

N.C.S.C. RYA Training Centre

HANSA 303 Wide Standard Operating Procedure and Rigging Instructions (V1) March 23

All Instructors and Safety Drivers involved in the use of the Hansa 303 must have been instructed in the correct rigging and safe use of the boat as below before use by an appropriately trained SI.

Once training is given, this should be reported to the CI to be recorded on SCM.

The relevant safety cover must be in place before launching. The level of safety cover will be determined by the sailors individual risk assessment.

Keel:

It is essential that the keel is pinned in the fully down position before the crew board. The cord should then be stuck to the casing with tape to prevent movement of the pin.

Under no circumstances should the boat be sailed with the keel fixed in the raised position.

The keel lifting hoist must be used to raise and lower the keel.

Seating:

Because the placement of sailors' weight affects stability it is important that people remain seated low in the boat. If a sailor needs support from strapping, use only quick release Velcro TM straps to secure a sailor in place.

Reefing:

Being a displacement type hull, the use of full sail area in strong winds does not mean more speed but does make the boat more difficult to manage. In fresher breezes it is recommended to reef to suit the stronger gusts.

Broaching:

Broaching is an issue, and if this happens the HANSA can fill with water and hypothermia can be an issue.

Sailors can "slide" out of the HANSA if it broaches, so it is important the crew are checked after a broach.

Safety Cover and Towing:

When a HANSA is being used in connection with RYA Training then it is suggested the Red Safety (Pioner) is used for safety cover. An RYA Safety Boat qualified driver should be driving whenever possible.

In the unlikely event of capsize, righting a HANSA is like any other dinghy (see RYA videos).

It is safer and easier to tie the boat close alongside and remove the rudder blade. Speed must be kept down or the boat could ride up against the powerboat sponsons.

Communication:

Instructors in the Hansa should carry a radio for easy communication with the Safety Team, SI and Shore Team.

Storage:

Sails are kept in the Buoyancy Aid container, on the masts, and the boats by the Sailability jetty, berths "Fence 2 and 3" – these are labelled NCSC Hansa

How to Rig a 303 Wide

Ensure the knots in the reefing lines are positioned as far forward as they will go on the port side.

STEPPING THE MAIN MAST:

1. Loosen the knob under the console on the reefing drum if necessary
2. The sail should already be on the mast - the tip of the mast with the wedge fitting into the luff pocket until it reaches the top. Ensuring that the tack eye is on the same side of the mast as the saddle on the reefing drum
3. The bobbin should have been fitted on to the bottom of the mast with the larger diameter flange uppermost
4. The tack of the sail should be tied to the bobbin
5. Carefully lower the mast through the console collar, making sure the foot fitting is firmly located in the mast step on the cockpit floor

6. Tighten the knob under the centre console to lock the reefing drum onto the mast

FITTING THE BOOM

1. Push the rowlock at the front end of the boom onto the bobbin so the boom angles upwards as it runs away from the mast.
2. Manually unfurl the mainsail
3. Take the outhaul ring which runs along the boom and shackle it onto the clew of the sail
4. The mainsheet block should be shackled onto the traveller line which runs across at the stern of the boat, ensuring the mainsheet is not twisted
5. The mainsheet should be passes through the inboard boom block, through the block on the forward end of the console so that it runs aft
6. Tie a stopper knot at the end of the mainsheet

STEPPING THE FOREMAST

1. Unhook the headsail reefing line shock cord underneath the seat
2. Set up the reefing line on the bow in a loose loop so it can complete a full turn around the foremast reefing drum
3. The sail should already be on the mast - the tip of the mast fitting into the luff pocket until it reaches the top. Ensuring that the tack eye is on the same side of the mast as the saddle on the reefing drum
4. The bobbin should have been fitted on to the bottom of the mast
5. The tack of the sail should be tied to the bobbin
6. Step the mast with the sail leading aft and fit the reefing line around the drum so it completes one complete turn of the drum
7. Re-attach the reefing line shock cord to the saddle underneath the seat
8. Secure the two sheets to the clew of the jib then through the fairleads and cleats on the port and starboard sides, making sure the sheets lead forward of the mainmast
9. Tie a stopper knot in the end of each jib sheet and position the fairleads towards the aft end of the track for a full sail

REEFING THE MAINSAIL

1. You can put one complete turn of sail around the mast without adjusting the outhaul
2. With the outhaul un-cleated on the boom, mainsheet uncleated and the outhaul ring free to travel, pull on the port reefing line to reduce sail area
3. Replace the reefing line in the cleat on the port side of the keel casing pull on the outhaul and re-cleat on the boom
4. Release the reefing line cleat, then pull the starboard line to increase sail area
5. Replace the reefing line in the cleat on the port side of the keel casing
6. Pull on the outhaul and re-cleat on the boom

7. In light to moderate breeze, it is best not to flatten the sail along the boom but allow enough slack to form a gentle curve about 10cm from the boom

Note: Don't pull and push both sides of the reefing lines at once as this can disconnect the reefing line from the drum

REEFING THE JIB

1. Un-cleat the jib sheets before reefing
2. Pull on the port reefing line to reef
Pull on the starboard reefing line to un-reef
3. Always secure the reefing line in the cleat on the port side of the console after reefing or un-reefing
4. Move the sheet fairleads forward on the tracks when sailing with a reefed jib

Note: Don't pull and push both sides of the reefing lines at once

STEERING

1. Ensure the steering lines pass under the groove in the base of the joystick holder.
2. The rudder box should have been fitted so the rope traveller is above the tiller.
3. It should be held in place with the clevis pin, and control lines fitted to the tiller.

LAUNCHING

1. The painter should have been passed through the guide ring at the bow and fasten it around the mast with a bowline.
2. Use the alloy tube to pin the keel up when moving the boat around ashore.
3. Pin the keel in the half-way position if you need to move the boat around in shallow water.
4. After removing the pin, gently lower the keel into its fully down position with the keel hoist, which is then shortened by pressing in the button and sliding the tub down, which can then be laid in the bottom of the boat.
5. Insert the long pin through the keel handle and into the console moulding to lock the keel down – attach the string handle to the keel handle with tape to prevent the pin slipping out.
6. **The SI must check the pin is in place and string is taped down before crew board.**
7. Lower the rudder into place.
8. Mount the steering handle once crew are aboard.

Note: Do not leave the pontoon unless the keel is locked fully down as this risks capsizing and dislocation of the sailor/s and keel.