

International Access Class Association Inc

ACCESS LIBERTY

ISAF Recognised Class

CLASS RULES

Effective from April 2010

EFFECTIVE April 2010

ACCESS LIBERTY CLASS RULES

Section A – Fundamental Rules

A.1 Type of Class Rules

A.1.1. The object of these Class Rules is to establish the Class within a strict One Design Regime in which all matters affecting cost and performance are controlled. These are **closed** class rules.

A.1.2 The Liberty shall be manufactured in accordance with the Access Sailing Systems (AS) construction manual by Access Licensed Builders (ALB).

A.1.3. Any alteration of the form or construction of the hull, equipment, fittings, spars, sails or running rigging, as supplied by the builder, unless specifically approved by these rules, is prohibited. Warning - Any alteration to the hull, equipment, fittings, spars, sails or running rigging as supplied by the builder, even if permitted under these rules, may void the manufacturers' warranty.

A.1.4. The Builders shall keep a register of each new boat indicating the boat's hull and sail numbers, hull ID numbers, and the owners, and pass all information to the International Access Class Association (IACA).

A.2 Abbreviations

ISAF - International Sailing Federation

MNA - ISAF Member National Authority

ERS - Equipment Rules of Sailing

RRS - Racing Rules of Sailing

IACA – International Access Class Association

NACA – National Access Class Association

ADF - Access Dinghy Foundation Inc

ALB - Access Licensed Builder.

AS – Access Sailing Systems Pty Ltd (Incorporated in Australia).

A.3 Authority

The National MNA, an NACA, the IACA, or an official measurer is under no legal responsibility in respect of these class rules.

A.4 Language

A.4.1 The official language of the class is English and in case of dispute over the translation, the English text shall prevail.

A.4.2 The word “shall” is mandatory and the word “may” is permissive.**A.5 Interpretation of Class Rules.**

Any interpretation of the class rules, except as provided in A.6, shall be made by IACA Technical Committee.

A.6 Interpretation of the Class Rules at an Event

Interpretations of the class rules at an event shall be made in accordance with the RRS and the race organising authority shall, as soon as practical after the event, inform the IACA of such a ruling.

A.7 Event Measurement

In the case of a measurement dispute on any part or item of the boat, the following procedure shall be adopted:

A sample of 5 other boats, shall be taken and measured using identical techniques. The dimensions of the disputed boat shall be equal to, or between, the maximum and minimum dimensions obtained from these 5 boats. If the boat in question is outside these dimensions the matter, together with any relevant information, shall be referred to the IACA, which shall give a final ruling. If any of the dimensions of the sample are considered to be unusual, all relevant information shall be referred to IACA Technical Committee.

Section B – Organisation

B.1 Administration of the Class

The class is administered by the IACA.

B.2 Measurement Certificate

Measurement certificates are not issued.

B.3 Amendment to Class Rules

Amendments to the class rules shall be proposed by the IACA in accordance with its constitution.

Section C – Conditions for Racing

The 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.

C.1.3 The base of the national letters and the sail numbers shall be approximately horizontal.

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 minimum weight of a Liberty keel is 70kg. The maximum keel weight is 80kg.

C.2.2 Optional.

(a) Access 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 NACA Technical Officer or IACA Technical Committee.

(c) Replacement of original fittings with similar fittings of identical function are permitted subject to approval of the NACA Technical Officer or IACA Technical Committee.

(d) Additional equipment which compensates for a sailor's disability is permitted subject to the approval of the NACA Technical Officer or IACA Technical Committee.

(e) Timing devices shall be removable for weighing.

(f) Mechanical wind indicators.

(g) Tufts or ribbons in the sails and rigging.

(h) Compass with brackets, removable for weighing. Electronic compasses with functions beyond heading and timing are permitted only if they are to compensate for a disability.

(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 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.

(iii) 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 similar specifications. Steering, reefing, jib sheet and downhaul are 4mm x 8 plait polyester. Main outhaul is 5mm double braid polyester. Mainsheet and traveler are 6mm double braid polyester.
- (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 - The Liberty is a single person craft.

C.5 Sailor Weight Equalisation – At events where a sailor weight equalisation regime is specified, 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 an NACA or the IACA where no NACA 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 Builders - Hull builders shall be licensed in accordance with A.1.2.

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 shall be licensed in accordance with A.1.2

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 - Manufacturers shall be licensed in accordance with A.1.2

Section G – Sails

G.1 Measurement - Sails shall comply with the class rules in force at the time of manufacture.

G.1.1 Mainsails shall not exceed the following measurements:

- a) Luff (measured on the leading edge of the luff pocket) – 4900mm
- b) Leech (measured from the leading edge of the luff pocket to the extremity of the clew) – 4615mm
- c) Foot (measured from the leading edge of the luff pocket to the extremity of the clew) – 2445mm
- d) Head to Centre-Foot (measured from the leading edge of the luff pocket to the centre of the foot) – 4670mm
- e) Mid-Girth (measured from mid point on the leech to the nearest point on leading edge of luff pocket) – 1190mm

G.1.2 Headsails shall not exceed the following measurements:

- a) Luff (measured on the leading edge of the luff pocket) – 3150mm
- b) Leech (measured from the leading edge of the luff pocket to the extremity of the clew) – 2900mm
- c) Foot (measured from the leading edge of the luff pocket to the extremity of the clew) – 1300mm
- d) Head to Centre-Foot (measured from the leading edge of the luff pocket to the centre of the foot) – 3025mm

G.2 Sailmakers

G.2.1. Sailmakers shall be licensed in accordance with A.1.2.

G.2.2. No person may re-cut any sail or otherwise change or effect any aspect of the sail or pierce the sail for any reason other than effecting necessary repairs or as permitted by these rules.

G.2.3 Sail fabric shall be woven polyester capable of being rolled or folded. Battens may not be fitted.

G.3 Mainsail Class Insignia - The class insignia shall be sprayed, silk-screened, glued, or sewn onto the sail. Refer to Appendix 2.

G.4 Jib RRS 50.4 – Headsails, shall not apply.

Section H – Event Rules

H.1 The minimum wind speed for starting will be that in which the race committee considers the boats have sufficient capability for pre-start maneuvers.

H.2 Races should not start, or races in progress should be abandoned when:

- (a) Wind gusts exceed 25 knots for more than 30 seconds.
- (b) Wind gusts exceed 30 knots for any duration.
- (c) The race committee considers conditions are unsafe for sailing.

H.3 The Sailing Rules of the Access Liberty Class shall be the Racing Rules of the ISAF as adopted and promulgated from time to time, including the various Prescriptions there to subject to such alterations and modifications as a National Sailing Authority shall from time to time consider necessary to meet local conditions.

H.4 In accordance with H.3. above, and to comply with the unique purposes of the Access Liberty Class, it is deemed necessary to include the following permanent alterations to event sailing instructions:

H.4.1 Competitors in Access Class events are expected to compete in accordance with recognised principals of sportsmanship and fair play.

H.4.2 Competing sailors with right of way need to take into consideration possible delayed reaction times and possible limited maneuverability of other Access Class sailors.

H.4.3 Special consideration shall be given in conveying information and signaling to the needs of sailors with special needs be they physical, intellectual or sensory disabilities.

H.4.4 Sailors in a servo assist division are not permitted to manually adjust the sheets 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 shall be deemed to be sailing the boat partial servo manually.

H.4.5 No adjustments to the position of the keel is permitted during racing.

H.4.6 Sailors are to remain seated at all times with their buttocks in contact with the seat and, in principle, a leg on either side of the console.

H.4.7 In major International events, sailors below a nominated minimum weight will need to carry ballast under their seat to bring them up to the minimum weight. If applicable this Rule will be specified in the Notice of Race. (see C.5 - Crew Weight Equalisation).

H.4.8 The audible call of “PROTEST” is required in accordance with RRS 61, however if a competitor is unable to make such a call because of disability or similar reason, this requirement may be waived by the Organising or Protest Committee.

Appendix 1 – Parts List

Standard fittings list Part No. Options or restrictions

Masts

Mast sections – ADF licensed supplier only

Mast ends – ADF Licensed supplier only

Foremast and main reefing drums – ADF Licensed supplier only

Boom

Boom section ADF 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 ADF supplier only

Jib sheet cleat RF 5001

Jib downhaul RF 661

Jib outhaul/jib claw downhaul cleats CL204

Other

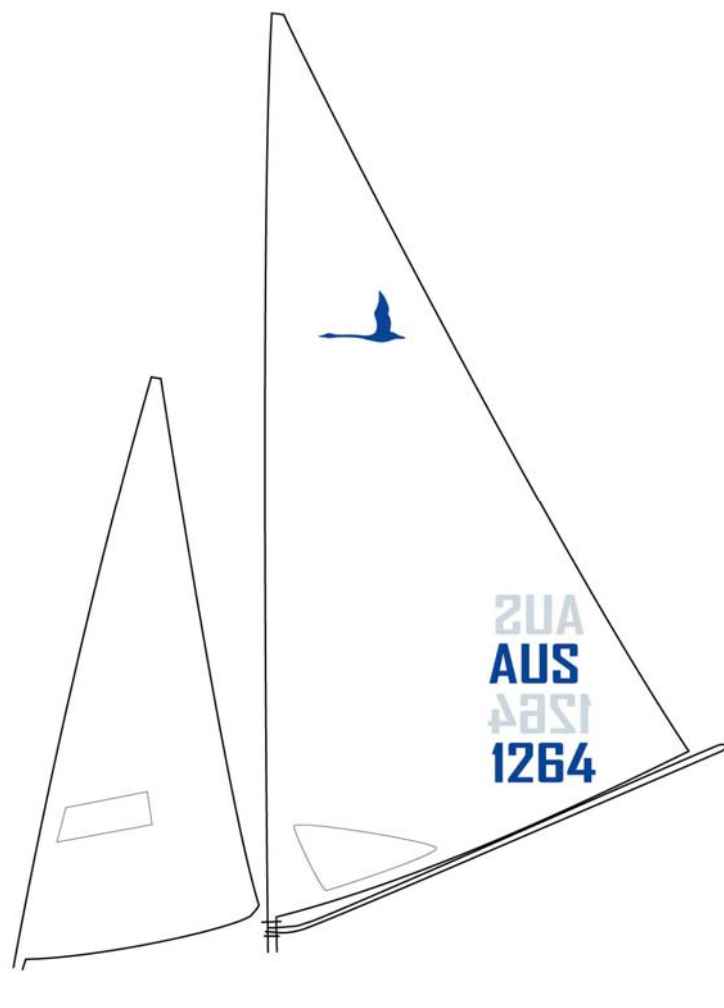
Mainsheet swivel/deadeye/cleat RF 67

Steering blocks RF 20101

Vang RF 341 V jam cleat.

Transom Gudgeon ADF Licensed supplier only

Appendix 2 – Sail Markings



Access Liberty

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The minimum sail number height shall be 175mm, and the Sail Numbers and National Letters shall be positioned near the clew. Otherwise the sail markings shall be in accordance with ISAF RRS Appendix G.