



OPERATING PROCEDURE No.7

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HANSA 303 PREPARATION, LAUNCHING, RECOVERY.

PURPOSE

This procedure provides guidance on preparing launching and recovering Hansa 303s.

This procedure should be read by all volunteers.

PROCEDURE

NOTE: Boats are identified by SAIL colour not hull colour.

Preparation - Overview

Take off cover, fold, put at top of beach near Hansa Lane. ~~I've taken out 'Keep separate from Hansa Liberty 303 covers'—they are the 303 covers!~~

Fully rig sails and check operation of all control lines. (See Below)

Check all other equipment is on board; joystick, sponge/bailer, keel, rudder, wind indicator (fitted at top of main mast).

IMPORTANT NOTE: One of our Hansas is different:

Light blue hull (named "Chatty Mike")-

This is our adapted boat. This can be sailed with servo assisted steering and mainsail sheet. Please see dedicated instructions for rigging this boat, do NOT attempt to rig it without knowledgeable help from someone who has been through the specific training.

Fully re-furl jib and ~~furl main to limit of outhaul length~~furl main, securing boom vertically against mast. (See Below)

Launch down slipway as advised by Pontoon Master.

~~Remove loose items — joystick, rudder, windvane.~~

Float boat off trolley. To avoid the need to paddle there is a dolly wheel with long handle that can be attached to the front of the trolley.

~~Tip boat until can take off mainsail & jib covers. Insert windvane into top of mast.~~

~~Tie sail covers together.~~

~~Put sail covers with main cover behind wall.~~

Put trolley by wall – keep separate from Liberty trolleys to avoid confusion at end of session.

Boat should then be moved to end of Pontoon as directed by Pontoon Master.

RIGGING

~~**JIB.** Check sail is swivelling easily, outer reefing line is Jib on both sides. Check jib mast is rotating easily with jib fully out. The outer reefing line is for the jib. (Pete and I both read the crossed out sentence and were immediately confused. Reading on, this needs to be inserted below to avoid repetition).~~ Check jib sheets are running correctly.

Starboard side of reefing line pulls sail out, port side puts it back. Never try to 'push' with the other side of the reefing line, it does nothing helpful but can cause big problems with the mainsail reefing line.

Fully unfurl jib using reefing lines to confirm correct operation. The outer reefing line is for the jib. Check jib mast is rotating easily. Refurl using reefing line and take slack out of jib sheets.

MAIN.

~~Push horse shoe end of boom onto mast.~~

~~Fit short length of hose pipe around front of mast and onto ends of horse shoe to prevent jib sheets snagging when sailing~~

-Release mainsheet and outhaul from cleats. Lift boom up to check that mainsheet and outhaul control lines are free to run along boom without twists or wrapped around ends of boom.

By hand unwind 3-4 turns of mainsail. Do not lose bungee which secures mainsail when fully furled. Best looped around bottom of mast.

-Pull outhaul fitting along boom towards mast until the clew will reach it – hold the boom up high. Connect outhaul to clew of mainsail. Push horse shoe end of boom onto mast.

Check free running of outhaul along boom.

Check reefing lines are working as for jib – mainsail is the inner reefing line. Do not change anything else, the rig is particular to these boats and they have been set up exactly right!

Fully unfurl mainsail using reefing line, and tighten outhaul to confirm clew of sail can be pulled out to the end of the boom.

Having confirmed correct operation of mainsail rigging, use reefing lines to refurl sail to a small triangle. Feed plenty of mainsheet to the boom, remove boom from mast and tip it vertically against the mast, with the horse shoe end lowered into the bottom of the boat. Gather in any spare sail and secure boom to mast using bungee.

Check boat over generally prior to launch, ~~put back rudder and joystick.~~ Ensure joystick, bailer and keel locking pin are visible.

ON PONTOON

Lower keel. (See Below)

Fit rudder blade into rudder stock, with arrow on top of blade pointing forwards so that thinner vertical edge is at the back.

Leave joystick on seat or in clip on side of cockpit.

After sailors are embarked, refit boom to mast and place bungee around base of mast. Take out the slack in the mainsheet. Mainsail should be a smallish triangle suitable for when boat is towed out to sailing area.

WARNING - Keel weighs 30kg

To lower keel using main (personnel) hoist: 2 man job.

Position boat under hoist, climb carefully into boat keeping your weight low and central, it will not be stable.

Thread purple hoist strop through handle of keel, attach to 'coat hanger' of hoist. Ensure the strop is at the centre of the handle.

Hoist operator takes weight of keel so securing pin can be removed and lowers keel fully down. It may need a little adjustment fore or aft to help it descend.

Remove strop and hand to hoist operator.

Insert long aluminium pin into back end of hole in top of keel, slide forward ensuring it passes into hole in cockpit in front of keel. Tighten securing elastic in cleat on top of keel.

This last is very important as it means the keel cannot fall out under any conditions.

~~Leave joystick on seat or in clip on side of cockpit, put rudder into stock with arrow pointing forward, vertical drop.~~

To lower keel using A frame hoist: the A frame hoist is stored in the Blue box on the quayside. It is heavy and designed solely to lift and lower the Hansa keels.

Position A frame feet one either side of the centreboard casing making sure the hoist line strop is ~~central~~ above the centre of the keel handle. Remember the boat is very unstable at this stage.

~~Pass lifting line through keel handle and clip to itself. Fix on strop.~~

~~Raise keel slightly for removal of fixing pin then carefully lower keel adjusting fore and aft if it gets a little stuck.~~

~~Remove strop~~ Unhook lifting line. Remove A frame.

-Insert long aluminium pin into back end of hole in top of keel, slide forward ensuring it passes into hole in cockpit in front of keel. Tighten securing elastic in cleat.

This last is very important as it means the keel cannot fall out under any conditions.

~~Leave joystick on seat or in clip on side of cockpit, put rudder into stock with arrow pointing forward, vertical drop.~~

IMPORTANT NOTE: ~~One of our Hansas is different:~~

~~Blue hull with pink sails.~~

~~This is our adapted boat. This can be sailed with assisted steering and mainsail sheet. Please see dedicated instructions for rigging this boat, do NOT attempt to rig it without knowledgeable help from someone who has been through the specific training.~~

PACKING AWAY.

Reverse of all above, in this order:

- Sails fully reefed tightly, including clew detached from boom.
- Mainsail and jib secured using bungee.
- Rudder out and placed in footwell of cockpit.
- Keel ~~out~~ raised by either method described above.
- ~~• Mast cover and jib cover put on by tipping boat from pontoon, as above.~~
- ~~Windvane and j~~ joystick to be left on seat or in clip on side of cockpit.
- Boat recovered onto trolley. The dolly wheel with extension can be used to avoid paddling. Alternatively wWaders are available in the Blue Container

On shore.

- Tidy all ropes. Coil mainsheet and outhaul and lay over cleats to keep out of any rainwater that will collect
- Put on main cover. Please fasten all straps and pull tight otherwise water will pool.
- Park neatly in Hansa Lane.

Report any defects to OOD.