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Class Rules

International Hansa Liberty Class Association



The Liberty was designed in 2003 by Chris Mitchel and was adopted as a World Sailing class in 2006 .

sport / nature / technology



INDEX

PART I – ADMINISTRATION

Section A – General

A.1	Language	4
A.2	Abbreviations	4
A.3	Authorities	4
A.4	Administration of the Class	4
A.5	Class Rules Changes at Events ..	4
A.6	Class Rules Amendments	4
A.7	Class Rules Interpretation	5
A.8	International Class Fee and WS Building Plaque	5

Section B – Boat Eligibility

B.1	Class Rules and Certification	5
B.2	Event Inspection	5

PART II – REQUIREMENTS AND LIMITATIONS

Section C – Conditions for Racing

C.1	General	6
C.2	Crew	6
C.3	Personal Equipment	7
C.4	Advertising	7
C.5	Portable Equipment	7
C.6	Boat	8
C.7	Hull	9
C.8	Hull Appendages	10
C.9	Rig	11
C.10	Sails	12

Section D– Hull

D.1	Parts	13
D.2	General	13

Section E – Hull Appendages

E.1	Parts	13
E.2	General	13
E.3	Rudder Blade, Rudder Stock and Tiller	13

Section F – Rig

F.1	Parts	14
F.2	General	14

F.3	Running Rigging	14
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Section G – Sails

G.1	Parts	14
G.2	General	14
G.3	Mainsail	15
G.4	Headsail	15

PART III – APPENDICES

H.1	Calculation for Liberty Weight Equalisation.....	16
H.2	Parts List (HSS/HLB)	17
	Parts List (Options)	18
H.3	Sail Numbers and Letters.....	19

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 manufacturer controlled.

Liberty hulls, hull appendages, rigs and sails shall be manufactured only by Hansa Sailing Licensed Manufacturers – in the class rules referred to as licensed builders (Hansa Licensed Builders - HLB). Equipment is required to comply with the Hansa Liberty Building Specification and is subject to World Sailing (WS) 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, in the Racing Rules of Sailing, and in the NoR/SIs.

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.

The design principle of the class is that the racing results should depend solely on the attributes and skills of the crew rather than differences between boats and the way that they are rigged. The objective of these class rules is to implement this concept in practice.

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 WS World Sailing
- MNA WS 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
- HSS Hansa Sailing System Pty Ltd (Australia)

A.3 AUTHORITIES

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

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 WS 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 a NHCA.
- A.4.2 In countries where there is no NHCA, or the NHCA does not wish to administer the class, its administrative functions as stated in these **class rules** shall be carried out by the IHCA in co-operation with the MNA, or by the IHCA in co-operation with the NHCA.

A.5 CLASS RULES CHANGES AT EVENTS

- A.5.1 At Class Events – see RRS 89.1.d) – WS Regulation 10.5(e) applies. At all other events RRS 87 applies.

A.6 CLASS RULES AMENDMENTS

- A.6.1 In accordance with WS Regulations, amendments to the **class rules** require the approval of WS.
- A.6.2 Class rules shall be proposed by the IHCA in accordance with its constitution.

A.7 CLASS RULES INTERPRETATION

- A.7.1 Interpretation of class rules shall be made in accordance with WS Regulations and in consultation with the IHCA.

A.8 INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE

A.8.1 The licensed manufacturer shall pay the International Class Fee.

A.8.2 WS shall, after having received the International Class Fee for the **hull**, send the WS Building Plaque to the licensed manufacturer.

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) have a WS/ISAF Building Plaque. *(Note: Older boats manufactured before the Class was adopted as a WS/ISAF class will not have a Building Plaque. The first ISAF issued number was 2001 for all Hansa Classes).*
- (b) have been manufactured by a Licensed Manufacturer.
- (c) be in compliance with these **class rules**.

B.2 EVENT INSPECTION

B.2.1 GENERAL

- (a) Where Replacement or Additional Equipment (RAE) has been approved for equipment specific to a competitor, the competitor shall present at **Equipment Inspection** a copy of that RAE showing approval by IHCA (for World and International Events) or NHCA Technical Officer (or other equivalent NHCA appointment) (for National Events).

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**, where anything that is not specifically allowed in these **class rules** is prohibited.

Equipment control and **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) RRS 40 is changed as follows: Competitors shall wear **personal flotation devices** (pfd) at all times while afloat, except briefly while changing or adjusting clothing or personal equipment. See also C.3.1 (a).
- (b) RRS 49.1 is changed as follows: Competitor's buttocks shall remain in contact with the seat's sitting surface at all times while racing. The competitor shall race in a position so that lower limbs are astride the joystick. The crew's torso shall be aft of the joystick except when making brief adjustments to control lines. The crew's arms may be forward of the joystick for control of the jib sheets. Tape may be applied to the side decks at Equipment Inspection to mark the joystick position.
- (c) RRS Appendix G1.2 (b) is changed as follows: The **sail** numbers and national letters shall be a minimum of 175mm high and shall be a contrasting colour to the background sail colour.
- (d) RRS Appendix G1.3 (a) is changed as follows: The **sail** numbers and national letters shall be placed as close to the clew as practical. They shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost as per the diagram in Appendix 3 of these **class rules**.
- (e) The ERS and all included definitions shall apply.

C.1.2 LIMITATIONS

- (a) After **equipment inspection** at an event, **modifications**, **repairs**, or replacement of any item of the **boat** or approved RAEs requires the approval of the Event *Technical Committee*. (See also C.9.3 – running rigging.)
- (b) Apart from what is permitted by C.5, only equipment listed in the part list Appendix H.2 shall be used.
- (c) Apart from what is permitted by C.5, no function may be extended or added.

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of 1 person.
- (b) 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, i.e., 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.2.2 MEMBERSHIP

The **crew** shall be a current member of an NHCA or the IHCA where no NHCA exists in their country.

C.2.3 WEIGHT EQUALISATION

- (a) At events where a Sailor Weight Equalisation (SWE) regime is specified in the Notice of Race, the following rules and procedures shall apply.
- (b) The purpose of SWE is to ensure that the on-the-water weight of a sailor and their **boat** is not less than a Regatta Minimum Weight (RMW). This may be achieved by placing **ballast** in the cavities of the boat's seat.
- (c) The procedure outlined in Part III Para H.1 may be used.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

The **boat** shall be equipped with a **personal floatation device** (pfd) for each **crew** member to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1, or EN 393 or a pfd approved by the MNA, or specified in the Notice of Race.

C.4 ADVERTISING

C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance the WS Advertising Code. (See WS Regulation 20 (Appendix 1))

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

(a) FOR USE

One hand bailer or bucket attached to the **boat** by a lanyard.

(b) NOT FOR USE

Towing rope minimum 4.5m long measured from the bow ring of not less than 6 mm in diameter fitted through the bow ring and securely attached to the mast.

C.5.2 OPTIONAL

- (1) Additional equipment which compensates for a sailor's disability is permitted subject to the approval of the NHCA Technical Officer (or other equivalent NHCA appointment) (for National Events) or IHCA Technical Committee (for International or World Events) (refer to Equipment Applications on the Technical Section of the Class Website).
- (2) Hansa Sailing Servo Assist equipment consisting of helm and sheet winches are permitted.
- (3) Servo Assist equipment of any origin is permitted subject to approval by the NHCA Technical Officer (or other equivalent NHCA appointment) (National Events) or IHCA Technical Committee (International or World Events).

- (4) Electronic or mechanical timing devices (the device shall be removable for weighing) including any brackets or other form of attachment.
- (5) One magnetic compass or electronic compass that provides timing, heading and heading memory, including any brackets or other form of attachment (the device shall be removable for weighing). The use of equipment that calculates, transmits, transfers or receives data in any form is not permitted. The use of navigation and speed metering equipment is not permitted.
- (6) Mooring line
- (7) Mechanical Wind Indicators
- (8) Tools, spare parts and safety equipment may be carried. Paddles and rear-view mirrors are considered as safety equipment.
- (9) The use of shock-cord or adhesive tape is unrestricted except that such material shall not be used in such a way as to create a **fitting** or extend a function which is otherwise prohibited in these rules.
- (10) Storage devices with secure covers within the cockpit. Mesh or other bags shall be capable of being closed and secured within the cockpit.
- (11) Wedges, rubber bands, and springs may be fitted under blocks.
- (12) Tufts, ribbons or similar may be fitted to sails or rigging.

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Modifications** (including **fairing**) that affect the performance of the **boat** is not permitted. Proposals for any equipment to improve a function on the **boat** shall be made using the RAE format available on the Hansa website:

(<https://hansaclass.org/technical/equipment-applications/>)

(b) Replacements of HSS/HLB supplied equipment from other suppliers:

- (1) Replacements shall be fitted in the same position as the supplied **fitting** or as close as is structurally possible
- (2) Any cleat may be replaced with a cleat of any material and of substantially the same size and design.
- (3) Any block may be replaced with a block of the same number of sheaves of similar or greater diameter.
- (4) Sheets and lines may be replaced with ropes of any size or specification.
- (5) Rudder pin, steering clevis pins and spring retaining clips may be replaced by others of similar design.

C.6.2 MAINTENANCE

Maintenance including but not limited to painting and **sanding** 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. **Cleaning, coating** with wax or similar products and polishing of the **hull** is permitted provided the intention and effect is to polish the **hull** only.

C.6.3 REPAIR

(a) **Repairs** are permitted; however, an **official class measurer** may verify that the external shape is the same as before the repair and that no substantial

stiffness, or other advantage has been gained as a result of the repair.

- (b) Permission to undertake a **repair** during an event shall be obtained from the Event *Technical Committee*.

C.6.4 WEIGHT

The **weight** of the **boat** in dry condition complete and in sailing trim including the **hull**, standard fibreglass seat, **rudder** boxes, and installed servo equipment with permanently connected associated equipment shall be taken excluding **sails, masts, boom, running rigging, keel, rudder blades**, batteries and all **portable equipment** as listed in C.5. The compass bracket shall be included if permanently fixed

	minimum	maximum
NON-SERVO BOATS.	80 kg	
SERVO BOATS (<i>an allowance of 1kg is made if the mainsheet remains attached</i>)	90 kg	

C.6.5 CORRECTOR WEIGHTS

Corrector weights shall be permanently fastened to the console, seat or **keel** case when the **boat weight** is less than the minimum requirement.

C.6.6 FLOTATION

Hull flotation blocks within the **hull** spaces as supplied by the HLB shall not be removed or altered in any way.

C.7 HULL

Hull certificates are not issued.

C.7.1 MODIFICATIONS, MAINTENANCE AND REPAIR

The **hull** shall be as manufactured, only variations compatible with normal **maintenance** are permitted. Any work, such as **fairing**, intended or with the effect of lightening the **hull** or improving shape or performance beyond the original is not permitted.

C.7.2 REPAIR

If any **hull** moulding is repaired in a way other than described in this Section it shall be carried out by an HLB such that the external shape is the same as before the **repair** and that no substantial stiffness or other advantage has been gained as a result of the **repair**.

C.7.3 LIMITATIONS

- (a) Inspection hatch covers and drainage plugs shall be kept in place at all times.
- (b) **Fittings** shall be arranged as supplied by an HLB/HSS.
- (c) Draining plugs may be fitted in the transom. If fitted, such plugs shall be in place when afloat.
- (d) Venturi bailing/drainage systems are not permitted.

- (e) Drainage tubes through the aft buoyancy compartment are permitted. Drainage plugs shall be fitted when afloat.
- (f) The watertight integrity of the hull shall be maintained.
- (g) The joystick, with a minimum length of 250mm, shall remain inserted into the joystick holder at all times.

C.8 HULL APPENDAGES

The keel, **rudder** box and **rudder** blade shall be as manufactured; only variations compatible with normal **maintenance** are permitted.

C.8.1 MODIFICATIONS

- (a) Anti-chafing and shimming pads may be added to the **keel** trunk and **rudder** assemblies to improve fit and reduce wear. Shims shall not be used to alter the angle of the **hull appendages**.
- (b) The **keel** shall be secured in the fully lowered position at all times whilst afloat. The **keel** securing pin shall be fitted at all times or another method of securing the **keel** in the down position shall be used. No adjustment to the position of the **keel** is permitted during racing.
- (c) The **rudder** blades shall be in the fully lowered position at all times when sailing.

C.8.2 MAINTENANCE

- (a) **Maintenance** including but not limited to painting and **sanding** 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.
- (b) **Cleaning, coating** with wax or similar product, and polishing of the **hull appendages** is permitted provided the intention and effect is to polish the **hull appendages** only.

C.8.3 REPAIR

Repairs are permitted; however, an **official class measurer** may verify that the external shape is the same as before the **repair** and that no substantial stiffness, or other, advantage has been gained as a result of the **repair**.

C.8.4 LIMITATIONS

Only one **keel** and two **rudder** blades shall be used during an event, except when a **hull appendage** has been lost or damaged beyond **repair** and the replacement has been approved by the event *Technical Committee*.

C.8.5 KEEL

DIMENSIONS and WEIGHT

	minimum	maximum
Maximum overall length	1315 mm	1325 mm
Weight	70 kg	80 kg

C.8.6 RUDDER

DIMENSIONS

	minimum	maximum
Maximum overall length	1080 mm	1090 mm

C.9 RIG

C.9.1 MODIFICATIONS

Replacement of original **fittings** with similar **fittings** of identical function is permitted except for those items listed in Part III Section H.2 supplied by HSS/HLB. Parts may be obtained from any supplier.

C.9.2 MAINTENANCE

Cleaning is permitted

C.9.3 REPAIR

In the event of damage to a **rig**:

Repairs to running rigging may be carried out without approval.

C.9.4 FITTINGS

USE

A mechanical wind indication device may be fitted.

C.9.5 LIMITATIONS

- (a) Spars shall be manufactured only by HSS/HLB and shall comply with class rules at the time of manufacture.
- (b) Only one set of **spars** shall be used during an event, except when an item has been lost or damaged and the Event *Technical Committee* has approved the substitution.
- (c) Any variation in the rake of mast produced in the manufacturing process shall not be considered irregular in measurement/inspection disputes.

C.9.6 MASTS

(a) DIMENSIONS

	minimum	maximum
Main Mast (measured from heel point to top point)	5670 mm	5680 mm
Foremast (measured from the central groove of the reefing drum to the mast top point).	3245 mm	3255 mm

(b) USE

The **spars** shall be stepped in the **mast** step in such a way that the heel shall not be capable of moving.

C.9.7 BOOM

- (a) A means of preventing the gooseneck separating from the **mast** may be fitted.

C.9.8 RUNNING RIGGING

(a) MODIFICATIONS, MAINTENANCE AND REPAIR

Running rigging may be replaced and may be obtained from any supplier provided it is of equal strength or better than Hansa Sailing Systems supplied components.

(b) LIMITATIONS

- (1) The **mainsail** sheet shall be rigged either: 2 or 3 part (2:1 or 3:1) if being used manually. A traveller block is optional. If mainsheet servo winch is used, mainsheet may be rigged 1 part (1:1), 2 part (2:1) or 3 part (3:1) with optional traveller block. 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.
- (2) The traveller shall not be altered in length while racing. The traveling block or shackle shall be left free to travel over whole length of the traveller from **sheerline** to **sheerline**.

C.10 SAILS

C.10.1 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Repair** of **sails** may be carried out without approval with the following exception:

During an event, **Repairs** of **sails** require the approval of the Event *Technical Committee*.

- (b) The following is permitted without approval:

- (1) Addition of tell tales, tufts, or ribbons.
- (2) Rinsing and washing of **sails**.

C.10.2 LIMITATIONS

Not more than 1 **mainsail** and 1 **jib** shall be used during an event except when a **sail** has been lost or damaged beyond **repair**. Any replacement shall only be made with the approval of the Event *Technical Committee*.

C.10.3 USE

The **mainsail** and the **jib** may be reefed as required by the **crew**.

C.10.4 MAINSAIL

(a) IDENTIFICATION

- (1) The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.
- (2) Sail numbers shall be issued by the IHCA. IHCA may issue personal numbers; these may be used at an event with permission from the Event *Technical Committee*.
- (3) Sail numbers shall be issued in consecutive order starting at "1" inclusive of the Hansa 2.3, 303 and Liberty Classes.

Section D – Hull

D.1 PARTS

D.1.1 MANDATORY

- (a) The **hull** shall be built by a builder licensed by HSS.
- (b) All production moulds shall be approved by HSS.

D.2 ASSEMBLED HULL

D.2.1 FITTINGS

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 – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Keel**
- (b) **Keel** retaining pin or other means of securing the **keel** in the lowered position when afloat.
- (c) **Rudders**

E.1.2 MANUFACTURERS

The **hull** appendages shall be made by manufacturers licensed by HSS.

E.2 GENERAL

E.2.1 RULES

Hull appendages shall comply with the **class rules** in force at the time of manufacture.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

See para C.8 above.

E.3 RUDDER BLADE, RUDDER STOCK AND TILLER

E.3.1 RULES

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

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Masts**

- (b) **Boom**
- (c) Jib Strut and Claw
- (d) Running **rigging**

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their **fittings** shall comply with the **class rules** in force at the time of manufacture.
- (b) The running **rigging** shall comply with the **class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

Spars shall not be altered in any way except as permitted by these **class rules**.

F.2.3 MANUFACTURER

The **spars** shall be made by manufacturers licensed by HSS.

F.3 RUNNING RIGGING

F.3.1 MATERIALS

Sheets and control lines may be of any material or size provided it is of equal strength or better than Hansa Sailing Systems supplied components.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) **Mainsail**
- (b) **Headsail**

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **class rules**.
- (b) **Sails** shall be measured as defined in the ERS.

G.2.3 MANUFACTURERS

Sails shall be manufactured by manufacturers licensed by HSS. See Part III H 2 for licensed sail manufacturers.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

The class insignia shall conform to the diagram contained in Part III H 3.

G.3.2 MATERIALS AND CONSTRUCTION

- (a) The construction shall be **soft sail, woven ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.

- (c) The **sail** shall have a **double luff**.
- (d) The **sail** shall be constructed so that it can be reefed by rolling **the sail** around the **mast**.
- (e) The following are permitted: Stitching, glues, tapes, corner eyes, one **window**, tell tales, **sail** shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.3.3 DIMENSIONS

Mainsail	maximum
Leech length	4615 mm
Half width	1190 mm
Luff length	4900 mm
Foot length	2445 mm
Foot median	4670 mm
Window	
Window height	500 mm
Window width	900 mm

G.4 HEADSAIL

G.4.1 MATERIALS AND CONSTRUCTION

- (a) The construction shall be **soft sail, single ply sail**.
- (b) The **body of the sail** shall consist of the same **woven ply** throughout.
- (c) The **sail** shall be constructed so that it can be reefed by rolling **the sail** around the **mast**.
- (d) The following are permitted: Stitching, glues, tapes, corner eyes, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable *rules*.

G.4.2 DIMENSIONS

Headsail	maximum
Luff length	3150 mm
Leech length	2900 mm
Foot length	1300 mm
Foot median	3025 mm
Window	
Window height	250 mm
Window width	600 mm

PART III – APPENDICES

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1 Procedure for Calculation of Regatta Mean Weight (RMW) and Sailor Correction Weight (SCW).

WEIGHT EQUALISATION

- (a) At events where a sailor weight equalisation regime is specified in the Notice of Race, the following rules and procedures shall apply.
- (b) The purpose of Sailor Weight Equalisation is to ensure that the on-the-water weight of a sailor and their boat is not less than a Regatta Minimum Weight (RMW). This is to be achieved by placing ballast, normally in the form of packets of lead shot or other similar material, in the cavities of the boat's seat.
- (c) The following procedure may be used: -
 - (1) Record the weight of the sailor in dry clothing wearing sailing clothing appropriate to the conditions and personal flotation device.
 - (2) Record the weight of any necessary equipment for an individual sailor, such as ventilators, respirators and batteries for any servo assist control system.
 - (3) Record the weight of the hull in the condition described in C.6.4 as appropriate including any required *Corrector Weights*.
 - (4) Record the weight of the keel.
 - (5) 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.
- (d) The Race Technical Committee (RTC) will set a RMW for the event based on the data collected:
 - (1) Where the maximum sailor/boat weight is **less** than the median sailor/boat weight plus 20kgs then the maximum sailor/boat weight shall be declared as the RMW.
 - (2) Where the maximum sailor/boat weight is **greater** than the median sailor/boat weight plus 20kgs then the median sailor/boat weight plus 20kgs shall be declared as the RMW.
- (e) Calculate the ballast to the nearest kg required to be placed in each boat – the Sailor Corrector Weight (SCW). Note, some sailor/boat combinations may be considerably heavier than the RMW even without any ballast.
- (f) 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.
- (g) Install the appropriate SCW in boats. Spot checks may be made on boats to ensure that boats have the correct ballast during racing.
- (h) Where there are not sufficient Corrector Weights available, the RMW may be adjusted by the RTC to achieve an equitable distribution of SCW.

H.2 Parts List

HSS/HLB Items

- (a) Masts**
 - (1) Mast sections
 - (2) Mast ends
 - (3) Foremast and main reefing drums
- (b) Boom**
 - Boom section
- (c) Jib sheet and system**
 - Jib strut and claw
- (d) Other**
 - (1) Transom Gudgeon
 - (2) Keel
 - (3) Rudder Box
 - (4) Rudder Blade

SAIL Manufacturers

HSS Licensed Sail Manufacturers are listed on the web-site www.hansaclub.org.

Parts List - Minimum requirements for other Supplied Items

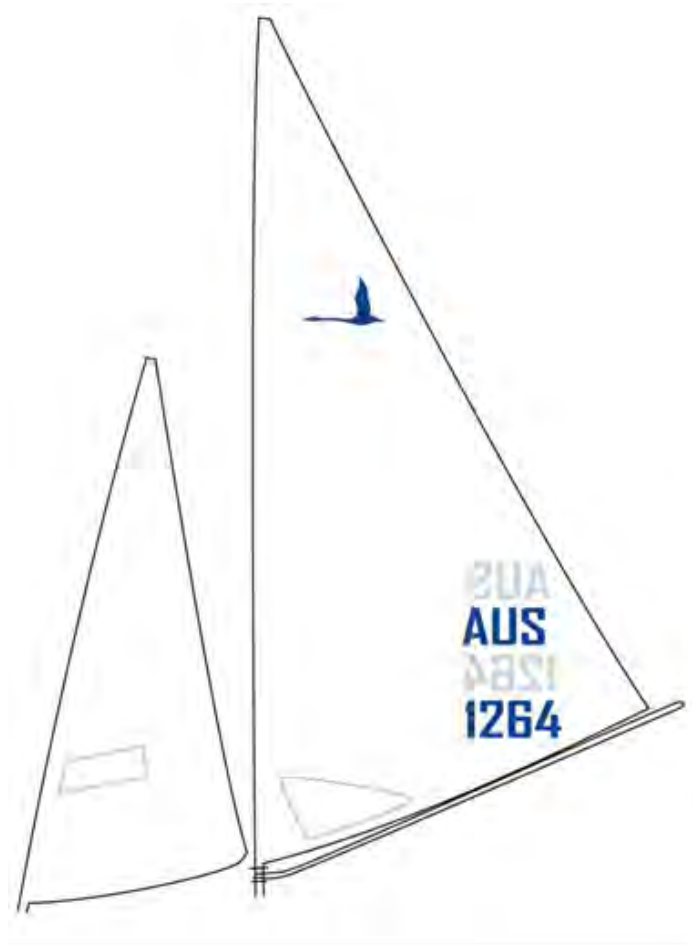
(Note: The description provides the design criteria for supplied items. Replacement items shall be of similar or greater specification.)

Item	Pt No (RF: Ronstan)	Description	pulley Ø mm	rope Ø mm	MWL kg	Break Load kg
Boom Vang & Sheet blocks	RF 280	single block - loop head	30	8	300	600
Outhaul turning block	RF 571	single block - loop head	25	6	300	600
Sheet block	RF 681	single block - loop head w/becket	30	8	300	600
Sheet block	RF 81	double block - loop head	30	8	450	1100
Micro block	RF 666	single block - loop head	20	5	150	400
Jib sheet cleat	RF 5001	small cam cleat		2-8	75	
Jib sheet downhaul	FR 661	Single block - tube rivet head	20	5	150	400
Mainsheet swivel	RF 67	swivel deadeye w/ cleat small C-cleat		2-8	125	
Steering blocks	RF 20101	single block, ball bearing, loop head	20	6	250	550
Vang Jam cleat	RF 341	Single block, becket, v-jam cleat, removable pin head	25	5	225	450
Jib outhaul, jib claw downhaul cleat	Camcleat CL 204			3 - 8		
Boom Gooseneck	Pacific Nylon Plastics PNP 77	Plastic Gooseneck				
Boom Reefing Cleat	Camcleat CL 212			2 - 5		

Cordage Details

Control Line	Material
Steering	3mm Spectra core multicolour
Reefing (Mainsail/Jib) & Jib Strut down haul	4mm 16 plait multicolour
Jib Sheet & Clew lashing	4mm 8 plait
Mainsail outhaul	5mm 8 plait
Mainsheet	6mm double braid
Boom vang	6mm double braid
Traveller	5mm 16 plait multicolour

H.3 Sail numbers and country code



Liberty

World Sailing Class

The minimum sail number height shall be 175mm.
The Sail Numbers and National Letters shall be positioned near the clew as shown.

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