

Sail No:

2.3 Breeze

Owner's Manual



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 keel in position with long keel locking pin provided.

Man Overboard

In the event of man overboard, use the keel 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 Breeze

Specification

Length	2.3m
Beam	1.25m
Draft	0.75m
Hull Weight	50kg (keel is +20kg)
Load	Maximum number of persons: 2 Maximum load: One Sailor: 100kg Two Sailors: 120kg
Sail Plan	Cat rig
Sail Area	Mainsail 3.8m ² (un-battened and reef-able to 0.5m ²)
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 keel ensures the boat is very stable and difficult to capsize Mainsail reefing drum incorporated in console
Seating	Moulded bench 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 Breeze Wide

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 2.3 Breeze later in this manual).

Included with your 2.3 Breeze:

- 2.3 Breeze Hull
- Mast
- Boom (fitted with mainsheet & outhaul)
- Keel
- Rudder Box & Pin
- Rudder Blade
- Bobbin
- Mainsail
- Traveller
- Painter
- Keel 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 and finishes.

Winter Storage: 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:

Keels

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

Under no circumstances should the boat be sailed with the keel fixed in the raised position. Use the pin provided to lock the keel 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 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 Breeze 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, keel-down transfer of sailors to and from the 2.3 Breeze. This avoids off the beach keel handling and transferring problems. A portable floating pontoon system is available from Hansa Sailing.

How to Rig a 2.3 Breeze



SETTING UP

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

STEPPING THE MAST

1. 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
2. Slide the bobbin on to the bottom of the mast with the larger diameter flange uppermost
3. Lash the bobbin to the tack eye of the mainsail
4. Depress and the reefing lock button on the lower section of the mast until the mast is lowered through the console collar
5. Making sure the mast base is fully inserted in the mast step
6. Rotate the mast to engage the reefing lock button

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, depress the reefing lock button on the lower section of the mast case before rotating the mast anti-clockwise
3. Each time the mast is rotated one complete turn, the reefing lock button will re-engage
4. Haul on the outhaul and re-cleat on the boom
5. To increase sail area, depress the reefing lock button before rotating the mast clockwise
6. Haul 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

STEERING

1. Ensure the steering lines pass under the groove in the base of the joystick holder
2. Fit the rudder box, making sure the rope traveller is above the tiller
3. Remove the spring clip and pass the clevis pin up through the hole at the inboard end of the tiller. Re-insert the clip
4. 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. Insert the alloy tube laterally through the hole in the middle of the keel to hold the keel up when moving the boat around ashore or move the boat around in shallow water
3. After removing the pin, gently lower the keel into its fully down position
4. Insert the pin through the deck eye and into the front of the keel handle to lock the keel down

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

WARRANTY

1. The Company (Hansa Sailing Systems Pty Ltd) warrants to the Customer that the Goods will be free from defects in materials and workmanship for a period of twelve months from the date of delivery to the Customer (the "warranty period"). Provided the Customer makes a full inspection of the Goods immediately upon receipt and thereafter gives the Company written notice containing full particulars of any defects it discovers and the circumstances in which such defects occurred, the Company shall, at its sole option, either repair, replace or give credit for price of any such Goods which its examination confirms are defective in material or in workmanship within the warranty period provided that the Customer has adhered to the payment provisions herein and further provided that:

a). The Customer returns the defective Goods to the Company or its authorised service depot (as directed by the Company) and pays all transportation charges, duties and taxes associated with the repair, replacement and return of the Goods to the Customer, or:

b). If, at the Company's option, the Company arranges for a technician to visit the Customer's location to repair or replace the defective Goods, the Customer pays all transportation charges for the technician and his equipment, including any applicable duties and taxes, accommodation and living expenses and normal charges for the technician's time while travelling and for delays beyond the Company's control (save that the Customer shall not be liable for any charge in respect of the technician's time on site actually engaged in carrying out the repair or replacement of such defective Goods).

2. The repair or replacement of defective Goods during the warranty period in accordance with clause 7.1 shall not extend the period of the warranty of such Goods.

3. The provisions of clause 7.1 do not extend to any Goods which have been subjected to misuse, accident or improper installation, maintenance, application or operation nor do they extend to Goods which have been repaired or altered other than by the agents or employees of the Company unless previously authorised in writing by the Company.

4. The warranty contained in clause 7 is expressly accepted by the Customer in lieu of any and all other terms, warranties conditions or liabilities whether express or implied, in fact or in law, relating to the state, quality description, capacity, design, construction, operation, use or performance of the Goods or to the merchantability, repair, or fitness for a particular purpose of the Goods or otherwise. No agreement varying or extending the same will be binding upon the Company unless in writing signed by a director of the Company.

5. Unless a director of the Company shall otherwise expressly agree in writing, in no circumstances will the Company's liability to the Customer for any breach of the warranty contained in clause 7 exceed the price paid for the products with respect to any claim made.

6. Save as expressly provided above, the Company shall have no liability whatsoever to the Customer for any indirect, special, consequential or incidental loss or damage of any kind suffered or incurred by the Customer howsoever caused or arising, whether from breach or non-performance of any of its obligations under the Contract or from the supply, installation, performance, operations or use of the Goods, except liability for death or personal injury arising from the Company's proven negligence.

Change of Ownership

Please ensure this Owner's Manual is passed on to any new owner as it contains important safety information and is essential to compliance with the EU Recreational Craft Directive.

The International Hansa Class Association maintains a register of all Hansa sailcraft. Your boat has been registered with the IHCA. In order for the register to be kept up to date, please advise Hansa Sailing or the IHCA of any change of ownership.

The form below is provided for you to photocopy and use to provide this information if you dispose of the boat.

Please photocopy. Do not cut this form out of the manual.

Change of Ownership Form

Hansa Sailing Model:

Sail No:

Hull Identification No:

Date of Disposal:

Original Owner Name:

Address:

Telephone:.....

Email:

New Owner Name:

Address:

Telephone:.....

Email:

Please send completed copy of this form to:
Hansa Sailing Systems Pty Ltd
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