HOBIE 21

ASSEMBLY MANUAL

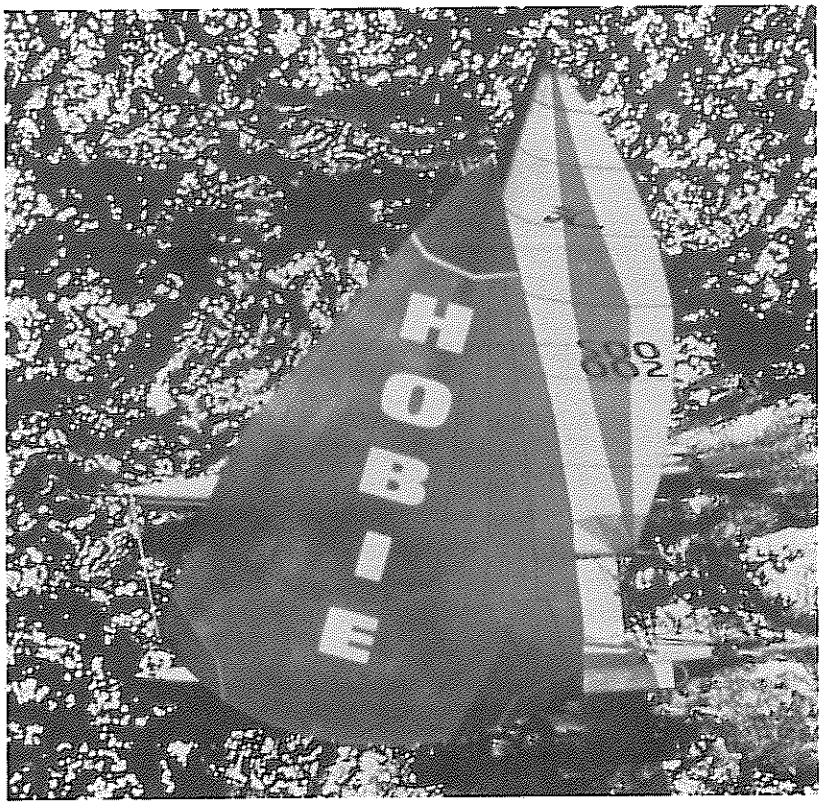


Table of Contents

INTRODUCTION

Welcome to the Hobie Cat family of sailors. We would like to both welcome you and thank you for purchasing the Hobie 21. The Hobie 21 has been designed to provide you, your family and your friends with many hours of sailing pleasure and performance for years to come.

Your Hobie Cat should be assembled for you by your Authorized Hobie Cat Dealer so that if any problems are encountered during assembly, they can be fixed before you take delivery of your new boat. We supply you with these instructions so that you can familiarize yourself with your boat and understand how it goes together in case you ever need to disassemble it for repairs or storage.

One of the most important things that you will receive with your new boat is the warranty registration card. Please make sure that you have a copy of your card so that you can ensure that your dealer has filled it out for you and sent it to us. Without a warranty card on file, you will miss out on our HOTLINE Magazine, special product offers, regatta announcements and special service bulletins that are sent to owners from time-to-time.

This manual will not teach you how to sail. There are many excellent courses and books available on the safe handling of small sailboats. Contact your Hobie dealer or local Coast Guard Auxiliary for recommendations on classes in your area. They will be happy to help.

When assembling and sailing your boat, please remember the most important rule of all: STAY AWAY FROM OVERHEAD POWER LINES! Before starting to rig your boat, thoroughly examine the area for power lines and report any potentially hazardous power line that you see by writing to the responsible utility company. Send a copy of your report to Hobie Cat Bounty Program, P.O. Box 1008, Oceanside, CA 92054. And then sail somewhere else. Remember, CONTACT OF A MAST WITH A POWER LINE CAN BE FATAL!

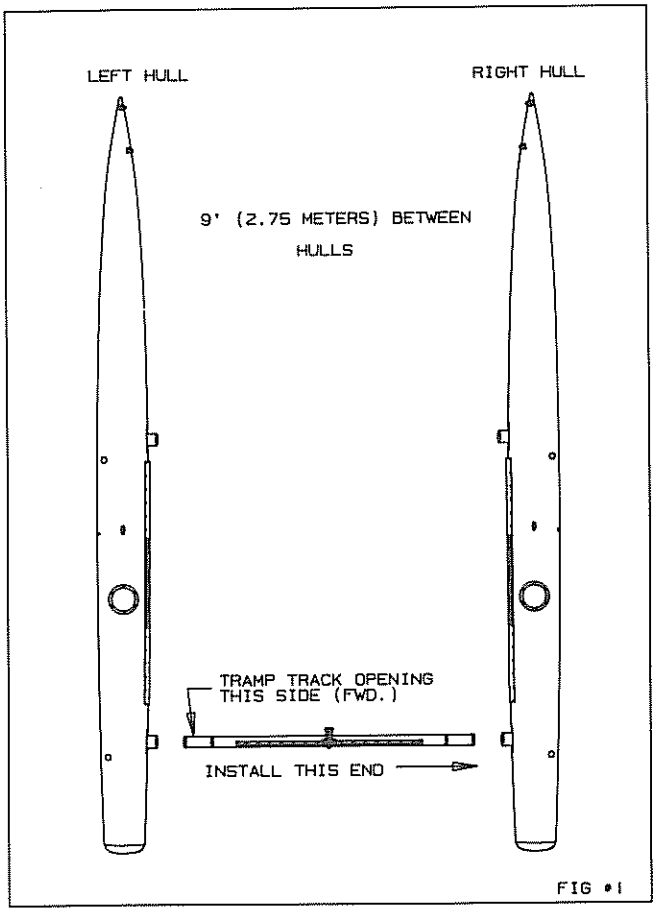
The Hobie 21 is made with the innovative COMPTIP™ mast tip (U.S. Pat. No. 4,597,346). This is an essentially non-conducting composite mast tip which can minimize the hazards of electrocution and boat damage from mast/power line contact. Hobie Cat has worked many years to develop this tip so that it would be as effective as possible. Still, nothing can provide total protection at all times, so it's best to avoid wires. Be sure to read the "Maintenance" section to find out how to protect the tip's insulating property.

By following these instructions, maintaining your new boat properly and observing safety rules, we're confident you'll get many years of sailing enjoyment from your Hobie 21.

1. FRAME

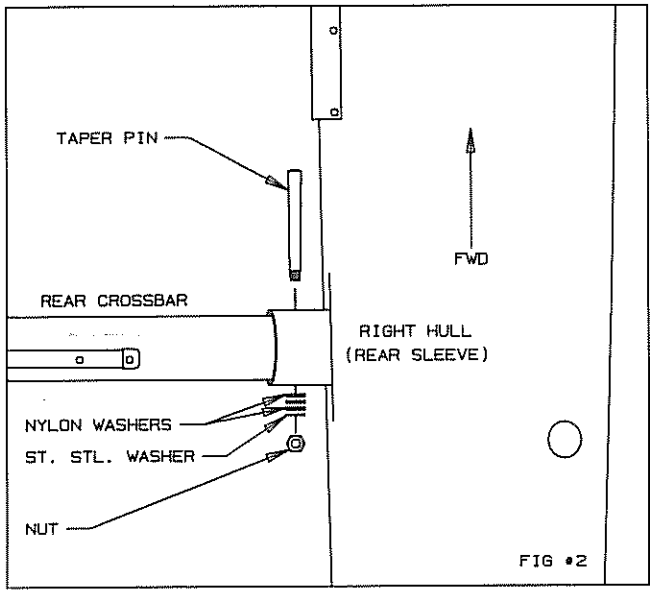
NOTE: All directions referring to "right", "left", "front" and "back" are based on looking from the stern toward the bow.

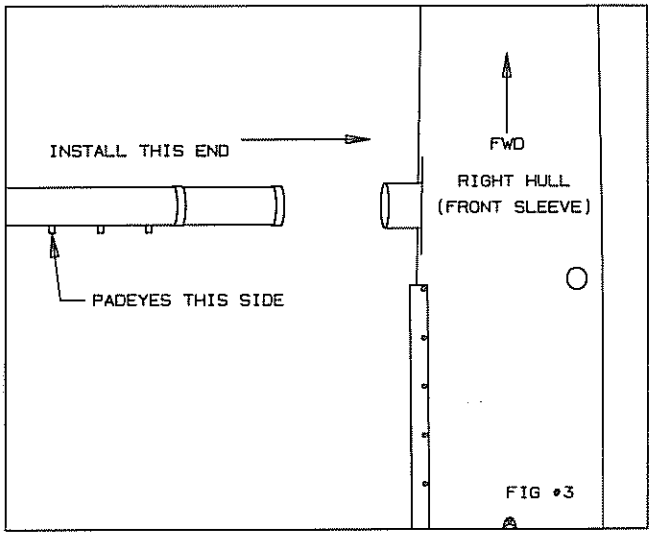
1.1 Position the hulls approximately 9 feet (2.75 meters) apart. Place the rear crossbar into the rear crossbar sleeve on the right hull with the trampoline track facing toward the front. Careful hull alignment is required because the taper pin hole tolerances are very close. (FIGURE #1)



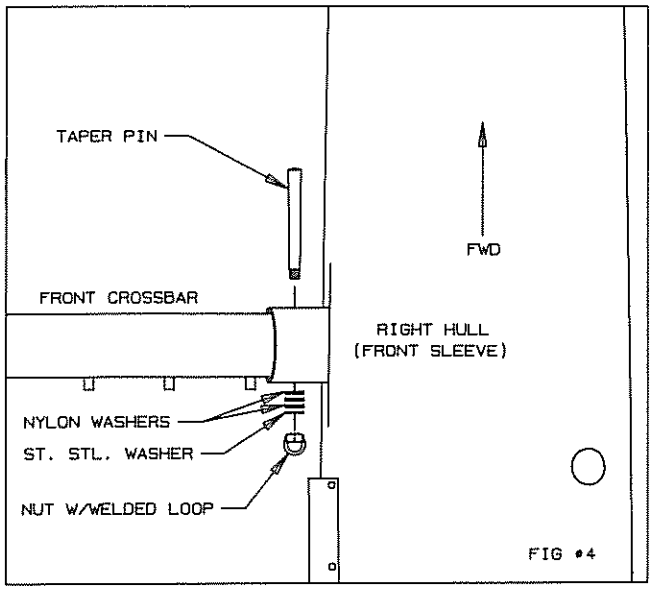
1.2 Insert a taper pin through the crossbar sleeve and crossbar. Add 2 or 3 spacers (as required) and 1 washer to extend past the tapered shoulder at the threads. Install the lock nut on the pin and tighten sufficiently to take out slack only. (FIGURE #2)

1.3 Insert the front crossbar into the right front crossbar sleeve. The trampoline lacing padeyes should be facing the back of the boat. (FIGURE #3)

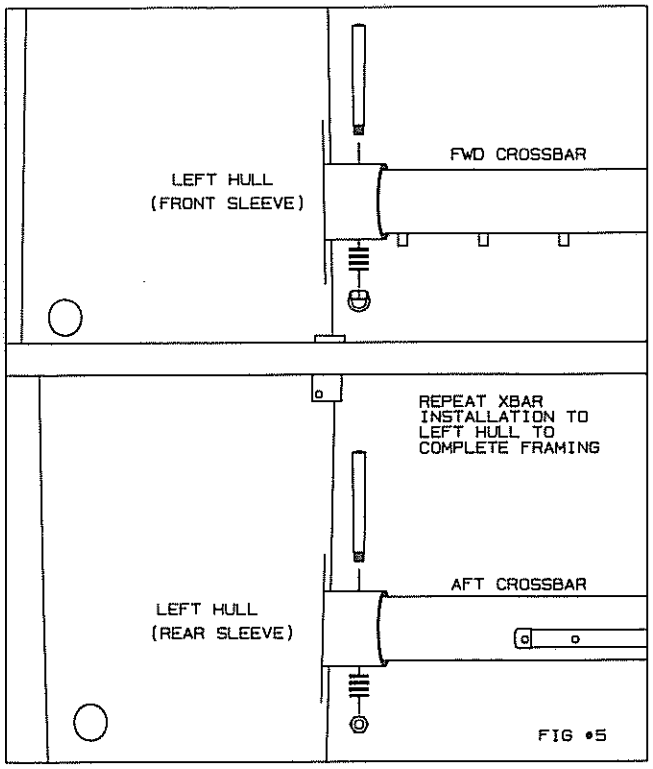




1.4 Install the taper pin as in step #2, using the nut with the welded loop. (FIGURE #4)



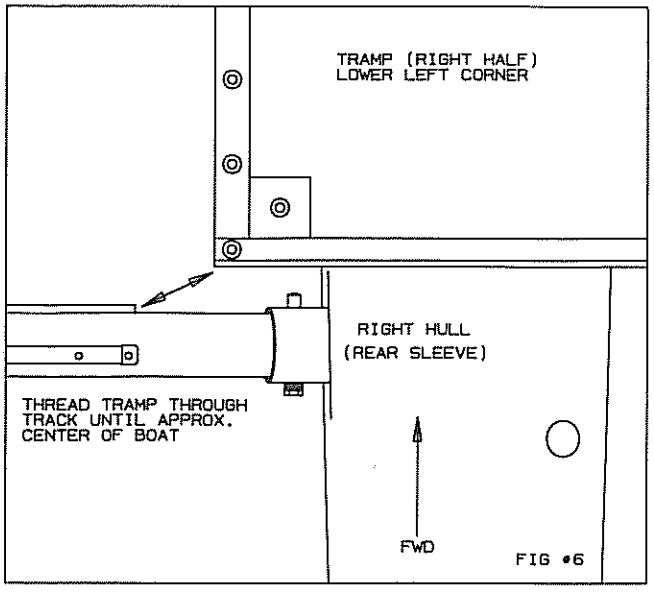
1.5 Repeat steps 2, 3 and 4 to attach the left hull to the crossbars and complete the framing. (FIGURE #5)



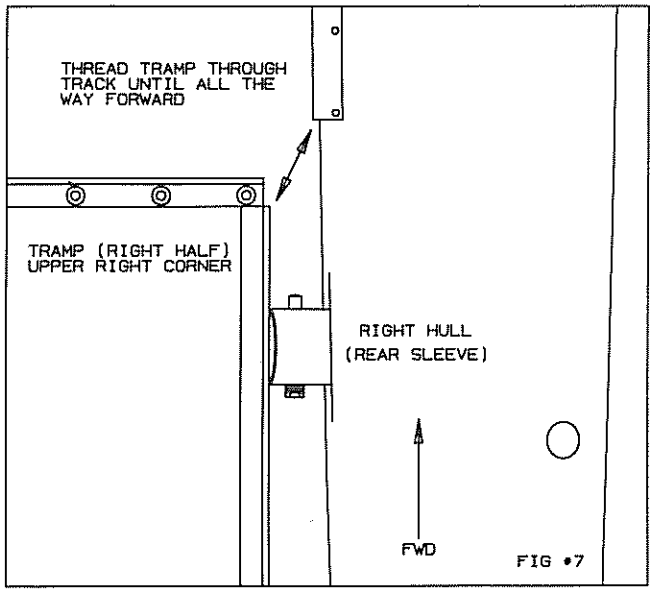
2. TRAMPOLINE ASSEMBLY

2.1 The two-piece trampoline will be installed with the short row of grommets located forward and the long row located inboard. (FIGURE #8)

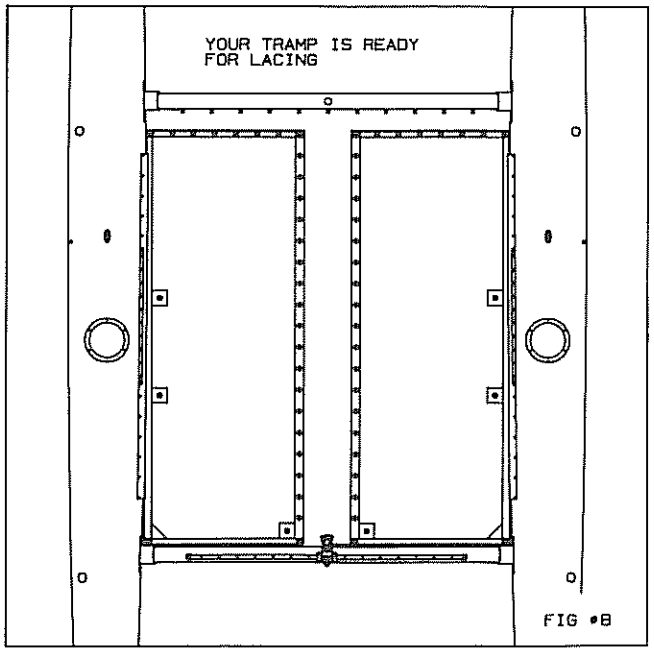
2.2 Thread the inboard rear corner of the trampoline, from outboard to inboard, in the track under the rear crossbar. (FIGURE #6)



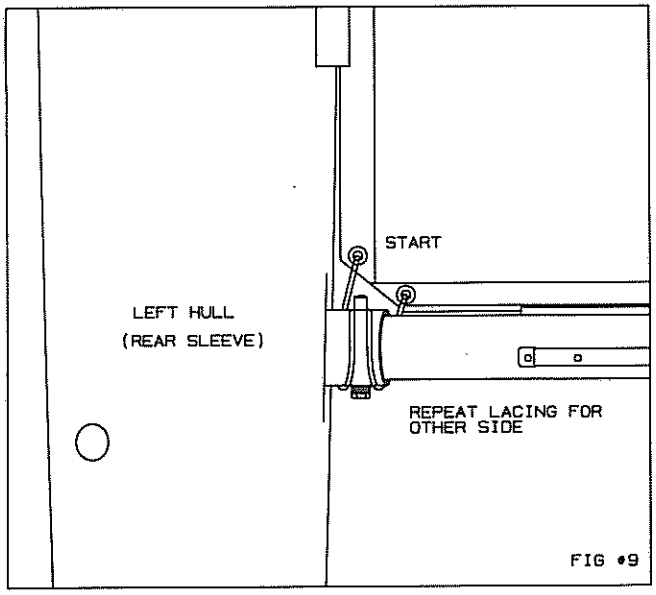
2.3 Starting from the back of the boat, insert the front outboard corner into the track on the hull until it is all the way forward. (FIGURE #7)



2.4 Repeat for the opposite side. (FIGURE #8)

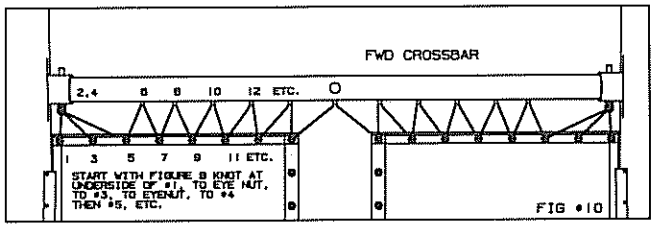


2.5 Secure the trampoline to the rear crossbar with a corner lace line by tying a bowline knot at one end and running the line from the bottom of the trampoline through the rear outboard grommet; around the crossbar (keeping to the outside of the taper pin); through the inboard grommet and back around the crossbar as before. Tie off the line with two half-hitches. (FIGURE #9)

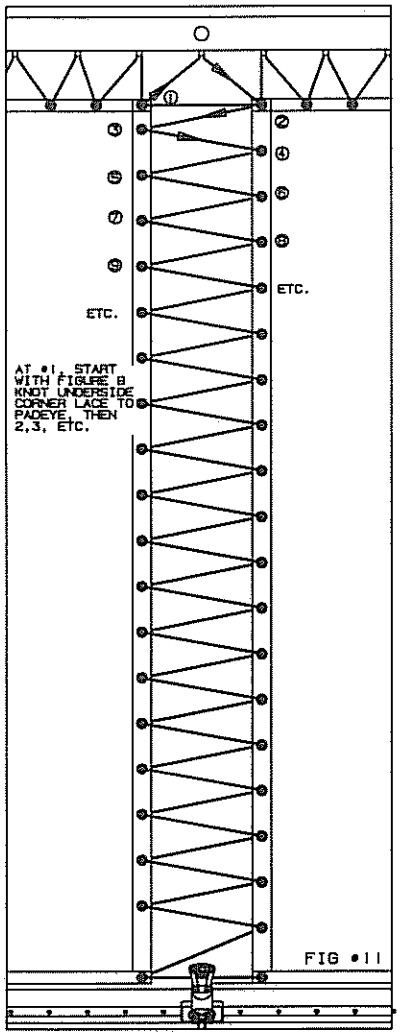


2.6 Repeat for the other half of the trampoline.

2.7 Tie one end of the forward lace line to the first grommet nearest the left hull with a figure-eight knot, then complete lacing as shown. (FIGURE #10)



2.8 Tie the center lace line to the forward grommet in the left trampoline half; then complete as shown. (FIGURE #11)



2.9 Starting with the front, tighten all lace lines.

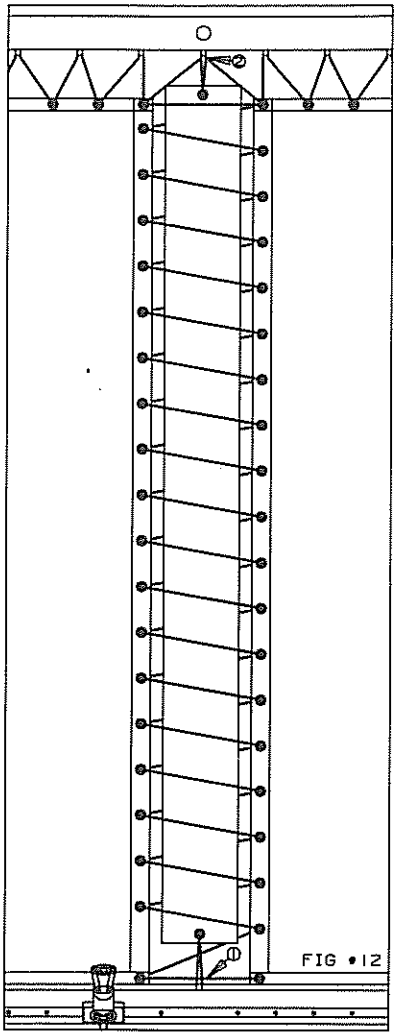
2.10 Thread the splash strip through the center lacings and secure it at both ends. (FIGURE #12)

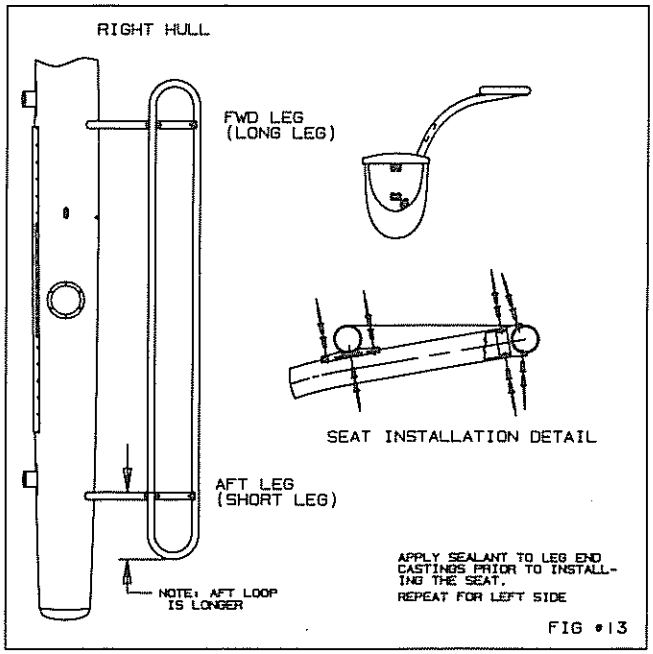
3. WINGS

3.1 Identify the left and right wing assemblies.
Red Dot = LEFT
Green Dot = RIGHT

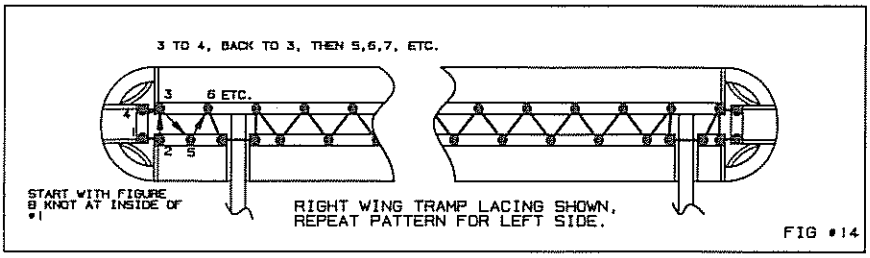
3.2 Mark the legs with tape as shown. These points indicate full and complete insertion of the legs into the hull. (FIGURE #13-A)

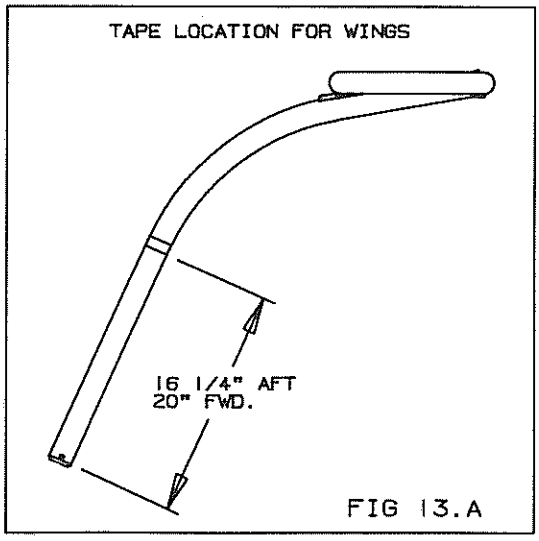
3.3 Put the right wing legs into the sockets and place the right seat onto the legs. All parts are pre-drilled so the holes should line up properly. Rivet the seat onto the legs using rivets and rivet caps. (FIGURE #13)



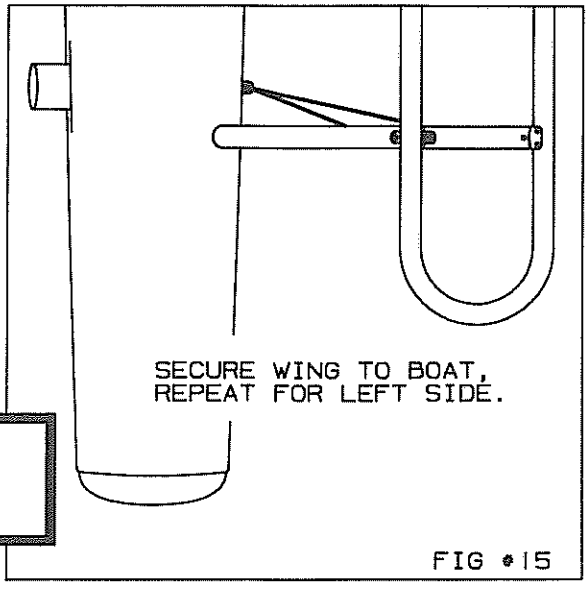


3.4 Lace the wing tramp as shown.
(FIGURE #14)





3.5 Before sailing, secure the wing legs to the tang on the hull with a short piece of line.
(FIGURE #15)



WARNING:
THE WINGS WILL NOT FLOAT!

3.6 CAUTION

CAUTION
It is very important that the wings are completely inserted when sailing or whenever any load is applied to them. Failure to completely insert the wings will result in hull and/or wing damage. You have inserted the wings completely when the band of tape on the outboard side of each insertion tube aligns with the top of the hull deck.

3.7 To insert the wings, simply work the leg tubes into the hull sockets an inch or so at a time. Push one leg of the wing into the tube, then the other and continue alternating until both sides are completely inserted. If the wings cannot be easily inserted using this system, check the end caps and sockets for debris (such as sand), improper fitting or metal burrs.

4. RUDDERS

4.1 Identify the left and the right rudder assemblies.
Red dot = LEFT
Green dot = RIGHT

4.2 Insert one nylon bearing into the bottom of each hole in the rudder castings. (FIGURE #16)

4.3 Put one cotter pin on each rudder pin. (FIGURE #16)

4.4 Set the casting on the gudgeons. (FIGURE #16)

4.5 Push the rudder pin UP through the lower gudgeon and make sure to place a stainless steel washer between the gudgeon and the nylon bearing in the casting. (FIGURE #16)

4.6 Repeat step 4.5 for the upper gudgeon. (FIGURE #16)

4.7 Secure the top of the rudder pin with a second cotter pin. (FIGURE #16)

4.8 Repeat 4.2, 4.3, 4.4, 4.5, 4.6 and 4.7 for the other rudder assembly.

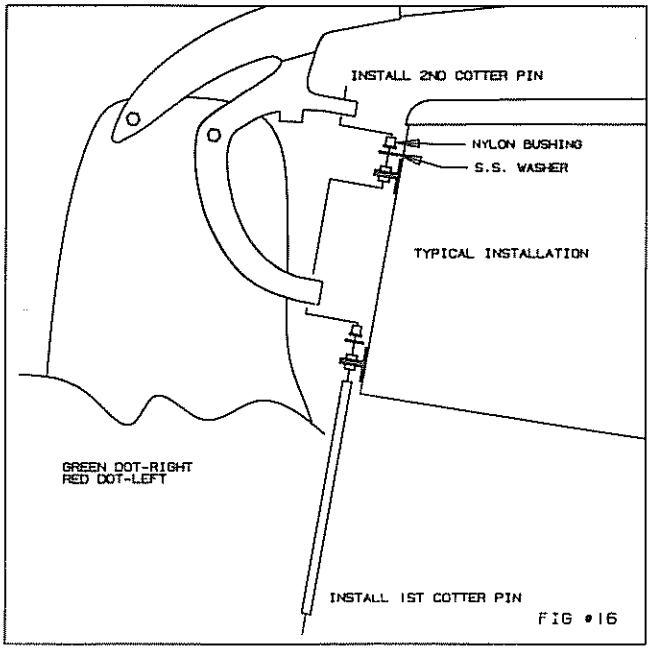
5. TILLER CROSSBAR

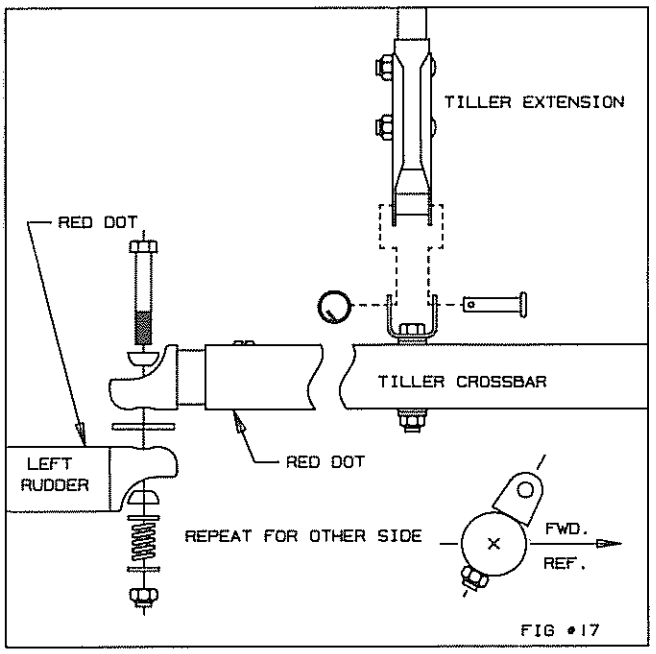
5.1 Place the red dot end (left) of the tiller crossbar on the red dot (left) rudder arm. (FIGURE #17)

5.2 Attach as shown. Do not overtighten spring. (FIGURE #17)

5.3 Repeat 5.1 and 5.2 for opposite side.

5.4 Attach the tiller extension to the yoke on the tiller crossbar with a clevis pin and ring. (FIGURE #17)

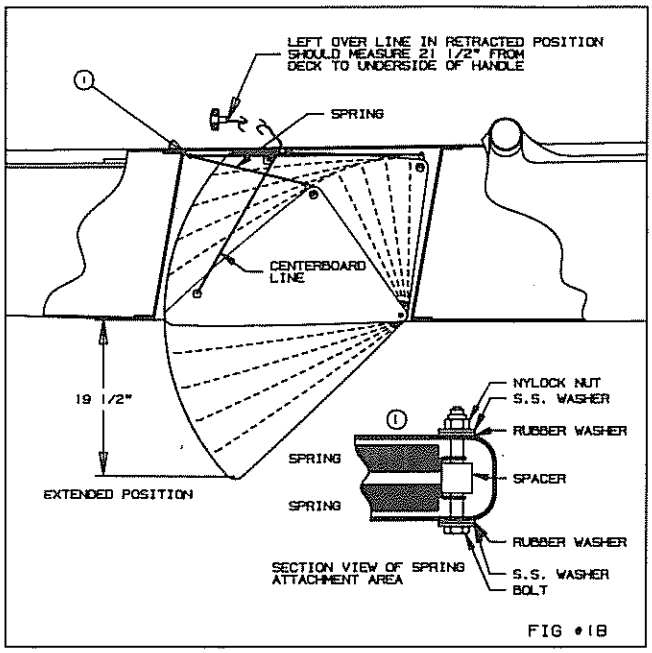




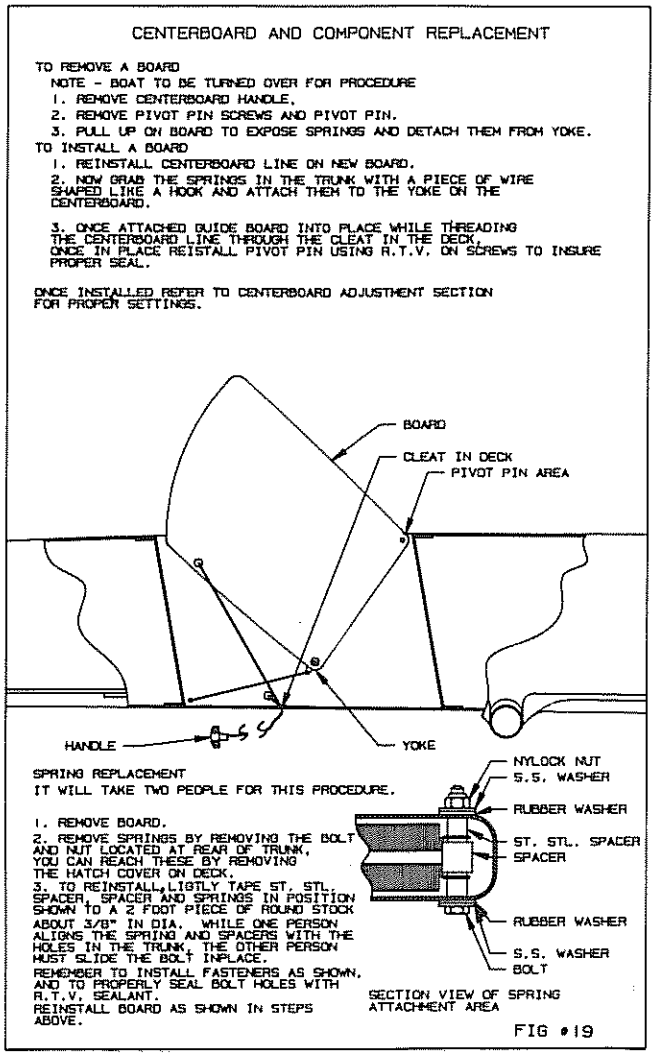
6. CENTERBOARDS

The centerboards are spring loaded for positive locating at desired positions and to allow retraction if contacted from below.

6.1 When the handle is lifted slightly and moved forward in the key slot, the board is free to descend. Several adjustment knots can be placed in the line to permit the boards to extend to a variety of depths. When the board is fully extended it should reach 19 1/2 inches (49.5 cm) as measured from the bottom of the hull to the tip of the board. When the board is fully retracted, the centerboard line should measure 21 1/2 inches (51.6 cm) from the deck to the underside of the centerboard handle. To raise the board, pull up on the handle and slide the line into the key slot just below the last figure-eight knot. (FIGURE #18)

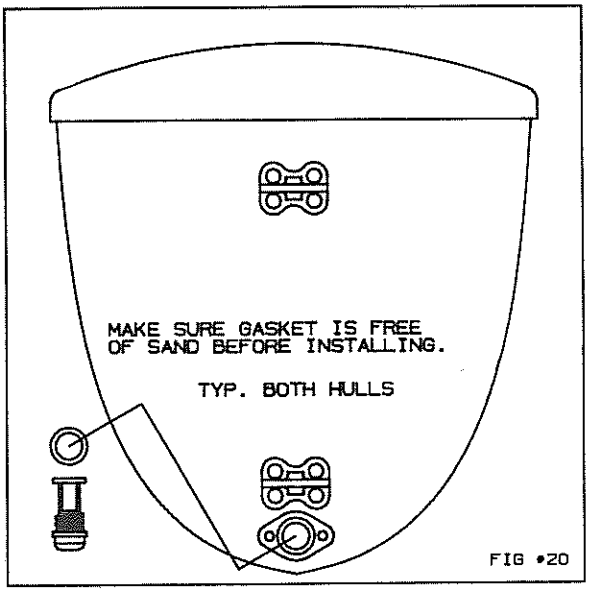


6.2 If you ever need to remove a centerboard, instructions are included. (FIGURE #19)



7. DRAIN PLUGS

7.1 Drain plugs are the most often forgotten item during rigging, but among the most important. Even championship sailors forget to put their drain plugs in once in a while, but you can't go very far with them out. BE SURE TO CHECK YOUR DRAIN PLUGS BEFORE LEAVING SHORE. Make certain the gaskets are in place and free of sand, or other debris, which can prevent sealing. The drain plugs are located below the lower gudgeon. Do not overtighten the drain plugs. This may distort the rubber gaskets and water will leak into the hulls. (FIGURE #20)



8. COMPTIP™

8.1 Each COMPTIP and mast tang are custom pre-drilled and mated. It is important not to mix COMPTIPs and aluminum extrusions.

8.2 Insert the base of the COMPTIP into the aluminum extrusion to check for fit. All of the pre-drilled holes should be aligned.

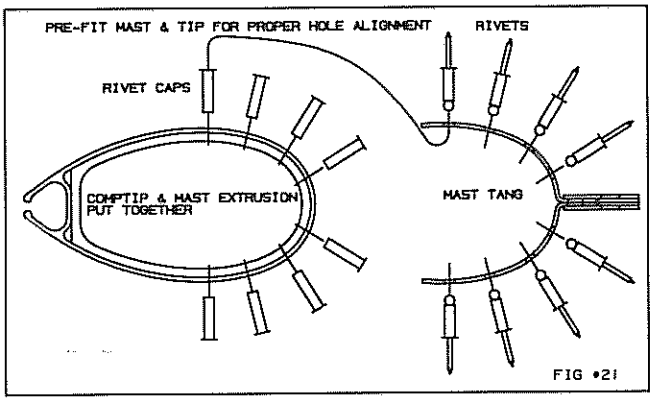
8.3 Separate and check for cleanliness of the parts.

8.4 Apply a thin coat of filler material (Bondo, or a similar hardening epoxy based material) to the base of the COMPTIP. Be sure to follow the manufacturer's directions for mixing and measuring the filler material. Insert the COMPTIP into the extrusion, making sure that all pre-drilled holes are aligned. Remove any excess filler material from the outside of the mast.

CAUTION: It is important to follow the filler manufacturer's directions for mixing and curing the filler material. The COMPTIP must be allowed the necessary time to cure completely before proceeding with the mast assembly.

8.5 Insert the rivet caps through the pre-drilled holes in the extrusion. Place the mast tang over the rivet caps and install the rivets.

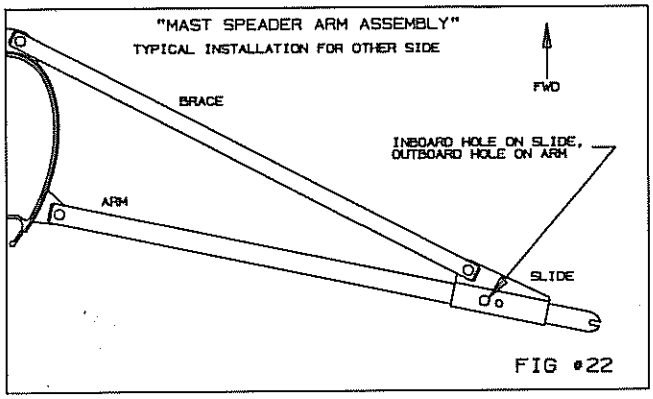
(FIGURE #21)



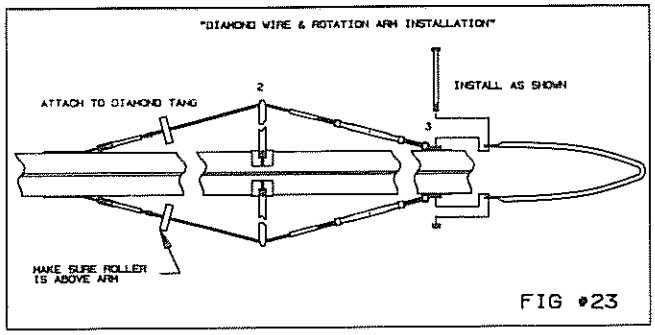
NOTE: The mast is not covered under manufacturer's warranty because the mast rotation setting, the diamond wire tension, loading and adjustment and the rigging of third sails (spinnakers) are all determined by the sailor.

9. MAST

9.1 Attach the spreader arms as shown and secure them with cotter pins. (FIGURE #22)



9.2 Attach the jaw end of the diamond wire to the diamond wire tang located below the mast tang. Use a clevis pin and a cotter pin to secure the wire. (FIGURE #23)



9.3 Secure the diamond wire in the spreader arm slot with large cotter pins. (FIGURE #23)

9.4 Completely cover all cotter pins with tape to protect the sails.

9.5 Loosen the locknuts at each end of the turnbuckle and expand the turnbuckle, keeping the threads in view inside the barrel. Note that both the locknuts rotate in the same direction.

9.6 Secure the bottoms of the turnbuckles to the mast under the rotation arm ends and secure with the long bolt as shown. (FIGURE #23)

9.7 Tighten the wires evenly by rotating the turnbuckles and secure them with locknuts. When the turnbuckles and locknuts are tight, tie a 12" (30 cm) piece of 1/8" line through one turnbuckle body; around the front of the mast; and through the other turnbuckle body. This will keep the turnbuckles from turning.

WARNING:

It is extremely important that the turnbuckles are adjusted equally. Overtightening one side can cause a bend in the mast. The diamond wire adjustment not only affects mast bend and sail shape, it is an important support component of the mast extrusion. If the diamond wires are loose or broken, the mast can be permanently distorted or could fail completely. The diamond wires cannot be tightened sufficiently by hand. Use a wrench to make the last two or three revolutions of the turnbuckles. Wires stretch with use and require periodic inspection and retightening.

9.8 Locate the shroud wires and the upper forestay wire. Place the three wires on the large bell shackle. The upper forestay wire should be positioned between the shroud wires. (FIGURE #24)

9.9 Put the pin of the large shackle through the bottom hole on the mast tang. After tightening, secure the shackle pin to the shackle with safety wire to prevent the pin from backing out. (FIGURE #24)

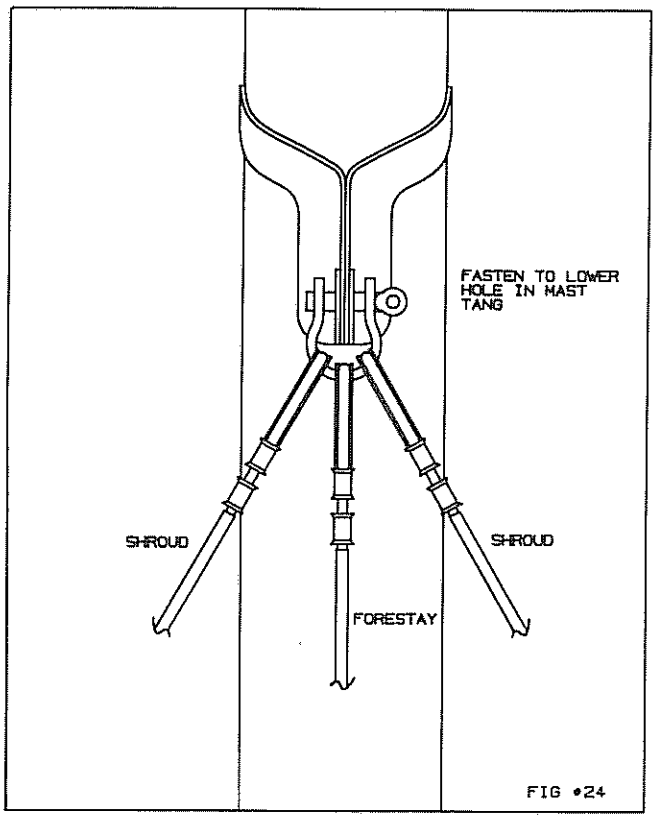


FIG #24

9.10 Place the small bell shackle in the middle hole of the mast tang. Slide two of the trapeze wires onto the left side of the shackle and two on the right side of the shackle. (FIGURE #25)

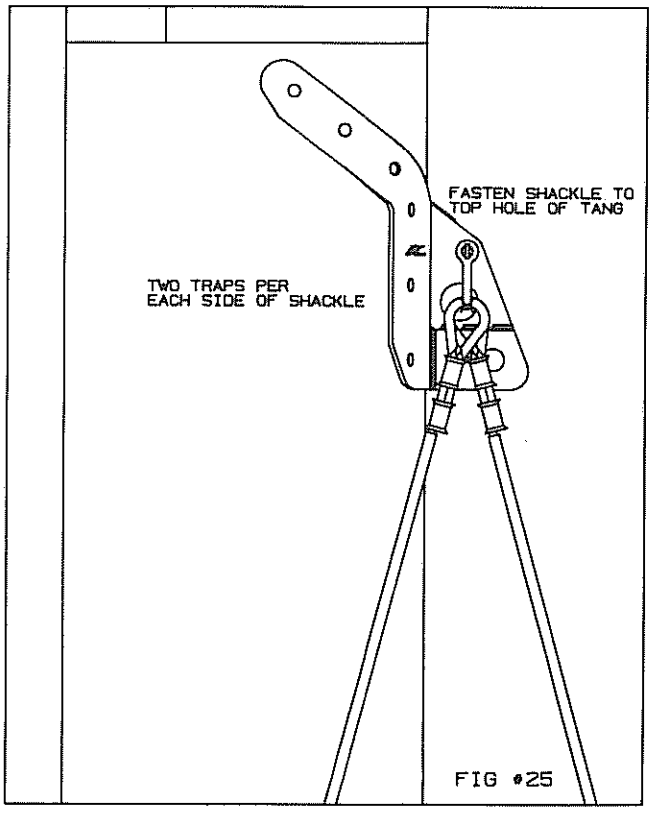


FIG #25

9.11 Secure the shackle by attaching the pin through the top hole of the mast tang.
(FIGURE #25)

10. RAISING THE MAST

CAUTION: BEFORE RAISING THE MAST, BE SURE THE AREA IS FREE OF OVERHEAD POWER LINES. SHOULD THE MAST COME IN CONTACT WITH AN OVERHEAD POWER LINE THE RESULTS COULD BE FATAL.

10.1 Secure the four trapeze wires to the bottom of the mast so they will be out of the way when raising the mast.

10.2 Attach the jib halyard line to each end of the jib halyard wire to form a very large loop. The halyard line must be connected to the halyard wire before the mast is raised, or you will lose access to it when the mast is raised. (FIGURE #26)

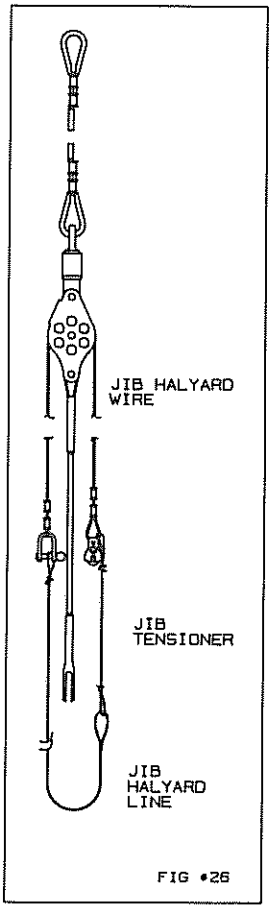


FIG #26

10.3 Securely tie the jib sheet line to the main halyard ring.

10.4 Tie off the end of the main halyard line at the base of the mast to prevent it from being pulled up when the mast is raised.

Note: Be sure that this line is tied securely. It will be used to pull the mast to the vertical position. If the line comes loose, the mast can be damaged and severe personal injury could occur.

10.5 Carry the mast to the boat. Place the mast base over the mast step ball located on the front crossbar and insert the mast step pin through the entire assembly. The pin should be visible on the opposite side of the mast base. Secure the pin with clevis ring. Be sure that the mast control yoke fits between the trampoline halves. (FIGURE #27)

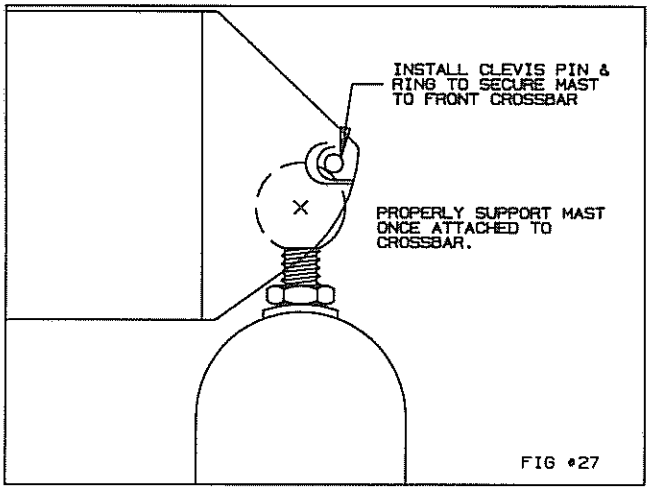
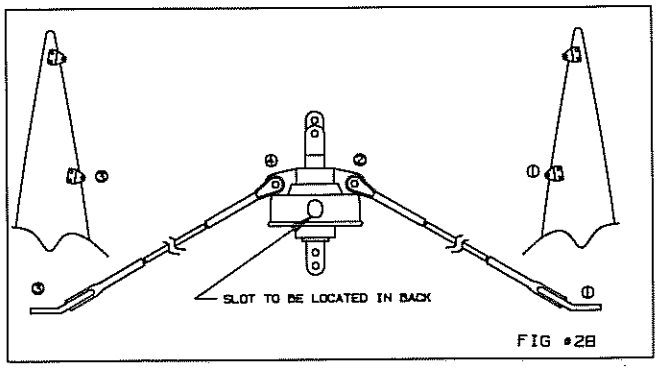


FIG #27

Note: If the mast has to be laid down before raising, support it below the COMPTIP and forward of the tiller crossbar assembly.

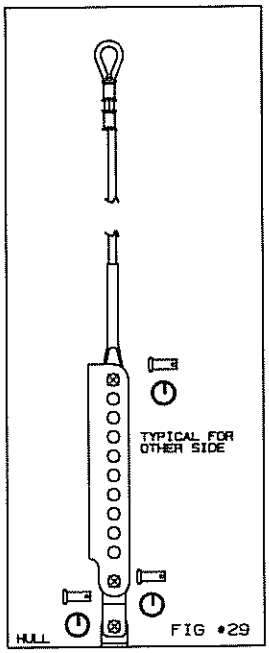
10.6 Attach the left bridle wire to the aft bow tang on the left hull with a 1/4" x 1/2" clevis pin and lock ring. (FIGURE #28)

10.7 Attach the other end of the left bridle wire to the roller furler. Make sure that the oblong hole in the roller furler faces the rear of the boat.
(FIGURE #28)



10.8 Repeat steps 10.6 and 10.7 for the right bridle wire. (FIGURE #28)

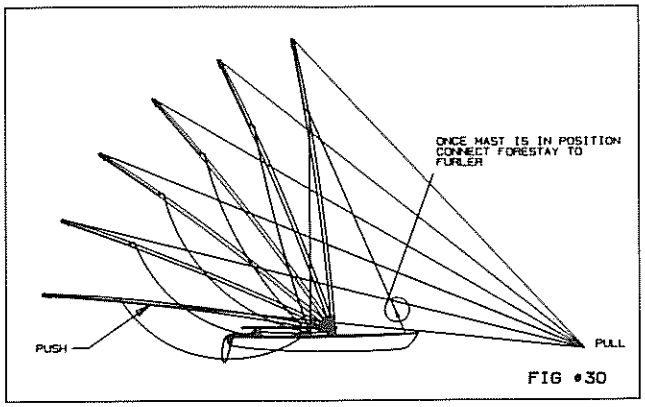
10.9 Attach the left shroud to the top hole of the left shroud adjuster with a 1/4" x 1/2" clevis pin and lock ring. Secure the base of the shroud adjuster to the toggle with a clevis pin and lock ring. Then secure the toggle to the tang on the left hull again using a clevis pin and lock ring. (FIGURE #29)



10.10 Repeat step 10.9 for the right shroud and shroud adjuster.

Note: It is recommended to have several people on hand to help raise the mast. The mast is too heavy to be raised by just one person. If the mast should slip while it is being raised, severe injury and damage could result.

10.11 Stretch the extra line attached to the main halyard ring out in front of the boat. (FIGURE #30)



10.12 Check for overhead power lines, if any are near, relocate the boat before raising the mast.

10.13 The extra people helping to step the mast should stand in the center of the trampoline near the rear crossbar and raise the mast to shoulder height. As the mast is raised, the line in front of the boat should be pulled forward. Check to make sure that the trapeze wires and shrouds are not fouled. (FIGURE #30)

10.14 As the front line is being pulled forward, the mast should be steadied and pushed up from the back until it is fully vertical. (FIGURE #30)

10.15 When the mast is fully vertical, maintain pressure on the line to hold it in place. A second person should then attach the lower forestay to the top of the adjuster extending from the roller furler assembly.

11. TRAPEZE WIRES

11.1 Untie and clear the trapeze wires.

11.2 Lead the trapeze shock cords through the grommets on the outboard side of the trampoline, then under the trampoline and through the opposite grommets.

11.3 Arrange the trapeze wires so they lead outside of the shrouds. Then tie the line to the J & H handle with a bowline knot. After the line is led through the thimble on the end of the trapeze wire, attach the rope lock. Then tie the end of the line to the shock cord with another bowline knot. (FIGURE #31)

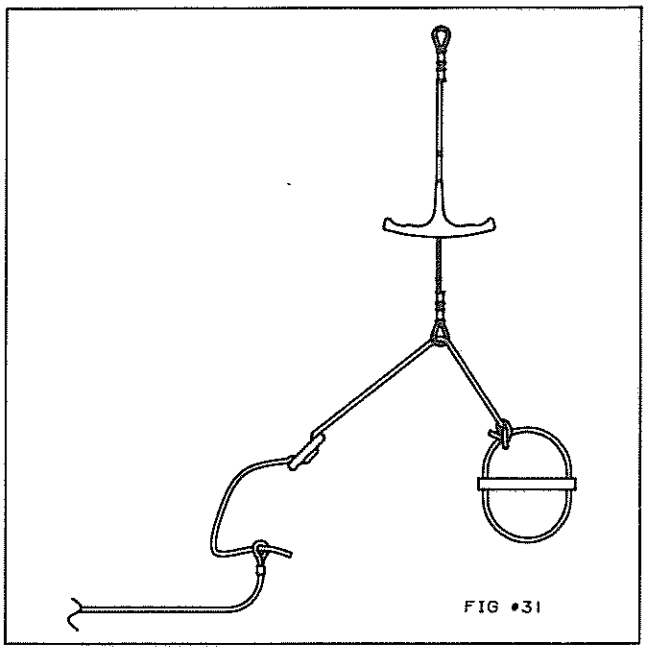


FIG •31

12. BOOM INSTALLATION

12.1 Hold the boom with the slot and two cleats facing up. Using the vertex and clevis pin and ring, attach the gooseneck pin which extends from the front of the boom to the gooseneck yoke on the mast. Put the bolt through the holes on the gooseneck and through the vertex. Secure it with the stainless steel lock nut. (FIGURE #32)

12.2 Tie the mast rotation line to the forward jam cleat on the boom. Thread the line from the cleat; through the mast rotation arm; and then feed it back through the jam cleat. Tie the free end of the line off with a figure-eight knot. Position the knot to prevent the mast from rotating more than 80 degrees to either side from the straight back position. (FIGURE #32)

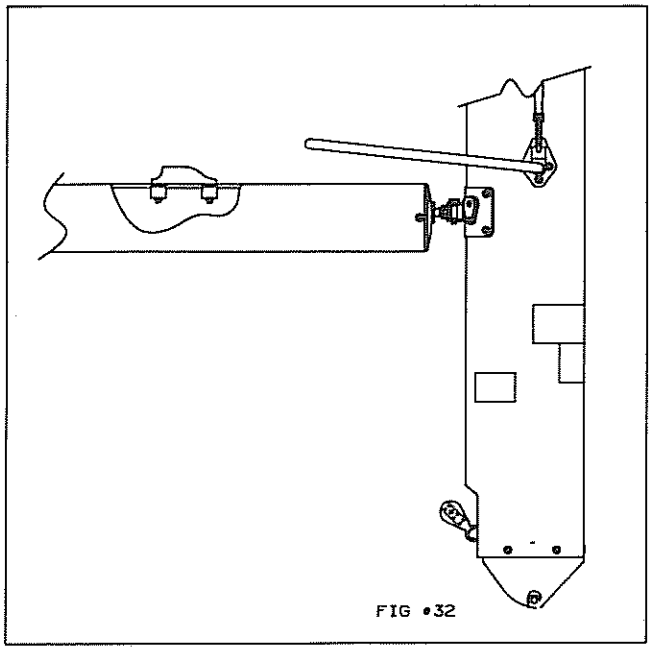


FIG •32

13. JIB BLOCKS

13.1 Remove the end stop of the left jib track located on the hull. Insert one of the jib blocks into the track with the slide adjustment on the block facing the rear of the boat. (FIGURE #33)

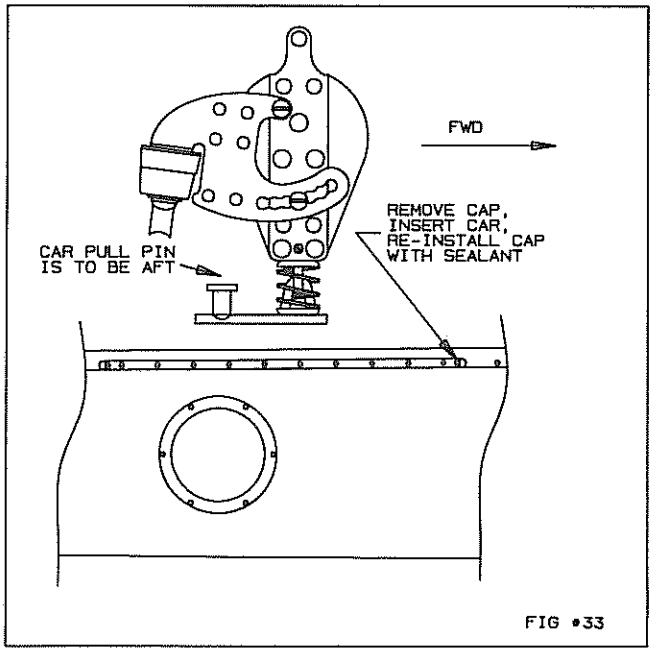


FIG •33

13.2 Insert the end stop and secure. Apply a small amount of silicone sealant to the threads before reassembly.

13.3 Repeat steps 13.1 and 13.2 for the right jib block.

14. TIGHTENING THE BOAT

14.1 Remove the extra line used to raise the mast.

Note: The final tension of the shrouds and shroud adjustment will vary according to personal preference. Shroud tension must be relieved to lower the mast.

14.2 Attach the main halyard ring to the outhaul car on the boom. Pull up on the halyard to raise the boom about 4 feet (1.2 m) and then retie the main halyard to the bottom of the mast. Be sure that this line is tied securely. (FIGURE #35)

14.3 Attach the main sheet system as shown. Tie off the traveler line end (B) with a figure-eight knot. (FIGURE #34)

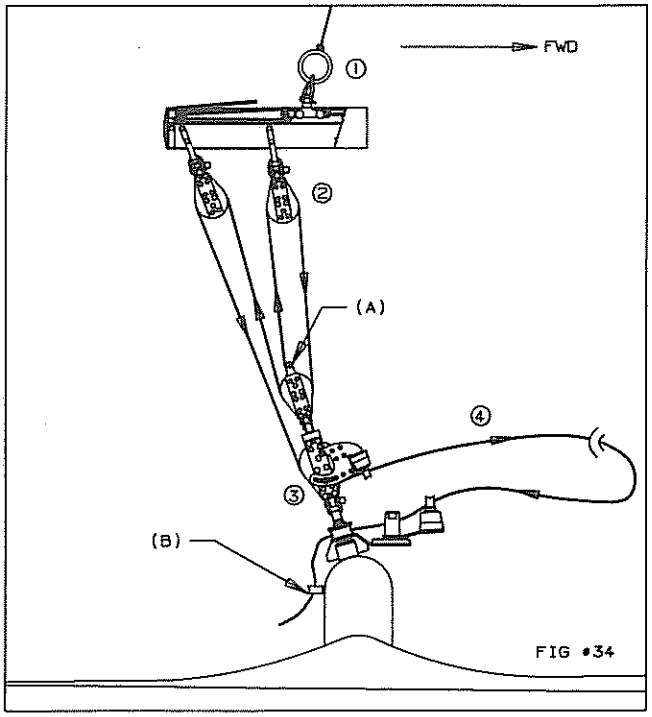


FIG #34

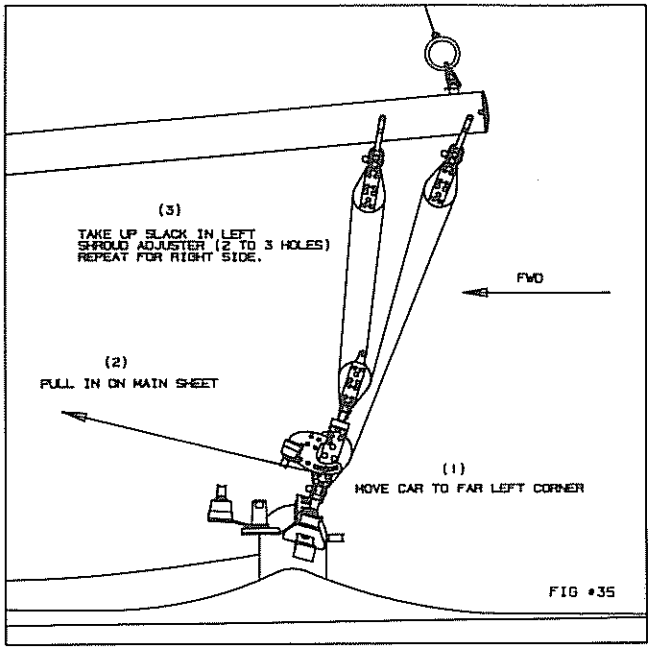


FIG #35

14.4 Move and secure the traveller car to the left side of the boat. Using the mainsheet, sheet in tight. Now tighten the left shroud by moving it down two or three holes in the adjuster. Secure the shroud with a clevis pin and ring. (FIGURE #35)

14.5 Release the tension on the mainsheet and move the traveller to the right side. Repeat step 14.3 to tighten the right shroud. (FIGURE #35)

14.6 Release the tension on the main sheet when the tightening procedure is finished and return the boom to its normal position.

NOTE: Whenever the boat is set up, tightening will be required to achieve proper shroud tension.

15. JIB SAIL

15.1

CAUTION: Before attempting to raise the sails, the boat must be pointed into the wind.

15.2 Attach the shackle on the end of the jib halyard wire to the head of the jib. (FIGURE #36)

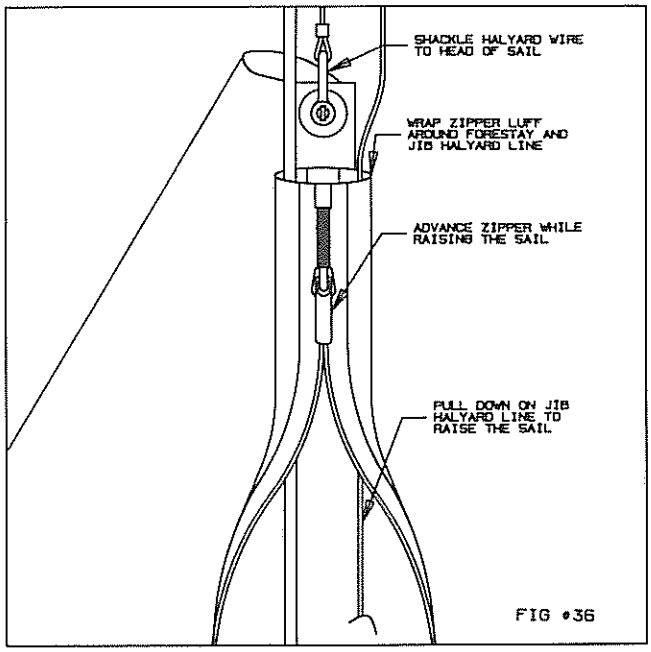
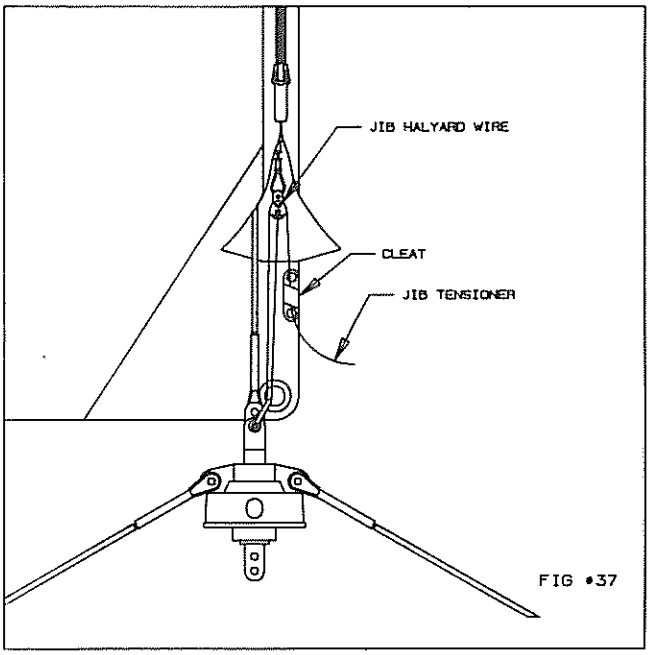


FIG #36

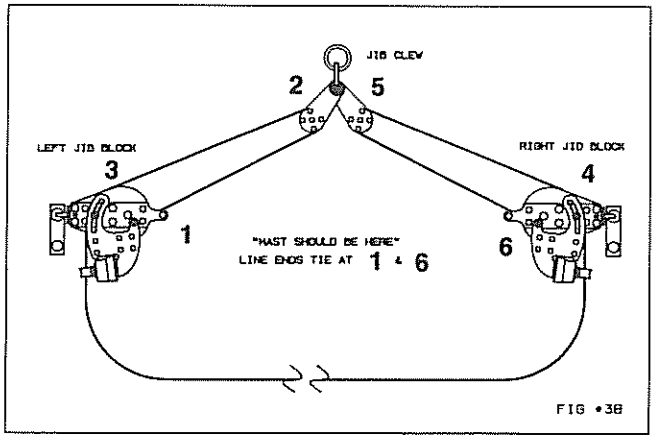
15.3 Wrap the jib luff pocket around the lower forestay. Make sure that the jib halyard line is inside the luff pocket. Then engage the zipper. (FIGURE #36)

15.4 Raise the sail by pulling on the jib halyard line and, at the same time, advancing the zipper down the luff until the jib tack can be attached to the shackle on the neck of the roller furler housing. (FIGURE #37)



15.5 Untie and store the jib halyard line. Connect the jib tensioner line to the block on the end of the jib halyard wire. Thread the tensioner down and through the tack shackle and back up through the block on the halyard wire. Then secure it in the jam cleat on the sail. (FIGURE #37)

15.6 Attach the jib clew blocks to the jib clew plate using a shackle. (FIGURE #38)

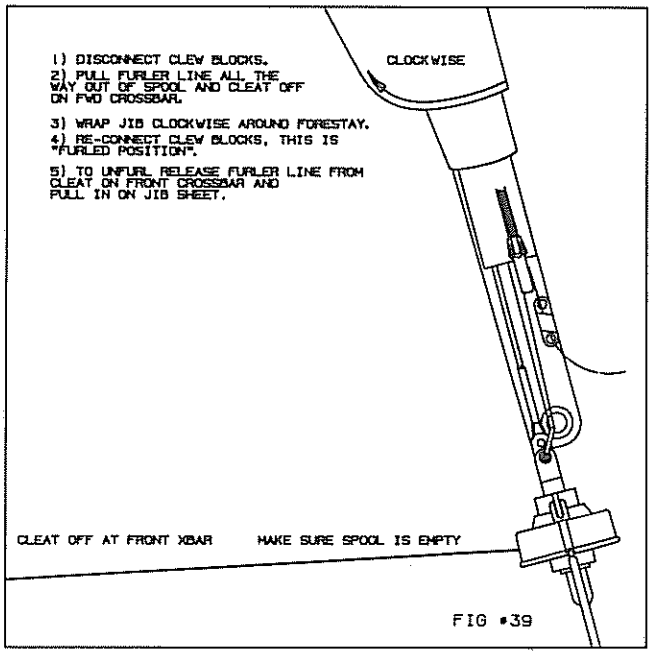


15.7 Attach the jib sheet as shown. (FIGURE #38)

15.8 Temporarily attach the roller furler line to the jam cleat on the top of the front crossbar.

15.9 To adjust the roller furler line:

A. disconnect the clew blocks;
B. pull the furler line all the way out of the spool and cleat it off on the forward crossbar;
C. wrap the jib clockwise around the forestay;
D. reconnect the clew blocks (this is the furled position);
E. to unfurl the jib, release the furler line from the cleat on the front crossbar and pull in on the jib sheet. (FIGURE #39)



15.10 To furl the jib, uncleat the jib sheet (both port and starboard) and pull the furler line until the jib is completely furled. Do not partially furl the sail because this will cause uneven stretching of the exposed sail.

15.11 Once the boat has been tensioned, the jib may need final adjustment before sailing.

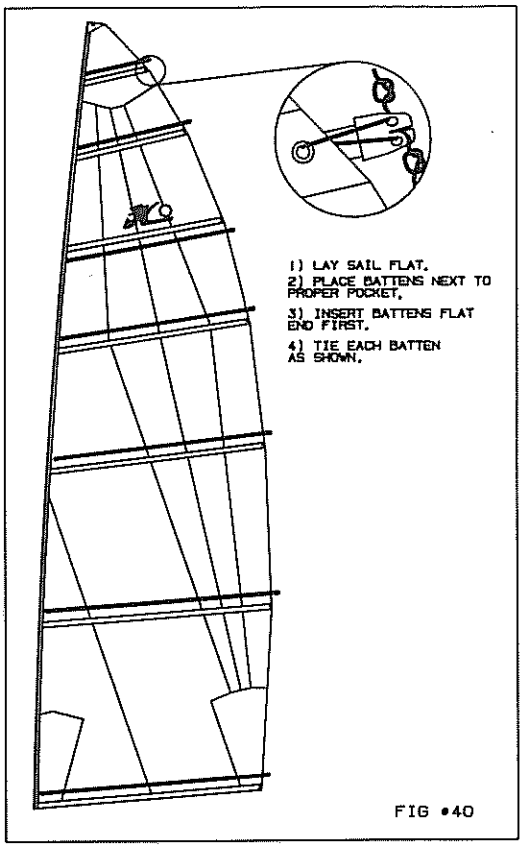
16. MAIN SAIL

16.1 Lay the sail flat. It's important that the sail is perfectly flat on the ground. A wrinkled sail could lead to a tear in the sail fabric when the battens are pushed into their pockets.

16.2 Place the battens next to the proper pocket.

16.3 Insert the battens, flat end first.

16.4 Tie each batten as shown. (FIGURE #40)



Note: Final batten tension will vary with the wind conditions and personal taste in sail shape. Do not over-tension the battens.

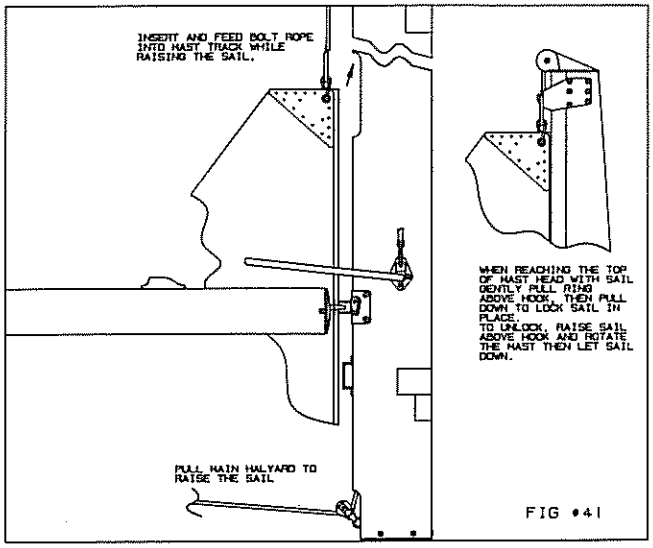
16.5 After the battens have been tensioned, check to make sure that the boat is pointed into the wind and the halyard is free and not twisted around the mast or shrouds.

16.6 Attach the shackle on the halyard ring to the grommet in the headboard at the top of the sail and secure it with the shackle pin.
(FIGURE #41)

16.7 Insert and feed the bolt rope into the mast track while raising the sail. (FIGURE #41)

16.8 Pull the main halyard to raise the sail.

16.9 When reaching the top of the mast head with the sail, gently pull the ring above the hook, then pull down to lock the sail in place. You may need to rotate the mast to the left to engage the hook. (FIGURE #41)

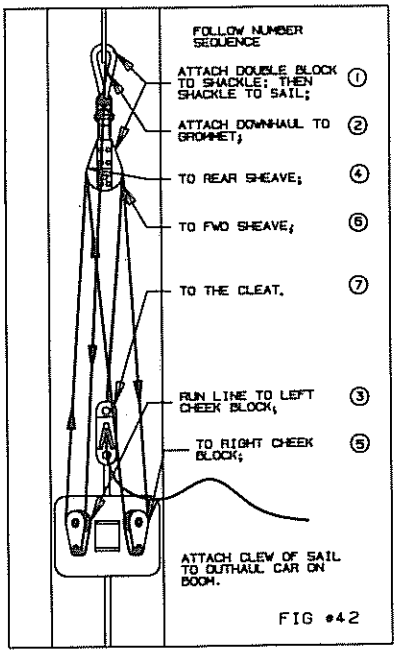


16.10 To unlock: raise sail above the hook; rotate the mast; and let the sail down.

16.11 If the sail binds in the track, back it down a bit, then continue pulling it up. Coating the luff with a sail lubricant will make raising the sail easier. It is recommended that this be done on a periodic basis to prevent the luff from binding. A sail feeder can also be installed on the mast if desired.

17. DOWNHAUL AND OUTHAUL

17.1 Attach the downhaul assembly as shown.
(FIGURE #42)



17.2 Attach the clew of the sail to the outhaul car on the boom with a clevis pin.

18. TRAILERING

18.1 When trailering the Hobie 21, follow all instructions included with your trailer and obey all the relevant state laws concerning trailering boats.

18.2 Before the boat can be safely and legally trailered, the boat must be reduced to legal size.

18.3 Untie the front and rear trampoline lace lines.

18.4 Remove the nuts securing the crossbar bolts and take the bolts out of the crossbar.

18.5 Push the hulls as far inboard as possible and secure.

18.6 Use an extra length of line to tie the handle of the centerboard control lines to the rear crossbar to prevent the lines from slipping and allowing the centerboards to fall into the trailer or roadway.

18.7 If the rudder system has not been removed for trailering, be sure to tie the tiller crossbar down to the rear crossbar after the rudders have been kicked up. This will prevent them from accidentally lowering during travel. Failure to tie the tiller crossbar down could result in rudder damage.

18.8 Remove each wing and insert it into the opposite side of the boat. The right wing will go into the left hull and the left wing into the right hull. This will allow the wings to remain in a straight-up position to reduce the beam of the boat to a lawful trailering width.

18.9 Tie down the mast both in the front and in the back (below the COMPTIP™) to prevent the mast from coming loose during transport.

18.10 Securely strap or tie down your boat to the trailer before starting on your way.

WARNING:

NEVER trailer your Hobie 21 so that the plastic luff track of the COMPTIP rests on the rear crossbar or mast support because this may result in damage to the luff track.

WARNING:

DO NOT USE THE WINCH LINE FROM YOUR TRAILER TO TIE THE MAST.

19. COMPTIP MAINTENANCE

(U.S. Pat. No. 4,597,346)

19.1 Because surface contamination can allow the COMPTIP to conduct electricity, the fiberglass tip should be carefully and thoroughly cleaned with fresh water after each use. In the event fresh water will not remove surface film or other contamination, use soap and water only. DO NOT attempt to clean the COMPTIP mast with any type of solvent. Acetone or other solvents will damage the luff track.

19.2 Do not leave the mast tip in direct sunlight for extended periods. Cover the tip whenever it is not in use so ultraviolet rays will not degrade the surface.

19.3 Always trailer the luff track facing up. Do not allow mast tie-downs to touch the luff track. Use a minimum of 1 1/2" of soft padding around the mast tip and place the padding between the luff track and any tie-down lines.

19.4 When storing the mast, be sure the luff track is facing up. DO NOT apply any pressure to the luff track during storage.

19.5 Please remember that the COMPTIP mast is not a total guarantee against injury or death in the event of a mast/power line contact. If the surface or luff groove is contaminated with moisture,

salt, dirt or other foreign matter, or if the mast touches a line carrying extremely high voltage, an electrical injury could still occur. Additionally, the protection is confined to the tip area only. A contact of the aluminium portion of the mast, shrouds or forestay is still extremely dangerous. The only sure protection for any sailor, on any boat, is the complete avoidance of electrical power lines.

20. ROUTINE MAINTENANCE

20.1 The Hobie 21 must be tightened periodically. After sailing and trailering, inspect all nuts, bolts and, most importantly, the shrouds and gudgeons to make sure that these critical elements are fitted tightly and properly to insure safe performance.

20.2 Use beach wheels or dollies when launching the boat off a beach. Never drag it over sand or rocks.

20.3 After each sail, especially a salt water sail, thoroughly rinse your boat with fresh, clean water to remove salt, grime, or other foreign material. This will help prevent metal parts from corroding.

20.4 When not using your boat, keep the trampoline and hulls covered to protect them from the damaging rays of the sun. Remove the trampoline when storing your boat for the winter and keep it indoors.

20.5 Carefully inspect all metal parts, fittings and wires for signs of stress and wear as you rig your boat before each sail. If a wire is frayed or corroded, replace it! All replacement parts should meet factory specifications and are readily available from your local Hobie dealer.

20.6 After a high-speed capsize, or a pounding in the surf, completely examine your boat for any signs of damage. Look at the crossbar to hull area, the rudder system and any other part of the boat that might have sustained damage.

20.7 When storing your boat for the winter, cover it with an opaque sheet of plastic. Form the plastic into an A-frame. By tenting your boat, you will prevent snow, leaves and other debris from accumulating on the hulls.

WARNING: Be sure no water lies in the hulls or the wing sockets. Freezing water in those areas could cause hull damage.

20.8 Regular cleaning, waxing and polishing will keep your boat looking good for years to come.

20.9 REMEMBER TO SEND IN YOUR WARRANTY CARD!

21. SAFETY

EVERY HOBIE SAILOR MUST TAKE RESPONSIBILITY FOR INSURING THEIR SAFETY, AS WELL AS THEIR PASSENGERS SAFETY, ON THE WATER.

21.1 Always wear a personal flotation device (PFD) and make sure that your crew does the same!

21.2 Never sail alone!

21.3 Make sure that someone on shore knows where you are sailing and when you plan to return!

21.4 Never sail in threatening wind or water conditions!

21.5 Do not sail in wind or water conditions that are beyond your sailing abilities! If in doubt, don't go out!

21.6 Do not overload the boat or the wings!

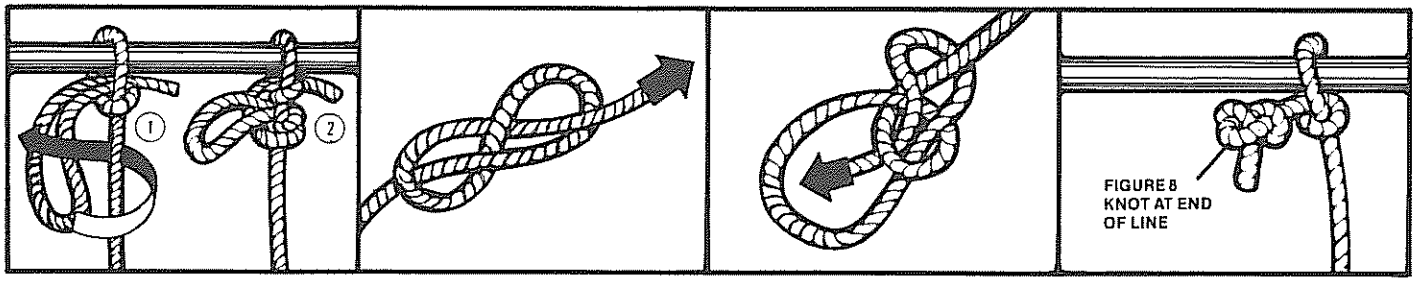
21.7 Always carry boat righting lines and equipment! Righting water bags and shroud extenders are recommended.

21.8 Sail within sight of the land! Be especially cautious on large bodies of water.

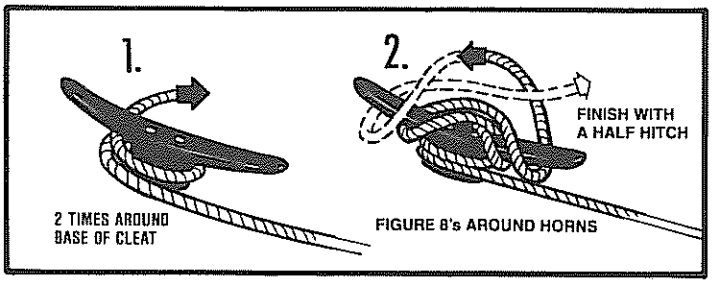
21.9 Always watch out for overhead power lines!

21.10 For more information about boating, or available classes and seminars in your area, call the toll-free boating education hotline at 1-800-336-2628 (BOAT). You may also write to your state boating authority, local power squadron, or the U.S. Coast Guard, Office of Boating, Public and Consumer Affairs, Washington, D.C. 20593.

KNOTS TO USE

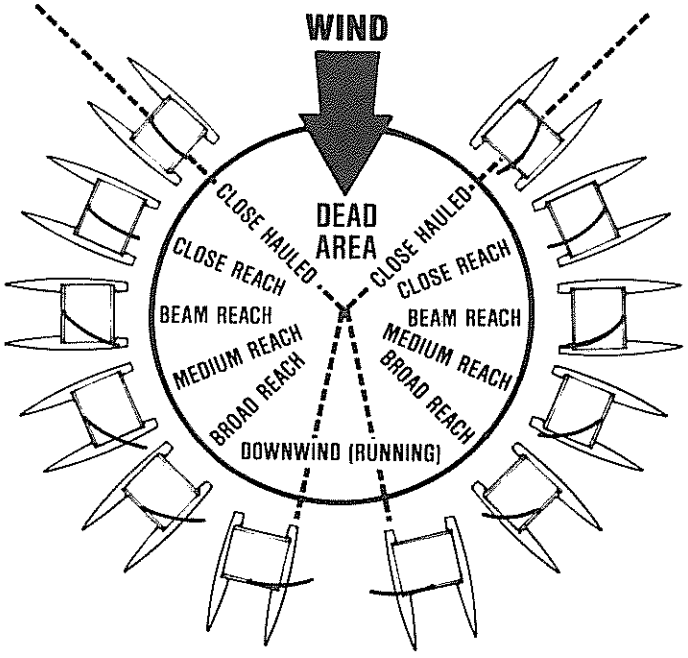


DOUBLE HITCH KNOT | FIGURE 8 KNOT | BOWLINE KNOT | HALYARD KNOT

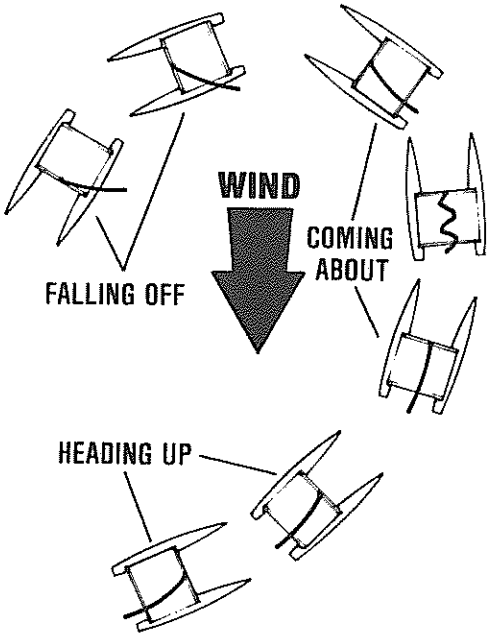


CLEATING OFF A LINE

BASIC SAILING



Points of Sail



Changing Direction

WARRANTY TRANSFER INFORMATION

Your Hobie Cat carries a two year limited warranty that may be transferred if you should sell your boat. It is extremely important that you read, fill out and return the warranty card to Hobie Cat. Pursuant to the Federal Boat Safety Act, the warranty card must be returned so you may be notified in the event that a product safety problem is discovered.

If you have purchased a previously owned boat, it is important that the warranty be transferred.

Enclose $15.00 to cover the cost of transferring the warranty and the warranty department will not only take care of the paperwork, but also give you a full year's subscription to the Hobie HOTLINE the official publication of the International Hobie Class Association.

Send us your name, address, the date you purchased the boat, the hull numbers of the boat and the sail numbers.

Hobie Cat Warranty Transfer Department
P.O. 1008
Oceanside, CA 92054

HOBIE CAT BOUNTY HUNTERS

Because overhead power lines in sailing and launching areas represent a hazard to Hobie Cat sailors, Hobie Cat has established an aggressive program to identify and eliminate these sailing hazards by bringing them to the attention of the local power company. Hobie Cat sailors who follow three simple steps to eliminate these hazards will receive a special Hobie gift and become a Hobie Bounty Hunter. To participate in the Bounty program you should:

1. Scout your sailing and launching areas for low power lines.
2. If you see low power lines, write to the power company that owns the lines, explain the hazards the lines present to sailors and ask them what action they will take to eliminate the hazard.
3. Send a copy of the letter and, when you get a response from the power company, a copy of that response to Hobie Cat. In return, Hobie Cat will take up the issue with the power company to support you in your hunt for outlaw lines and also send you a Hobie gift.

This program has met with good success over the years. By working together, we can make the water safer for all sailors.

Send copies of your letters to:

Hobie Cat Bounty Program
P.O. Box 1008
Oceanside, CA 92054

HOBIE FLEET INFORMATION

Today, over 500 fleets, from Abu Dhabi to Boise, operate under the jurisdiction of the International Hobie Class Association. These fleets are divided into sixteen geographical divisions and sponsor local racing and other sailing events open to all Hobie Cat sailors. An important aspect of the fleet organization is the willingness of Hobie sailors to help one another learn the ins-and-outs of competitive, safe sailing. Competitions held at the local fleet level are divided into distinct racing classes. The A fleet is the most experienced, the B fleet is comprised of sailors slightly below the A fleet level, C Fleet sailors are racing beginners and the novice fleet is made up of new sailors.

Local regattas allow Hobie skippers to gain experience and accumulate points which help them pre-qualify for U.S. National Championship events. These Championship events are held annually for every Hobie class. World Championship events are ordinarily scheduled bi-annually for each class. The events are open to a limited number of Hobie sailors, who have not pre-qualified on the local or National level. Qualifying rounds are scheduled for each Championship to insure attending Hobie sailors have the opportunity to participate. Competitors in the qualifying rounds are limited to twice the number of brand new race-ready boats that are often supplied by Hobie Cat for the event.

As a new Hobie owner, participation in local fleet activities offers many opportunities to make new friends and learn the art, skills and fun of sailing. To find out how to contact a fleet in your area send your name and address to the:

Hobie Class Association
P.O. Box 1008
Oceanside, CA 92054

We'll let you know where your closest fleet is located and how to get in touch with them. If there isn't a fleet near you, we'll be happy to send you information on how to start one so you can still be a part of all the fun and friendship of Hobie sailing.

HOBIE CARD™ INFORMATION

International Hobie Class Association fleet activities are, in part, supported financially by the "Hobie Card" MasterCard™, a not-for profit affinity card. Hobie Cat Company, has made a long term commitment to Hobie Cat sailing by establishing a special fund to directly benefit regattas, fun events and class association programs for Hobie sailors. Every dollar received by Hobie Cat Company as its share of the funds generated from the usage of the Hobie Card, less direct expenses, are dedicated to organized activities that enhance the Hobie Way of Life and Hobie sailing. None of the proceeds from the card may be used for Hobie Cat employee salaries, or to subsidize, or enhance any other non-regatta-related company expenses, or to directly enhance company profit. The Hobie Card is the Hobie sailors card! The funds from the card are administered by a board of governors consisting of the Director of the Class Association, the President of Hobie Cat Company, the elected President of the United States Hobie Class Association, a racing sailor from the Association and a non-racing or, at least, a non-A fleet sailor of the Class Association. Besides contributing to the fun and success of Hobie sailing, the Hobie Card has some outstanding benefits for Hobie sailors. The card is a worldwide accepted MasterCard that features a four-color photo of a Hobie Cat in action. There is no annual fee for at least two years. The interest rate is competitive with a choice of a fixed or variable rate. Airline tickets purchased with your Hobie Card automatically carry a FREE $200,000 common carrier accident insurance policy and National Car Rental will give discounts on car rentals to Hobie Card users. You can get cash advances at over 115,000 locations around the world. Your co-applicant will get a second card at no charge. The card also features a skip-payment option to qualified cardholders during designated months. Most importantly, the Hobie Card provides you the opportunity to have fun sailing with your Hobie friends! Call collect 804/858-4228 today! DON'T SET SAIL WITHOUT IT!

THE HOBIE HOTLINE MAGAZINE

Hobie Sailing is a recreational experience based on a unique philosophy of sharing, caring and fun known as the Hobie Way of Life. As a new member of the Hobie family, we want to welcome you and introduce you to the best way we know to become acquainted with the over 80,000 members of our Hobie family and their activities, both in your hometown as well as around the world. The Hobie HOTLINE, the official publication of the International Hobie Class Association, is an exciting four-color magazine dedicated to informing Hobie sailors and their friends about the exciting world of

Hobie sailing. When you open the pages of the colorful HOTLINE, you'll see vivid examples of our bright style and unique insight. Every HOTLINE is packed with exciting, colorful and informative articles illustrated with vivid, eye-catching photography and art. From adventure stories and interviews with sailing personalities to fleet news and race results, every issue of the HOTLINE is devoted to today's Hobie Cat sailor. And every issue provides you with the best advice experts can give on tuning, maintenance and how-to tips, advice you won't find anywhere else. Published bi-monthly, the HOTLINE's informative and entertaining features give you new ways to sail safer, faster and better in new and exciting locations. HOTLINE experts provide you step-by-step instructions to help tune and maintain your Hobie Cat; tack-by-tack coverage of exciting and competitive Hobie races and the latest in news and products to make your sailing experience enjoyable and easy. You don't want to miss any of the exciting issues of the HOTLINE.

As a special gift to a new member of our Hobie family, we'll send you a full year's subscription for only $11.97! Just fill out the enclosed subscription card and we'll put the next issue of the HOTLINE in your mailbox.

Reply Card

Yes, I want to subscribe to HOTLINE for six exciting issues of America's #1 Catamaran magazine. Send the HOTLINE to:

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

6 Exciting HOTLINE Issues for only $11.97

☐ Payment Enclosed ☐ Bill Me

Remember

Watch for overhead wires whenever you are sailing, launching or trailering with the mast up. The mast sticks up a long way and shock or death could result if it comes in contact with overhead wires. So look up when moving the boat around or even stepping the mast, and give any wires a wide berth.

HOBIE CAT COMPANY
P.O. Box 1008
Oceanside, California 92054
619/758-9100

Part No. 3345 0001