Hansa 2.3
Rigging Guide

hansa
SAILING

Manufactured by
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Introduction

This manual has been compiled to help you to operate your craft with safety and pleasure. It contains details of the craft, the equipment supplied or fitted, its systems, and information on its operation and maintenance. Please read it carefully, and familiarise yourself with the craft before using it.

If this is your first sailing craft, or you are changing to a type of craft you are not familiar with, for your own comfort and safety, please ensure that you obtain handling and operating experience before assuming command of the craft. Your Hansa Sailing Distributor, National Sailing Federation or Yacht Club will be pleased to advise you of nearby sailing schools or instructors.

Please keep this manual in a safe place, and pass it on to the new owner when you dispose of the craft.

Personal Floatation Devices (PFD's)

There are many types and variety of buoyancy aids available, manufactured to different sets of standards. The PFD is a personal item of safety equipment, designed specifically to assist in preserving a person's life when in the water. Most PFD's provide sufficient buoyancy to help you float with your head above the water.

All sailors and volunteers should wear a PFD at all times whilst on, or near water.

Care
PFD's are subject to normal wear and tear. Each one should be checked regularly and if in doubt about its serviceability it should be replaced. If they become wet from salt water they should be hosed down with fresh water and allowed to dry.

PFD's and Children
A properly designed PFD of the correct size will keep a child's mouth and nose clear of the water. A child should be taught how to put on a device and should be allowed to try it out in the water. It is important that the child feels comfortable and knows what the PFD is for and how it functions.

Safety Precautions
If sailed with care, this boat is unlikely to capsize in normal use, provided that the sail area is adjusted to suit the prevailing conditions and the main sheet is not belayed. Whilst Hansa sailing craft have inherent design features ensuring maximum stability thereby reducing the chance of capsize, it should be remembered that these are small keelboats and under certain weather, water and sailing conditions sensible precautions should be taken :

- Always reef the sails according to the weather conditions.
- Always have a manned safety boat in the sailing area.
- Always cancel sailing activities if inclement weather conditions dictate.
- Always lock centreboard in position with long centreboard locking pin provided.

Man Overboard
In the event of man overboard, use the centreboard handle as a handhold. Board over the port or starboard sides.

Towing
The strong point for towing is the main mast. Pass the tow line through the guide ring at the bow and attach to the mast with a bowline.

The safety of the sailors should come first under all circumstances

Description of Craft: 2.3 Wide Seat

Specification

Length	2.3m
Beam	1.25m
Draft	0.75m
Hull Weight	50kg (centreboard is +20kg)
Load	Maximum number of persons: 2 Maximum load: One Sailor: 100kg Two Sailors: 120kg
Sail Plan	Cat rig
Sail Area	Mainsail 3.8m2 (un-battened and reef-able to 0.5m2)
Mast	Un-stayed 4.2m
Hull	Positive buoyancy Heavily rockered for easy manoeuvrability Strong construction with solid bonded hull/deck joins Seating design keeps helm weight low, plus weighted centreboard ensures the boat is very stable and difficult to capsize Mainsail reefing drum incorporated in console
Seating	Wide hammock seat
Controls	Steered by manual joystick Mainsail is reefed and un-reefed by a single hauling line Mainsail is controlled by manual mainsheet
Electric Controls	Servo-assist is not recommended for the 2.3 Wide

Description of Craft: 2.3 Single Seat

Specification

Length	2.3m
Beam	1.25m
Draft	0.75m
Hull Weight	50kg (centreboard is +20kg)
Load	Maximum number of persons: 1 Maximum load: 100kg
Sail Plan	Cat rig
Sail Area	Mainsail 3.8m2 (un-battened and reef-able to 0.5m2)
Mast	Un-stayed 4.2m
Hull	Positive buoyancy Heavily rockered for easy manoeuvrability Strong construction with solid bonded hull/deck joins Seating design keeps helm weight low, plus weighted centreboard ensures the boat is very stable and difficult to capsize Mainsail reefing drum incorporated in console
Seating	Single person hammock seat
Controls	Steered by manual joystick Mainsail is reefed and un-reefed by a single hauling line Mainsail is controlled by manual mainsheet
Electric Controls (optional)	Servo-assist electric controls can be fitted to the 2.3 Single. The servo-assist drives can be fitted to the helm and to the mainsheet. The drives are operated by a four way joystick that can be mounted on a plate that is strapped to the helm's chest or fixed elsewhere. The controls are powered by two 12 volt rechargeable batteries. Charger is included. It is possible to customise electric controls by changing the type and positioning of the joystick or operating servos for just the mainsheet or helm

General

The boat has an engraved plate fitted on the starboard side of forward cockpit, showing the manufacturer, boat design category, maximum person capacity, maximum additional load and the CE Mark.

The parameters shown on the CE plate should not be exceeded.

Steering is by a manual joystick located between the helm's legs, moving it to the left to go left and to the right to go right.

The sail area can be reduced or increased whilst under way using a reef furling system operated by hauling on a single continuous line. (For further information on reefing see: "How to Rig a Hansa 2.3 later in this guide).

Included with your Hansa 2.3:

- Hansa 2.3 Hull
- Mast
- Boom (fitted with mainsheet & outhaul)
- Centreboard
- Rudder Box & Pin
- Rudder Blade
- Installed Reefing System
- Bobbin
- Mainsail
- Traveller
- Painter
- Short centreboard pin
- Long centreboard pin
- Joystick

Maintenance

It is recommended that the boat is covered when not in use to prevent UV and other weather damage. A specially designed cover is available from Hansa Sailing Systems for this purpose.

If sails are to be left furled on the mast when the boat is not in use it is recommended that these are covered using a protective sail sock to prevent UV and other weather damage. These are available Hansa Sailing Systems.

Do not let water remain in the boat when not in use. This can accelerate the deterioration of running rigging, finishes and electrics where applicable.

Winter Storage: Remove electrics, remove and fold sails and fully cover the boat.

Repairs

Contact Hansa Sailing Systems or the nearest Hansa Sailing Distributor for advice and replacement parts. Fibreglass repairs should be done professionally.

Safety Recommendations

Hansa Sailing craft are designed with a hull form and other features which combine to give considerable stability. There is a simple set of rules which should be followed to maintain the boats' excellent safety record and prevent any accidents. The stability of Hansa Sailing craft rely upon the following:

Centreboards
It is most important that the centreboard be locked in the fully down position when sailing. The hole located one-third down the centreboard is to enable the short pin to be inserted laterally and facilitate movement of the boat with the centreboard inserted.

Under no circumstances should the boat be sailed with the centreboard fixed in the raised position. There is a long pin provided to lock the centreboard fully lowered so that even in a "knock down" it remains in place.

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™ 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.

Towing
If a 2.3 needs to be towed on the water by a safety boat, it is safer and easier to tie the boat close alongside and remove the rudder blade so that it cannot be steered in the wrong direction.

Transferring
A stable floating pontoon system enables safe, centreboard-down transfer of sailors to and from the Hansa 2.3. This avoids off the beach centreboard handling and transferring problems. A portable floating pontoon system is available from Hansa Sailing.

Servo Assist Controls (if fitted)
Refer to the Servo Assist Electrics Operational Manual provided.

How to Rig a Hansa 2.3

SETTING UP

Place the hull on a soft surface well clear of any overhead wires and facing toward the wind

STEPPING THE MAST

1. Ensure the reefing line knot is positioned as far forward as it will go on the port (left) side
2. Loosen the knob under the console on the reefing drum
3. Insert the tip of the mast with the wedge fitting into the mainsail luff pocket and slide the sail on to the mast until it reaches the top
4. Slide the bobbin on to the bottom of the mast with the larger diameter flange uppermost
5. Lash the bobbin to the tack eye of the mainsail
6. Carefully lower the mast through the console collar, making sure the foot fitting is firmly located in the mast step on the cockpit floor
7. Tighten the knob to lock the reefing drum onto the mast

FITTING THE BOOM

1. The boom should be kept tidy with no loose ends trailing
2. Untie and sort out the two ropes (mainsheet and outhaul)
3. Push the rowlock at the front end of the boom onto the bobbin
4. Take the outhaul ring which runs along the boom and shackle it onto the clew (corner) of the sail
5. Pull the sail out to the boom end by pulling the outhaul line and cleat it on the starboard (right) side of the boom
6. Take the mainsheet block and shackle it onto the traveller line which runs across at the stern of the boat (ensuring the mainsheet is not twisted)
7. Take the other end of the mainsheet after it passes through the inboard boom block, pass it through the block on the forward end of the console so that it runs aft
8. Tie a Figure 8 to act as a stopper knot at the end of the mainsheet

REEFING (shortening sail)

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 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 centreboard case
4. Haul on the outhaul and re-cleat on the boom
5. Release the reefing line cleat, then pull the starboard line to increase sail area
6. Replace the reefing line in the cleat on the port side of the centreboard case
7. Haul on the outhaul and re-cleat on the boom
8. 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: Never pull and push both sides of the reefing lines at once as this can disconnect the reefing line from the drum

STEERING

Ensure the steering lines pass under the groove in the base of the joystick holder
Fit the rudder box, making sure the rope traveller is above the tiller
Remove the spring clip and pass the clevis pin up through the hole at the inboard end of the tiller. Re-insert the clip
Fit the alloy joystick

LAUNCHING

1. Pass the tow-line (painter) through the guide ring at the bow and fasten it around the mast with a bowline (a knot which is always easy to untie)
2. Use the short alloy tube to pin the centreboard up when moving the boat around ashore
3. Pin the centreboard in the half-way position if you need to move the boat around in shallow water
4. After removing the short pin, gently lower the centreboard into its fully down position
5. Use the long pin inserted through the centreboard handle and into the console moulding to lock the centreboard down

Note: Do not sail unless the centreboard is locked fully down as this risks capsizing and dislocation of the sailor/s and centreboard