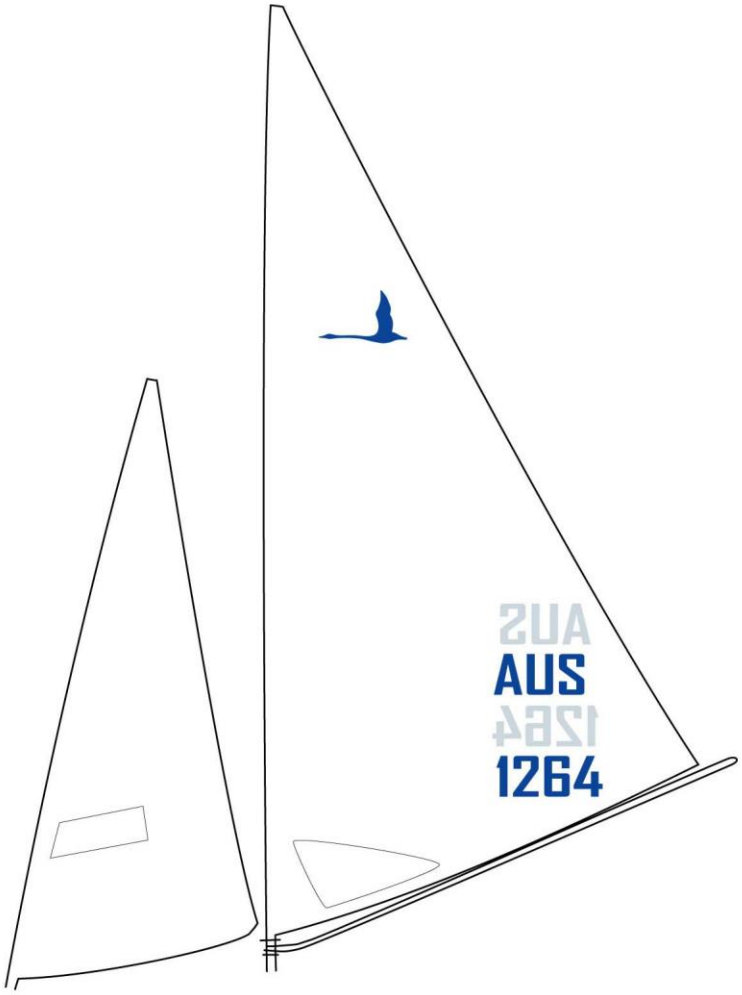
Jib sheet and system

Micro block RF 666, RF 571
Jib strut and claw Licensed HS supplier only
Jib sheet cleat RF 5001
Jib downhaul RF 661
Jib outhaul/jib claw downhaul cleats CL204

Other

Mainsheet swivel/deadeye/cleat RF 67
Steering blocks RF 20101
Vang RF 341 V jam cleat
Transom Gudgeon HS Licensed supplier only

Appendix 2 – Sail Markings



Liberty

World Sailing Class

The minimum sail number height shall be 175mm, and the Sail Numbers and National Letters shall be positioned near the clew. This changes RRS G.1.3