

Welcome to the S4E Newsletter

Safety & Stability on Hansa Sailboats

Our Patron

His Excellency
General the
Honourable David
Hurley AC DSC
(Retd), Governor-
General of the
Commonwealth of Australia



A sailing dinghy has a centreboard to give it directional stability, while on a keelboat the centreboard can be fixed or locked down, with a lead ballast counterweight at the bottom which then acts to resist the force of wind in the sails, so also gives righting moment, which is resistance to capsizing.

Because the removable board on a Hansa must always be locked fully down to provide the required stability, it is called a keel and not a centreboard, and the boat is a keelboat, and not a dinghy. These are very important distinctions which define the safety and security of any sailboat, considering the purpose for which it was designed.

The actual hull form also adds to stability, and if you took a flat bottom barge as having X stability, give that barge a V bottom and you would need to add some ballast to bring it back to the inherent stability of the flat bottom. Take that V to the extreme of a round bottom, like a bottle which is a longitudinal hemisphere, or a cone, well these shapes have zero inherent form stability and if used on a keelboat would need to get all their righting moment from the ballast on the end of their keel.

It then follows that if you give the hull a concave or hollow bottom you are actually creating a shape with increased inherent or form stability, which is tempered of course by the hull not being flat longitudinally but having rocker and a point on the front which gives it the shape to move forward through wind and waves.

All the little Hansa Keelboats are based on a concave hull form which gives them excellent form stability as a starting point. Then there is the keel which contains the ballast, it contains it so the keel is easily detached from the hull so for launching and retrieving the bottom is clear and without an obstruction under the hull like a bulb presents. The function of the keel and its ballast works just like a seesaw, as the boat heels over the lead weight swings out and the further you heel the more effective is its righting force.

However, on the other end of the seesaw is the mast and sails being pushed by the wind, but the further the boat heels the less sail is presented to the wind, so an equilibrium is reached, until in a very strong wind the boat is nearly on its side, the ballast is nearly horizontally out to windward where it is delivering the maximum righting moment, and the wind is spilling from the near horizontal sails. .../2



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- Keel lock down pin options... and lots more

Safety and Stability continued

So in theory a keelboat should not get knocked flat with the mast and sails in the water, it should have reached its equilibrium, but this seesaw safety equation can go awry if the sailor's weight comes into the equation, which can happen if sailors are strapped into seats. If the sailors are sitting high enough their weight can actually negate the ballast and the boat goes past its presumed equilibrium, it fails to self-right, and then the wind blowing on the vertical wall of the hull bottom can cause it to turn upside down.

This highlights the need to keep the sailor's weight as low as possible in the boat, which is one reason we do not encourage the modification of the sling seats used in the 2.3 and 303. We also don't advise sailors be strapped into seats in the 2.3 or 303 wide seat models. The Liberty, 2.3 and 303 single models have wide high side decks and big buoyancy chambers which do 2 things, they provide the buoyancy to support the boat and keep a sailor in the seat safe, and the buoyancy along the cockpit coaming moves the centre of buoyancy away from the keel, which adds to the lever and increases the effective righting moment provided by the ballast.

These are all important safety considerations backed by subtle design features which aggregate to produce sailboats which, despite their small size are intuitive and safe because they tend to sail themselves out of trouble, presuming 3 basic common sense rules are followed. These are always wear a life jacket, ensure the keel is always fully down and secured to prevent it retracting in the event of a serious knockdown, and reef the sails to suit the conditions and the sailor's ability.

In highly controlled programs where sailors are taken for a short sail by an experienced volunteer, in calm and protected waters, generally using 303 Wide Seaters, then these 3 rules will be standard procedure and ensure there are no accidents. The next level of adventure, which is highly recommended, is people with a disability are encouraged to sail on their own, and ultimately compete solo or as helm or crew on a 2 person sailboat, as it is here that unexpected things happen which lead to growth and excitement, but also means extra vigilance and adherence to the three golden rules.



Safety and Stability continued

Here are some perspectives we should all be aware of.

1. Life jackets must be worn, everyone knows that, but do not presume that they will always turn an unconscious or immobile sailor onto their back so their mouth and nose are above the water. It has been shown that many approved jackets don't work with many people, which says the possibility of a severely disabled sailor being tossed out of a knocked down sailboat must be reduced to the absolute minimum, and the sailor should be secured deep in their seat so their body weight won't shift and cause another problem, which is act to counter the righting moment of the hull and it's ballast.
2. The keel must be secured in its fully down position when sailing. Never should a strapped in sailor be left unattended or assisted to go sailing without the lock down pin in place. If the boat is launched down a ramp with the sailor aboard, the boat must be carefully managed and controlled until the keel is lowered and the lock down pin inserted. The Long Keel Pin is the standard lock down device on a 2.3, 303 and Liberty. To ensure the pin stays properly inserted there are procedures to follow. A shock cord stop is recommended as an added safety device. We have also produced a secondary lockdown strap which is now available from our website and will be with our distributors over the next few weeks. On page 6 of this newsletter is a description of the keel lock down procedures and photos of the shock cord stop and the secondary lockdown strap.
3. The roller furling reefing system is a unique feature on all Hansa mini keelboats. Many boats reef, but none as efficiently and easily as a Hansa, so the system should be set up and maintained to work properly, and the sailor shown how to use it. If a sailor cannot reef themselves then the boat should be reefed for them, several turns for a novice sailor, unroll as they gain confidence. One turn is often enough as it flattens and therefore works to de-power the rig. Strapped in sailors obviously cannot reef themselves, but consult an experienced sailor before reefing their sails, and keep the boat under surveillance and reef more if requested or if it is obviously needed.

Sailability Japan turns 20

The annual Hiroshima Peace Cup will also commemorate the 20th anniversary of Sailability Japan.

The regatta will take place on September 21st and 22nd. Hansa Sailing's founder Chris Mitchell will travel to Japan for the event.



European Championships

The Hansa Class European Championships will take place from October 5-12 in Portimao Portugal.

Invited classes are the Hansa 2.3, 303 single and double and Liberty.

The event will include the Portuguese National Championships.

In order to satisfy requests from sailors and clubs, the early entry fee has been extended until August 31st .



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Australian Para Championships

The 2020 Australian Para Championships will be held as part of Sail Melbourne from 17th to 20th January at Royal Brighton Yacht Club.

The Hansa 303 and SKUD18 are two of the invited classes.

Entry is now open and NOR and more information can be found [here](#).

Hong Kong sailors awarded

Sailors in Hong Kong have been honoured at an award presentation night at Hebe Haven Yacht Club.

The sailors were recognized based on their individual achievements and results, including international regattas throughout 2018.

Para Sailor of the Year was FOO Yuen Wai.

ID Sailor of the Year was Simon Mountain.

Most Improved Sailor was Leo Purdie, with Chan Yuen Wah recognized as Volunteer of the Year. The School award went to Caritas Lok Yi.

Sailing Achievement Awards were presented to PUK Chi Yueng and FOO Yuen Wai for their results in the 2018 Hansa Class World Championships (5th & 8th respectively) and for winning Gold medals at the S.E.Asian Para Sailing Championships in December 2018. Both sailors have recently competed in the Para Worlds in Puerto Sherry, Spain, finishing 16th and 14th respectively

Congratulations to all winners.

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Para World Sailing Update

World Sailing have released an update on ongoing work being done in the sport—part of which includes submitting a successful bid for inclusion in the 2028 Paralympic Games.

The update is paraphrased here, with the full report available online..

World Sailing will continue to support and invest in the Para Sailing Development Program (PDPs) as well as the inclusion of Para sailors and coaches in the well-established Emerging Nations Support Program (ENP).

Over the past five years through participation in both the PDPs and ENPs, the number of nations with Para sailors participating in international Para sailing competitions has increased by 30%.

One key area of focus is working to increase inclusion of Para sailing in Regional Games and competitions - pinnacle events for the emerging and developing MNAs. World Sailing is engaging with the organizers of Regional Para Games to seek opportunities for sailing to be part of the programme of these important multi-sport events to showcase the sport.

A much-needed review of the schedule for World and Regional Para Sailing Championships has been undertaken to ensure that the most efficient structure and calendar of events is established for the future. This review includes, as announced at World Sailing's 2018 Annual Conference, a quadrennial scheduling of the Para World Sailing Championship alongside the 10 Olympic disciplines at the Combined Sailing World Championship every 4 years.

The 2022 Combined Sailing World Championships in The Hague, The Netherlands will include all the Para Sailing Classes, providing a new pinnacle event every four years for Para sailors around the world to aspire to.

For the years in between the quadrennial Combined Sailing World Championships, starting in 2020, a more streamlined and cost effective schedule will begin offering sailors the opportunity to gain ranking points for participation in local, region and international events - some of which will provide for the awarding of a Para World Championship title within an established event like the 2020 2.4mR Open World Championship or Hansa Open World Championship.

Furthermore, in all the stages of the Hempel World Cup Series, Para classes will be included as an Open competition, enabling the world's best Para sailors to take on their able-bodied peers with ranking points awarded to classified Para sailors. By continuing to develop a more inclusive organization and events program, World Sailing believes it can provide a better structure and environment for sailors of all abilities, while still leaving the door open for Para-only events.

In addition to the one-person and two-person keelboat disciplines included in the Combined Para World Sailing Championships, further Para World Sailing Championship titles may be awarded for Multihull, Blind Sailing and Intellectual Disability disciplines.

Read the full statement on [their website](#).



Oceania Sailing Championships in Samoa

Hansa 303's were invited to Samoa in July for the inaugural Oceania Sailing Championships. The regatta took place during the 16th Pacific Games, which saw around 5,000 competitors and officials in attendance.

Sailors from Australia, New Zealand, Papua New Guinea, Cook Islands, American Samoa and Solomon Islands joined local sailors in 303 single and doubles over 3 days of competition.

Sailability Auckland provided 6 boats for the event, and gifted a Hansa 2.3 to Samoa to leave a legacy for future sailors.

Jan Sijp from Cook Islands took out the singles, from Russell Phillips of Australia and Tom Scott from New Zealand. Jan then teamed up with countryman TeAkuoa Framhein to take out the doubles in front of PNG pair Emmanuel Tau Matapere and Teariki Numa. Locals Jordan Milroy and Eli Craig were popular winners of the bronze medal.



UK stalwart honoured for services to Disabled Sailing

(Belated) Congratulations to the UK's Ron Sawford, who was honoured with a Exceptional Contribution Award at the RYA Sailability National Conference.

Ron has championed the Access/Hansa boats for nearly 20 years and is a worthy recipient of this honour.

The Award is presented each year to individuals who have shown exceptional commitment and dedication to boating and getting people on the water over considerable period.

Ron pioneered the first Access/ Hansa National Championships, was the driving force behind the UK's popular Traveller Trophy series and was UK Class Secretary when the World Championships were held at Rutland in 2010.

On behalf of everyone in the Hansa family and the thousands of people who have benefitted from your dedication to get them on the water, we say: Well Done, Ron Sawford.

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Keel lock down options

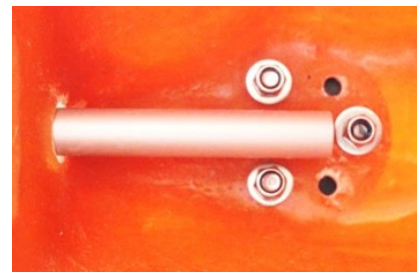
The Long Keel Pin is the primary keel lock device used on the 2.3, 303 and Liberty. The pin is 12mm structural aluminium with a cord lanyard tied through a hole in one end. Over the years several methods of securing the pin have evolved.

1. Push the pin all the way into the keel handle, including its cord lanyard and knot, with the knot acting like a plug. Like this the pin will be inserted over 50mm into the console and to remove it may be necessary to reach up under the console and push the pin back through the keel handle.



In 2017 we increased the pin length by 40mm and we now find that on the 303 one of the small bolts attaching the Ronstan mainsheet deadeye swivel cleat is over-length and stops the longer pin passing under the cleat so the cord and its knot cannot be stuffed inside the keel handle tube.

To fix that you can do 2 things. There are 3 M5 countersunk bolts attaching the cleat. One of those bolts is going to be on the centreline. On the Liberty it is to the front, while on the 303 it is to the back so it fouls the pin before the cord and knot are inserted. The Liberty arrangement is best so on the 303 the factory have now turned the cleat base around 180 degrees..



So the best fix on existing boats is to turn the swivel base around and drill new holes and reattach it. Or the aft central bolt can be removed and cut off to 13mm and refitted, then the fully inserted Long Pin will pass underneath it.

Above are 2 photos taken underneath the console looking up at the cleat fastenings. The photo on the right shows the Ronstan cleat swivel rotated 180 degrees so the fully inserted 430mm Long Pin passes underneath. Fully inserted means Pin followed by cord and knot, or the cork.

The photo on the left shows how far in the original 390mm long pin inserts into the console when the pin is fully inserted into the handle. This says the old pins need to be fully inserted, including the knot, as per the instruction at the top of this article.

The left picture also shows how far a new 430mm pin inserts when it is secured by duct tape or the shock cord stop. (see next page). You can also see in this photo the central aft bolt has been changed and doesn't have a washer under the nut.

There are other ways to ensure the long pin stays put as shown in the following photos. Hong Kong use a wine cork in the keel handle tube, recently in Puerto Sherry at the Para World Sailing 303 World Championships we used duct tape over the cord, taping it to the top of the keel, while on the Gold Coast in Queensland at the Australian Para Sailing Championships all the 303 were fitted with a shock cord stop with a parrel ball which is impressive so we are producing a stock of these which will be available as accessories and included with all new boats.

Keel lock down options continued



2. The shock cord stop is a very simple device which ensures the long pin remains inserted with about 50mm into the fibreglass console. We have seen boats lifted clear of the water when in the process of removing the keel with a C Crane, they forgot to first remove the long pin. In this situation the further the long pin inserts into the console the less damage will be caused to the console, that is how good the long pin is as a keel lock down safety device.

If you have methods and devices to secure the long pin, please send us a photo of it and we can add it to the collection.

3. Secondary lock down strap. Pictured is a secondary keel lock down strap which we are now producing. We are going to advise using this in critical situations like where we are strapping high level quads into single seaters and they will be sailing solo in fleet racing, or in violent and changeable wind conditions. There will also be occasions where the keel handle tube is damaged restricting the long pin. Well you need to fix this ASAP, but to lock down the keel in the short term the secondary lock down strap will keep the keel in place.



When fitting a 303 keel to a 2.3 to give enhanced righting moment the long pin may not fit through into the console. In this case in the past the 303 keel is lashed down as per photo below, which is a very secure device if you know how to tie bowlines and clove hitch knots, but in this situation the secondary lock down strap will work very well.

The photos below are a 303 keel in a 2.3, albeit a wide seater, and on the right is that keel with the long pin fitted and the keel lashed in place to create a very safe and very stable option.



Eventually we will have all these parts with our distributors, but if anyone needs some of these parts urgently please email admin@hansasailing.com which what parts you need and how many.

See next page for part numbers

Introducing Cathy



Recently, we have welcomed a new member to the Hansa team in our office in Nowra.

Cathy Campbell has joined the company and will be taking care of all of Hansa Sailing's admin requirements.

Cathy has almost 20 years' experience in Community Development, local government – access and inclusion. With her qualifications of Bachelor Natural Resource Management (Hons) and a Post Graduate Certificate International Community Development, Cathy already has a great understanding of the Hansa philosophy.

Cathy can be contacted on the office link or +61 2 4403 0595 or via email at admin@hanssailing.com

The parts numbers for the different items on page 7 are.

3501. Long Keel Pin (430mm x 12mm diameter aluminium tube)

3504. Keel handle tube - 25.4mm aluminium (for old version keels with damaged replaceable tubes).

3505. Keel lock down strap. (Secondary keel lock down device)

3506. Shock cord stop and ball. (To secure the long keel pin)

3509. Stainless Steel M5 x 12mm metal threads (bolts) and standard nuts (to replace over length bolt if needed)

Sailing in the southern-most city in the world

September 1st 2019 was a historic day for Chilean and the sailing community around the world, Sailing for Everyone and Hansa Sailing set sail in the Southernmost sailing School in the world, Club Escuela Deportes Náuticos Puerto Williams (www.cedenapw.cl), in Cape Horne Commune.

See the full story and photos on our [website](#).



Herb Meyer Regatta in San Francisco

The annual Herb Meyer Regatta will take place on the weekend of September 21st and 22nd.

The regatta is named for the late Herb Meyer, former Commodore of the Bay Area Association of Disabled Sailors (BAADS)

Hansa 303's and Liberties are two of the invited classes.

Notice of race and Entry details are available on the BAADS [website](#).



Inclusion Index

GOLD—INCLUSIVE. Intentionally designed to be inclusive. Open to anyone/everyone using Universal Design equipment and governed by Universal rules which the vast majority can understand and comply with. The equipment levels the playing field which empowers people and encourages individuality. Ideal if there is provision for those who cannot participate independently to be chaperoned. Gold Inclusive sparkles most where everyone becomes a sailor with lessening emphasis on difference/disability.



LILAC—INTEGRATED. Open to everyone, but accommodates people with a disability with modified/adapted equipment. Examples are modified craft with sail area reduced for the safety of people with a disability, modified rules for people with a disability or additional seating to accommodate a disabled crew member on a yacht.



BLUE—EXCLUSIVE. Open to everyone, if you are good enough to gain entry. Includes elite mainstream competition like the Olympics. Conventional equipment may only be usable by able bodied people, so its therefore inadvertently discriminatory.



JADE—OPEN POSITIVE SEGREGATION. Supports individuality, supports competition, only people with a disability, but all disability can participate. Discriminates against not-yet disabled people.



GREEN—EXCLUSIVE POSITIVE SEGREGATION. Supports individuality. Includes elite disabled competition like the Paralympics and world championships dominated by supported national teams. Competitors require classification. In Paralympic sailing's case not all physical disability, or intellectual disability is accepted. Discriminates against able bodied people.



RED—BENEVOLENT POSITIVE SEGREGATION. Open only to people with a disability, maybe even those with a specific disability, Individuality is not encouraged, most participants are chaperoned. Examples are Special Olympics activities, the many benevolent Sailability programs which offer therapeutic sailing to clients, as against sailors. Also missionary approach.



Since our last newsletter

Here are a couple of stories that have featured on our website and Facebook page since the last edition of Telltales.



[Challenged Sailors San Diego](#)

Hansa 303's supplied by BAADS in San Francisco for a regatta in San Diego.



[Watersports Inclusion Games in Ireland](#)



August 24-25 at Kinsale Yacht Club



Catch up on these stories and more on the s4e [website](#) and [Facebook page](#).

The entire [back catalogue](#) of Telltales—dating back to 1999 - are available to search and download from our website.

Upcoming Events



September 2019

Italian Open Hansa Championships Porto san Giorgio, Sept 6-8 Hansa 303

www.hansaclub.it

Swiss Hansa Class Championships Lake Zug, Switzerland, Sept 13-15, Hansa 303 www.sailability.ch

Herb Meyer Regatta San Francisco, Sept 21-22, Hansa 303, Liberty www.baads.org

Portuguese Hansa Class Championship Lisbon, Sept 27-29, Hansa 2.3, 303 www.apcaccess.pt

Scottish Multiclass Regatta Clydemuirshiel, Sept 28-29, Hansa 2.3, 303 www.clydemuirshiel.co.uk

October 2019

Australian Masters Games Adelaide, Oct 8-10, Hansa Liberty www.australianmastersgames.com

Hansa Class European Championships Cadiz, Spain, Oct 7-13 Hansa 2.3, 303, Liberty, SKUD18

www.hansaclub.org

December 2019

Hong Kong International Regatta Hong Kong, Dec 2-8 Hansa 2.3, 303, Liberty www.sailabilityhk.org

January 2020

Australian Para Championships Melbourne Jan 17-21. Hansa 303, SKUD18 www.sailmelbourne.com.au

February 2020

NZ Hansa Class Championships Wellington, Feb 21-23. Hansa 303, Liberty & SKUD18

www.hansaclub.org

Contact Us—Sailing 4 Everyone Foundation

4/4 Cumberland Avenue
SOUTH NOWRA NSW 2541 AUSTRALIA

Postal: PO Box 5048 NOWRA DC NSW 2541

P: +61 2 4403 0595

F: +61 2 4403 0598

E: info@s4e.org

Visit us on the web at www.s4e.org

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If you have a story that you would like to share—please send details to Shauna at media@s4e.org