

Deficiencies found at Inspection and Measurement

The Chief Equipment Inspector has provided a detailed report which will be circulated separately. The main points of general interest concerning the Access classes are as follows:

1. Access 2.3 Class

1.1 Seven of the 22 hulls were under the class rule minimum weight of 45Kg. Most of these were just 1Kg or 2Kg light but one was 4Kg light which calls into question the quality control of manufacture and the hull strength. Corrector weights were added where appropriate.

1.2 More serious was the fact that three keels were under the minimum weight of 20Kg. These had to be brought up to the correct weight before racing. It is suggested that keel manufacturers need to have accurate weighing equipment and should weigh all keels before they are issued for use. This is a safety consideration.

2. Access 303W Classes (1-person and 2-person)

2.1 Only two hulls were underweight, by 1Kg and 2Kg respectively. Corrector weights were added as appropriate.

2.2 Two keels were underweight by 3Kg and 5 Kg. Action was taken to bring these up to the minimum weight before racing. See comments at 1.2 above concerning manufacturing standards and safety.

2.3 The length of most foremasts was outside the tolerance of 2645mm +/-5mm. Two were short and 14 were long out of a total fleet of 27 competing in the two classes. This is not seen as a safety or significant performance issue but manufacturers should do better.

3. Access Liberty Class

3.1 Only one (non-servo) hull was 2 Kg under the minimum weight of 80Kg.

3.2 Two keels were 2Kg and 3Kg respectively under weight. These were required to be corrected before sailing. See comments at 1.2 above concerning manufacturing standards and safety.

3.3 As with the 303Ws, most foremasts were out of tolerance and had to be corrected.

3.4 A number of items were picked up as outside the class rules as follows:

- a. One boat had an adjustment for the mainsheet traveler operated by the helm. This was required to be tied off in a fixed position.
- b. A (Full Servo) boat was fitted with a multi function Tack-Tick device contrary to class rule C.2.2 (h). As the helm was physically unable to switch functions, it was allowed to be used in Compass and Timing modes only.