

International Access Class Association Inc

# ACCESS 303

ISAF Recognised Class

# CLASS RULES

Effective from February 2007

**EFFECTIVE February 2007**

## **ACCESS 303 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 Access 303 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.

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 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 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, complete and in sailing trim, including the standard webbing seat, but excluding the rig (masts, booms, sails & running rigging), rudder box, rudder blade and keel shall be not less than 60kg with all items in dry condition.
- (f) A corrector weight shall be permanently fastened to the console when the hull weight as in C.2.1(e) is less than the minimum requirement.
- (g) The 303W keel shall not exceed 30kg of which 25kg shall be lad shot cast in polyester resin.

### **C.2.2 Optional.**

- (a). Replacement of original fittings with similar which will compensate for a sailor's disability are permitted subject to approval of the technical committee.
- (b) Additional equipment which compensates for a sailor's disability is permitted subject to the approval of the race committee, the technical committee and IACA.
- (c) Timing devices must be removable for weighing.
- (d) Mechanical wind indicators.
- (e) Tuff's or ribbons in the sails and rigging.
- (f) 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.
- (g) Storage devices within the cockpit.
- (h) Wedges, rubber bands and springs may be fitted under sheet and other blocks.
- (i) Safety equipment, tools and spare parts may be carried.
- (j) 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 shall be rigged 3 part and no traveler block may be fitted,
- (c) The traveler may be altered in length, but the traveling shackle 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 and reefing are 4mm x 8 plait polyester. Main outhaul is 5mm double braid polyester. Mainsheet and traveler are 6mm double braid polyester.
- (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 303 W is both a single person and two person craft.

**C.5 Sailor Weight Equalisation** – The 303W has no weight equalization regime.

**C.6 Membership** – One member of the crew 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.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.

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.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 303 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 H3.above, and to comply with the unique purposes of the Access 303 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 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 sheet operated electro-mechanically. Sailors manually controlling either sheets or steering shall be deemed to be sailing the boat partial servo.

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 at all times with their buttocks in contact with the seat and, in principle, a leg on either side of the console.

H.4.9 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

Outhaul turning block RF 571

Sheet blocks RF 280, RF 681

Reefing cleat CL 212

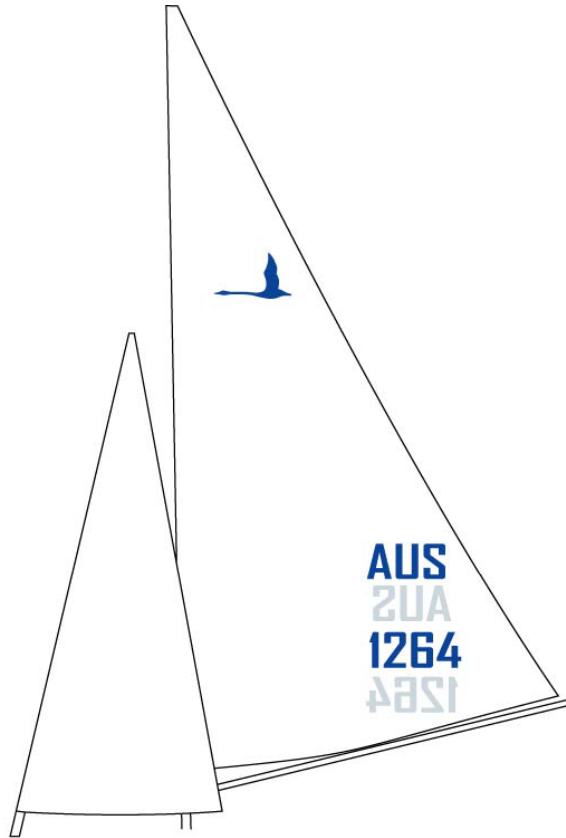
#### **Other**

Mainsheet swivel/deadeye/cleat RF 67

Steering blocks RF 20101

Transom Gudgeon Rudder Pin ADF Licensed supplier only

## Appendix 2 – Sail Markings



**Access 303**  
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The minimum sail number height shall be 175mm, and  
Sail Numbers and National Letters shall be positioned near the clew.  
Otherwise the sail markings shall be in accordance with the ISAF RRS Appendix G