

Sail No:

# Access 303 Sailing Dinghy

## Owner's Manual



Registered and Manufactured by:

**Access Dinghy Sailing Systems Pty Ltd**

ACN 56 079 318 031

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## Introduction

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems, and information on its operation and maintenance. Please read it carefully, and familiarise yourself with the craft before using it.

If this is your first craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your dealer or national sailing federation or yacht club will be pleased to advise you of local sailing schools or competent instructors.

**Please keep this manual in a safe place, and hand it over to the new owner when you sell the craft.**

## Personal Floatation Devices (PFD's)

There are many types and variety of buoyancy aids available, manufactured to different sets of standards. The PFD is a personal item of safety equipment, designed specifically to assist in preserving a person's life when in the water. Some PFD's provides buoyancy to help you float with your head above the water.

**All sailors and volunteers should wear a PFD at all times whilst on, or near water.**

PFD's are subject to normal wear and tear. Each one should be checked regularly and if in doubt about its serviceability it should be replaced. If they become wet from salt water they should be hosed down with fresh water and allowed to dry.

### **PFD's and Children**

A properly designed PFD of the correct size will keep a child's mouth and nose clear of the water. A child should be taught how to put on a device and should be allowed to try it out in the water. It is important that the child feels comfortable and knows what the PFD is for and how it functions.

## Safety Precautions

If sailed with care, this boat is unlikely to capsize in normal use, provided that the sail area is adjusted to suit the prevailing conditions and the main sheet is not belayed. Whilst Access Dinghies have inherent design features ensuring maximum stability thereby reducing the chance of capsize, it should be remembered that these are small sailing dinghies and under certain weather, water and sailing conditions sensible precautions should be taken :

- Always reef the sails according to the weather conditions.
- Always have a manned safety boat in the sailing area.
- Always cancel sailing activities if inclement weather conditions dictate.
- Always lock centreboard in position with long centreboard locking pin provided.

## Capsize and Man Overboard

Re-boarding after man overboard. In the event of man overboard, use keel handle as a handhold. Board over the aft port or starboard sides.

## Towing

The strong point for towing is the main mast. Pass the tow line through the guide ring at the bow and attach to the mast with a bowline.

**The safety of the sailors should come first under all circumstances.**

# Declaration of Conformity

Recreational Craft Directive 94/25/EC

Model:

ACCESS 303 SAILING DINGHY

Hull Identification No:

Sail No:

## Design Category D: "Sheltered Waters"

Craft designed for voyages on small lakes, rivers or canals where conditions up to and including wind force 4 and significant wave heights up to and including 0.5mtr may be experienced.

## Capacity:

Maximum number of people: 2.  
Maximum weight of people 160 kg.  
Maximum weight of additional load 20 kg.

Built by:  
Access Dinghy Sailing Systems Pty Ltd  
2/7 Bungaleen Court  
Dandenong, Victoria 3175  
Australia  
Ph: 61 3 9768 3101 Fax: 61 3 9768 3103  
Email: info@accessdinghy.org

Using the moulds, parts,  
and measurements  
authenticated by  
Access Dinghy Sailing Systems Pty Ltd

| REF      | ESSENTIAL REQUIREMENTS                       | STANDARD USED  |
|----------|--|--|
| <b>2</b> | <b>General Requirements</b>                  |  |
| 2.1      | Hull Identification No (HIN)                 | ISO10087:95E (attached to craft)   |
| 2.2      | Builders Plate                               | ISO14945:2004 (attached to craft)  |
| 2.4      | Owner's Manual                               | ISO10240:1996 (attached)   |
| <b>3</b> | <b>Integrity and Structural Requirements</b> |  |
| 3.1      | Structure                                    | ISO12215-1:2000 (as per Access Dinghy Sailing Systems Production Manual) |
| 3.2      | Stability and freeboard                      | ISO12217-3:2002  |
| 3.3      | Buoyancy and flotation                       | ISO12217-3:2002  |
| 3.4      | Manufacturers recommended load               | ISO14946:2001 (as shown on Builders Plate)                               |
| 3.5      | Towing                                       | ISO15084:2003  |
| <b>5</b> | <b>Steering Systems</b>                      |  |
| 5.4.1    | General Steering System                      | ISO8847:2004 (manual joystick)   |

Signed: .....

Date: .....

Chris Mitchell, Managing Director  
Access Dinghy Sailing Systems Pty Ltd

## Description of Craft The Access 303 Wide Seat

### Specification

|                          |   |
|--------------------------|---|
| <b>Length</b>            | 3.03 mtrs.  |
| <b>Beam</b>              | 1.35 mtrs.  |
| <b>Draft</b>             | 1mtr.   |
| <b>Weight</b>            | 62 kg (Keel is + 30 kg).<br>Maximum number of people: 2.<br>Maximum weight of people 160 kg.<br>Maximum weight of additional load 20 kg.  |
| <b>Sail Plan</b>         | Mainsail and free standing Jib.   |
| <b>Sail Area</b>         | Mainsail 4.4 sq. mtrs (unbattened and reefable to .5 sq. mtr).<br>Jib 1.4 sq. mtr (full roller reefing).  |
| <b>Mast</b>              | Main Mast (unstayed 4.75 mtr. Incorporating reefing drum in foot).<br>Jib Mast (unstayed 2.85 mtr. Incorporating reefing drum in foot).   |
| <b>Hull</b>              | Positive buoyancy.<br>Heavily rockered for easy manoeuvrability.<br>Strong construction with solid bonded hull/deck joins.<br>Seating design keeps helm weight low, plus weighted centre board makes the boat very stable and difficult to capsize. |
| <b>Seating</b>           | Double hammock seat (suitable for two adults).  |
| <b>Controls</b>          | Steered by manual joystick.<br>Mainsail is reefed and unreefed by a single hauling line.<br>Jib is reefed and unreefed by a single hauling line.<br>Mainsail and Jib controlled by manual mainsheets.   |
| <b>Electric Controls</b> | Servo-assist electric controls are generally not fitted to the Access 303 Wide seat.  |

## General

The boat has an engraved plate fitted on the starboard side of forward cockpit, showing the manufacturer, boat design category, maximum person capacity, maximum additional load and the CE Mark. **The parameters shown on this plate should not be exceeded.**

Steering is by a manual joystick located between the helm's legs, moving it to the left to go left and to the right to go right.

The sail area can be reduced or increased whilst under way using a reef furling system operated by hauling on a single continuous line. (For further information on reefing see: "How to Rig a 303 Access Dinghy: page 9 of the Manual).

### Included with your Access 303 Sailing Dinghy is:

- |                       |                              |
|-----------------------|------------------------------|
| 1. 303 Sailing Dinghy | 10. Installed reefing system |
| 2. Mast               | 11. Mainsail                 |
| 3. Fors'l Mast        | 12. Foresail (Jib)           |
| 4. Boom               | 13. Bobbin                   |
| 5. Centreboard        | 14. Mainsheet                |
| 6. Rudder             | 15. Outhaul                  |
| 7. Rubber Box         | 16. Traveller                |
| 8. Rudder Box Pin     | 17. Painter                  |
| 9. 2 x Fairleads      | 18. 2 x Jib Sheets           |

## **Maintenance**

It is recommended that the boat is covered when not in use to prevent UV and other weather damage. A specially designed cover is available from Access Dinghy Sailing Systems for this purpose.

If sails are to be left furled on the boat when not in use it is recommended that these are covered using a protective sail sock to prevent UV and other weather damage. These are available Access Dinghy Sailing Systems.

Do not let water remain in the boat when not in use. This can accelerate the deterioration of running rigging, finishes and electrics where applicable.

Winter Storage: Remove electrics, remove sails and fully cover the boat.

## **Repairs**

Contact Access Dinghy Sailing Systems, who will provide the best advice, along with adapted parts or materials for the repairs you can carry out yourselves. Major repairs should preferably be carried out by professionals.

## **Safety Recommendations**

Access Dinghies are designed with a hull form and other features which combine to give considerable stability. There is a simple set of rules which we must follow to continue our excellent safety record and prevent any accidents. The stability of the Access Dinghies are reliant upon the following factors.

### **Centreboards**

It is most important that the keel be fully down when sailing. The hole one third down the keel is there purely to facilitate sailing off a beach, and under no circumstances should people with disabilities be allowed to sail around with the keel held in this position. There is provision to lock the keel fully down so as even in a “knock down” it remains in place.

### **Seating**

Because the placement of sailor’s weight affects stability it is important that people remain seated low in the boat. If a sailor needs support from strapping, use only quick release velcro straps to hold the sailor in place. In no circumstances should any other strap fixings be used.

### **Reefing**

Being a displacement type hull extra sail area in strong winds does not mean more speed, all it does is push the bow too far into the water and make it more difficult to handle. In a breeze it is therefore recommended always to reef to suit the stronger gusts.

### **Towing**

If an Access dinghy needs to be towed on the water by another boat, it is safer and easier to tie the dinghy close along side and remove the rudder blade so that it cannot be “steered” in the wrong direction.

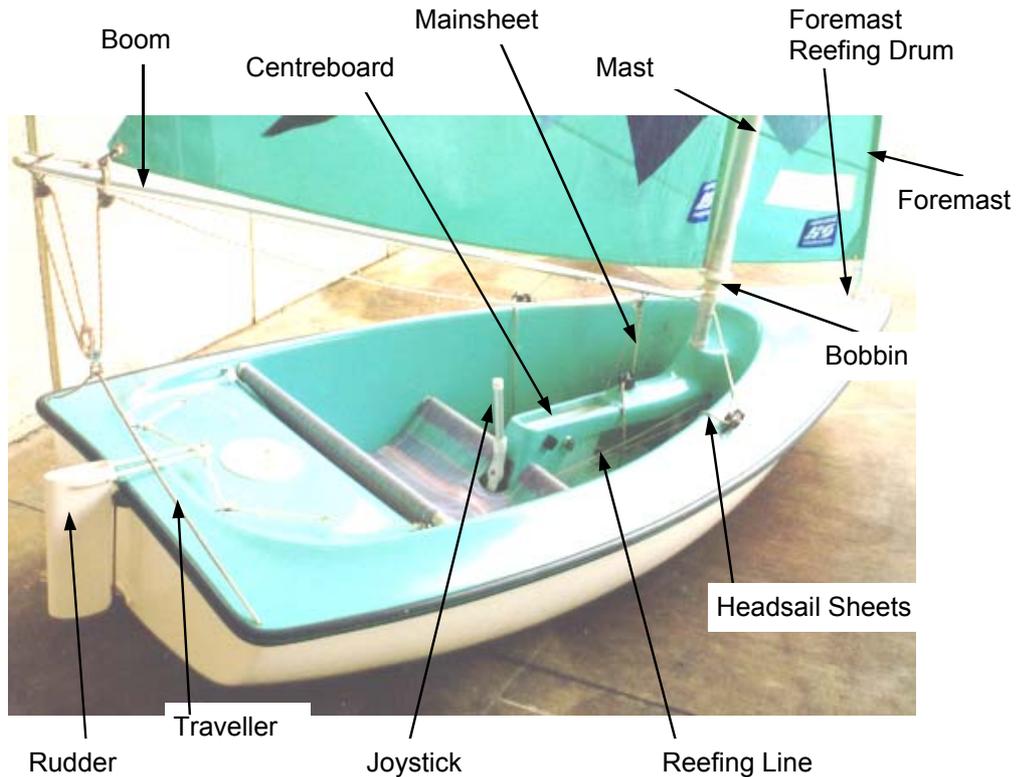
### **Transferring**

A pontoon system which enables safe, keel down transfer of sailors to and from the dinghy is available. Using this avoids off the beach keel handling and transferring problems. It ensures that keels remain down throughout transferring.

### **Discriminatory Keel and Reefing Adjustments**

For safety reasons people with disabilities need the keel down and because many are unable to raise and lower the keel to improve sailing performance and also unable to adjust the size of the sail by reefing, it is discriminatory to allow anyone to make these adjustments during a race.

## How to Rig a 303 Access Dinghy



### ➤ STEPPING THE MAIN MAST

With the mainsail reefing line knot positioned as far as it will go on the port (left) side.

1. Loosen the knob under the console on the reefing drum
2. Carefully step the mast making sure the foot is firmly in the step.
3. With the sail full tighten the knob to lock the reefing drum onto the mast.

### ➤ STEPPING THE FOREMAST.

1. Unhook the headsail reefing line shock cord hook and set up the reefing line in a loop to complete a full turn around the foremast reefing drum.
2. Step the mast, fit the reefing line and re-tension the shockcord.
3. Rotate the mast to move the reefing line knot as far as it will go on the port side but still leave the sail pointing aft.
4. Unroll the sail and reeve the two sheets through their respective fairleads and cleats.  
NB. Make sure the sheets lead forward of the mainmast.
5. Tie a figure of 8 stopper knot in the end of each sheet.
6. Position the fairleads towards the aft end of the track for a full sail.

### ➤ FITTING THE BOOM

The boom should be kept tidy with no loose ends.

1. Untie and sort out the two ropes.
2. Position the boat facing into the wind.
3. Push the rowlock at the front end of the boom onto the bobbin.
4. Take the outhaul which runs along the boom and shackle it onto the corner of the sail (called the clew).

5. Pull the sail out to the boom end by pulling the outhaul tail and cleat it at the front end of the boom.
6. Now sort out the other rope, (called the sheet), and shackle it onto the rope traveller which runs across at the stern of the boat.
7. The other end of the sheet passes through the sheave on the forward end of the console. Feed it through so you can work it from the seat.
8. Tie a stopper knot at the end of the sheet.

➤ **REEFING THE MAINSAIL:**

shortening sail area

1. Pull on the port reefing line to reduce sail area
2. Pull the Starboard line to increase sail area.
3. **Never pull on and “push” both sides at once.**

1. Use the white “clamcleats” on the left (port) side of the console to cleat the reefing line or the sail will unroll.
2. You can put one complete turn of sail around the mast without adjusting the outhaul.
3. To reef further the outhaul needs to be released to allow the sail to travel forward along the boom.
4. Conversely, when unreefing, you need to pull on the outhaul.
5. Always recleat the outhaul in its white “clamcleat” positioned on the boom.
6. The idea is not to flatten the sail along the boom as it should have enough slack to form a gentle curve.

➤ **REEFING AND FURLING THE HEADSAIL.**

1. Uncleat the headsail sheets before attempting to reef.
2. Use the port reefing line to reef, the starboard to unreef.
3. Remember to cleat the reefing line (use the “clamcleat on the console port side) or the sail will unroll.
4. Move the sheet fairleads forward on the tracks when sailing with reefed headsail.

➤ **THE STEERING**

1. Make sure the steering lines pass under the joystick correctly.
2. Fit the rudder making sure the rope traveller is above the tiller.
3. Remove the spring clip and pass the clevis pin up through the hole at the end of the tiller. Re-insert the clip.
4. Fit the alloy joystick extension.

➤ **LAUNCHING**

1. Pass the bow line (called a painter) through the guide ring at the bow and fasten it around the mast with a bowline. (a knot which is always easy to untie)
2. Use the short alloy tube to pin the centreboard up when moving the boat around onshore.
3. Pin the centreboard in the half way position if you need to move the boat around in shallow water.
4. **DO NOT ALLOW ANYONE TO SAIL WITHOUT THE CENTREBOARD FULLY DOWN OR THEY MAY CAPSIZE..**
5. Use the long alloy pin to lock the centreboard down.
6. **NEVER USE SEAT BELTS OR HARNESSSES UNLESS THE CENTREBOARD IS LOCKED DOWN.**

## Guarantee

If you need any help to resolve any problems with the boat, contact:

Access Dinghy Sailing Systems Pty Ltd  
2/7 Bungaleen Court  
Dandenong Victoria 3175  
Australia  
Ph: 61 3 9768 3101 Fax: 61 3 9768 3103  
Email: info@accessdinghy.org

### Terms of Guarantee

- 1 This guarantee is valid for a period of 12 months from the date of purchase from Access Dinghy Sailing Systems.
- 2 If any part or parts of the boat, including the rigging and fittings, is proved to be defective by reason of faulty design, workmanship or materials, we undertake to repair or replace the same free of charge, upon the following conditions:
  - (a) This guarantee applies only to the original boat and fittings, and not to any subsequent alterations, repairs or renewals.
  - (b) That, if at any time during the guarantee period, any parts are altered or repaired by any person not authorised by us, then this guarantee will immediately cease and become void concerning that part, or any other part affected by the work.
  - (c) That our decision on all questions relating to any defect shall be conclusive.
  - (d) That any part which has been replaced shall become our property.
  - (e) This guarantee specifically excludes damage resulting from external impact.

None of the terms of this guarantee effect your statutory rights.

Name: .....  
Address: .....  
Owner of Access Dinghy .....  
Sail No: .....  
HIN No: .....

is covered by the guarantee conditions displayed (above) in this Owner's Manual, delivered with this craft.

This guarantee begins ..... (date)

Signature for Access Dinghy Sailing Systems

.....

## Change of Ownership

Please ensure this Owner's Manual is handed to the new owner as it contains safety information that is of great importance to the new owner and is essential to compliance with the EU Recreational Craft Directive.

The Access Dinghy Sailing Association is hoping to keep a continuous register of all Access Dinghies. Your boat has been registered with them under your name and address. In order to enable us to keep this register up to date it would be very helpful if you could inform us of any change of ownership.

The form below is provided for you to photocopy and use to give us this information if you sell the boat.

**Please photocopy or copy:  
Do not cut this form out of the manual.**

**Change of Ownership Form**

Model:

Sail No:

Hull Identification No:

**New Owner:**

Name: .....

Address .....

.....

.....

.....

Phone  
No: .....

Please send completed copy of this form to:  
Access Dinghy Sailing Systems Pty Ltd  
2/7 Bungaleen Street  
Dandenong Vic 3175  
Australia