



# Peterborough Sailability

## PERFORMANCE TRAINING MODULE

### PTM 07: Access Dinghy ~ Training



#### Requirement

There is a requirement to teach new and existing Helpers who may or may not have any prior knowledge of boats or sailing on how the Buddy (Access Dinghy) should operate safely and in a satisfactory manner.

#### Aim

The aim of this procedure is to provide information and guidance to new and existing Helpers in the rigging, preparation, launching, recovering, de-rigging and storage of the Access Dinghy.

#### Objectives

The objective of this procedure is to set out a series of performance parameters which can be used to give the necessary guidance to a Helper so that they can achieve the following:

- a) To be able to rig and prepare an Access Dinghy boat satisfactorily prior to launching and when the boat is recovered, to de-rig it prior to storage.
- b) To be able to maneuver the trailer to the slipway / pontoon, assist the sailors into the dinghy, with the aid of a hoist if required and to apply the same techniques to the recovery procedures.

#### Method

The method of the achieving the stated aim should be by either:

- a) Completion of a dedicated 'one to one' teaching work session or a series of these sessions, with a qualified Peterborough Sailability Senior or Assistant Instructor.

Or

- b) Completion of 'on-the job-training'. In this case the Helper will be placed in the charge of an experienced member of the Shore Crew (Access Dinghy) over a series of work sessions.

Or

- c) Completion of a combination of a) and b) above.

## Specification of ACCESS 303 dinghy

Dimensions;	Length: 3.03 metres. Beam: 1.35metres. Draft: 1.0 metre
Weight:	90 kg (including a 30 kg keel) Maximum number of people; 2 persons Maximum weight of people; 160 kg Maximum weight of additional load; 20 kg The maximum person capacity and maximum load should not be exceeded.
Sail Plan:	Mainsail and free standing Jib
Sail Area:	Mainsail 4.5 sq metres (un-battened and reefable to .5sq metres). Jib 1 sq metre (full roller reefing)
Masts:	Main Mast un-stayed 4.75 metres. Incorporating reefing drum in foot. Jib Mast un-stayed 2.85 metres. Incorporating reefing drum in foot.
Hull:	Positive buoyancy Heavily rockered for easy manoeuvrability Strong construction with solid bonded hull / deck joins Seating design keeps helm weight low plus weighted centre board / keel make the boat uncapsizable
Seating:	Double hammock seat (suitable for two adults)
Controls:	Steered is by a manual joystick located in the centre of the boat, moving it to the left to go left, and to the right to go right.  The Main and Jib sail areas can be reduced or increased whilst under way using a furling system operated by hauling on a single continuous line for each sail  Mainsail and Jib controlled by manual sheets.
Design Category:	This craft was designed for use in Category D; Sheltered Waters, or elsewhere when conditions up to and including wind force 4 and significant wave heights up to and including 0.3 metre high may be experienced

### Access Dinghy ~ Safety Recommendations

If sailed with care, the Access Dinghy 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 the boat has 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 precautions should be taken;

- Always reef the sails according to the weather conditions
- Always have a manned safety boat available.
- Always cancel sailing activities if inclement weather conditions dictate
- Always lock centreboard in position with long centreboard locking pin provided
- Always check that the conditions, design category and loading do not exceed those stated in the Specification section
- All sailors and volunteers shall wear a personal flotation device at all times whilst on or near water

## **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**

If an Access dinghy needs to be towed on the water by another boat, it is safer and easier to tie the dinghy close alongside and remove the rudder blade so it cannot be “steered” in the wrong direction. The strong point for towing is the main mast, pass the tow line through the guide ring in the bow and attach to the mast with a bowline.

## **Transferring**

Always have the keel fully down and fixed whilst transferring sailors into and out of the Access dinghy. Failure to do this could lead to the sailor being tipped out of the boat

## **Centreboard / Keel**

It is important that the keel be fully down when sailing. The hole one third down the keel is there purely to facilitate launching, and under no circumstances should people with disabilities be allowed to sail 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. This locking pin must be in the locked position at all times that the boat is sailed by people with disabilities.

## **Seating**

When sailing single handed the stability of the boat is dependent on the sailor being sat on the centreline of the boat with their buttocks firmly in the seat. This combined with the correct weighted keel and correct reefing for the conditions, will give a strong enough righting force to return the boat to upright after a knock down.

Because the placement of sailor’s weight affects stability it is important that people remain seated with their buttocks firmly in the Access hammock seat. These seats are designed to keep the sailors centre of gravity in the correct place for maximum stability.

Take particular care when a wide seat boat is being sailed single handed, it is essential that the sailor has the upper body strength and mobility to hold themselves in and / or get themselves back to the central position in the event of a knockdown. Failure to be able to do this will result in the sailor falling to leeward on the knockdown and being stuck there preventing the righting action of the boat. They may even be tipped out of the boat. Therefore sailors wishing to sail single handed in a wide seat boat, who do not have the upper body strength and mobility to hold themselves in and /or get themselves back to the central position in the event of a knockdown, should be seated securely in, and be able to keep themselves in, or supported with fixed supports or cushions in the central position in a way that will keep them in the central position in a knockdown. If these seating arrangements cannot be achieved the sailor should not sail a wide seat Access dinghy single handed.

If a sailor needs support to keep them in the boats seat and on the centreline, it is recommended that only side supports / or cushions fixed to the seat to hold the sailor in place are used. The use of straps that hold the sailor to the seat / boat is not acceptable, the sailor must be able to float free of the boat if due to some unforeseen freak reason the boat inverts.

## **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 strongest gusts.

## Reefing *Cont'd*

The Access boat have fully reefable main and jib sails. It is recommended that you reef to make the sailor and the boat safe in the worst expected / forecasted conditions. Remember that when considering how much to reef you need to take into account; (a) the danger a heavy knockdown will have on the sailor i.e. for some sailors a dunking can be very serious and must be avoided at all costs, (b) the sailor's experience, (c) the variability or gusting of the wind and forecast i.e. sudden violent winds can be a greater danger than a clear constant wind

If it is essential to the safety of the sailor that the reef does not slip and overpower the boat then make doubly sure that the reefed mainsail can slip by tying it off as follows;

- Replace the cord that ties the mainsail to the bobbin with a cord approximately 40 cm longer, tie the mainsail to the bobbin tightly and leave the two tails of the cord at least 20 cm long hanging.
- Reef the main sail to the degree needed and lock the reefing clamp.
- Now take the two tails left hanging from the bobbin and wrap them several times round the neck of the boom claw and tightly tie them off. The bobbin and the boom are now locked together and therefore the reef cannot slip.

## How to rig a ACCESS 303 dinghy

### Stepping the Main Mast

1. With the mainsail reefing line knot positioned as far as it will go on the port (left) side
2. Loosen the knob under the console on the reefing drum
3. Carefully step the mast making sure the foot is firmly in the step
4. 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 shock cord
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 eight 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

1. The boom should be kept tidy with no loose ends
2. Untie and sort out the two ropes
3. Position the boat facing into the wind
4. Push the rowlock at the front end of the boom into the bobbin
5. Take the outhaul which runs along the boom and shackle it onto the corner of the sail (called the clew)
6. Pull the sail out to the boom end by pulling the outhaul tail and cleat it at the front end of the boom
7. Now sort out the other rope (called the sheet), and shackle it onto the rope traveller which runs across the stern of the boat
8. 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
9. Tie a stopper knot at the end of the sheet

### **Reefing the Mainsail** (Shortening the 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 both at once
4. Use the white “clam-cleats” on the left (port) side of the console to cleat the reefing line, or the sail will unroll
5. You can put one complete turn of sail around the mast without adjusting the outhaul
6. To reef further the outhaul needs to be released to allow the sail to travel forward along the boom
7. Conversely, when un-reefing, you need to pull on the outhaul
8. Always re-cleat the outhaul in its white “clam-cleats” positioned on the boom
9. 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** (Jib)

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

**Please also read the recommendations regarding reefing laid out in the Safety recommendation**

### **The Steering**

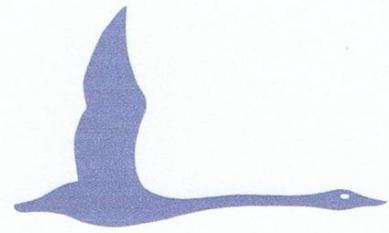
1. Make sure the steering lines pass under the joystick correctly
2. Fit the rudder making sure the rope traveller is above the tiller
3. Remove the spring clip and pass the clevis pin up through the hole at the end of the tiller, re-insert the clip
4. Fit the alloy joystick extension

### **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 halfway 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

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

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Information extracted from the Access Dinghy user manual. John J Stokes 27 Jan 2015



## Access 303

### Specifications

LOA	3.03M
Beam	1.35M
Draft	1.10M
Main	4.4sqM
Jib	1.4sqM
Hull	60Kg
Keel	30Kg

