

EFFECTIVE January 2004

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 Dinghy Sailing Systems (ADSS) construction manual by Access Dinghy Licensed Builders (ADLB).

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.

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 Access Dinghy Foundation (ADF).

A.2 Abbreviations

ISAF - International Sailing Federation

MNA - ISAF Member National Authority

NCA - National Class Association

ERS - Equipment Rules of Sailing

RRS - Racing Rules of Sailing

ADF - Access Dinghy Foundation Inc

ADSA - Access Dinghy Sailing Association.

ADLB - Access Dinghy Licensed Builder.

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

A.3 Authority

The National MNA, an NCA, the ADSA, 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 ADSA 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 ADSA 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 ADSA, 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 ADSA Technical Committee.

Section B – Organisation

B.1 Administration of the Class

The class is administered by the ADSA.

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 ADSA in accordance with its constitution.

Section C – Conditions for Racing

The sailor and the boat shall comply with the rules in this section when racing.

C.1 Identification of Sails

C.1.1 The national letters and the sail numbers shall be black and shall comply with the RRS except where specified otherwise.

C.1.2 The sail numbers shall be 200mm 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 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) With the exception of C.2.2(l), no holes may be made in the hull or deck mouldings, except for the purpose of making repairs – see C.2.5.
- (e) The Minimum Hull Weight (MHW) of the hull including servo assist helm, mainsheet and jib sheet winches, control boxes, but excluding servo assist control devices, batteries, rudder boxes, rudder blades, keel and seat shall be not less than 75kg with all items in dry condition.
- (f) A corrector weight shall be permanently fastened to the seat base when the hull weight as in C.2.1(e) is less than the minimum requirement.
- (g) The total weight of such hull corrector weights shall not exceed 2kg.
- (h) The Actual Hull Weight (AHW) is the weight of the hull as per C.2.1.(e) above, plus any corrector weight if fitted.
- (i) If a hull is not fitted with the prescribed servo assist winches, a corresponding weight shall be added in the normal winch location.

C.2.2 Optional.

- (a) ADF supplied Servo Assist equipment consisting of helm, mainsheet and jib sheet winches are permitted.
- (b) Servo Assist control devices may be of any origin and are permitted subject to approval by the technical committee. Such devices are considered personal equipment and weighed with the sailor.
- (c) Replacement of original fittings with similar which will compensate for a sailor's disability are permitted subject to approval of the technical committee.
- (d) Additional equipment which compensates for a sailor's disability is permitted subject to the approval of the race committee, the technical committee and ADSA.
- (e) Timing devices. Removable for weighing.
- (f) Mechanical wind indicators.
- (g) Tuff's 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 centreboard, 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) 3 part if being used manually but no traveler block may be fitted,
 - (ii) 2 part with traveler block if mainsheet servo winch is used.
 - (iii) The traveler may be altered in length.

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 dinghy.

C.5 Sailor Weight Equalisation

C.5.1 The sailor's weight shall be determined at registration or soon thereafter as the combined weight of the sailor wearing their usual fine weather sailing clothes, plus their seat in sailing condition, and personal equipment. Personal equipment includes ventilators, respirators, servo assist control devices (joystick etc). The sailor's clothes shall be dry when weighing.

C.5.2 If the sailor's combined weight is below a Minimum Sailor Weight (MSW) as determined by the event committee, Sailor Corrector Weights (SCW) shall be carried beneath the seat to bring the sailor combined weight up to within 1kg of the MSW.

C.5.3 The SCW shall take into consideration the weight of the sailor's particular hull. The difference between the MHW, as defined in C.2.1(e), and the AHW, as per C.2.1 (h), shall be subtracted from the SCW as defined in C.5.2.

C.6 Membership - The sailor does not need to be a current member of an ADSA.

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

No person may re-cut any sail, except as permitted in G.5.1, 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.3 Mainsail CLASS INSIGNIA - The class insignia shall be sprayed, silk-screened, glued, or sewn onto the sail close to the clew.

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 G.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 Dinghy 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 Dinghy 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 with special needs may be assisted by electronic devices including servo assist winches, radio and remote control.

H.4.5 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 electrically. Sailors manually controlling either sheets or steering shall be deemed to be sailing the boat manually.

H.4.6 No adjustments to the position of the centreboard is permitted during racing.

H.4.7 Adjustments to sail area (reefing/unreefing) is not permitted in specified divisions unless authorised by the organising committee.

H.4.8 Sailors are to remain seated on the centerline at all times with, in principal, a leg on either side of the console.

H.4.9 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.4.10 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 can 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
Vang RF 83, 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

Other

Mainsheet swivel/deadeye/cleat RF 67
Steering blocks RF 20101
Vang/outhaul/jib claw downhaul cleats CL209
Transom Gudgeon Rudder Pin ADF Licensed supplier only