



INTERNATIONAL
hansa
CLASS ASSOCIATION



HANSA 2.3

CLASS RULES

ISAF Class

Effective from August 2013

The Hansa 2.3 was designed in 1992 by Chris Mitchell

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INTRODUCTION

This introduction only provides an informal background and the Hansa 2.3 Class Rules proper begin on the next page.

Previously known as the Access 2.3, Hansa 2.3 hulls, hull appendages, rigs and sails are manufacturing controlled.

Hansa 2.3 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 Hansa 2.3 Building Specifications for the 2.3 Wide, 2.3 Single or 2.3 Breeze and is subject to an ISAF approved manufacturing control system.

Hansa 2.3 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 ISAF International Sailing Federation
- MNA ISAF 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 the ISAF which shall co-operate with the IHCA in all matters concerning these **class rules**.
- A.3.2 Neither the ISAF, an MNA, the IHCA, a NHCA, a certification authority or an official measurer are under any legal responsibility in respect of these class rules and the accuracy of measurement, nor can any claims arising from these be entertained.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 ISAF 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) – ISAF Regulation 10.5(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 the ISAF in accordance with the ISAF 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 the ISAF Regulations.

A.8 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

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

A.8.2 ISAF shall, after having received the International Class Fee for the hull, send the ISAF 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

Sailors and the boats shall comply with the rules in this section when 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 webbing seat, but excluding the servo assist helm and mainsheet winches, control boxes, the rig (masts, booms, sails & running rigging), servo assist controllers, batteries, rudder box and rudder blade shall be not less than 45kg in dry condition.
- (e) For hulls of less than 45kg, a corrector weight shall be permanently fastened to the console or keel case.
- (f) No adjustments to the position of the keel is permitted during racing.
- (g) Each boat shall carry a bailer attached by lanyard.
- (h) 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 sheet winches are permitted.
- (b) Servo Assist equipment of any origin is permitted subject to approval by the NHCA Technical Officer or IHCA Technical Committee.
- (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 (refer to Equipment Applications on the Technical Section of the Class Website).
- (e) Timing devices must 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 sheet and other blocks.
- (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 or 3 part (2:1 or 3:1) if being used manually. A traveler block is optional.
 - (ii) 2 part (2:1) with traveler block if mainsheet servo winch is used.
- (c) The traveler may be altered in length, but the traveling 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 pin, 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

The 2.3 Single (2.3S) is a single person craft. The 2.3 Wide (2.3W) is a single or two person craft. The Breeze 2.3 (2.3B) is a single or two person craft. Crew buttocks shall remain in contact with their seat's sitting surface at all times while racing. If the boat is raced by one-person they shall race in a position astride the keel housing.

C.5 Sailor Weight Equalisation

The 2.3S, 2.3W and 2.3B have no weight equalization regime.

C.6 Membership

One member of the crew 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

Hansa 2.3 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 20kg and not more than 25kg, except that keels for the 2.3 Single using full servo electric controls for helm & mainsheet shall weigh not less than 20kg and not more than 35kg.

E.1.2 Keels shall be not less than 1090mm and not more than 1100mm 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

Hansa 2.3 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 Masts shall be not less than 4165mm and not more than 4175mm in overall length including end fittings.

F.1.3 Any variations in the rake of masts produced in the manufacturing process shall not be considered irregular in measurements disputes.

F.2 Manufacturers

Hansa 2.3 rigs 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

Hansa 2.3 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
Main reefing drums – HS Licensed supplier only

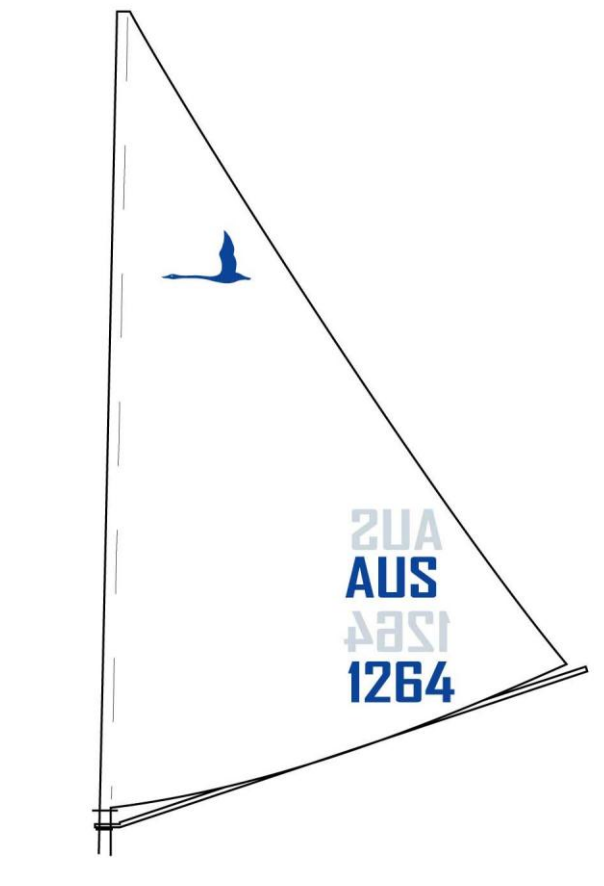
Boom

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

Other

Mainsheet swivel/deadeye/cleat RF 67 may be fitted
Steering blocks RF 571
Transom Gudgeon - HS Licensed supplier only
Reefing turning block- RF174

Appendix 2 – Sail Markings



Hansa 2.3
ISAF 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