ASSEMBLY MANUAL

HOBIE CATSY

HOBIE CAT EUROPE
ZI Toulon Est, BP 250
83078 Toulon cedex 9, France
Tel : +33 (0)494 08 78 78 - Fax : +33 (0)494 08 13 99
Email : hobiecat@hobie-cat.net - http://www.hobie-cat.net

ASSEMBLY MANUAL

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- ⇒ Tiller crossbar
- ⇒ Mainsail
- ⇒ Jibsail
- ⇒ Batten set (7)
- ⇒ Part bag
- ⇒ Rope bag
- ⇒ Wire bag

Tools required

2 #13 spanners
1 pair of pliers

Two persons are recommended to assemble the boat

CAUTION DANGER
ALUMINIUM MAST
KEEP AWAY FROM
ELECTRICAL WIRES

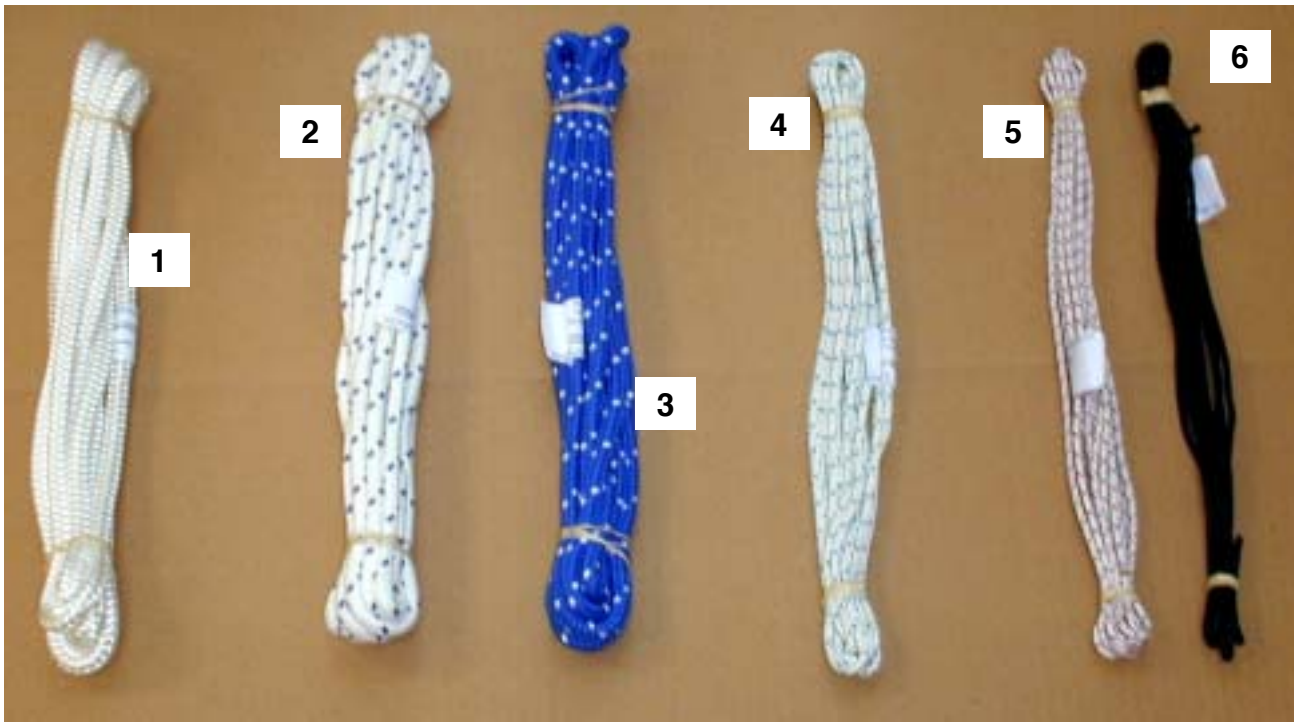
Wires and ropes

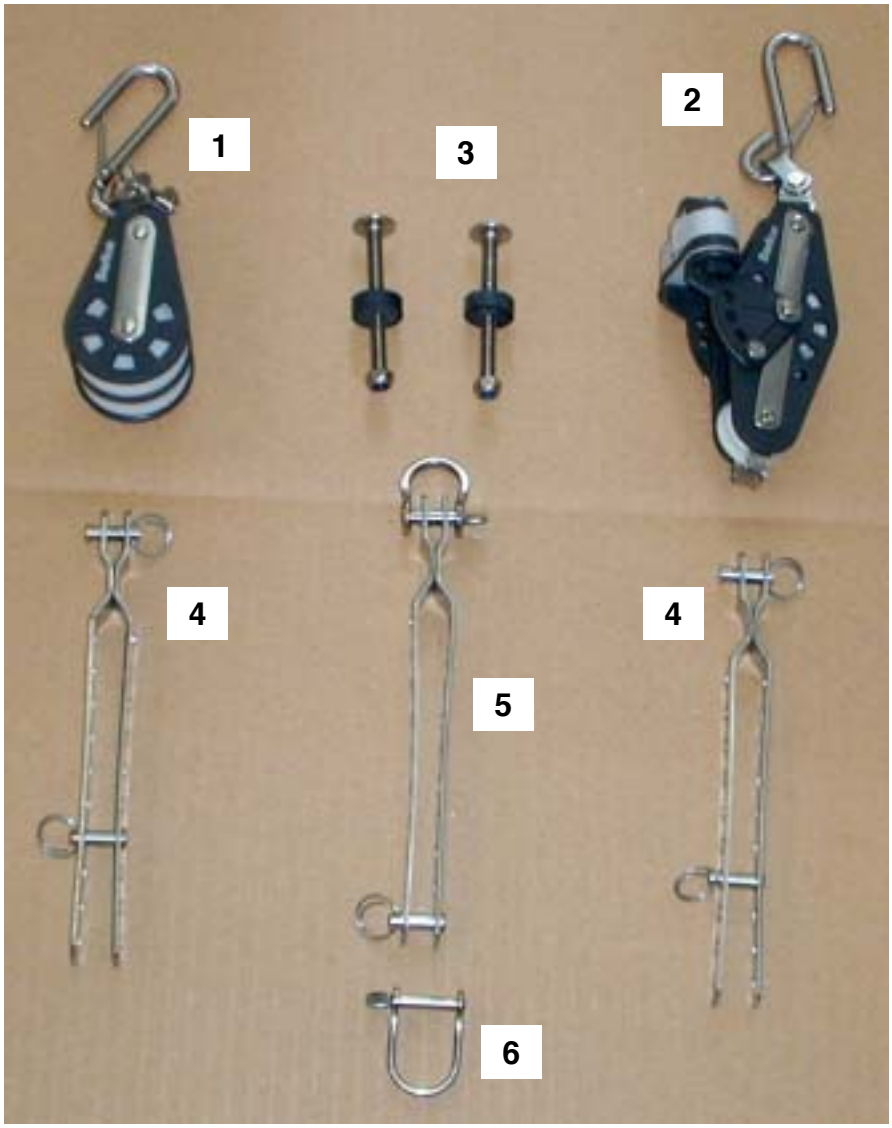
Wires

1. Shrouds with adjuster covers
2. Brides
3. Forestay, jib halyard assembly
4. Hawaïan righting kit (shock cord, line and pulley)

Ropes

1. Righting line
2. Mainsheet
3. Jibsheet
4. Main halyard
5. Jib Halyard
6. Trampoline lacing line





Part bag *:*

1. Mainsheet top block with hook
2. Mainsheet ratchet block
3. Tiller crossbar screws.
4. Stay adjusters, clevis pins and split rings (2)
5. Jib stay adjuster
6. Shackle

Other parts not shown above :

⇒ Drain plugs (on the hulls)

⇒ Screws for bar fixing (on the bars)

Beaming the hulls

1

Position the hulls parallel on the ground approximately 2 meters apart. Now prepare the front cross bar by removing the nuts and washers from the underside of the beam on all the bolts.

2

Lift a hull into an upright position. One person straddles the hull to hold it in position. The second person can then apply the silicone sealant to the beam wells for the front cross bar. Apply the sealant in a circle around the bolt holes on the hull and also as to cover the rivet heads.

3

Take the front cross bar, making sure that the track for the trampoline is facing rearward and seat the beam on the hull moulding. The bolts will line up through the holes on the hull. Push the beam down so it sits flush in the beam well.

4

Pass your arm into the hull through the inspection port directly behind the side you are working. By hand place the washer first then turn a nut onto the bolts inside the hull. Tighten the nuts with a 13mm spanner. Once tight turn on the locking nuts and again tighten with a 13mm spanner.

5

Now take the other hull and repeat the process to attach the front cross bar. Once the front cross bar is attached again repeat the process for the rear cross bar.

1

Unfold the trampoline and locate the front side. The front of the trampoline is the side with the pocket mounted closest. Now slide the front edge of the trampoline bolt rope into the front cross beam track via the cut out on the left side of the beam.

2

Feed the trampoline into the track and position it in the center of the beam.

3

Line up the grommet in the center front edge of the trampoline with the dolphin striker post. Be sure to back feed the left front corner of the trampoline into the track also.

4

You will notice a loop of black cord exiting the beams near the four corners of the platform. These loops are for attaching the four corners of the trampoline. Simultaneously tension the front corners of the trampoline as to keep the trampoline in the center of the beam.

5

Repeat this process for the rear of the trampoline so that all four corners are tensioned.

6

Also the rear side of the trampoline must be laced and tensioned. To do this, firstly insert the fibreglass rod into trampoline from the side. Now lace the black lacing as per the photograph through the trampoline and back up to the buttons on the rear cross beam. Tension so that the trampoline is tight.

7

Tie off the lacing securely. You can cut off or tie off the excess as you desire.

1

Identify the right rudder and left rudder. To do this look for the stickers on the rudder arms. Red = left, green = right

3

Insert the retainer clip to the lower pintle to prevent the rudders from falling off!

2

Line up the rudder pintles (metal pegs that are attached to the hulls) with the holes in the rudder castings. Push the left and right castings down onto the pintles of the left and right hull.

4

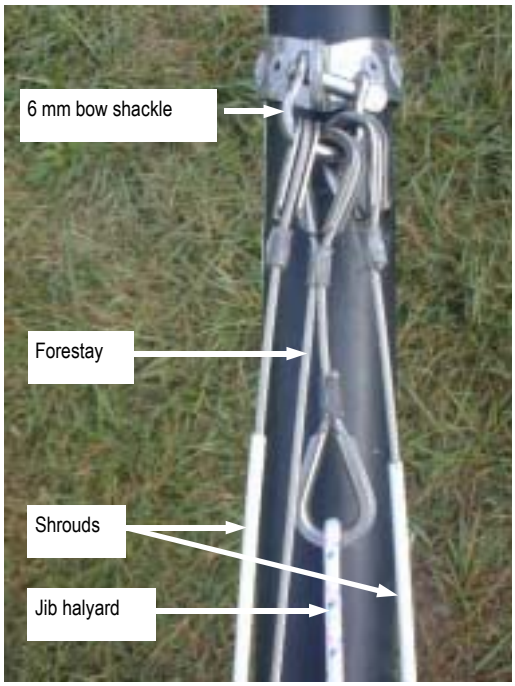
Take the tiller cross bar and locate the sticker that indicates the right end. The tiller cross bar attaches to each tiller arm using the bolts that are loosely fitted to the tiller bars. Tighten with a 10mm spanner and screwdriver the bolts so that the tiller is firm yet free to move.

1

Having removed the mast from the plastic un-roll the main halyard wire that is taped near the top of the mast. Also find in the rope bag the main halyard rope. Tie using a bowline knot the main halyard rope to the wire. Tie the knot to the end of the wire that has the stainless steel thimble.

2

Now secure both the wire and the rope sections of the halyard at the bottom of the mast.



3

Remove all the wires from the bag and unroll them. Ensure that all the twists are removed. Locate the 6mm bow shackle and attach the 3 wires to the mast, using the shackle as shown. Tighten the shackle securely. See photo for positioning of the wires.

3

Now also find the jib halyard rope. Pass the rope through the eye near the top of the forestay. The eye is at the end of a short strop that is part of the forestay wire. Take both ends of the jib halyard and tie them both at the bottom of the mast.

1

Attach the bridle wires at the bow of each hull. Unroll the wire and find in the parts bag a 6mm shackle and a stay adjuster. Using the shackle, join the wires, together with the stay adjuster as per the photograph.

2

The stay adjuster should have another shackle and a clevis pin and ring attached to it. The second shackle is to mount the jib and the clevis pin and ring to attach the forestay, which holds the mast up.

CAUTION DANGER : ALUMINIUM MAST
STAY AWAY FROM ELECTRICAL WIRES
CONTACT WITH ELECTRICAL WIRES
MAY CAUSE DEATH

1

Place the mast on the boat so that the base is positioned near the front cross beam. Find the two side stays (the wires that have the plastic covering on them). Place the side stays one on each side of the boat.

2

Find in the parts bag, 2 more stay adjusters. Using the clevis pins and ring supplied attach the stay adjusters it the shroud anchor plates on the outside of each hull, near the center of the boat.

3

Also attach the side stays to the stay adjusters using a clevis pin and ring. For beginning it is recommended to attach the side stays in the fourth hole from the top of the stay adjuster on both sides.

CAUTION DANGER : ALUMINIUM MAST - STAY AWAY FROM ELECTRICAL WIRES
CONTACT WITH ELECTRICAL WIRES MAY CAUSE DEATH

4

One person now takes the head of the mast while the other person positions the base on the mast step ball, which is in the center of the front cross beam. Remove the nut and bolt from the mast base for the mast to sit on the ball. Once fitted replace the bolt and nut. This will ensure the mast does not 'pop off' of the mast step ball.

5

With one person continuing to hold the mast head the other person steps onto the trampoline and takes the mast. This person stands the mast up and waits for the other person to attach the forestay to the bridle wire stay adjuster. Push on the mast firmly while the bridle and forestay are joined so that the rigging is securely tensioned.

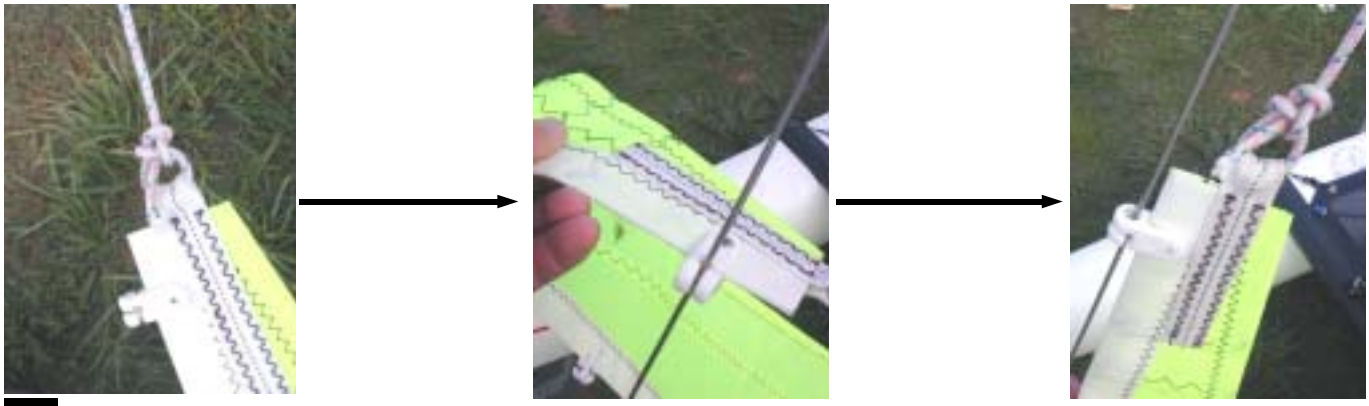
6

Once the mast is standing and the wires all attached remove the nut and bolt from the mast base. This is only necessary for raising and lowering the mast.

7

Also push the side stay adjuster cover down over the stay adjusters. This will protect yourself, from the sharp edges, and the clevis pins and rings from falling out and the mast falling down.

Jib sail



1

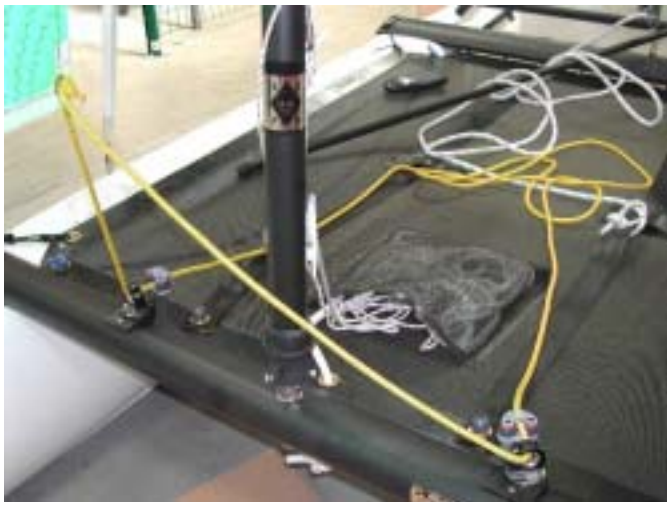
Unfold the jib and tie using a ‘bow-line’ (or similar) knot onto the head of the sail. Clip the jib luff (the front edge of the sail) onto the forestay wire. To do this turn the clips at 09’ then push and twist onto the forestay. Pull the jib up the mast with the other end of the jib halyard and continue clipping the sail onto the forestay as you go.

2

Once the jib is hoisted shackle the tack (the front corner of the jib) to the front stay adjuster.

3

Take the jib halyard line a tension the jib. Tie off the halyard around the cleat mounted on the front of the mast. Tie off the excess rope.



4

Take the yellow jib sheet and pass one end through one of the jib sheet cleats mounted on the front cross beam and tie a knot onto the jib clew (the back, lowest corner or the sail). Do the same with other end of the rope, through the other jib sheet cleat on the opposite side of the front cross beam. Make sure the rope passes behind the mast on the trampoline.

1

Unfold the mainsail and lay on a flat clean surface. Undo the set of battens and identify which batten goes in which batten pocket. Insert the battens into the pockets.
NOTE : the second batten pocket from the bottom takes the longest batten.

2

Using the straps and clips on the leech of the mainsail, secure each batten into it's respective pocket (as per photograph). Push the battens in reasonably hard - sufficient to remove any wrinkles from the pocket.
NOTE : it is important to relieve the tension on the battens after each day's sailing. This will prolong the life of the sail.

BEFORE RAISING THE MAINSAIL, MAKE SURE THAT THE BOAT IS POINTING INTO THE WIND. IF THE WIND CHANGES DIRECTION, MOVE THE BOAT.

3

Place the sail on the trampoline, the battens clips towards the back. Undo the main halyard wire from the mast and shackle it to the head board of the mainsail. Now, feed the bolt rope at the head of the sail into the cut out in the sail track on the mast.

4

Now, pull on the main halyard line whilst feeding the sail into the track cut out.

5

When the sail is all the way up, position the stopper on the wire halyard so that it engages in the halyard lock.

6

Lead the halyard behind the shroud and trapeze wire and secure at the halyard cleat on the side of the mast. Do not pull too hard as you may disengage the halyard lock. Tuck the excess halyard into the trampoline pocket.

MAINSHEET SYSTEM

1

Position the top double ratchet block as shown on the photograph opposite the lower block. Carefully follow the threading sequence shown in the photographs.

2

Clip the mainsheet block with the cleat attached onto the pad-eye located in the center of the rear cross beam.

3

The top double block then clips onto the clew of the mainsail.

CUNNINGHAM

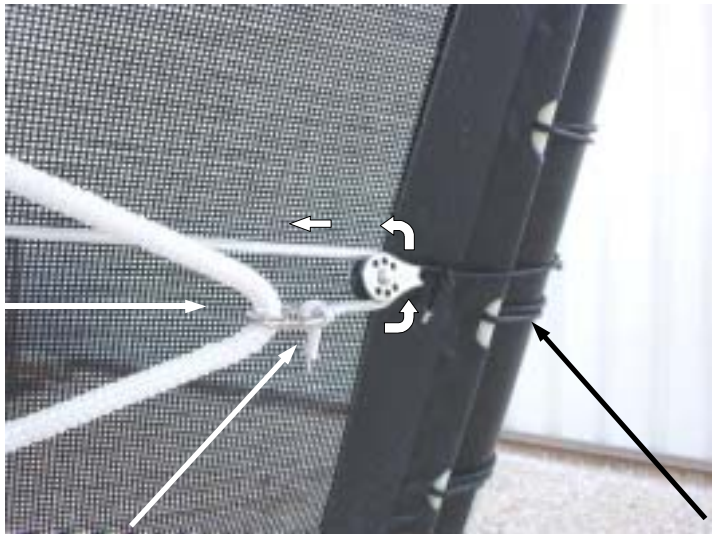
The Cunningham line will already be attached to the tack (front, lower corner) of the mainsail. The rope passes from the tack, down around the cleat mounted on the rear of the mast and then back up to the mainsail. The rope passes through the eye of the mainsail tack, then back down to the cleat and ties off, providing a 3:1 purchase.

NB……Simple tension the Cunningham till firm. Pull harder on the Cunningham for stronger winds.

1

Named after the Hawaiian's who are generally pretty relaxed people the Hawaiian righting system combines safety, speed and comfort when righting your capsized catamaran.

Firstly pass the 12mm white rope through one of the pad-eyes mounted under the front cross beam. Tie a knot in the rope so the end of the rope cannot pass through the pad-eye. The knot should be on the front end of the boat side of the pad-eye.



2

Pass the rope through the ring supplied in the kit. This rope then passes back to the pad-eye on the opposite side and finishes as per step 2.

3

Tie the small black piece of rope onto the trampoline lacing at the center of the rear cross beam. To the other end of this rope tie the small pulley supplied.

4

Tie the shock cord with a tight knot onto the ring. Pass the shock cord through the pulley used in step 3, then take the line on top of the 12mm rope, directly under the trampoline to the front cross beam.

5

The shock cord passes through the eyelet at the center of the trampoline directly behind the mast step ball and ties onto the mast step post directly under the ball.

CAUTION / SAFETY TIPS

- Whether on land or on the water, **watch for overhead power lines**. Contact with power lines can cause serious injury or death.
- **DO NOT** sail while under the influence of alcohol and/or drugs
- Only sail in conditions in which you feel comfortable and where you feel confident that you can safely sail the boat. **Never go out in conditions beyond your ability**.
- Everyone on board should **wear a life jacket at all times**.
- If you are in the water, remain in contact with the boat, even if it is capsized. A sailboat can drift away faster than a person can swim.
- Never sail without a righting line.
- **Wear appropriate clothes**. Wear a wet suit or dry suit in cold weather or cold water conditions.
- Learn the **right of way rules** and when in doubt, give way to others.
- When not sailing, always **keep the boat pointed into the wind** whether in the water or on the beach.
- Read the instruction manual carefully.
- **Make sure everyone on the boat reads and understnads these safety instructions**.
- ALWAYS check that the **drain plugs** are screwed in before launching your catamaran.