

Sailability Sunshine Coast Queensland (SSCQ)

Rigging a Reefable Hansa 303 P&P 2026

Fitting the Boom

On SSCQ Hansa 303 dinghies the boom remains stored on each boat.

- Carefully step the mainmast through the appropriate hole at the front of the console and place it firmly into the step.
- When rigging, the boom needs to be clipped to the bobbin below the mainsail, ensuring that the mainsheet is running free and not twisted at the traveller.
- Mount the boom so that it sits on the PORT side of the boat to enable pontoon crew to lower the centreboard when the boat has been launched.
- The boom should be fitted and ready before the mainsail is untied from the mast.

Stepping the Main Mast – Reefable boats

- Pull both main and jib reefing lines so that their knots are up against the starboard bulkhead. With the mainsail reefing line it is very important to pull only, not push
- Unfurl the mainsail and draw it to the outer end of the boom and attach it to the shackle at the aft end of the boom, ensuring the shackle is locked. Do not allow the clew, which is the end, of the main to flap loose as this is a potential source of injury.
- Tighten the locknut on the bottom of the mast to engage the furling mechanism.
- Reef the mainsail by pulling the reefing line on the starboard side while keeping light tension on the the outhaul. Secure the outhaul in the white jam cleat on the boom. The boat should be launched with both sails reefed.
- Pass the outhaul around the mast and tie it off around the boom.
- Check the mainsheet is running free and through the fairlead and cleat on the top of the console. Tie a figure of eight knot at the end of the sheet. Leave at least 100mm of tail.
- The mainsheet should be cleated off on the port side of the keel box to keep it clear of the client's feet.

Reefing the Mainsail – Reefable boats

When reefing is required, at the direction of the OOD or skipper:

- If operating on the water, head the boat into the wind. Unclip the outhaul from around the port side keel box jammer and boom jammer.
- Release the mainsheet from the jammer.
- Untie the outhaul from the boom and furl the mainsail the required number of turns around the mast by pulling on the port side reefing line. Once again, it is very important to pull only, never push and pull!
- Re-cleat the outhaul. Pulling the reefing line around the lower mast will provide a good fulcrum to tension the sail.
- Re-cleat the reefing line on the port side of the keel box.

Stepping the Foremast – Reefable boats

- With the knot on the jib reefing line up against the starboard bulkhead, undo the clip and elastic strap under the port side of the seat squab.
- Standing at the bow, pull through enough of the jib reefing line to make a loop of sufficient size to surround the ferrule on the base of the jib pole.
- Flip the loop so that one side crosses the other and then draw the back of the loop (crossed section) to the front so that the loop is aft of the crossover.
- Work the loop around the ferrule of the jib pole and re-tension the elastic strap under the seat.

Sailability Sunshine Coast Queensland (SSCQ)

Rigging a Reefable Hansa 303 P&P 2026

- Unfurl the headsail, and reeve the sheets through the respective fairleads and cleats, tying a figure of eight knot at the end of each sheet.
- Check the reefing mechanism is operating correctly by pulling the jib reefing line from the starboard side. The boat should be launched with both sails reefed.
- Fit the reefing line in the jammer on the portside of the console.

Reefing the Jib – Reefable boats

- To reef the jib. Take the reefing line out of the jammer on the port side of the keel box. Release the lee side jib sheet so the sail can luff. Pull on the jib reefing line to furl the desired amount. Replace the reefing line in the port side jammer.

The Steering

- Ensure the rope traveller is above the tiller and the rudder ropes are running free.
- If the client is of large build consider setting the offset rudder position.

Launching

- Ensure the short alloy tube pin is in place in the centreboard before the boat enters the water.
- The longer centreboard pin should be used to lock down the centreboard once lowered.