

# Hansa Class Keel Safety

Hello All Sailability groups that are going to/ or have run a racing event for Hansa Class UK.

This email brings a simple message but has a lot of content. I have therefore given you a summary of essential points and given the details below that support the summary. I have also put all this information in a PDF file for you to save for future reference. Ron

----- Issue below -----

**I bring the following important safety issue to your attention.**

Many of you will have been saddened to learn of a tragic incident on Lake Windermere regarding a sailboat (**not a Hansa/Access boat**) which inverted and resulted in a fatality. The boat being sailed had a retractable keel which was not restrained.

Our Hansa boats have a retractable keel, although they have significant design differences. **As a precaution**, we bring your attention to our rules and advice regarding keel safety. These are in place for your personal safety and racing success.

**Note 2: We have provided this ["How to Rig video"](#) so you can see how your boat should be set up and rigged.** The video show a 303 being rigged but fitting the long pin to secure the keel/weighted centreboard is the same for 2.3 and Liberty. Click on the link and take a look.

## Summary of essential points.

1. An initial message from our Technical Committee Chair. **For details see 1. Below**
2. The Marine Accident Investigation Branch (MAIB) have reported and given advice to all owners and operators of boats with either a retractable keel or retractable weighted centreboard. **For details see 2. below.**
3. The current International Hansa class rules for each class will apply to your event. They say: "The keel securing pin shall be fitted at all times whilst afloat. No adjustment to the position of the keel is permitted during racing". **For details see 3. below**
4. The Hansa 2.3, 303, Liberty manufacturer's instructions regarding the securing of the keel or weighted centreboard says: "Always lock centreboard in position with long centreboard locking pin provided". **For details see 4. below.**
5. The SKUD 18 manufacturer's instructions regarding the securing of the keel says: "Insert the lock-down pin. Fit the snail clip to secure the keel lock-down pin". **For details see 4. below.**
6. The host club is responsible for overall safety at the HCUK racing and training events that they run. This includes ensuring that the event rules are complied with. **For details see 5. below.**
7. The Owner/Competitor or their support person is responsible for the following:
  - a. Keeping the RRS rules.
  - b. The decision to race or continue racing.
  - c. The safety of the boat and her entire management,
  - d. The suitability of his/her boat for the races,
  - e. That the boat and crew are adequate to face the conditions.
  - f. The Insurance of the Boat.**For details see 5. below.**
8. SSM, the Hansa Manufacturer, gives advice that includes a 303 **Owner's Manual**, **How to Rig video** and offer to **supply new Keel locking pins if needed. For details see 6. below**

----- Specific details and links below -----

## 1. First a statement from Lindsay Burns, Chair Hansa UK Tech Committee:

*Firstly, all of us at Hansa UK were saddened to hear of the fatality of the RS Venture sailor on Lake Windermere, and the cause of this.*

*With regards to Hansa keels, they are secured by a long pin that goes through the top of the keel into the keel housing. It's mandatory under International Hansa Class Rules, which are applied in the UK, that keel pins must be in place. The Rules state:*

"The keel securing pin shall be fitted at all times while afloat. No adjustments to the position of the keel is permitted during racing". All Clubs using Hansa boats should be mindful of this and check accordingly.

Kind regards, Lindsay, Chair Hansa UK Tech Committee

## 2. Advice given by Marine Accident Investigation Branch (MAIB) in their SAFETY BULLETIN 2/2019 and supported by RYA

### SAFETY LESSON

To prevent a similar accident, owners and operators of boats with either a retractable keel or retractable weighted centreboard, regardless of make or model, are recommended to ensure that:

- Prior to use, checks should be made to ensure the **manufacturer's instructions** regarding the securing of the keel or weighted centreboard have been followed.
- Their procedures and drills for recovering a capsized boat include the scenario where the keel or centreboard has retracted from its 'lowered' position.

Issued June 2019

For full report follow this link: Please see **MAIB SAFETY BULLETIN 2/2019** - link below.

<https://assets.publishing.service.gov.uk/media/5d137286e5274a065e721768/2019-SB2-RetractableKeels.pdf?fbclid=IwAR1hD4WoADuiKBm4Wafz2dyTCDBRs7GkgFHy6QW3EQluSka5u3r5WUsW1E1>

## 3. What the rules that govern your Hansa event say on the subject:

**HCUK Notice of Race - 1.3.** The current International Hansa class rules for each class will apply.

(The following link will take you to the HCUK Webpage links to the current International class rules:

[https://www.hansaclass.org.uk/spage-documents-a\\_d\\_class\\_rules.html](https://www.hansaclass.org.uk/spage-documents-a_d_class_rules.html) )

### International Class Association 2.3 Class Rules:

C.2 Equipment. C.2.1 Limitations. **(f)** The keel securing pin shall be fitted at all times whilst afloat. No adjustments to the position of the keel is permitted during racing.

### International Class Association 303 Class Rules:

C.2 Equipment. C.2.1 Limitations. **(f)** The keel securing pin shall be fitted at all times whilst afloat. No adjustments to the position of the keel is permitted during racing.

### International Class Association Liberty Class Rules:

C.2 Equipment. C.2.1 Limitations. **(g)** The keel securing pin shall be fitted at all times whilst afloat. No adjustments to the position of the keel is permitted during racing.

## 4. Hansa 2.3, 303, Liberty and SKUD manufacturer's instructions regarding the securing of the keel or weighted centreboard

### HCUK Notes:

- *Fitting the long pin the lock the centreboard is demonstrated in this video, It is the same for the 2.3, 303 and Liberty so the 303 video will demonstrate the procedure for all. [How to Rig video](#)*
- *If for any reason the Keel pin either cannot be fitted or does not lock the Keel down, do not use the boat and contact the manufacturer for advice, repair or parts. Steve Sawford Marine Ltd. [info@sailingforall.com](mailto:info@sailingforall.com) 01536 515558*

**Hansa 2.3 Rigging guide link** [https://hansaclass.files.wordpress.com/2015/07/2\\_3-wide-single-2013-rigging-guide.pdf](https://hansaclass.files.wordpress.com/2015/07/2_3-wide-single-2013-rigging-guide.pdf)

### 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 capsizing, 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.

**Hansa 303 wide Rigging guide link** <https://hansaclass.files.wordpress.com/2015/07/303-wide-2013-rigging-guide.pdf>

**Safety Precautions**

Same wording as 2.3 above.

**Hansa Liberty Rigging guide link** <https://hansaclass.files.wordpress.com/2015/06/riggingguidelibertymanualandservo.pdf>

**Safety Precautions**

Same wording as 2,3 above.

**SKUD 18 Owners guide link** <https://hansaclass.files.wordpress.com/2015/07/skud-18-owners-guide-2010-v1.pdf>

**Page 29:**

After disconnecting the lifting slings, carefully lower the centreboard with the manual winch, then remove the keel lifter. Insert the lock-down pin.

Fit the snail clip to secure the keel lock-down pin. Fit keel wedge (if supplied) and tap

down behind the trailing edge until firm. (HCUK Note: *Fitting the snail clip to secure the keel lock down pin is described and illustrated on Page 29 of the "SKUD 18 Owners guide" which can be accessed from the link above*)

**We at Hansa Class UK strongly advise that at all times Hansa boats are used by your club/group that you follow the advice given by MAIB** (laid out in 2. above). This is as follows:

**SAFETY LESSON**

To prevent a similar accident, owners and operators of boats with either a retractable keel or retractable weighted centreboard, regardless of make or model, are recommended to ensure that:

- Prior to use, checks should be made to ensure the manufacturer's instructions regarding the securing of the keel or weighted centreboard have been followed.

- Their procedures and drills for recovering a capsized boat include the scenario where the keel or centreboard has retracted from its 'lowered' position.

## 5. Responsibility for Safety at HCUK Events:

### A. HCUK Notice of Race (Issued by all HCUK Host Clubs):

In addition to that laid out in the email already The HCUK Notice of Race states on this subject:

1. Rules: (EXTRACT)
  - 1.1. The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2017-2020.
  - 1.2. The prescriptions of the RYA will apply.

The following link takes you to the HCUK Website link page to the current Racing Rules of Sailing:

[https://www.hansaclass.org.uk/spage-documents-current\\_racing\\_rules\\_of\\_sailing.html](https://www.hansaclass.org.uk/spage-documents-current_racing_rules_of_sailing.html)

Leads to RRS: [http://www.sailing.org/tools/documents/WorldSailingRRS20172020new-\[24067\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020new-[24067].pdf)

### RRS 2017-2020: Part 1 FUNDAMENTAL RULES.

#### 3 ACCEPTANCE OF THE RULES.

3.1 (a) By participating or intending to participate in a race conducted under these rules, each competitor and boat owner agrees to accept these rules.

(b) A support person by providing support, or a parent or guardian by permitting their child to enter a race, agrees to accept the rules.

3.2 Each competitor and boat owner agrees, on behalf of their support persons, that such support persons are bound by the rules.

#### 4 DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

## B. HCUK Entry Form (signed by all Entrants)

EXTRACT

The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of a race.

Neither the establishment of these sailing instructions nor any inspection of the boat under these conditions in any way limits the absolute responsibility of the owner/competitor for his crew, the boat and the management thereof.

The race organisers shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/competitor, his/her skipper or crew, as a result of their taking part in the races. Moreover, every owner/competitor warrants the suitability of his/her boat for the races.

Boats used in HCUK events must have a minimum of £3 Million Third Party liability insurance. All owners / /competitors who sign this Race Entry Form are deemed to have made a declaration that they hold such cover.

I agree to be bound by the current Racing Rules of Sailing, by the Prescriptions of the RYA, the rules of the HCUK, except as any of these are changed by the Sailing Instructions.

I declare that the above boat and helm have insurance cover to Third Party of at least £3,000,000 and that this cover is in place at both the time of signing the form and for the full duration of the event.

## C. Hansa Class UK Sailing instructions 2019 for TTs (Issued by all Host Clubs)

To be used at all Travellers Trophy Events

**Also please note:** The responsibility for the overall management of Hansa Class UK events, including all safety aspects, rests with the Host Club for the event.

1. **RULES.** Racing will be governed by The Racing Rules of Sailing 2017- 2020 (RRS), the prescriptions of the RYA and the current Special Class Rules of Hansa Class UK (HCUK), except as modified by these Sailing Instructions.

2. **CONDITIONS OF ENTRY.** The safety of a boat and her entire management including insurance shall be the sole responsibility of the owner/competitor racing the boat who must ensure that the boat and crew are adequate to face the conditions that may arise in the course of a race. Neither the establishment of these sailing instructions nor any inspection of the boat under these conditions in any way limits the absolute responsibility of the owner/competitor for his crew, the boat and the management thereof. The host club and HCUK shall not be responsible for any loss, damage, death or personal injury howsoever caused to the owner/competitor or his/her skipper or crew, as a result of their taking part in the races. Moreover, every owner / competitor warrants the suitability of his/her boat for the races. Boats used in HCUK events must have a minimum of £3 Million Third Party liability Insurance.

## D. Summary of responsibility laid out in the Management Documents and the Rules

**The Host Club is responsible for the following:**

- The overall management of the event, including all safety aspects SI preamble Paragraph 2

**The Owner/Competitor or their support person is responsible for the following:**

- Keeping the Racing Rules of Sailing rules. Notice of Race. RRS. Part 1. 3. 3.1, a,b, and 3.2
- The decision to race or to continue racing. RRS. Part 1. 4.
- The safety of a boat and her entire management. Entry form and Sailing Instructions
- The suitability of his/her boat for the races. Entry form and Sailing Instructions
- That the boat and crew are adequate to face the conditions. Entry form and Sailing Instructions
- The Insurance of the Boat Entry form and Sailing Instructions

## 6. SSM, Hansa UK Manufacturer Keel Safety Email

The MAIB SAFETY BULLETIN 2/2019 has highlighted the safety of all retractable keel boats.

This has made us aware that older boats may have lost pins and manuals, I have built and supplied over 750 Hansa / Access in the UK over 21 years.

All Hansa (formally Access) boats are supplied with keel locking systems. When supplied there is a short pin and a long pin (for 2.3, 303 and Liberty. The SKUD has a different system). The short pin is used to secure the keel in the raised position only while launching or retrieving the boat, but never whilst sailing.

The long pin (part #3501) is to lock the keel securely into the centreboard case whenever on the water. Download from [www.hansasailing.com](http://www.hansasailing.com) –

a) [303 Owner's Manual](#) which stresses the importance of locking the keel in position whenever sailing.

b) [How to Rig video](#)

### **#3501 Keel locking pins can be purchased from SSM.**

Please contact us if you have further questions.  
How many long Keel-down pins would you like?

Regards,  
Steve

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