Effective date: 18/05/2022
Status: Approved

Class Rules

International Hansa Class Association - Hansa 303

The Hansa 303 was designed in 1998 by Chris Mitchell and was adopted as a World sailing class in 2005.

sport / nature / technology

World Sailing
Class Association

INDEX

INTRODUCTION

This introduction only provides an informal background, and the Hansa 303 Class Rules proper begin on the next page.

Previously known as the Access 303, the Hansa 303 Single and Wide, and the Breeze 303 hulls, hull appendages, rigs and sails are manufacturer controlled.

Hansa and Breeze 303 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 303 Building Specification and is subject to World Sailing (WS) approved manufacturing control system.

Hansa and Breeze 303 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 Event and Race Management Guides, including requirements for authorised Championships, a Notice of Race and Sailing Instructions Guide, notes regarding Interpretation of Class Rules and advice for Race Committees, are 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)
RAE	Replacement or Additional Equipment

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

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 been manufactured by a Licensed Manufacturer and have a Hull Identification Number moulded onto the transom.

(b) be in compliance with these **class rules**.

(c) have a WS/ISAF Building Plaque. *(Note:. The first WS/ISAF issued number was 2001 for all Hansa Classes).*

B.2 REPLACEMENT OR ADDITIONAL EQUIPMENT

B.2.1 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 and similar 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.

(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(s) shall race in a position so that lower limbs are appropriately positioned at the joystick (see also C.2.1 (c)). 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 to adjust control lines. 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 at G.3.1 of these **class rules**.

(e) The ERS and all included definitions shall apply.

C.1.2 LIMITATIONS

(a) Apart from what is permitted by C.5, only equipment listed in Part III Section H.1 shall be used.

(b) Apart from what is permitted by C.5, no function may be extended or added.

(c) After registration or **equipment inspection** at an event, **modifications**, **repairs**, or replacement of any item of the **boat** or approved RAEs requires the approval of the Event *Race Committee* or event *Technical Committee Technical Committee* . (See also C.9.3 – running rigging.)

C.2 CREW

C.2.1 LIMITATIONS

(a) The **crew** shall consist of 1 or 2 people.

(b) Sailors in a servo assist division are not permitted to manually adjust the sheet or control lines (including **outhaul**) 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 the sheet operated electro-mechanically. Sailors manually controlling either the sheet or steering and using partial servo shall be deemed to be sailing the **boat** manually.

(c) The 303 Single is a single person craft. The 303 Wide (303W) is a single or two person craft. The Breeze 303 (303B) is a single or two person craft. If the **boat** is raced by one person they shall race in a position astride the joystick. If the **boat** is raced by two people, each crew shall be positioned so their lower limbs are on the relevant side of the joystick. (See www.hansaclass.org for FAQs about crew positions).

C.2.2 MEMBERSHIP

When sailed in single mode, the **crew** shall be a current member of an NHCA or the IHCA where no NHCA exists in their country. When sailed in double mode, at least one **crew** shall be a current member of an NHCA or the IHCA where no NHCA exists in their country.

C.3 PERSONAL EQUIPMENT

C.3.1 MANDATORY

The **boat** shall be equipped with a **personal flotation device** (pfd) for each **crew** member to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AS4758 (50), or EN 393 or equivalent, 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 IHCA Technical Committee (for International, World Events or events of similar status) or the NHCA Technical Officer (or other equivalent NHCA appointment) (for National 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.

(6) Mooring line.

(7) Mechanical Wind Indicators.

(8) Tools, spare parts, paddles and rear-view mirrors for use.

(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.

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Modifications** (including **fairing**) that affect the performance of the **boat** is not permitted.

(b) Wedges, rubber bands, and springs may be fitted under blocks.

(c) 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/)

(d) Replacements of HSS/HLB supplied equipment from other suppliers (see H.1):

(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 equal or better size and specification to HSS supplied items.

(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 these 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 and made in such a way that the essential shape, characteristics or function of the original are not affected; however, an event *Technical Committee* or 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** see Para C.1.2 (c).

C.6.4 WEIGHT

The **weight** in dry condition complete and in sailing trim including the **hull**, standard fibreglass or sling seat, **rudder** box, and installed servo equipment with permanently connected associated equipment shall be taken excluding **sail**, **mast**, **boom**, **running rigging**, **keel**, **rudder** blade, batteries and all **equipment** as listed in C.5. The compass bracket shall be included if permanently fixed.

	minimum	maximum
NON-SERVO BOATS. (303 Single and Wide)	55 kg	
SERVO BOATS *(an allowance of 1kg is made if the mainsheet remains attached)*	60 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) Drainage tubes through the aft buoyancy compartment are permitted. Drainage plugs shall be fitted when afloat.

(e) The watertight integrity of the hull shall be maintained.

(f) 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** assembly 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** blade shall be secured in the fully lowered position at all times when sailing. The rudder blade may be lifted briefly to remove fouling debris.

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, the event *Technical Committee* or 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 one **rudder** blade shall be used during an event. See also Para C.1.2(c).

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.1 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

A mechanical wind indication device may be fitted.

C.9.5 LIMITATIONS

Only one set of **spars** shall be used during an event, except when an item has been lost or damaged. See Para C.1.2 (c).

C.9.6 MAST

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

(b) Any variation in the rake of the masts produced in the manufacturing process shall not be considered irregular in measurement/inspection disputes.

C.9.7 BOOM

A means of preventing the boom jaw separating from the main **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 HSS/HLB 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. See Para C.1.2(c).

(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.** See Para C.1.2(c).

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 *Race* Committee or Technical *Committee*.

(3) **Sail** numbers shall be issued in consecutive order starting at "1" inclusive of the Hansa 2.3, 303 and Liberty Classes. Sail numbers may consist of one, two, three or four digits.

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) **Rudder**

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 KEEL

E.3.1 DIMENSIONS and WEIGHT

	minimum	maximum
Maximum overall length	1285 mm	1295 mm
Weight (all variants)	30 kg	35 kg

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 RUDDER DIMENSIONS

	minimum	maximum
Maximum overall length	1270 mm	1280 mm

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

(a) **Masts**

(b) **Boom**

(c) 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 DIMENSIONS

	minimum	maximum
Main **Mast** (measured from **heel point** to **top point)**	4770 mm	4780 mm
Foremast (measured from the central grove of the reefing drum to the **mast top point**).	2640 mm	2650 mm

F.4 RUNNING RIGGING

F.4.1 MATERIALS

Sheets and control lines may be of any material or size provided it is of equal strength or better than HSS/HLB 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.2.2 MANUFACTURERS

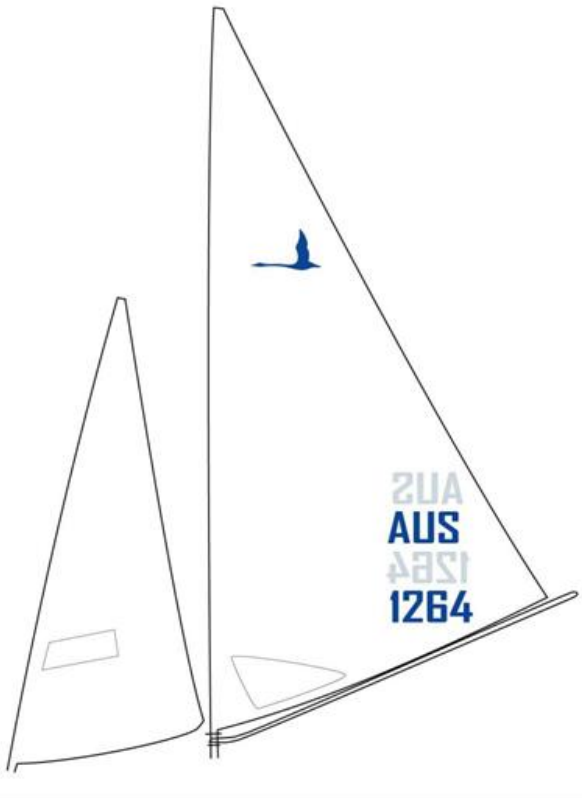
Sails shall be manufactured by manufacturers licensed by HSS. See www.hansaclass.org for licensed **sail** manufacturers.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

(a) The **class** insignia shall conform to the diagram below:

Sail numbers and country code



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

.

(b) A **boat** chartered or loaned for an event may carry a **sail** number other than her **hull** number.

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	4060 mm
Half width	1155 mm
Luff length	4000 mm
Foot length	2300 mm
Foot median	3940 mm
Window	
Window height	250 mm
Window width	950 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 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.4.2 DIMENSIONS

Headsail	maximum
Luff length	2500 mm
Leech length	2470 mm
Foot length	1200 mm
Foot median	2475 mm

Headsail	maximum
Window	
Window height **Window** width	300 mm 450 mm

PART III – APPENDIX

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 Parts List

HSS/HLB Items

(a) Masts
- (1) Mast sections
- (2) Mast ends
- (3) Main and Foremast reefing drums

(b) Boom

Boom section

(c) Other
- (1) Transom Gudgeon
- (2) Keel
- (3) Rudder Box
- (4) Rudder Blade

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
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
Micro block	RF 666	single block - loop 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
Boom Jaw Gooseneck	Pacific Nylon Plastics PNP 77	Plastic Gooseneck				
Boom Reefing Cleat	Camcleat CL 212			2 -5		

Cordage Details

Control Line	Material (Recommendation)
Steering	3mm Spectra core
Reefing (Mainsail/Jib)	4mm 16 plait
Mainsail outhaul	5mm 8 plait
Mainsheet & Jib sheet	6mm double braid
Traveller	5mm 16 plait
Main and Jib tack lashing	3mm 16 plait

Effective Date: 18/05/2022

Last Version: 01/04/2016