

Hasler Vane Gear

Publication V1SP

SP

Small pendulum-servo gear
for yachts up to 9m (30ft) aprox.

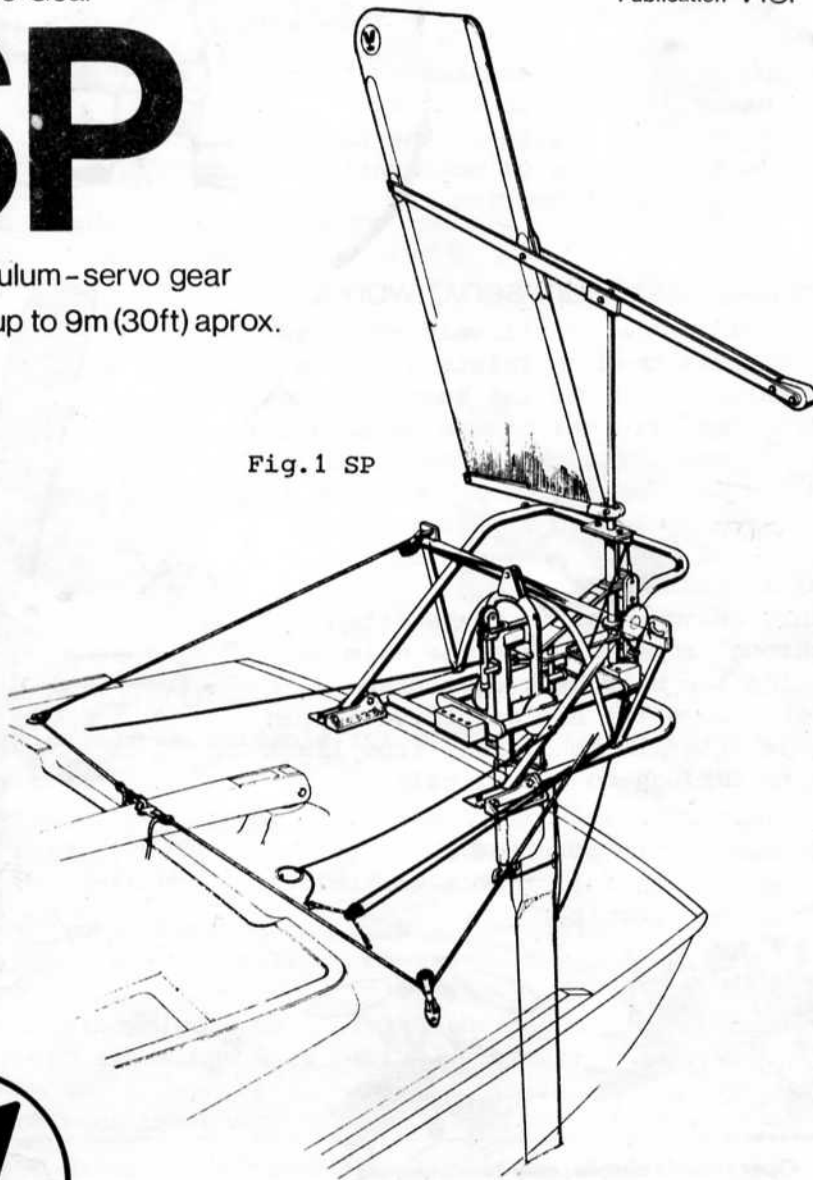


Fig.1 SP



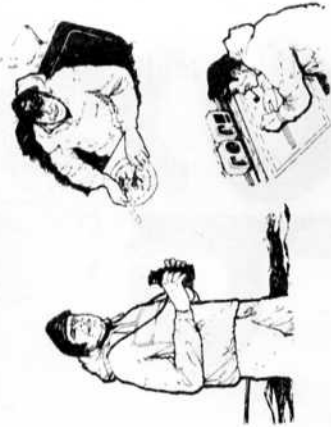
Manufactured by

M.S. GIBB Limited

Warsash, Southampton SO3 6ZG, England.

Tel : Locksheath (04895) 5141

A Hasler Vane Gear can open up a whole new dimension of coastal cruising or offshore passages. As well as removing the effort of long periods at the helm it enables the lone watchkeeper to maintain a better lookout and make frequent visits to the chart table to navigate or make sail changes without heaving to.



How a pendulum servo works

The wind vane sensitively monitors the boats heading relative to the apparent wind. If the boat deviates from the original course setting, the wind vane turns the servo blade like a rudder. The angled servo blade is powerfully forced sideways like a pendulum by the pressure of the water passing it.

This servo power is transmitted through ropes to move the helm to bring the boat back on course. Being powerful and sensitive it can cope with all conditions from light airs through to a full gale.

It has a worm adjusted latch gear coupled with full remote control from the cockpit.



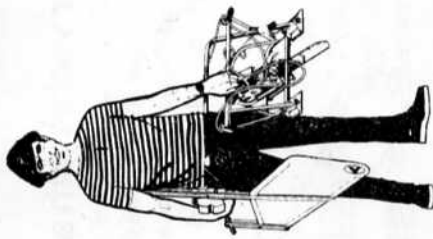
change heading

latch in - latch out

Operation is simple, only two controls

An automatic tripping device allows the servo blade to kick up should it hit any obstruction. The blade can be instantly pulled forward again into its operating position by manually re-engaging the tripping lever. This system also facilitates removing and replacing the servo blade.

Light and portable the SP Gear can quickly be shipped or unshipped either at sea or in harbour. If necessary it can be left ashore when the boat is racing.



Supplied complete except for fastenings. The gear can be fitted by anyone with a handyman's ability.



Will the SP fit my boat?

The SP Vane gear is suitable for most average displacement boats up to 9m (30ft) LOA.

It is difficult to establish an exact top limit of boat size because this depends on many factors such as helm loadings, coastal or ocean use, freeboard, etc.

EG. Most light displacement yachts 10m (33ft) LOA mono or multihulls which are light on the helm can be steered by the SP gear.

A heavy displacement 8.5m (28ft) LOA boat, heavy on the helm making ocean crossings will probably require an MP Gear.

The SP has been used very successfully on boats such as:

Arpege, Centaur, Contessa 26, Eventide, Folkboat, Kingfisher 20+, 26, and 30, Sabre, Twister, and Vega.

Other Hasler Vane Gear publications if you need them:

MP Medium Pendulum Servo - 8m (26ft) - 15m (50ft) LOA
 BP Large " " - 14m (46ft) - and above
 Trim Tab Servo " - Boats with outboard rudders.

For yachts with an inboard rudder stock (Fig.2 SP) no modifications are normally necessary other than fastening down the two baseplates with suitable bolts, providing anchorages for the forward steering blocks, siting the remote control lines and fitting one eye plate to the tiller.

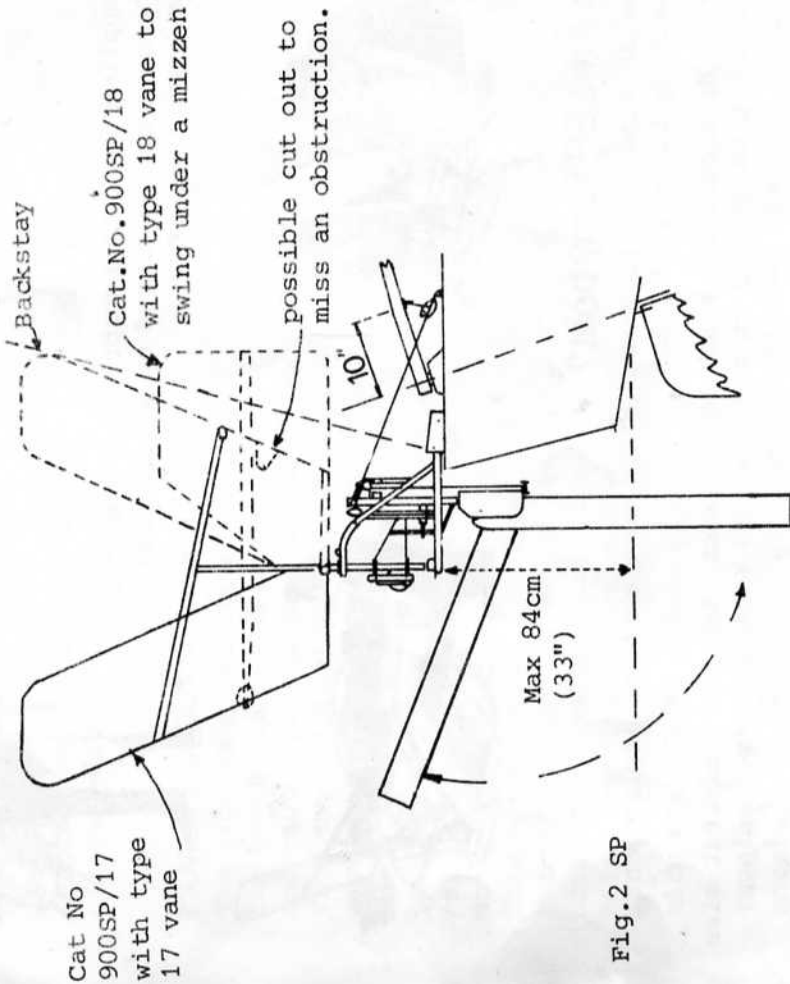
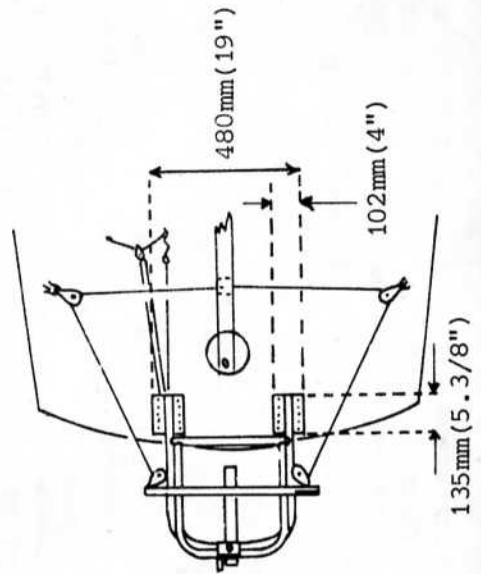
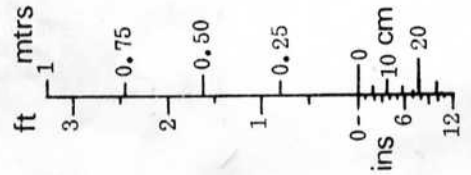


Fig.2 SP



For yachts with an outboard rudder (fig. 3SP) It is normally only necessary in addition to fit timber stub bumpkins to support the vane gear aft of the rudder head.

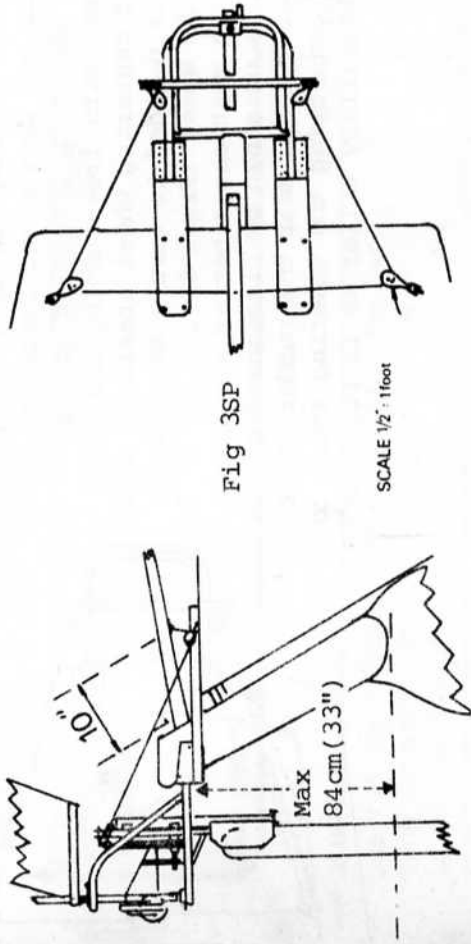
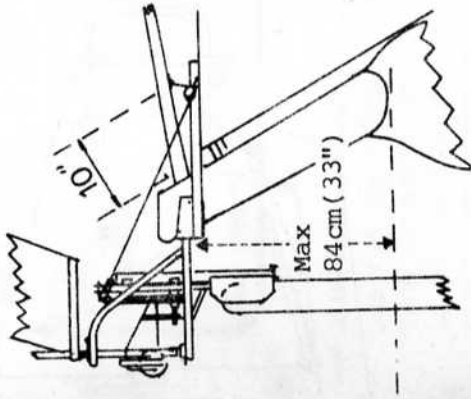


Fig 3SP

SCALE 1/2" = 1foot



Multihulls On catamarans the SP unit may be mounted on the after end of the bridge deck, and on trimarans on the main hull.

Optional extras may be necessary to complete the installation on your boat as follows:

Low level tiller 1:2 purchase kit Cat No 899SP. Comprising: 6m(20ft) of rope and two special blocks for yachts which have a tiller rising from the cockpit sole where the steering ropes can only conveniently be connected at 50cm(20") from the rudder axis (fig.4SP)

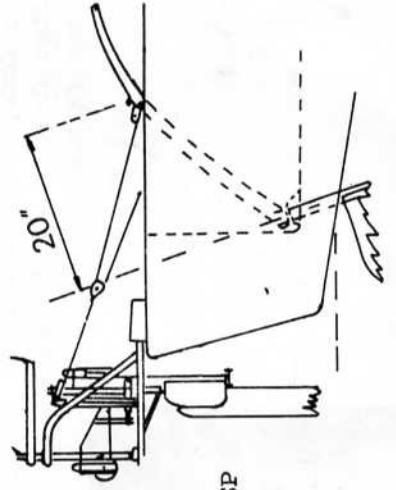


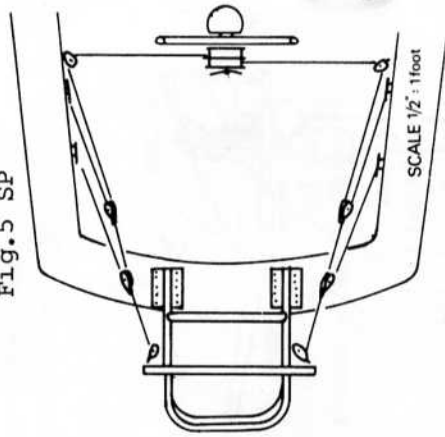
Fig.4SP

Wheel steering kit Cat.No.898SP

Comprising 9m (30ft) of rope, 4 special blocks, one drum spindle and clamp nut device and instructions for making up a wheel drum. For yachts with free-running and fully self centering wheel steering, where it is decided to turn a drum fixed to the wheel (Fig.5 SP).

NB In most cases better steering can be obtained by disconnecting the wheel linkage near the rudder stock and connecting the steering ropes to an auxiliary tiller as in Fig.2 SP.

Fig.5 SP



High vane kit Cat.No.897SP

To raise the wind vane by 40cm (16").

When high dodgers deflect the airflow, it may be necessary to lift the vane above the obstruction. Rarely required, but can be fitted easily if necessary after trials.

Transom brackets kit Cat No 896SP, complete with bolts

for attaching to the standard base plates of the SP Gear enabling the gear to be mounted on the transom. They are particularly desirable for yachts with inboard rudder stocks where the cockpit extends right aft to the transom and there is no after deck on which to bolt the standard horizontal base plates (Fig.6 SP).

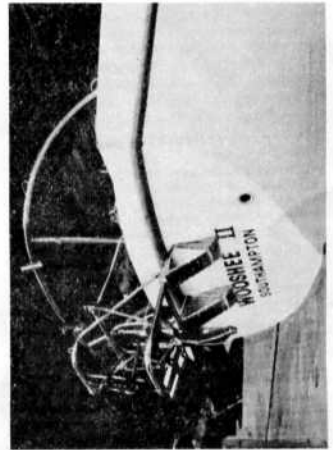
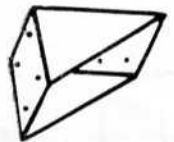


Fig.6 SP

Stockist's Address

SP order form

Customer Address

Consignment address

Day telephone

	office use only
One Cat No 900SP/17 Type SP Small Hasler Vane Steering Gear with Type 17 Vane and 123cm (48") servo blade.	✓
One Cat No 900SP/18 Type SP Small Hasler Vane Steering Gear with Type 18 Vane and 123cm (48") Servo blade.	
Extras to standard sets above -	
Cat No.899SP Low Level Tiller 1:2 Purchase Kit	
Cat.No.898SP Wheel Steering 1:4 Purchase Kit	
Cat No 897SP High Vane Modification Kit	
Cat.No 896SP Transom Brackets kit (1 pair)	

Terms

An acknowledgement and proforma invoice will be forwarded to you covering the cost of the equipment and ex-works charges. Despatch of the Vane Gear will be made by return upon receipt of the amount shown on the proforma invoice unless otherwise indicated on the acknowledgement.

I understand that the selling terms are that the Company's total liability in respect of claims arising under any contract or sale shall in no circumstances exceed the invoice of the defective goods.

Signed

Dated