



Sailability Manly

Rigging an Access 303

On Arrival:

At the start of a scheduled Sailing Day, getting the Access 303s correctly rigged and launched quickly is key to a smoothly running session.

If you're a dinghy skipper, aim to arrive as early as possible, between 8.30 and 9am is good,, sign in at the Registration Desk, and immediately get involved in the rigging process.

If you're not a skipper, your help rigging will be much appreciated, but only if you focus on this task until asked to do something else by the SAILING DAY COORDINATOR.

If there's a shortage of riggers, and you're a bit rusty, get the laminated instructions from the red concertina file on the Registration Desk, or find a competent rigger/skipper, and help them rig a boat to refresh your memory. If you need a rigging lesson, tell the Sailing Day Coordinator, and they will organize it when most of the boats are in the water.

Find out from the Sailing Day Coordinator how many boats need to be launched based on how many sailors and skippers are expected. Help complete rigging on boats already on the deck. If more are needed, get **two** people to help you take a boat out of the racks and onto a trolley.

Under no circumstances attempt to lower a boat from the top and middle racks with fewer.

Wheel the trolley out onto the upper deck and find a space, turn the trolley into the wind, and slide the boat off. Do not attempt to rig while the boat is on the trolley. Park the trolley.

Get the matching mast and main sail (by colour) from the boat storeroom, lower racks on left of the door when you walk in. Lay it carefully beside the boat.

Get the matching headsail and a boom from the lower racks on right of the door when you walk in. Lay them carefully beside the boat. Inside the boat there should be a bag with drawstring top containing everything else you'll need to rig the dinghy.

Rigging:

Headsail:

Suggest you start at the front with the headsail.

It has it's own mast, and can be independently reefed (sail area reduced).

- Under the seat fabric in the cockpit, you'll find two hooks with rigging lines running through blocks. These may be clipped onto saddles secured to the boat.
- Make sure the white port one that keeps the headsail reefing line rigid is UNCLIPPED.
- There is a knot in this line, pull the line so that the knot is tight against the port side.
- Now go to the bow of the boat and pull the reefing line in a loop towards you.
- Make a smaller loop by bending it backwards. Ask someone to show you how.
- Lower the base of the headsail mast into the hole in the bow, through the middle of the loops in the reefing line.
- Reeve the line snugly into the groove in the reefing drum, you may prefer to get help to do this.
- Go back to the seat, pull the shock-cord with the hook back and clip it onto the saddle to tighten the reefing line.

- Pull the reefing line back a few inches and check that the drum at the base of the foremast turns smoothly.
- Unfurl the sheets and sail. When fully unfurled, pass the sheets through the cam cleats, one on each side of the hull, and tie a figure of eight knot a hands width from the end of each.
- Furl the headsail by pulling firmly on the white reefing line.
- On the left side of the keelbox there are two jammers. Jam the headsail reefing line in one, and pull it forward to jam it so it won't unfurl.
- Tighten and cleat the sheets.

Main sail:

Like the headsail, the mainsail area can be reefed by furling it around the mast. For this to work successfully these steps must be followed when rigging.

- In the cockpit, position the speckled or coloured reefing line, with the knot hard against the port side.
- Kneel down and feel for a clamp on the main reefing drum under the hole in the console where the mast is to be stepped. Check that it's loose by turning it anti clockwise a couple of turns.
- Carefully step the mainmast by slotting it through the hole and fitting the foot in the base in the cockpit floor.
- Remember to tighten the clamp on the reefing drum by turning it clockwise as tight as you can by hand.

Fitting the boom:

The booms are interchangeable.

- Untie the sheets and remove the shackle from the rowlock shaped gooseneck.
- The gooseneck snaps onto the mainmast below the foot of the sail attachment, with the elbow bending slightly upwards.
- Unwrap the mainsail and attach the clew, (back corner of the foot) with the shackle at the end of the boom. Remove the sail tie, and secure it to the back of the seat.
- You may have had to loosen the outhaul to do this, if so, pull it back on so the clew is approx. a hand width from the end of the boom and cleat it on the boom.
- Hanging from the end of the boom is a running block with the main sheet threaded through it. Without twists, shackle it to the rope traveler that runs across the stern of the boat.
- Pull the mainsheet through the running block, and check it runs freely.
- Pass the end through the cam cleat on top of the keel box and pull it through, but don't cleat it. Tie a figure of eight knot a hand width from the end.
- Sit in the boat. Reef/furl the mainsail as follows:
- Let off the outhaul and mainsheet and pull the foot of the mainsail forwards.
- With your left hand, steadily pull the main reefing line (coloured or speckled) towards you, easing the knot through the pulley under the seat. You may also need your right to do this successfully. Do not force it or the line will jump off the drum.
- When the foot of the sail is halfway along the boom, take up the slack on the outhaul and cleat it off on the boom.
- If the boat has a modified outhaul for ease of adjustment, thread the end through the forward cam cleat on the keel box, and cleat it.
- Pull on the mainsheet and cleat it.
- On the left of the keelbox there are two jammers. Jam the mainsail reefing line in one, and pull the line forward to jam it securely so it won't unfurl.

Both sails should now be half furled, and easily managed during transport to the pontoon and launching.