

International Access Class Association Inc

INTERNATIONAL ACCESS 2.3 CLASS RULES

Effective from December 2008

EFFECTIVE December 2008

ACCESS 2.3 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 2.3 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. Warning - Any alteration to the hull, equipment, fittings, spars, sails or running rigging as supplied by the builder, even if permitted under these rules, may void the manufacturers' warranty.

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 servo assist helm and mainsheet winches, control boxes, the rig (masts, booms, sails & running rigging), servo assist controllers, batteries, rudder box, rudder blade shall be not less than 50kg 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 standard weight of a 2.3 keel is 20kg, 15kg of this being lead shot cast in polyester resin. 2.3S sailing under full servo assist may carry keels with up to 25kg lead.

C.2.2 Optional.

- (a) AS 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 technical committee.
- (c). Replacement of original fittings with similar fittings of identical function are permitted subject to approval of the NACA Technical Officer or IACA Technical Committee.
- (d) Additional equipment which compensates for a sailors disability is permitted subject to the approval of the IACA Technical Committee.
- (e) Timing devices must be 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 sheet and other blocks.
- (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) 2 or 3 part (2:1 or 3:1) if being used manually. A traveler block is optional.

(ii) 2 part (2:1) with traveler block if mainsheet servo winch is used.

(c) The traveler may be altered in length, but the traveling shackle or block 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 2.3 Single is a single person craft. The 2.3 Wide is single or 2 person craft.

C.5 Sailor Weight Equalisation – The 2.3S and 2.3W have 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 2.3 Class shall be the Racing Rules of the ISAF as adopted and promulgated from time to time, including the various Prescriptions 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 H.3.above, and to comply with the unique purposes of the Access 2.3 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

Reefing turning block- RF174

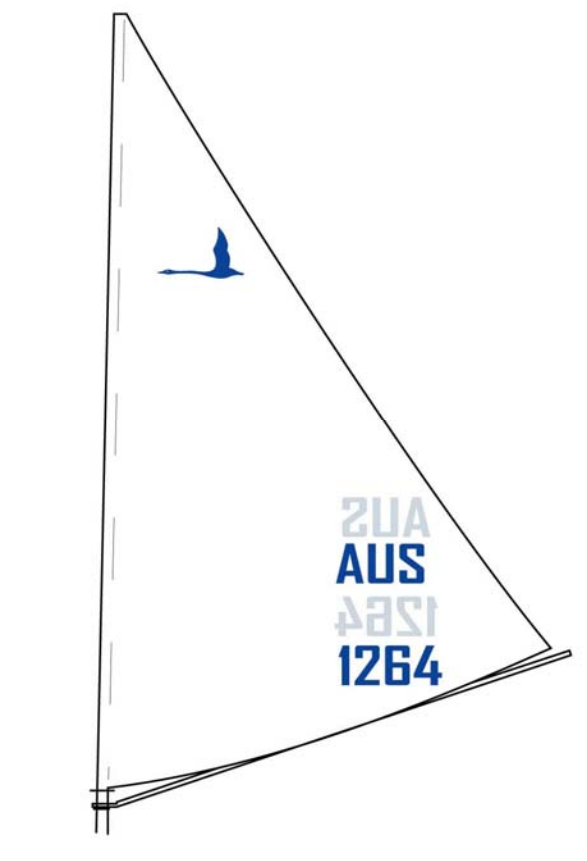
Other

Mainsheet swivel/deadeye/cleat RF 67 may be fitted.

Steering blocks RF 571

Transom Gudgeon - ADF Licensed supplier only

Appendix 2 – Sail Markings



Access 2.3 ISAF International Class

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