YACHTING NEW ZEALAND INCLUSION RESOURCES

THE HANSA 2.3

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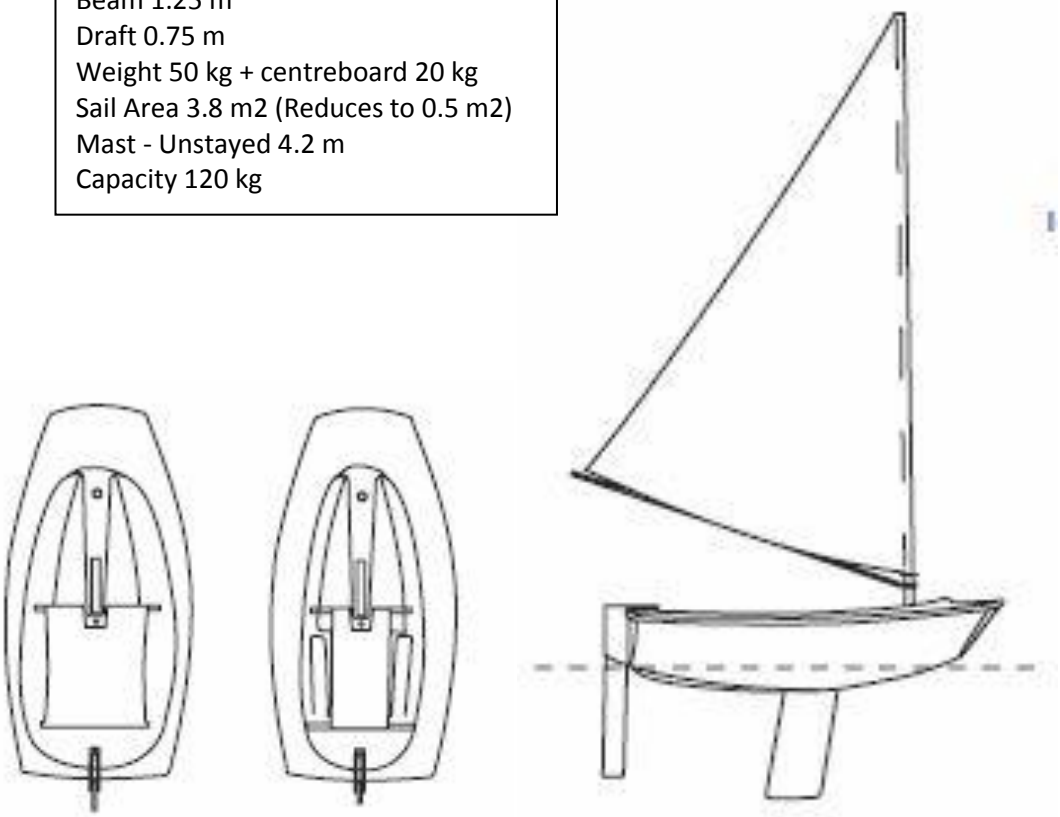
Hansa Dinghies are designed with a hull form, ballasted centreboard, and other features which combine to give considerable stability. The term dinghy is used for convenience; however the boat behaves more like a small keel boat and should be treated like one. When the wind increases the sailors do not sit out over the side to balance the boat. Instead, the sails need to be reefed in (see notes on reefing). There are some best practices you should follow to maximise enjoyment and prevent any accidents.

Specifications
Length 2.3 m
Beam 1.25 m
Draft 0.75 m
Weight 50 kg + centreboard 20 kg
Sail Area 3.8 m2 (Reduces to 0.5 m2)
Mast - Unstayed 4.2 m
Capacity 120 kg



The stability of the Hansa 2.3 Dinghy is reliant upon the following factors.

SEATING

Because the placement of sailor's weight affects stability it is important that people remain seated low in the boat. When being crewed by two sailors, they should be similar weights where possible. If you are using foam wedges and quick release straps to hold them in place, the keel must be locked fully down and the locking pin in place before sailors board.

KEEL

It is most important that the keel is always fully down and that the long (locking) pin is inserted when sailing. The hole for a short keel pin (1/3 way down the keel) is there purely to facilitate launching off a beach or boat ramp.

Under no circumstances should people be allowed to sail around with the keel held in the raised position.

Boats can, and have capsized with raised keels.

There is provision to lock the keel fully down, using the long keel pin so even in a "knock down" it remains in place. It is imperative that the (long) locking pin be inserted through the keel lifting handle whenever the boat is used on the water.

REEFING

Being a displacement type hull, extra sail area in strong winds does not mean more speed - all it does is bury the boat in the water and make it more difficult to handle. In a breeze it is always better to reef to suit the stronger gusts.

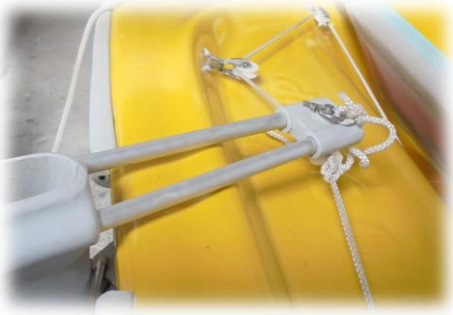
HOW TO RIG A HANSA 2.3 DINGHY

THE STEERING

1. Make sure the steering lines pass under the joystick correctly. There should be a cable tie securing the lines in the channel under the joystick. Once set up, this should not change, but should always be checked.

2. Fit the rudder box, making sure the rope traveller is above the tiller (this can be left set up if boats are not being transported).

3. Remove the spring clip and pass the clevis pin through the hole at the end of the tiller and re-insert the clip (this can be left set up if boats are not being transported.



4. Slide the rudder blade into rudder box with thicker edge facing forward, and ensure safety retainer bungee is across the top (this step is usually done after the boat is in the water).

5. Fit the alloy joystick handle – this is best done after the sailor is seated, particularly when being craned in.

STEPPING THE MAST

1. Check the boat is well clear of overhead wires or any other obstructions, and face the bow of the boat into the wind.
2. If the sail has been removed from mast for storage or transportation, slide the top of the mast into the luff pocket of the sail. Then slide the bobbin on from the bottom with the largest flange to the top. Tie the bobbin to the tack eye of the sail and furl (roll) the sail around the mast and secure with a sail tie.

3. Haul the reefing line until the knot is positioned as far as it will go on the starboard (right hand) side - if the reefing line has been spliced to form a continuous loop this step is not necessary.
4. Step the mast, making sure the foot is firmly into the step and that there are no lines caught under it.

5. Reach under the console and tighten the knurled knob. This locks mast in place and tightens the reefing drum onto mast so that the sails can be reefed while sailing.

FITTING THE BOOM TO THE MAST

The boom should always be stowed away tidy with no loose ends trailing.

1. If the boom has been removed to transport the boat, untie and separate the two ropes (mainsheet and outhaul).
2. Push the goose neck at the front end of the boom onto the bobbin.

3. Sort out the thicker rope (the mainsheet), and shackle it onto the rope traveller which runs across the stern of the boat.

4. Pass the other end of the mainsheet through the block on the forward end of the console. Feed it through so it can be controlled from the seat.

5. Tie a figure of eight knot on the end of the sheet to keep it in place.
6. Cleat the reefing line in the clam cleat on the port side of the keel case.

LAUNCHING

1. Check that the bow line is attached to the guide ring on the bow.

1. Use the short alloy tube to pin the centreboard up before launching or when moving the boat around onshore.

2. Launch the boat into the water on its trolley and float it clear – the trailer may float also, so you will need to push it down. Leave the centreboard pinned in the half way position if you need to move the boat around in shallow water or to a pontoon.

3. Tow the boat to a pontoon (if required) and lower the centreboard.

4. Move tiller to off centre and insert the long keel pin into the keel handle from rear of keel so that it goes through into hole in the keel casing at the front of the keel.

5. Slide the rudder blade into the rudder box with thicker edge facing forward, and ensure safety retainer bungee is across the top (if not done earlier).

6. Load the crew.
7. Fit the joystick (if not done earlier).

UNFURLING THE SAIL

To avoid capsize, the keel must be down and locking pin inserted **before** the sail is unfurled

1. Take off the sail tie from around the sail and unwind several wraps, but leave a couple of wraps on the mast, then shackle the corner (clew) of the sail to the outhaul assembly (the thinner rope) which runs along the boom.

2. Unfurl the remaining sail by pulling on the starboard side of the reefing line until sail is fully unwrapped from the mast.
3. Cleat the reefing line in the clam cleat on the port side of the keel housing.

4. Pull the sail out to the end of the boom by pulling on the outhaul line then cleat the line at the front end of the boom.

5. The idea is not to flatten the sail along the boom as it should have enough slack to form a gentle curve. This curve should be less in higher strength winds and more in light winds.

REEFING THE SAIL

1. Uncleat the reefing line.

2. Release outhaul if required.

3. Pull on the port side of the reefing line to reduce sail area (You can generally put one complete turn of sail around the mast without adjusting the outhaul). To reef further the outhaul needs to be released to allow the sail to travel forward along the boom.
4. Cleat the reefing line again.
5. Tighten outhaul again last as this will tighten sail on mast.

Unreefed sail and sail reefed to varying degrees