

CLASS RULES FOR ACCESS DINGHIES

(hereinafter referred to as the “Class Rules”)

for events run by the

Access Class Association (UK)

NB – Where these Rules differ significantly from the equivalent International Rules this has been noted in the text in italics.

Section A: Fundamental Rules

A.1 Type of Rules

- 1) The object of these Class Rules is to establish the range of Access Dinghies within a strict “One Design” regime in which all matters affecting cost and performance are controlled. These are closed class rules and apply to all Access Dinghy racing that is organised by the ACA(UK) with the exception of International meetings held in the United Kingdom. The main variations from the “International” Rules are annotated.
- 2) The Access Dinghies shall be manufactured in accordance with the Access Sailing Systems (AS) construction manual by Access Licensed Builders (ALB).
- 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 class rules, is prohibited.
- 4) The UK 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

IACA	International Access Class Association
ACA(UK)	Access Class Association [UK]
ATC	ACA(UK) Technical Committee
AS	Access Dinghy Sailing Systems Pty Ltd [Australia]
RRS	Racing Rules of Sailing
ADF	Access Dinghy Foundation Inc
ALB	Access Licensed Builder

A.3 Authority

- 1) The ACA(UK) is the authority for all Access Dinghy classes in the UK which co-operates with the international authority of the Access Dinghy classes, the ADF, in all matters concerning these Access Class Rules. Should clarification of these rules be required, the Secretary of the ACA(UK) should be consulted in the first instance.
- 2) The ACA(UK), ADF or any official measurer is under no legal responsibility in respect of these class rules.

A.4 Language

- 1) The official language of the Class is English and in case of dispute over translation, the English text shall prevail.
- 2) The word "shall" is mandatory and the word "may" is permissive.

A.5 Interpretation of the Class Rules

Any interpretation of these class rules, except as provided in A.6, shall be made by the Association Technical Committee (ATC).

A.6 Interpretation of the Class Rules at an Event

In the event of any protests concerning these class rules where there is a need for an interpretation at a United Kingdom event, other than an International event held in the United Kingdom, an ACA(UK) Committee member must be consulted for interpretation.

A.7 Event Measurement

In the case of a measurement on any part 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 ACA(UK) Committee, 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 the ATC which may consult the IACA Technical Committee.

Section B: Organisation

B.1 Administration of the Class

The class in the United Kingdom is administered by the ACA(UK).

B.2 Measurement Certificate

- 1) A Certificate of Registration shall be distributed by the builder on delivery of a new boat to a customer or distributor. The Registration Certificate shall carry a unique Serial Number, which corresponds to the sail number allocated to that boat by Access Dinghy Sailing Systems Pty Ltd [Australia] (AS).
- 2) Registration Certificates shall carry the following information provided at the point of dispatch of a new boat: -
 - a) Sail Number
 - b) Hull identification Number
 - c) Manufacturer
 - d) Signed on behalf of AS/ACA(UK)
 - e) Certified as built using the moulds, parts, and measurements
 - f) authenticated by AS/ACA(UK)

B.3 Amendments to the Class Rules.

Amendments to these class rules shall be made by a majority decision of the ACA(UK) Committee in accordance with Clause 4 of the constitution and any such amendments shall be reported to the Members of ACA(UK).

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

- 1) Sail numbers are mandatory and national letters optional (*NB – Mandatory for International events*) and shall be a contrasting colour to the sail and comply with the RRS except where specified otherwise.
- 2) The sail numbers shall be a minimum of 150mm high (*NB – For International events 175mm*) and placed on both sides of the sail as close to the clew as practical. (*NB – In other respects RRS Appendix G applies for International events.*)
- 3) The base of the national letters and the sail numbers shall be close to the 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 in 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 replacement shall 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 rig (masts, booms, sails and running rigging), rudder box, rudder blade, keel and any servo-assist equipment shall not be less than:-
2.3 = 50kg, 303W = 60 kg, 303S = 64kg, Liberty = 75 kg, with all items in dry condition.
- e) Any corrector weight shall be permanently fastened to the console when the hull weight as in C.2.1 (d) is less than the minimum requirement. (*NB – For International events the weight rules for Libertys are complicated, and the IACA rules should be consulted.*)
- f) Apart from what is permitted in C.2.2 (k) The keel shall not exceed 2.3 = 20kg, 303 = 30kg and Liberty = 72kg.

C.2.2 Optional

- a) ADF supplied Servo Assist equipment consisting of helm and mainsheet winches are permitted.
- b) Servo Assist control devices may be of any origin and are permitted subject to approval by the ATC.
- c) Replacement of original fittings with similar and/or additional equipment which will compensate for a sailors disability is permitted subject to approval of the ATC. **Some replacements that have already been approved by the ACA(UK) are listed under C.2.3.2 of these Rules.**
- d) Timing devices may be carried but they must be removable for weighing.
- e) Burgees and other mechanical wind indicators.
- f) Tufts (tell tails) or ribbons in the sails and rigging.

- g) 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.
- h) Storage devices within the cockpit.
- i) Wedges, rubber bands and springs may be fitted under sheet and other blocks.
- j) Safety equipment, tools and spare parts.
- k) 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.
- l) A heavy short (2.3 size) keel may be used in the 303 models which shall weigh 40kg. *(NB – this is not allowed for International events.)*
- m) Where a heavy short keel is used (as in j) above) a short 2.3 size rudder blade can be used in the 303W model. *(NB – this is not allowed for International events.)*
- n) The 2.3S and the 2.3W may use a keel of up to 30kg if the extra stability this gives is preferred. *(NB – For International events this is only allowed for full servo-assist 2.3Ss.)*

C.2.3 Modifications

1) Modifications approved by the IACA

- 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 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 traveller may be altered in length, but the travelling shackle or block shall be left free to travel. *(NB – For International events the mainsheet shall be rigged 3-part and no traveller block shall be fitted, except that all 2.3s may use a 2-part purchase and all servo-assist boats may use a 2-part purchase and a block on the traveller.)*

2) Modifications approved by the ACA(UK)

(NB - Modifications listed under this heading are not necessarily approved for use at international events even if staged in UK waters. IACA rules should be consulted.)

- a. Extensions and other modifications (i.e. relocation) to compensate for a sailor's mobility, strength or other inability may be made to the joystick or any other cockpit fitting subject to functionality being unchanged.
- b. Such things as cushions, wedges, straps, supports and specialist seats may be fitted or used in the cockpit to compensate for a sailor's mobility, strength or other inability and add to the sailor's safety and comfort.
Important safety note. The arrangement and use of such items listed under c. is for the individual sailor and/or their carer to decide and they will be fully responsible for all issues of safety.
- c. On all models the outhaul line may miss out the side fitting v-cleat on the boom and be run through a pulley block fitted to the boom, through a pulley block fitted to the console and through a cleat accessible to the helmsman.
- d. On all models the mainsheet may be fitted to the traveller using a double pulley block and/or shackle arrangement but see C2.3.1)b above.
- e. On the 303S, the 303W manual jib with appropriate fairleads, tracks, blocks (including through-deck), and cleats may be used in place of the self tacking jib.
- f. For ease of running, the mainsheet may be run through an additional block on the console before passing through the standard eye fitting to the jamming cleat.

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 and reefing are 4mm x 8 plait polyester. Main outhaul is 5mm double braid polyester. Sheets and mainsheet traveller are 6mm double braid polyester.
- e. Rudder pin, steering clevis pins and spring retaining clips may be replaced by others of similar design.
- f. Sails may be replaced with UK Manufactured sails only when supplied by SS Marine (the UK ALB). *(NB – Such sails may not be used for international events.)*

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 repair, or as close as is structurally possible.

C.3 Buoyancy

- a) The watertight integrity of the hull must be maintained.
- b) Drainage tubes through the aft buoyancy compartment are not permitted.
(NB – These are permitted for International events)
- c) Venturi bailing/drainage systems are not permitted.

C.4 Sailors

- a) The 303 W is both a single person and 2 person dinghy.
- b) The 303 S is a single person dinghy.
- c) The 2.3 W is both a single person and a 2 person dinghy.
- d) The 2.3 S is a single person dinghy.
- e) The Liberty is a single person dinghy.

C.5 Sailor Weight Equalisation

This is covered in the Special Rules issued by the ACA(UK). *(NB – There are no weight equalisation rules for 2.3s and 303s in International events, but Libertys have special rules)*

C.6 Membership

One member of the crew shall be a current member of ACA(UK), IACA or their own national Access Class association.

Section D: Hull

D.1 Measurement

- a) The hull shall comply with the class rules in force at the time of manufacture.
- b) 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

Manufacturers shall be licensed in accordance with A.1.2

Section F: Rig

F.1 Measurement

- a) Spars shall comply with the class rules in force at the time of manufacture. Rigging shall comply with current class rules.
- b) Any variations in the rake of masts produced in the manufacturing process shall not be considered irregular in measurement 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

- 1) Manufacturers shall be licensed in accordance with A.1.2
- 2) No person may re-cut any sail, or otherwise change or affect 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.

Appendix 1: Parts List

Standard fittings list Part No, Options or restriction subject to the permitted modifications set out above.

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 (Liberty) – RF 280
Outhaul turning block – RF571
Sheet blocks – RF 280, RF 681, RF174, RF 81
Reefing v-cleat – CL 212

Jib sheet and system (Liberty and 303S Self-tacker)

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

303/Liberty Mainsheet swivel/deadeye/cleat – RF 67
303W Jib-sheet swivel/deadeye/slide/cleat and stop – 9801040
Steering blocks – RF 20101, RF 571
Transom gudgeon rudder pin – ADF licensed supplier only

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