

YACHTING NEW ZEALAND INCLUSION RESOURCES

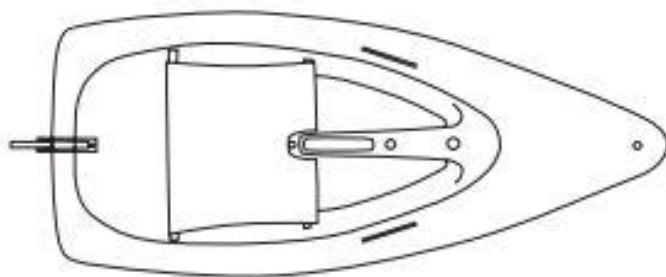
THE HANSA 303





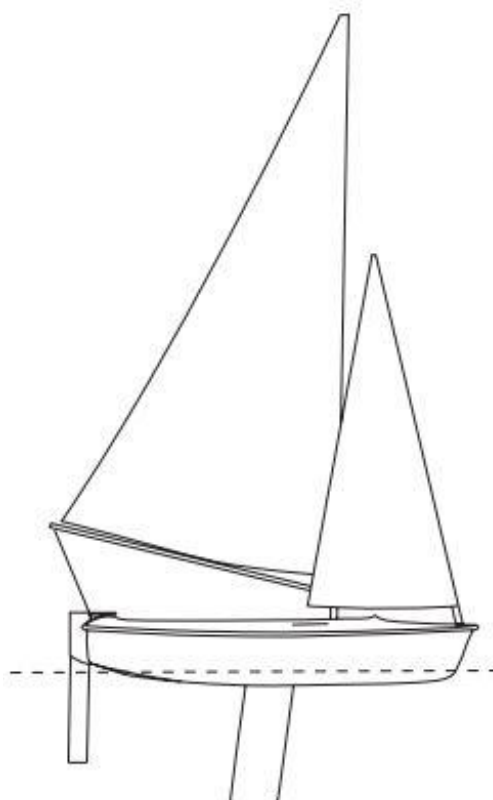
THE HANSA 303

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 cannot sit out over the side to balance the boat. Instead, the sails need to be reefed in (see notes on reefing). These boats will still sail well with only the mainsail set. There are some best practices you should follow to maximise enjoyment and prevent any accidents.



Specifications

Length 3.03 m
Beam 1.35 m
Draft 1.0 m
Weight 55 kg + centreboard 30 kg
Sail Area 5.8 m² (Reduces to 0.5 m²)
Mast Main - Unstayed 4.75 m
Jib – Unstayed 2.85 m
Capacity 160 kg





The stability of the Hansa 303 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

KEELS

It is most important that the keel is always fully down 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 this position.

Boats can, and have capsized with raised keels.

There is provision to lock the keel fully down, using the long keel pin so as 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 303 HANSA DINGY

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.

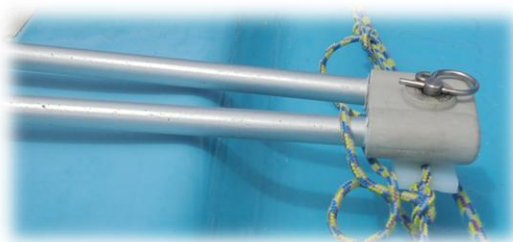


2. Fit the rudder box, making sure the rope traveller is above the tiller (this can be left set up if boats are not being transported).





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 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 FOREMAST

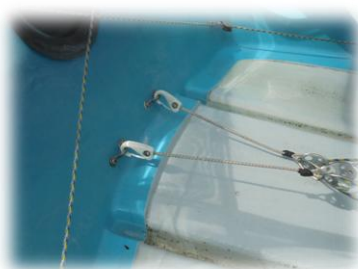
1. Position the boat facing into the wind.
2. Check that the sail is furled around the mast and secured with a sail tie, and that the sail has been tied down to the reefing drum.



3. Haul the reefing line until the knot is positioned as far as it will go on the starboard (right hand) side (it is possible to splice the reefing line so it is a continuous loop, to eliminate this step).



4. Unclip the foremast tensioning line at the back of the cockpit (behind the seat).





5. Make a loop around the mast step slot with the reefing line.



6. Carefully step the mast making sure the foot is in the middle of the loop.



7. Fit the reefing line around the reefing drum.



8. Refasten the tensioning clip behind the seat.
9. Fit the foresail sheets into the cars and tie figure eight stopper knots on the ends





STEPPING THE MAIN MAST

1. Haul the reefing line until the knot is positioned as far as it will go on the starboard (right hand) side (it is possible to splice the reefing line so it is a continuous loop, to eliminate this step).



2. Loosen the knurled knob under the console on the side of the reefing drum



Left: reaching under to the reefing drum

Below: view of knurled knob from below





3. Check that the sail is furled around the mast and secured with a sail tie, and that it is tied to the bobbin.



4. Carefully step the mast making sure the foot is firmly into the step and that there are no lines caught under it



5. With the sail furled, tighten the knob to lock the reefing drum onto the mast



FITTING THE BOOM TO THE MAIN 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.
2. Push the goose neck (rowlock) at the front end of the boom onto the bobbin.



3. Now sort out the other 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 sheave on the forward end of the console. Feed it through so it can be controlled from the seat.



5. Tie a figure of 8 knot on the end of the sheet to act as a stopper knot.



LAUNCHING

FROM A RAMP

1. Pass the bow line (called a painter) through the guide ring at the bow and fasten it around the mast with a bowline. Alternatively, it may also be fixed to the guide ring provided the saddle has been reinforced (This step may not be required if boats have not been transported).



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



3. 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.
4. Tow the boat to a pontoon and lower the centreboard.



5. Insert long keel pin from rear so that it goes through into hole in front of keel.



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



7. Load the crew - When being crewed by two sailors, they should be similar weights where possible, as this effects stability and trim.
8. Unfurl the sails and set the controls if this was not done before launching.
9. Fit the joystick (if not done earlier).





FROM A JETTY USING A CRANE

1. Pass the bow line (called a painter) through the guide ring at the bow and fasten it around the mast with a bowline. Alternatively, it may also be fixed to the guide ring provided the saddle has been reinforced (this step may not be required if boats have not been transported).



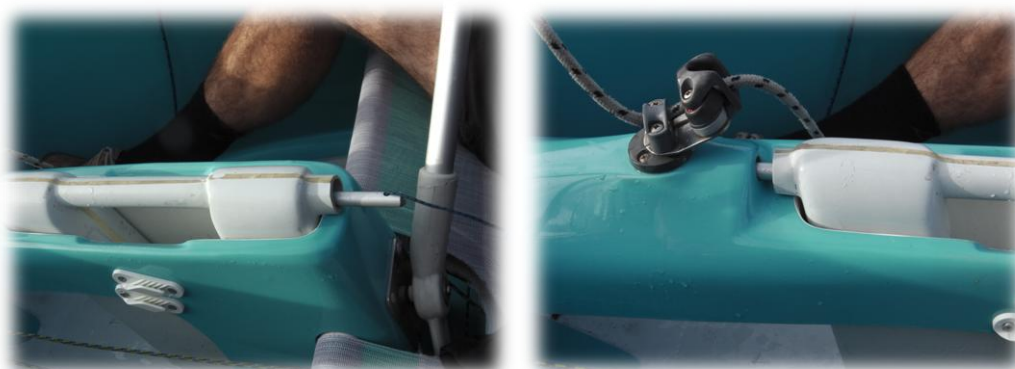
2. Rig the boat but keep the sails furled.
3. Hook up three lifting strops to the bow ring, traveller and centreboard so that when the boat goes into the water the centreboard lowers into its case (the short keel pin is not required using this method).



4. Hoist the boat clear of its trolley and swing it out over the water.
5. Lower it next to the pontoon.



6. Insert the long keel pin from the rear of the boat, through the tube that forms the keel “handle” until it protrudes out the front of the tube and goes into the hole in the console in front of the keel.



7. Load the crew.
8. Unfurl the sails and set the controls if that was not done before launching.
9. Fit the joystick (if not done earlier).





UNFURLING THE SAILS

To avoid capsize the keel must be down **before** the sails are unfurled

JIB

1. Unfurl the jib by pulling on the starboard side of the reefing line until sail is fully unwrapped from the foremast.
2. Cleat the line in one of the clam cleats on the port side of the keel housing.



MAIN

1. Take off the sail tie from around the sail and unwind several wraps, but leave two 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 main sail by pulling on the starboard side of the reefing line until sail is fully unwrapped from the foremast.
3. Cleat the line in one of the clam cleats on the port side of the keel housing.
4. Pull the sail out to the end of the boom by hauling 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 (reducing sail area) OR FURLING THE MAIN SAIL

1. Release outhaul if required.
2. 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.



Unreefed sail, sail being reefed, and a 303 being sailed with 1 reef