

Special Class Rules HCUK (Jan, 2020)

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PLEASE NOTE:

INTERNATIONAL CLASS RULES FOR ALL HANSA CLASSES 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.

1. These special class rules must be read in conjunction with the current Hansa and Liberty Class Rules on the International Hansa Class Association Website <http://www.hansaclub.org/> - Technical Section.

The International rules will apply for all events held in the UK, except where specifically amended by these special rules. Access 303S dinghies shall follow the principles of the Hansa 303 Class Rules, and may compete on equal terms with Hansa 303s in any 303 single-person races.

2. Competitors in HCUK events and event organisers should note the following:

2.1. Competing sailors with right of way need to take into consideration possible delayed reaction times and limited manoeuvrability of other sailors in Hansa Classes.

2.2. Special consideration shall be given in conveying information and signalling to the needs of sailors with special needs be they physical, intellectual or sensory disabilities.

3. Sailor Weight Rules – Recommended maximum sailor and luggage weights for each Hansa model are displayed on the builder's plate which is fixed to the cockpit of all boats. Should a boat appear to be overloaded the organising committee for an event may require the crew and equipment to be weighed and, if over the recommended maximum weight for that hull, take any action considered appropriate, including disqualification from the event.

4. The following variations to International Hansa Class Rules are allowed. They are **not permitted** for International competitions:

4.1. No deliberate adjustments to the sail area (reefing and un-reefing) are permitted during a race between the raising of the class warning flag and crossing the finish line. The clew outhaul may be adjusted whilst racing.

4.2. When racing in TT events Hansa 303W dinghies sailing with full or partial servo controls and 303S dinghies may use a keel with an additional 10Kg of weight added, e.g. keels weighing not less than 30Kg and not more than 45Kg. This varies Class Rule E.1.1.

4.3. Magnetic compasses are permitted, but electronic compasses can only be used with permission from the Tech sub Committee by prior written agreement. Tactical compasses may only be used as an indicator of direction. They **shall not** be used in tactical mode.

4.4. Mirrors are permitted, if required to compensate for a disability.

4.5 Crews sailing 2.3, 303 one-person **and** 303 two-person must sit within the hammock seat. The hammock support rails and covering are not part of the seat and may not be sat on during racing. The torso must remain behind the joystick. The joystick should not be removed from any boat, including Liberty, during racing.

4.6. Towing / Safety Lines. [N.B. This amends Class Rule C.2.1(h) for Hansa 2.3 and 303 classes and C.2.1(i) for the Liberty class for which the requirement is a towing rope 5m long not less than 6 mm in diameter].

Competitors are responsible for the safety of their boats and are requested to have two lines attached – one to the bow and one near the stern – the bow line should be a minimum length of 3 metres for a 2.3, 4 metres for a 303, and 5 metres for a Liberty, all with a minimum 2 metre stern line. These should be accessible to safety boats while afloat to allow a prompt tow in case of difficulties or damage.

4.7. Outside assistance is permitted to clear weed from keels and rudders whilst boats are on the water, including racing, provided the keels are not lifted at any time in accordance with International Hansa Class Rules. Rudders may be lifted to clear weed.

6. If interpretation of the International Hansa or Liberty Class Rules or these Special Class Rules is required, a member of the HCUK Technical Sub-Committee must be consulted.

These Rules must be made available to all competitors in appropriate HCUK events.

Special Note: It is strongly recommended that all sailors should lodge with a member of their organisation remaining on shore, or a trusted friend, details of their medical condition and prescribed drugs in a sealed envelope, only to be used in the event of a medical emergency.

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