



**Hobie Getaway  
Assembly Manual**



**In 1950, Hobie's dream was born in his parents' garage when he decided to apply his love of woodworking to the sport of surfing. Dad backed out the Buick... Hobie carved out his very first surfboard...**

**Hobie's business of fun had begun.**

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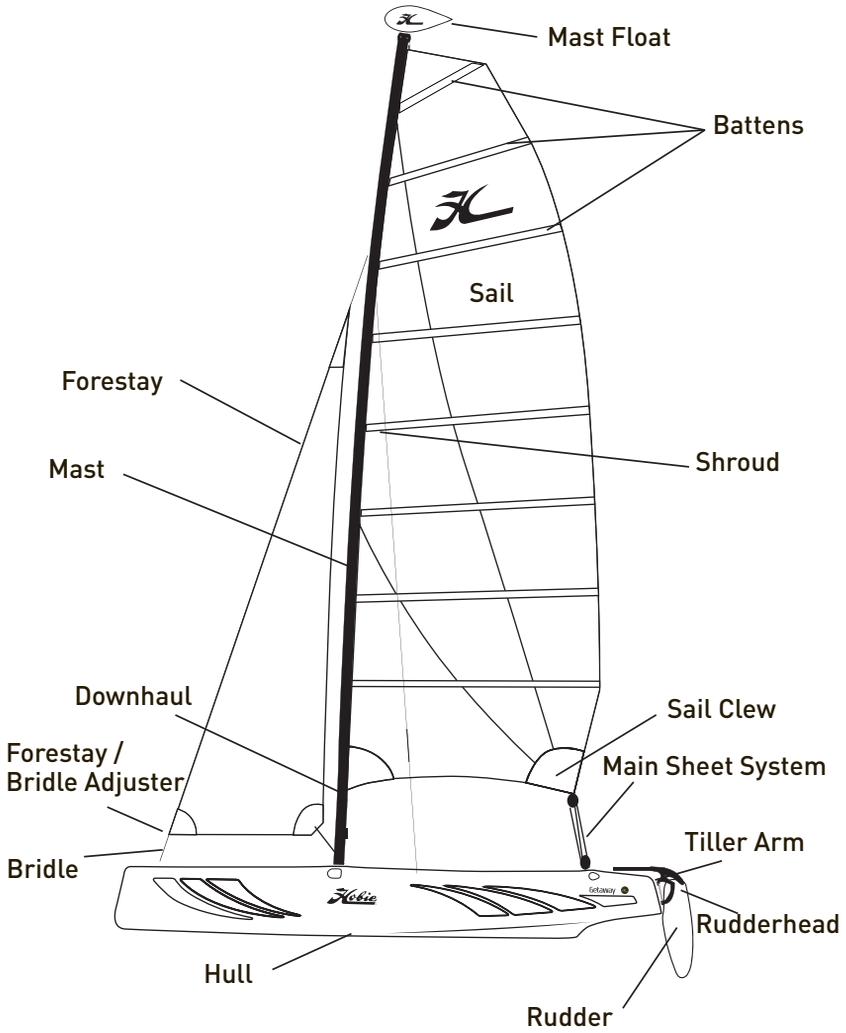
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Look for this icon. Online video is available at

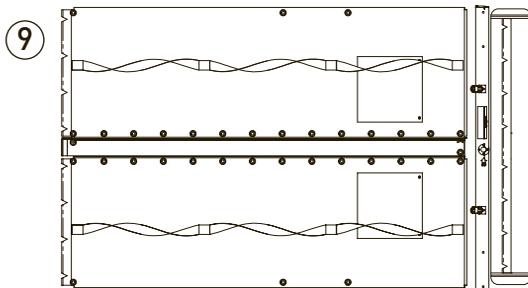
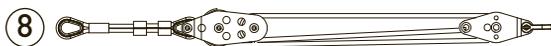
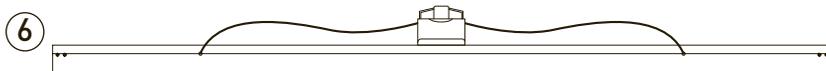
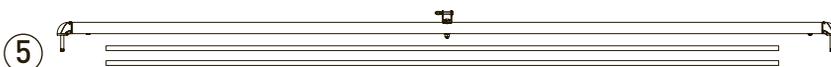
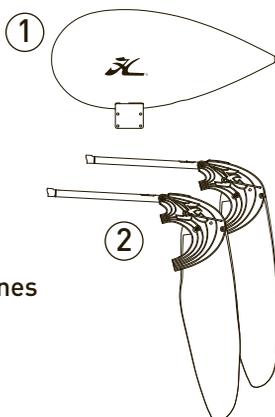
[www.hobiecat.com/support/products](http://www.hobiecat.com/support/products)

Please read through the instruction manual before using this product  
[hobie.com](http://hobie.com)

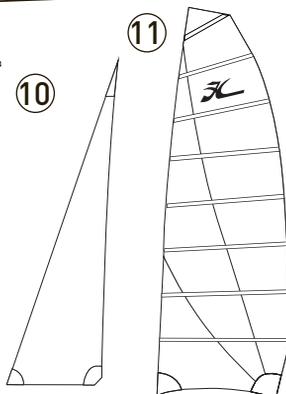


## Large Components

1. (1) Mast float
2. (2) Rudder assemblies
3. (2) Mast pieces
4. (1) Rear crossbar
5. (1) Tiller cross bar, Tramp rods
6. (1) Front cross bar (Spreader)
7. (2) Hulls with hardware bag
8. (1) Forestay assembly with jib and
9. (1) Main cross bar (Mid) with Trampolines
10. (1) Jib
11. (1) Main Sail
- (1) Box of small parts

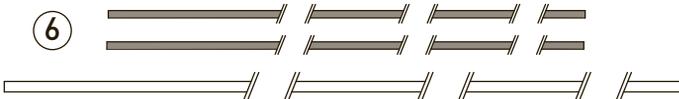
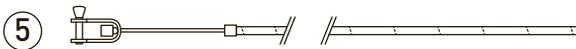
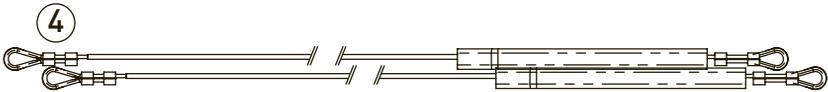
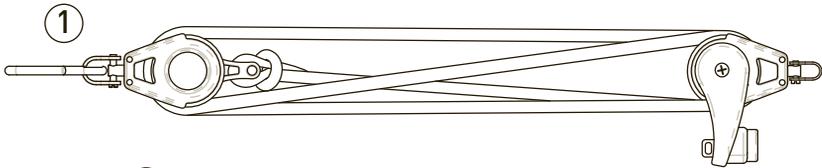


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## Small Parts

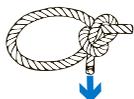
1. Mainsheet system
2. Downhaul line
3. Righting line
4. Shroud wires
5. Main halyard line
6. Trampoline lace lines



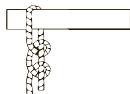
## Knots to Use



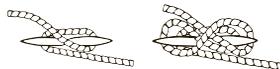
Figure 8 Knot



Bowline Knot



Halyard Knot

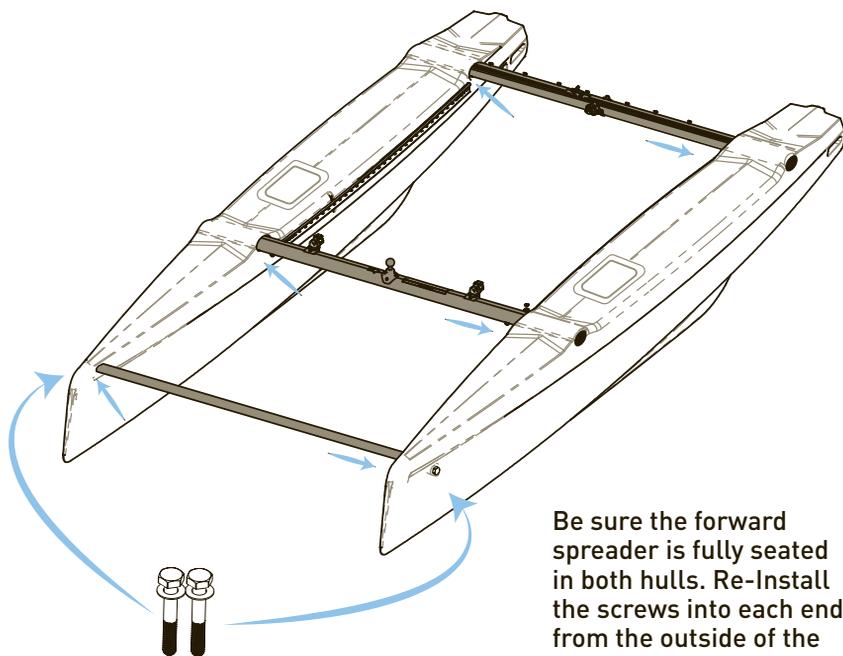


Cleating off a Line

## Hull Assembly

①

Lay the hulls on the ground with inside of hulls facing up, about seven feet apart. Insert the crossbars into one hull. You will have to remove the pre-installed bolts from the ends of the forward crossbar before installing into the hulls. See that the crossbars seat fully into their sockets in the hull. Slide the other hull onto the crossbars until the hulls come in contact with the stop plates (located on the underside of the main and aft crossbars).

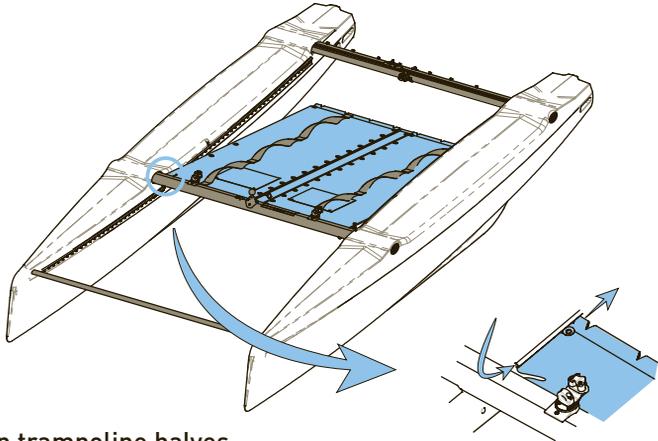


Be sure the forward spreader is fully seated in both hulls. Re-Install the screws into each end from the outside of the hull. Do not over tighten or compress the plastic hull material.

## Trampolines Installation

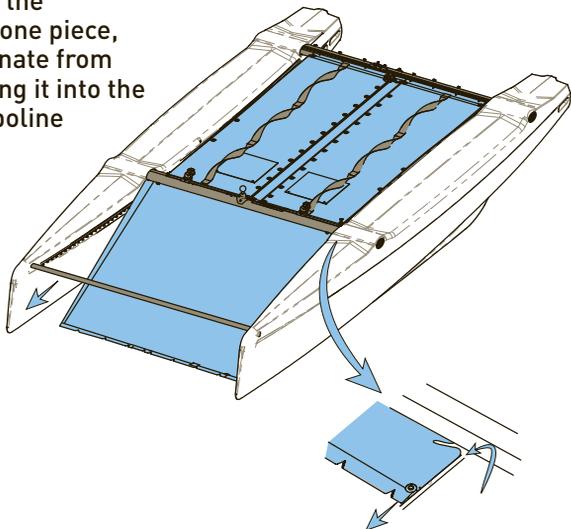
①

Unroll the trampolines from the main crossbar. Slide the main trampoline bolt ropes into the hull trampoline tracks. Soapy water can be used as a lubricant (Do not use an oil or silicon lubricant on the trampoline track or the bolt rope). Sliding the bolt rope into the track is a 2 person job. One person should pull the trampoline and the other feed the bolt rope into the track.



②

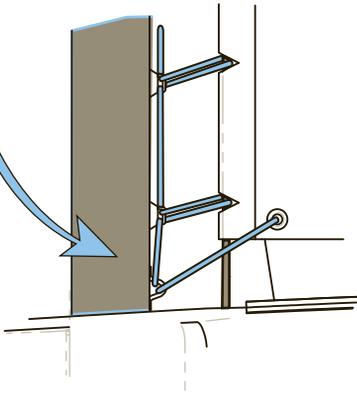
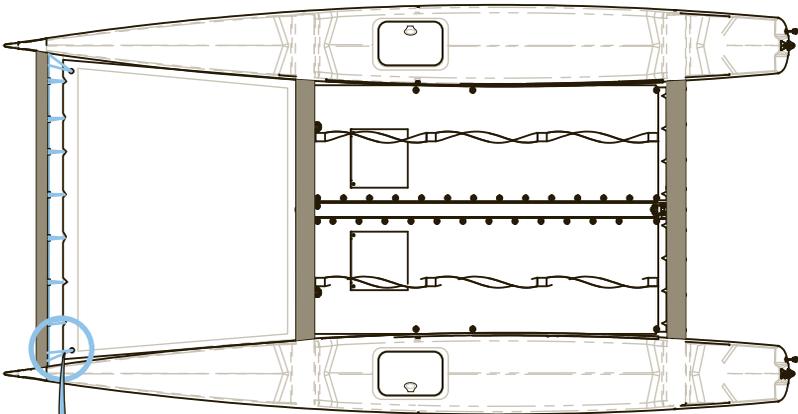
After both main trampoline halves are in place, but not laced, install the forward trampoline following the same techniques as with the main. Except, because the forward trampoline is one piece, it is necessary to alternate from side to side while feeling it into the tracks. Feed the trampoline equally on both sides.



## Lace Forward Trampoline

①

Slide the lace rod into the forward trampoline pockets. Tie the laceline to the eyelet. Pass the line through the grommet in the trampoline.



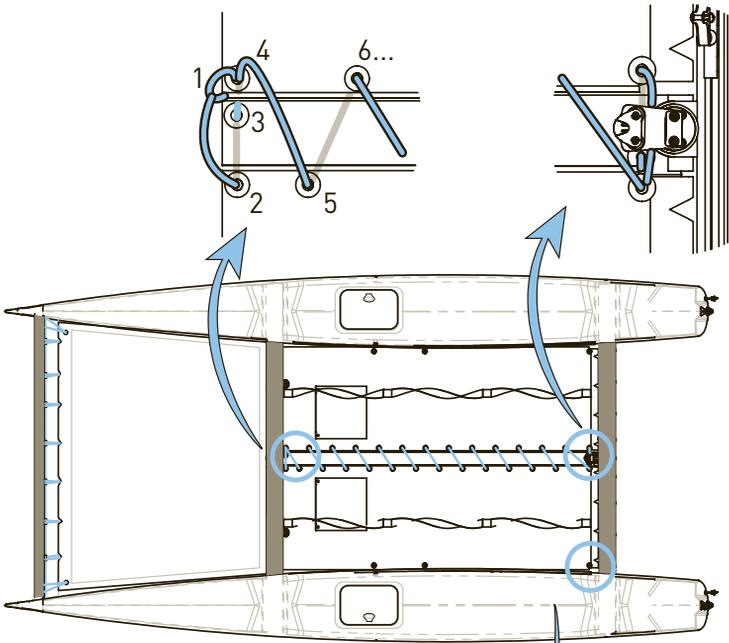
②

Pass the line back through the eyelet, then over to the first slide and to the first cutout and around the rod and back to the slide. Continue this to each slide and cutout across the tramp as shown. Tighten the lines once it is all laced.

## Lace Main Trampoline

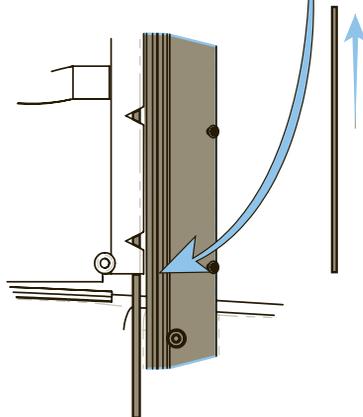
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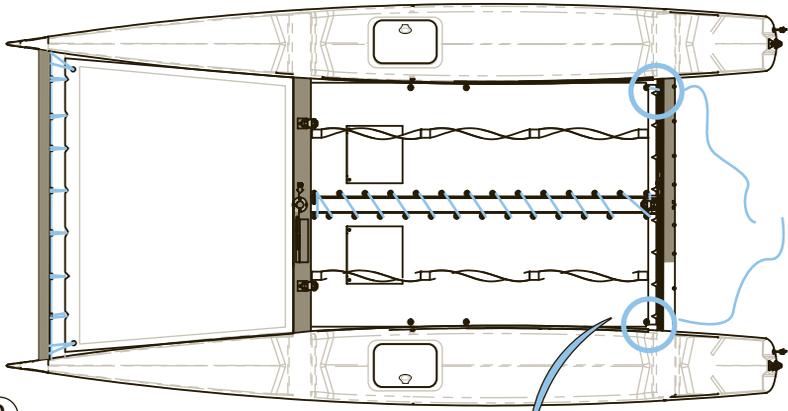
Using the center trampoline lacing line, lace the center of the trampolines together per the diagram below. Start at the front of the trampoline by tying a bowline knot to the grommet and work your way back. Once you lace the line all the way through, go back to the front of the trampoline and pull tension on the line to make sure the trampoline is tight.



②

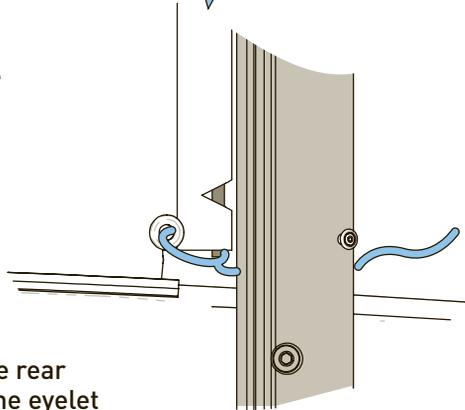
Slide the lacing rod through the back pocket on the trampoline.





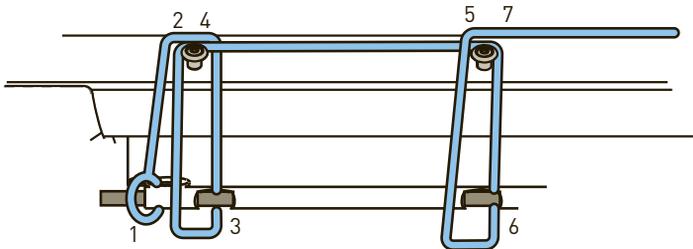
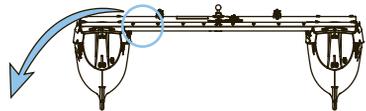
③

Using a bowline knot, tie the rear tramp lacing lines to the grommets in the rear corner of each trampoline.

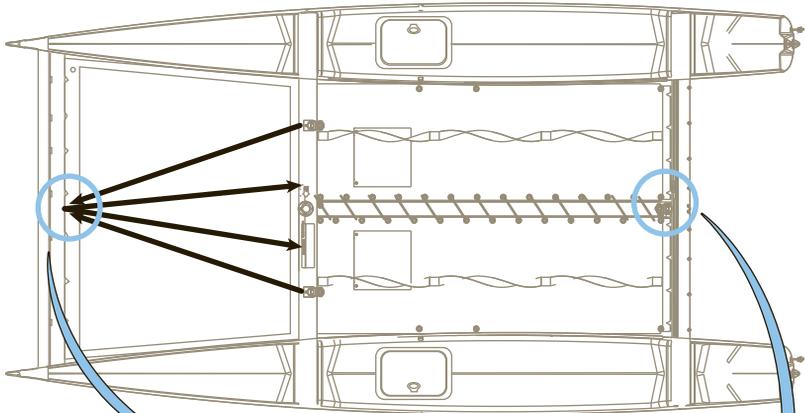


④

Route the line underneath the rear crossbar and lace it around the eyelet posts on the back of the bar as shown in the diagram. Make sure to pull tension on the line to pull the trampoline tight. When you lace the line all the way to the center of the trampoline, tie off the end of the line. Follow this procedure for both sides of the rear trampoline.



## Main/Jib Sheet Installation



### Jib

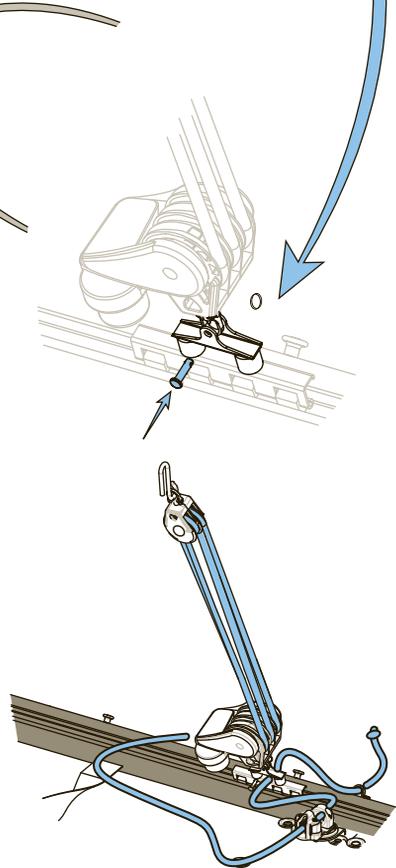
Route the jib sheet through the cleats on the main crossbar. Feed the end of the jib sheet line through the block attached to the jib clew.

### Main

Attach the mainsheet to the traveler car by passing the clevis pin through the shackle on the mainsheet block, holding it in place with the clevis pin.

Route the mainsheet line through the traveler cleat on the rear crossbar, then the traveler car, and through the padeye on the rear of the beam. Tie a knot at the end of the line to hold it to the crossbar.

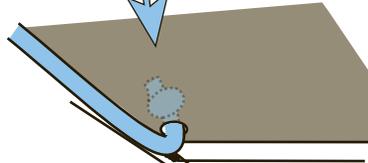
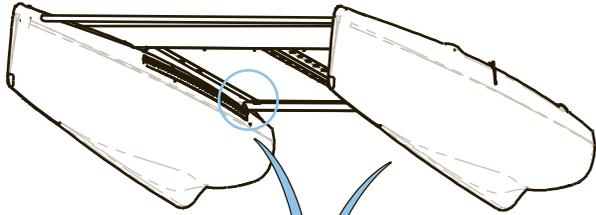
Run the jib sheet ends back to the main crossbar, through the eyelits and tie a figure 8 knot on the back side of the eyelits.



## Righting Line Installation

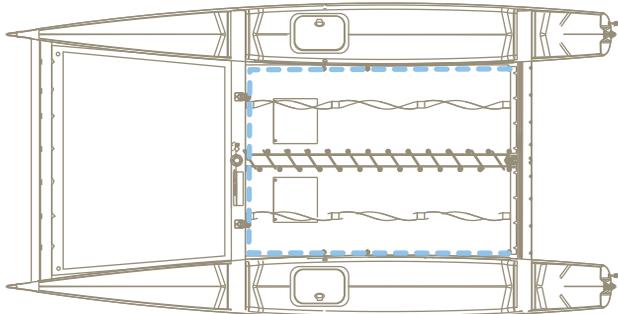
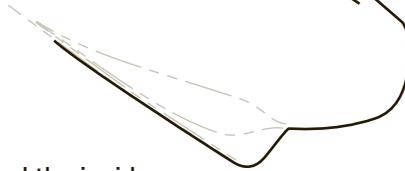
①

Thread one end of the line through a grommet located at the rear of the trampoline from the bottom going upwards. Tie a figure 8 at the end of the line on the top of the trampoline with the righting line below.



②

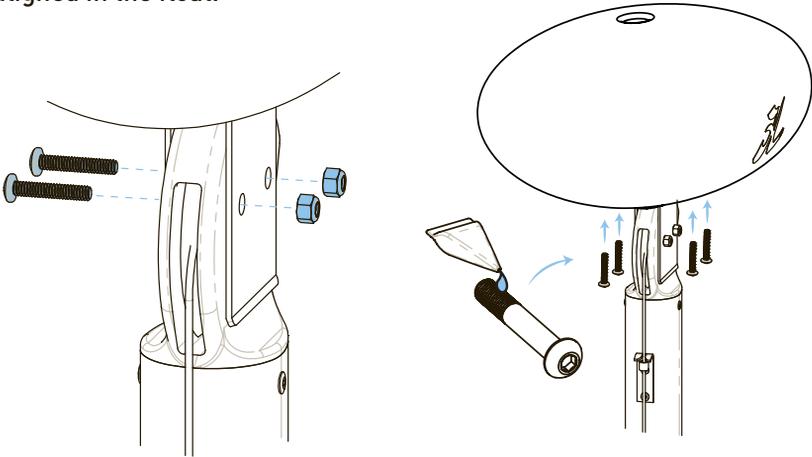
Pass the line around the inside perimeter of the trampoline through the stainless rings attached to the main crossbar, and then back to and up through the grommet on the opposite side.



## Mast Float Assembly

①

Install the mast float to the upper mast section as shown. Place a few drops of Loctite on the bolts before screwing them in to ensure the mast float stays attached. Be sure the blunt end of the float is facing forward towards blunt side of the mast. You may have to loosen the bracket bolts that pass through the mast head to get the screws aligned in the float.



## WARNING

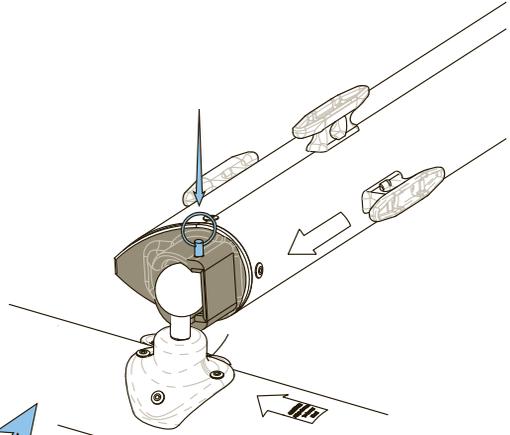


The lower section of the mast is aluminum and displays warnings against assembling and sailing near overhead wires and power lines. The upper section is fiberglass and is designed to help prevent injury that can occur if the mast does contact a high power line. Before raising the mast, check that you are in a safe area and always remember this warning.

## Mast Assembly

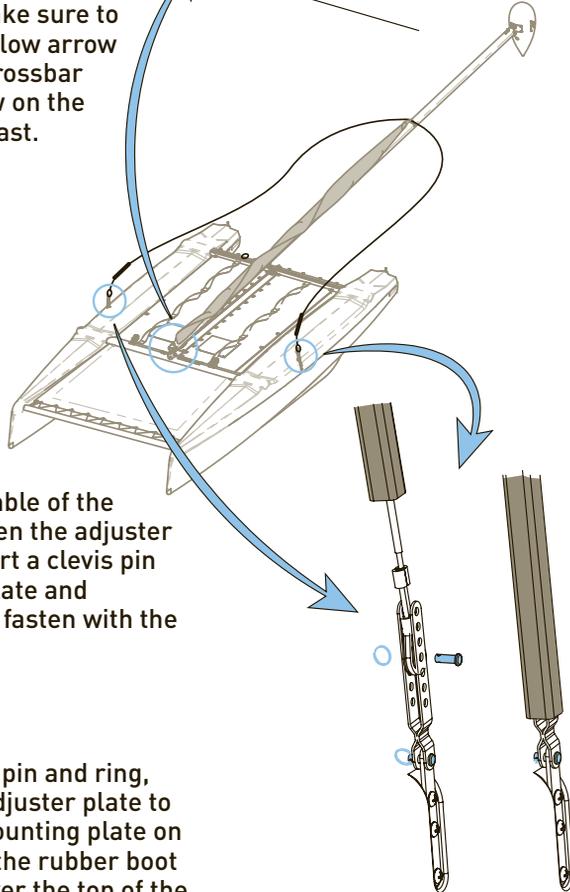
①

To step the mast upright, position the mast base next to the mast step ball. The mast top and float should be positioned to the rear of the boat in the center of the rear crossbar. Once you place the mast on the ball install the stepper bolt and thread on the nut. Make sure to line up the yellow arrow on the main crossbar with the arrow on the mast of the mast.



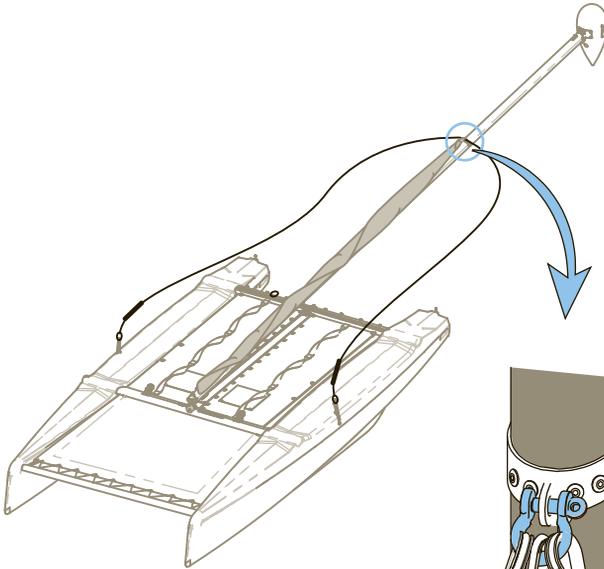
②

Place the thimble of the shroud between the adjuster plate and insert a clevis pin through the plate and thimble. Then fasten with the ring.



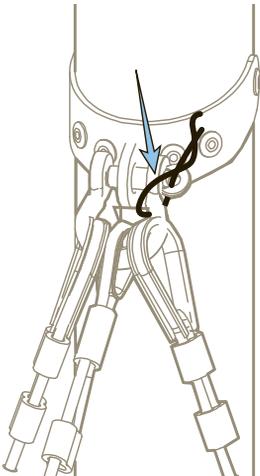
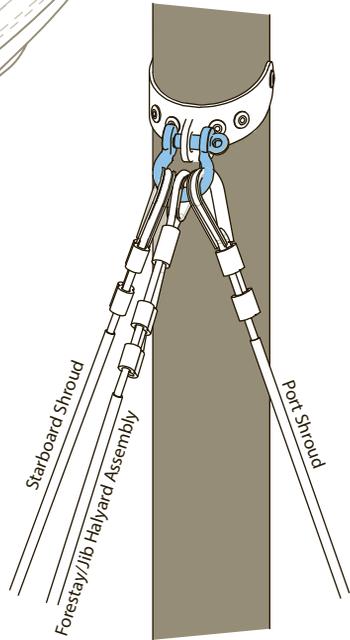
③

Using a clevis pin and ring, connect the adjuster plate to the shroud mounting plate on the hull. Pull the rubber boot cover down over the top of the shroud attachment assembly.



4

Using the large shackle provided, from the small parts box, attach the shroud and forestay wire to the mast tang. **Make sure the forestay/jib halyard assembly is between the shroud and that the wires aren't twisting around each other.**

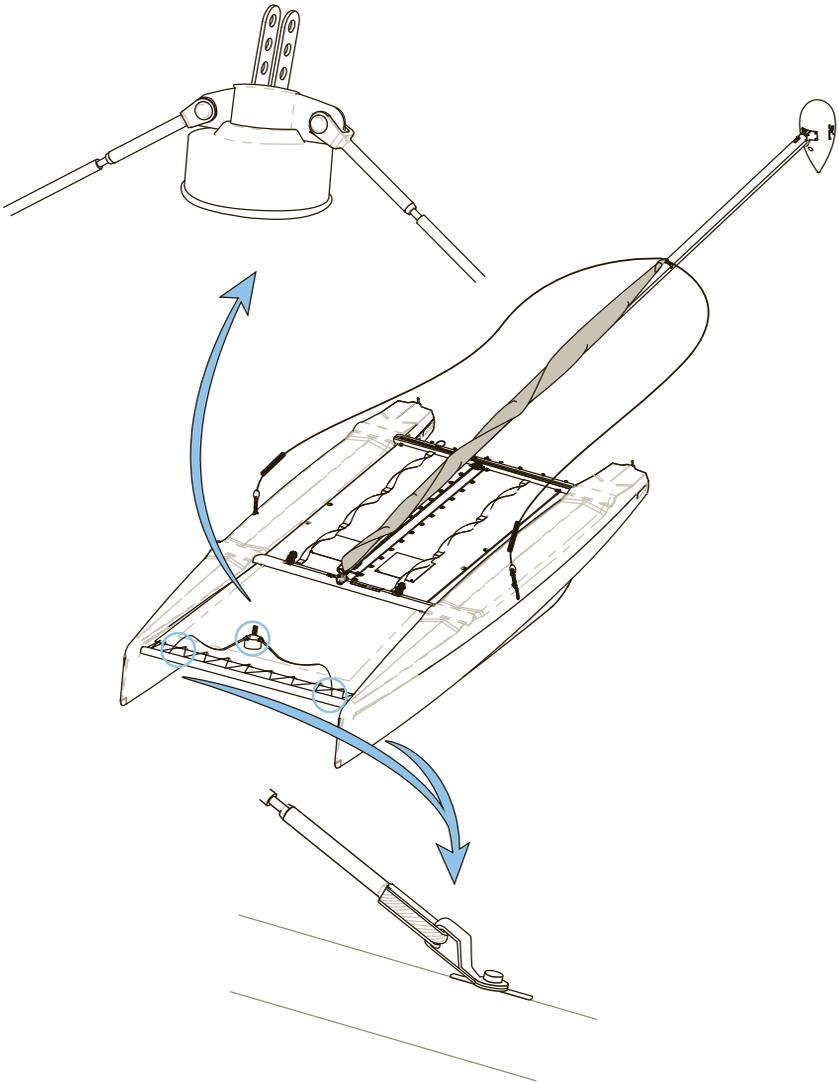


5

Wrap the shackle safety wire through the hole in the shackle and around the shackle itself.

⑥

Insert the forestay adjuster into the furler drum one or two holes and pin in place. Check and tension the shackle at the lower forestay to adjust connection. Tension fully with pliers or vice grips.



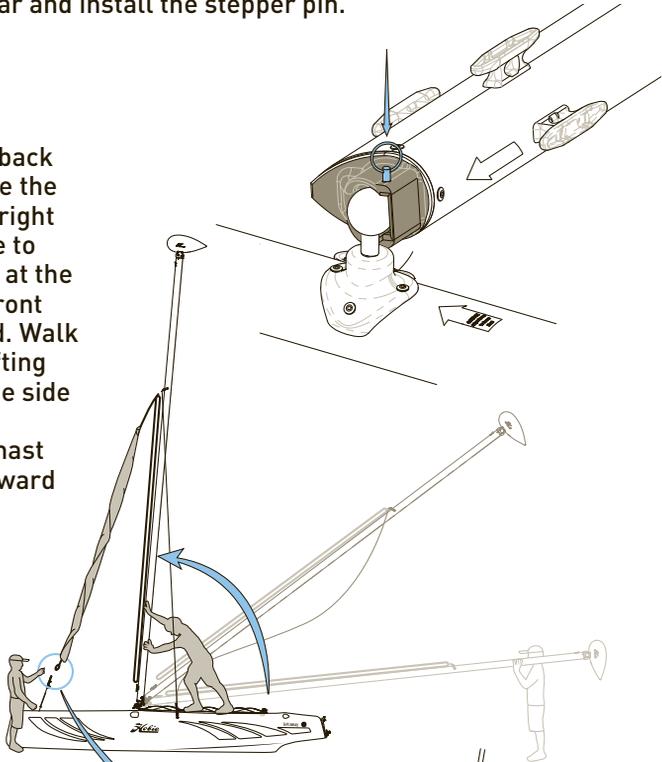
## Raising Mast

①

Install the mast on the mast ball located on the front crossbar and install the stepper pin.

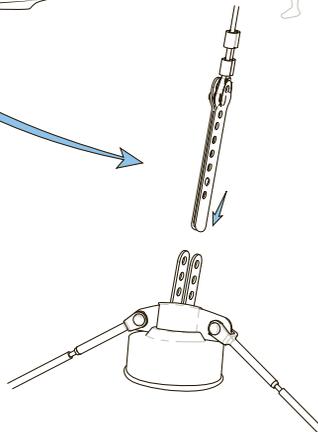
②

Lifting from the back of the mast, raise the mast into the upright position. Be sure to keep the arrows at the mast base and front crossbar aligned. Walk forward while lifting the mast until the side shrouds go tight preventing the mast from further forward movement.



③

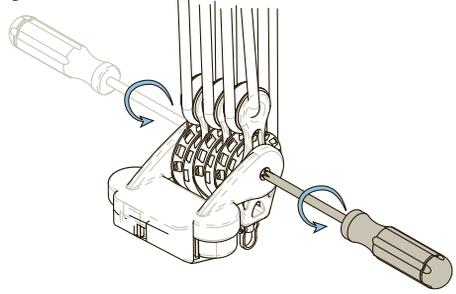
Insert the forestay adjuster into the furler drum one or two holes and pin in place. Check and tension the shackle at the lower forestay to adjuster connection. Tension fully with pliers or vise grips.



## Mainsheet Cleat Angle Adjustment

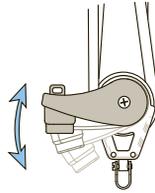
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Turn the screws on each side of the cleat counterclockwise 1-2 turns. **DO NOT COMPLETELY UNSCREW.**

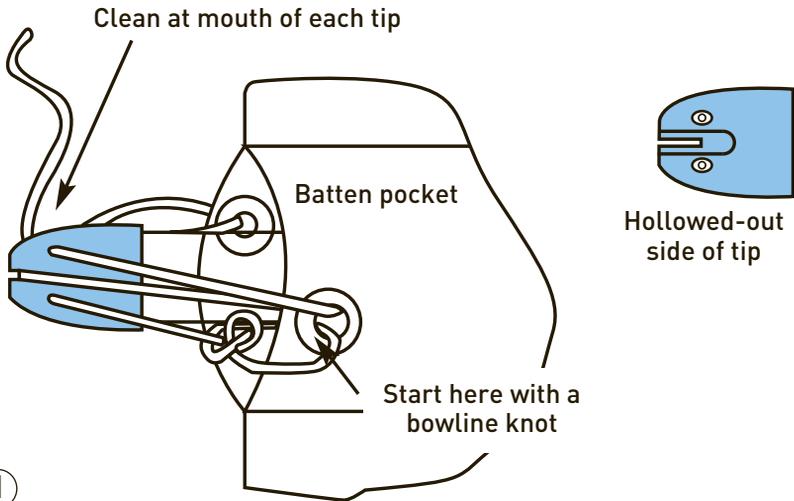


②

Adjust the cleat angle to your preference and tighten the screws to hold in place.



## Sail Assembly



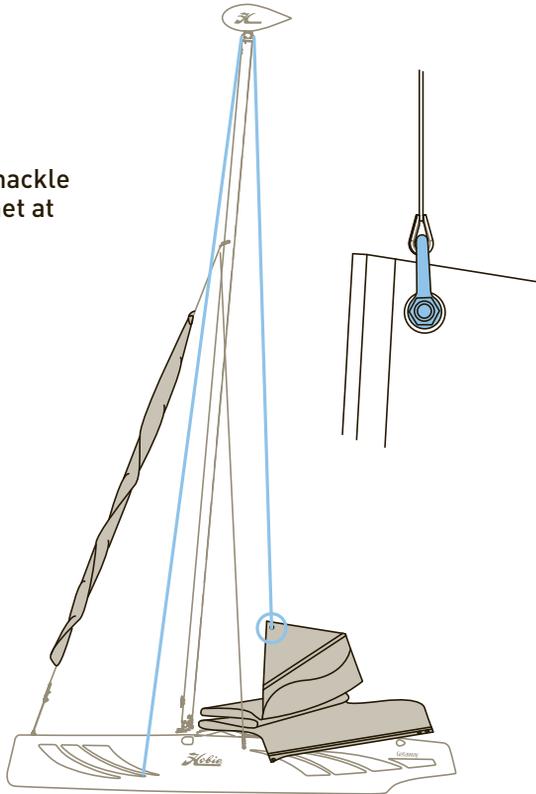
①

The lines are threaded through each batten end cap but are not tensioned. To tension the battens, pull tension on the line forcing the batten into the pocket and cleat it. Tie a small figure 8 knot in the end of each line to prevent the battens from falling from the sail if the line releases from the cleat.

## Raising the Main Sail

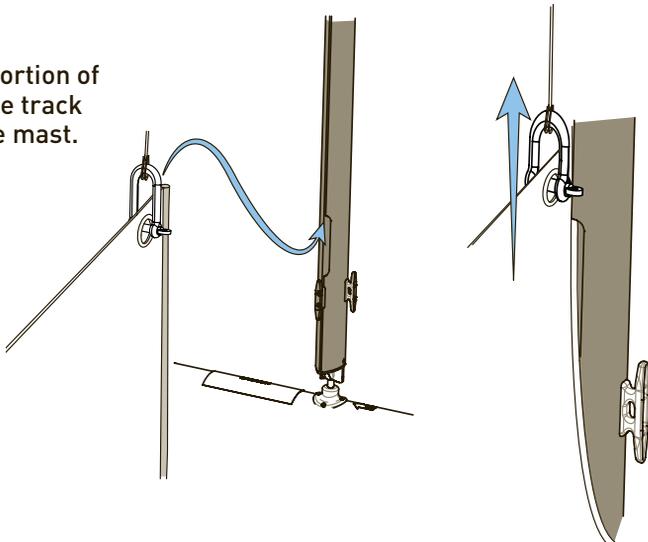
①

Hook the halyard shackle through the grommet at the top of the sail.



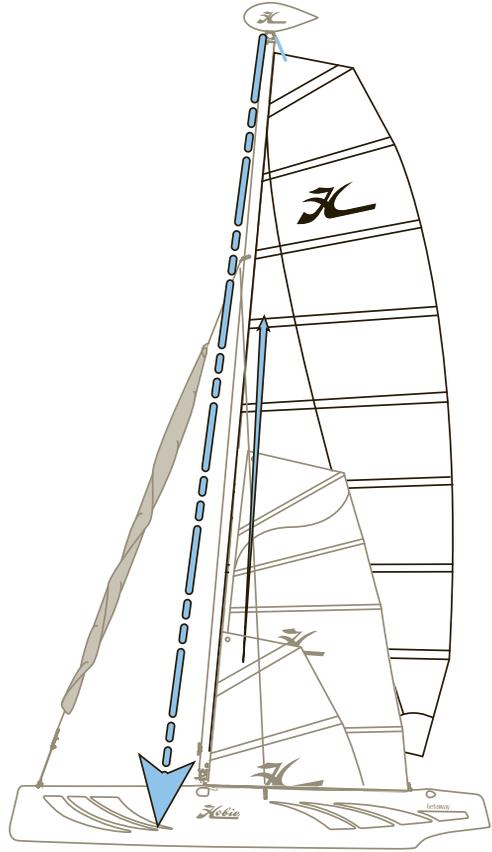
②

Feed the top portion of the sail into the track opening on the mast.



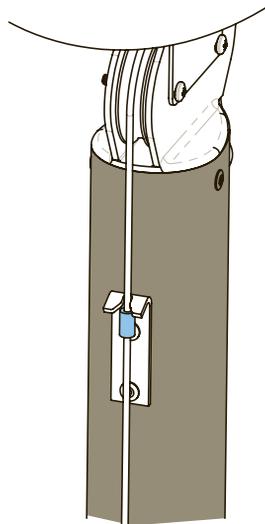
③

Pull on the halyard from the front of the boat to hoist the sail all the way up to the mast, feeding the sail into the mast track as you pull on the halyard. This is a two person job.



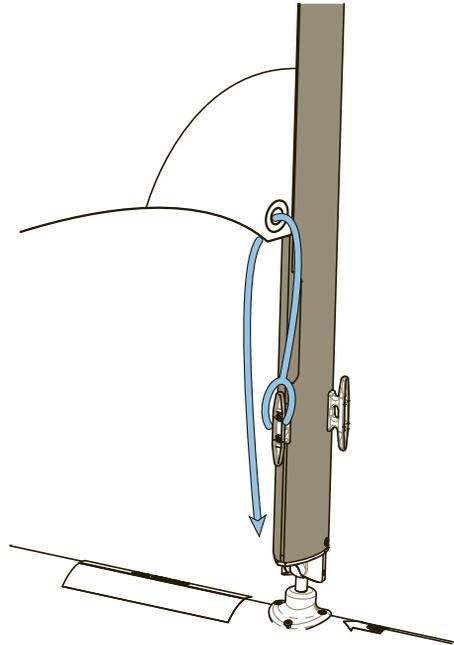
④

Once the sail is fully hoisted, pull the halyard toward the mast so the wire engages the fork at the top of the mast and pull down on the sail to hook the wire.



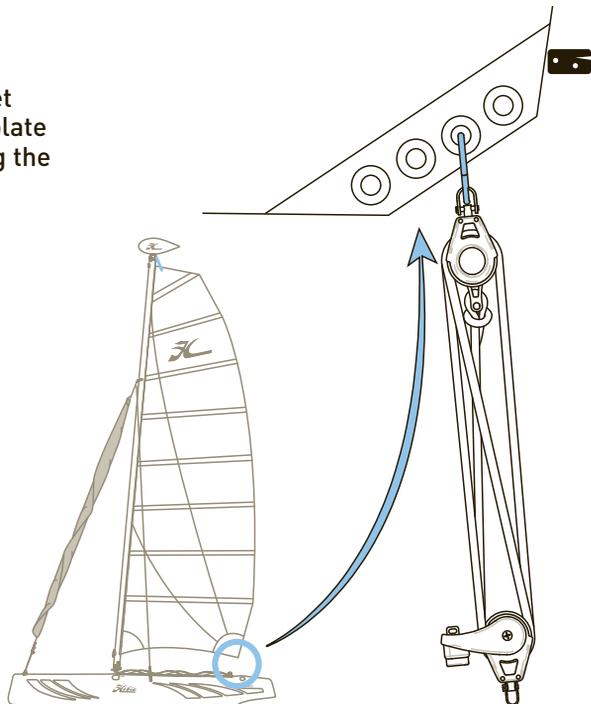
5

Tie the downhaul line through the middle hole on the mast track cleat. Run the line through the grommet on the tack of the sail and pull down to pull the wrinkles out of the sail and tie off the line around the cleat.



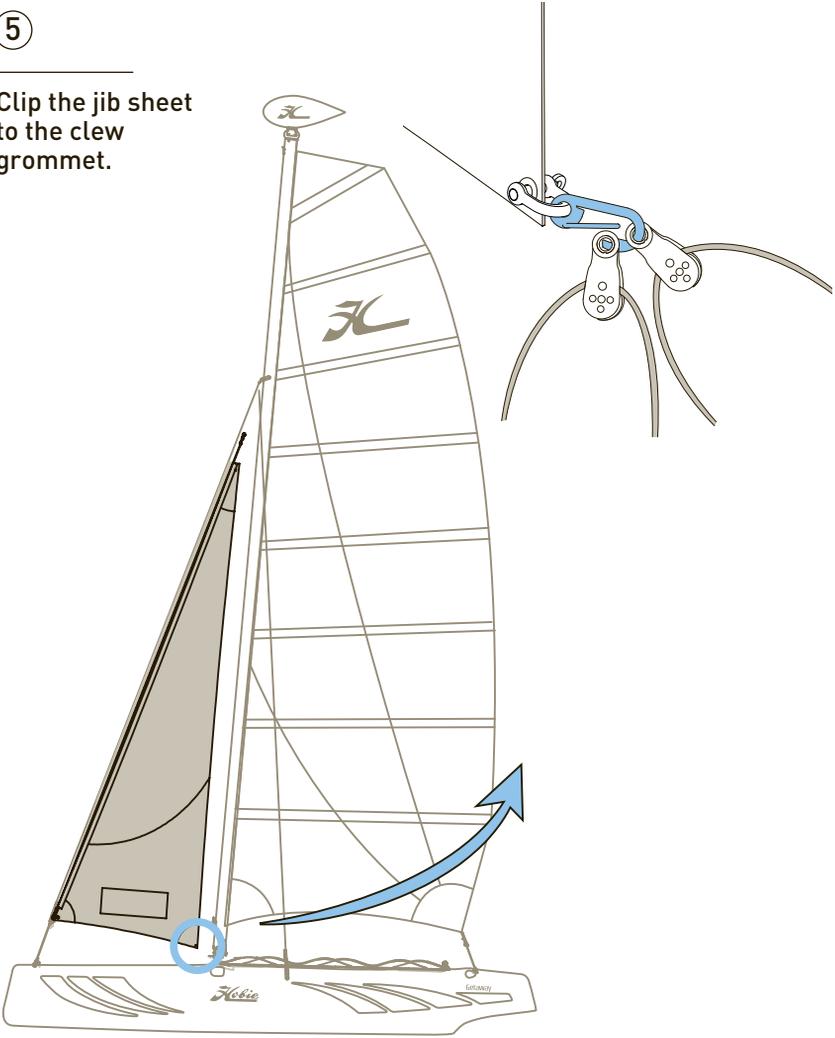
6

Attach the mainsheet system to the clew plate of the mainsail using the hook attached to the upper block.



5

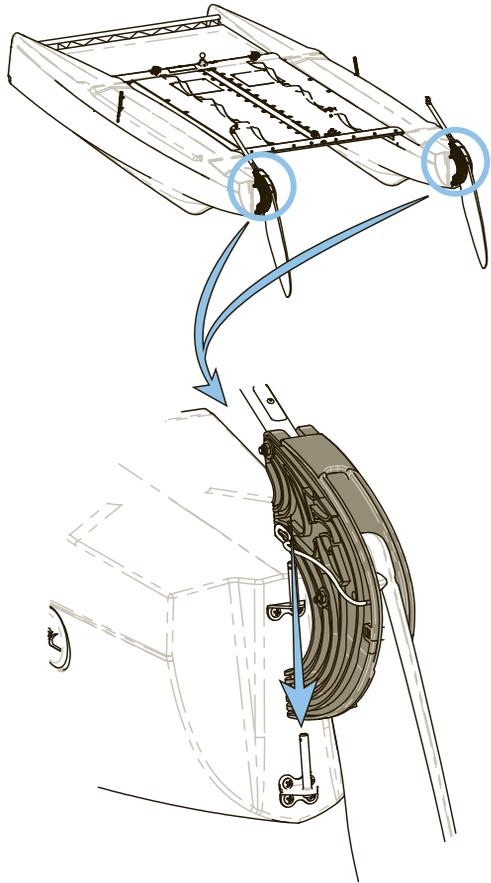
Clip the jib sheet to the clew grommet.



## Rudder Installation

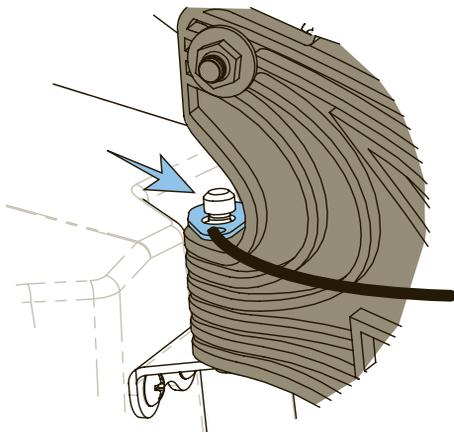
①

Slide the rudder over the pintles on the stern.



②

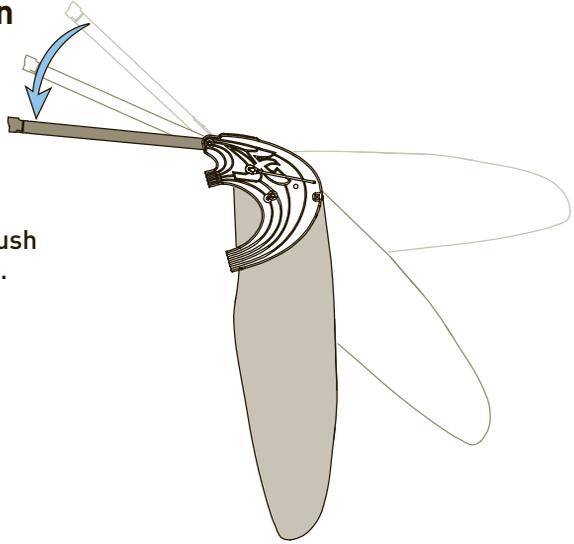
Lock the keeper key over the groove in the top pintle.



## Rudder Operation

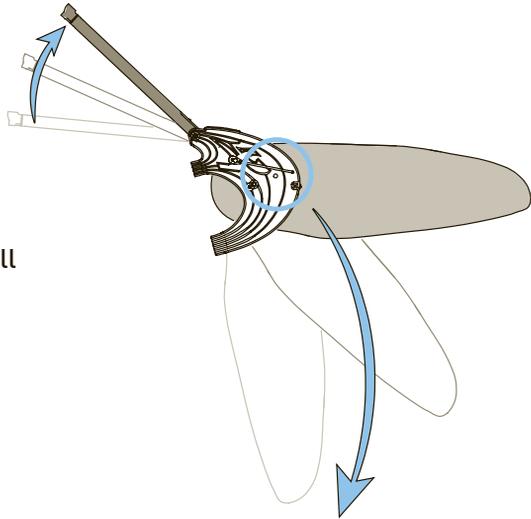
①

To lower the rudder, push down on the tiller arm.



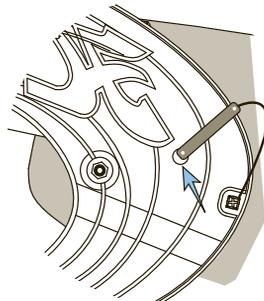
②

To raise the rudder, pull up on the tiller arm.



③

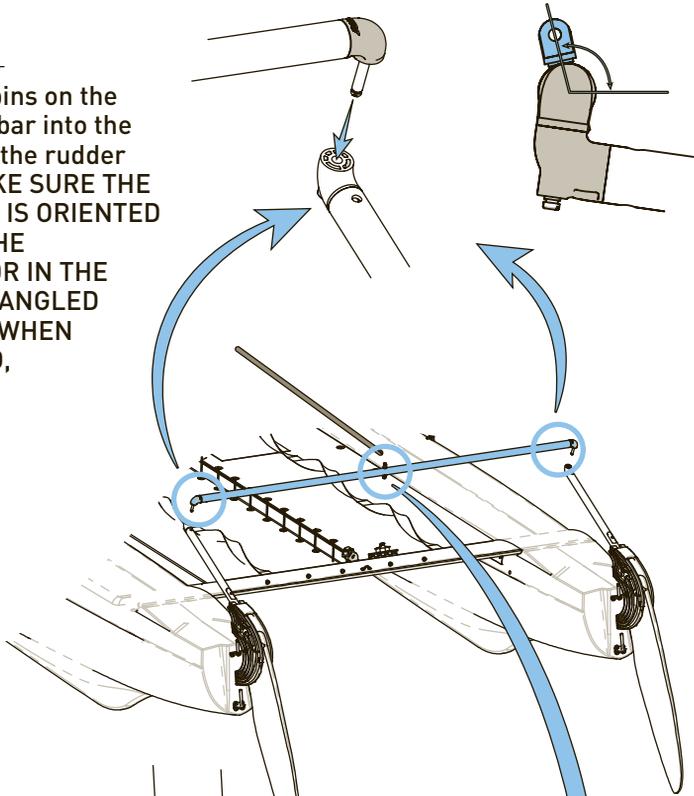
If you want to keep the rudder in the “up” position for transport, install the pin through the rudder and housing. Remove the pin before lowering.



## Tiller Crossbar/Extension Installation

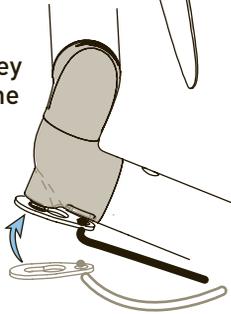
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Insert the pins on the tiller crossbar into the end cap on the rudder tillers. **MAKE SURE THE CROSSBAR IS ORIENTED SO THAT THE CONNECTOR IN THE MIDDLE IS ANGLED FORWARD WHEN INSTALLED,**



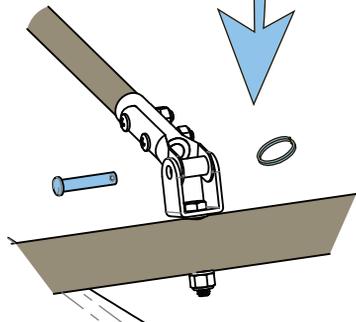
②

Install the locking key into the groove on the tiller crossbar pin.



③

Using the clevis pin and ring, attach the tiller extension to the center of the tiller crossbar.



## Sailing your Getaway

Safe and sane guidelines for the beginner; and an easy review for the experienced.

## Balancing the boat

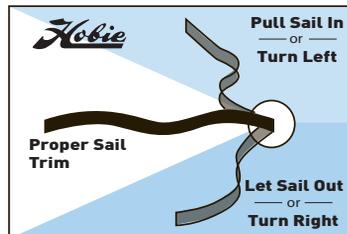
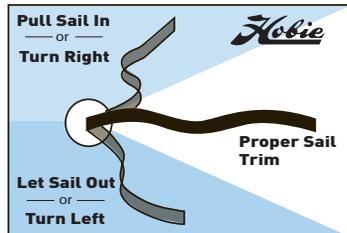
When sailing, sit on the upwind side of the boat (wind on your back) just in front of the tiller, facing the sail. Balance your weight further outboard as the boat begins to tip or heel over with the wind in the sails. Tuck one foot under the hiking strap for balance. Use your hand that is forward to hold and control the mainsheet. Use your hand that is aft to steer.

## Steering

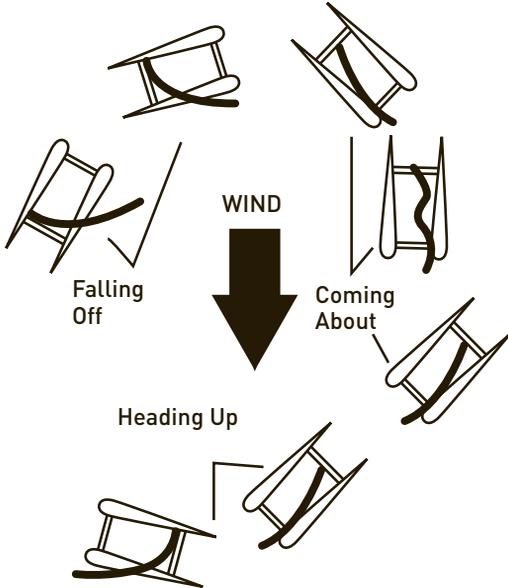
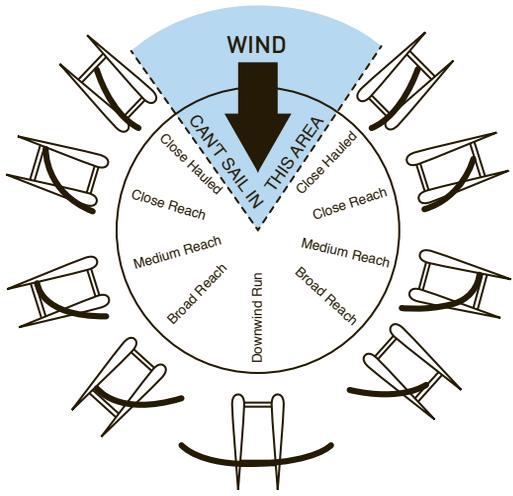
Steer the boat by pushing the tiller away from you to turn towards the wind. Pull the tiller towards you to turn away from the wind. Keep the movement of the tiller to a minimum to prevent over-steering. This will help you keep the boat moving in a straight line as you pay attention to other watercraft and sail adjustments.

## Sail Power

Face the sail to monitor the trim and adjustment of the sail. When the front of the sail, just behind the mast, luffs or flutters in the breeze, you lose power. To start moving, pull the sail in just enough to stop the sail from luffing. There are also short ribbons hanging on either side of the sail. Follow the diagram of sail and course adjustments above using these “tell tails” to get optimum performance from the sail for all angles of sailing. The tell tails react to air flowing over the sail and will help you determine whether the sail is pulled in too tightly or too loosely. If you pull the sail in too tight, you will stall the sail power. Ease the sail out until it luffs, then pull it in just a little until it stops luffing. You will adjust the trim whenever the wind shifts direction or you change course.



Refer to the sail trim diagram for approximate sail settings for the different points of sail or directions you will be sailing. Note the “can’t sail zone”. You cannot sail in this direction due to the fact that the sail will luff constantly when pointed into the wind. If you get “stuck in irons” (stopped pointed into the wind), you will need to reverse the rudder and push the sail forward to back-wind. This will back the boat up. Reverse the rudders and let the sail out until the boat is positioned more across the wind (close reach). Then you can correctly trim the sail once again and start moving forward.



## Turning

To tack or turn the boat into and across the wind to the opposite direction (also known as “coming about”), follow the points of sail guide illustration and take the boat to the close hauled point of sail. This is when you are nearly 35 degrees from sailing straight into the wind. With the boat moving forward and not staling, push the tiller away from you slowly. When the boat is pointing straight into the wind the boat will become level. Ease the mainsheet trim out just a little. At this time move your body to the other side of the boat, switch hands with tiller and mainsheet and begin to bring the rubber back to straight. The crew should move across the trampoline at the same time. The crew is responsible to ease the jib sheet just after the main sail is released and sheet the jib onto the new course before the mainsheet is trimmed. This action by the crew will prevent the boat stalling head to wind. As the boat comes across the wind and falls off onto the opposite, close hauled point of sail, bring the tiller all the way back to proper sail trim. If you stall pointing into the wind and you cannot steer the boat, refer back to the sail power description concerning getting stuck in irons.

When sailing downwind, the turn from one point of sail across to the other is called a jibe. The jibe is completed by turning away from the wind (falling off) to the opposite point of sail rather than into the wind as when tacking. Care must be taken when attempting a jibe as the boat will be at pull power and you cannot easily de-power it without turning back into the wind. Also, be aware that the boat will be less stable in this maneuver as the sail will now have to swing clear across from fully out one side of the boat to fully out the other.

To start a jibe, turn the boat away from the wind and let the sail out slowly. Keep the turn going at a steady rate and being pulling the sail back in as the boat nears the straight downwind direction. This will help prevent the sail from slamming all the way across when the fills from the opposite side. Duck below the sail to avoid getting hit as the wind fills the sail from the opposite side and swings across the boat. Attempt to control the speed of the sail while it crosses the deck by maintaining some tension on the mainsheet. The ease the mainsheet out quickly as the boat turns past the downwind direction onto the new point of sail. Trim the sail correctly for the desired point of sail.

## Launching the Boat

Launching the boat is easiest when the boat can be pointed into the wind to keep it de-powered and float into deep enough water to lower the rudders. It is possible to launch in shallow water with the rudders partly up. Try not to steer with too much force on the rudders until you lock them in the down position. Keep the sail loose and trimmed out completely until you can power up and steer away from any obstacle. Trim the sail in quickly to get the boat moving forward and steer away from the wind slightly to prevent stalling into the wind.

When launching from a beach where the wind is blowing from the beach towards the water you simply keep the boat pointed into the wind. Drift backwards with the rudders in the up position and your weight towards the front of the boat. Stay forward as the boat drifts into deeper water. You can hold the sail out to catch wind backwards to increase reverse speed. Then move to the rear and lower the rudders. It will be easiest to lower only one rudder while moving backwards. Then lower the other when the boat begins to move forward again. Be aware of the intended direction you wish to sail when lowering the rudder and steer the boat as the rudder drops into the water. There will be a lot of force on the rudder to turn one way or the other when going backwards. Plan ahead and steer the rudders so that they will be pointing in that direction before dropping it into the water. Steer the boat while going backwards so the bow turns away from the wind and toward the direction you wish to sail. As the sail begins to fill with wind, the boat will slow then begin to move forward. Trim in the sail and off you go.

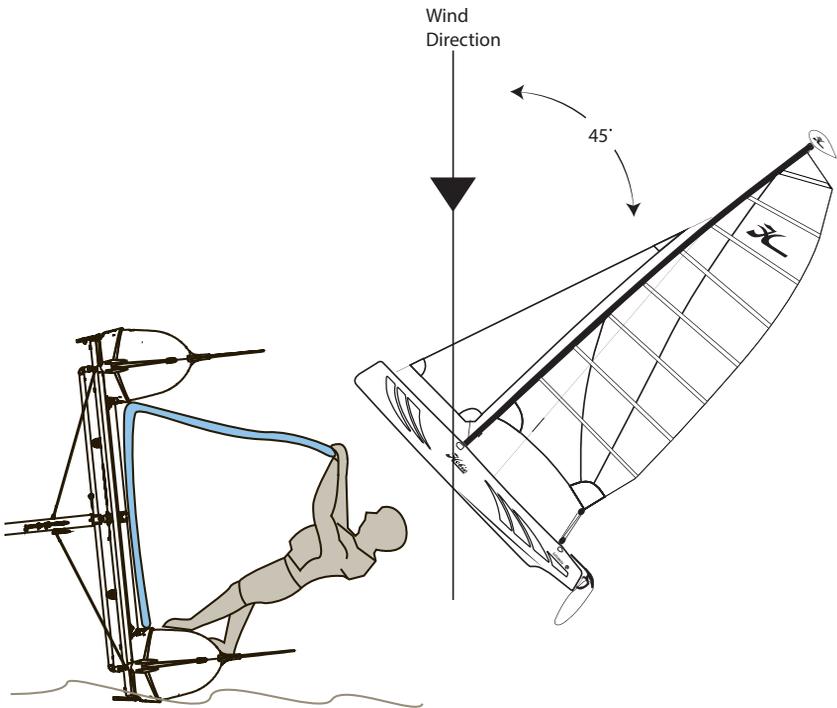
## Docking

Docking the Getaway properly will prevent damage. Always dock and rig on the leeward side of a dock (the side the wind reaches last). Come in slowly and always be aware of the wind direction so you can properly de-power the boat when needed. The stronger the wind the more difficult the docking will be. Until you feel confident, you may want to practice with a friend who will remain on the dock and help slow you down if necessary.

## Righting the Boat

If you tip the boat over, stay with the boat. The boat will not sink and is easy to right. It is not necessary, but it is easier, to right the bow and the mast are pointed into the wind as in the following diagram.

There will be less wind resistance and better control in this position. Be sure the mainsheet is released, then swim around to the bottom of the boat. Skipper and crew should climb up on the hull and stand up. Using the righting line, skipper and crew pull the righting line that is against the upper hull and hold the line while slowly leaning back away from the trampoline. Lean to approximately 45 degrees for best leverage. As the mast and sail lift out of the water and the upper hull begins to drop back into the water, drop down to your knees then into the water. Hold onto the righting line near the crossbar or the crossbar itself near the hull that you were standing on. This will prevent the hull from being lifted into the air by momentum which could cause the boat to capsize once again. Be well aware of the hull and crossbar coming down over your head. Holding the crossbar or righting line will also insure that you remain with the boat when it is righted. Climb aboard and continue sailing.



## Beach Landings

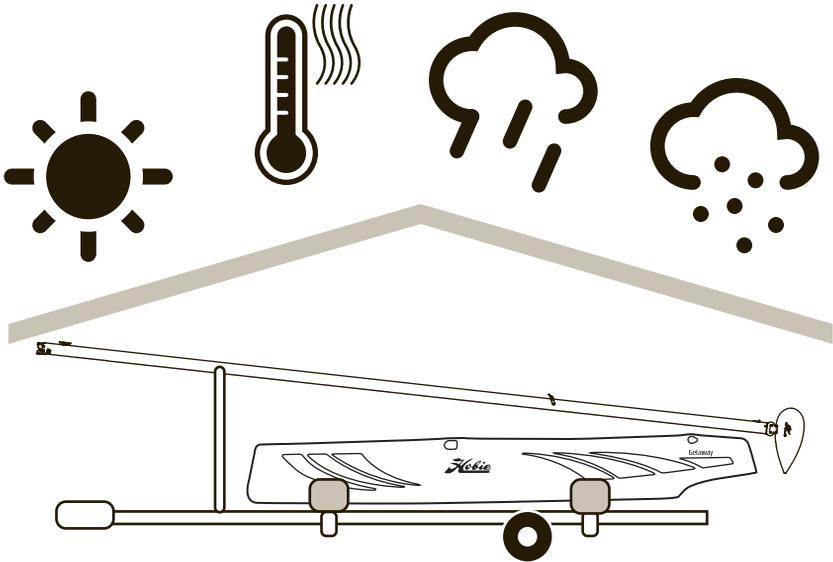
Landing on a beach is simple. The idea is to reach the beach in the point of sail nearest straight into the wind as possible. This will assure that you can properly de-power the sail once beached.

Approaching a beach when the wind is blowing from the beach out towards the water will require some planning so that you maintain power. Turn into shore just before the hulls or rudders touch the bottom. Plan so the final tack towards the location you choose to land is the tack that is nearest straight into the wind. Get a little closer to the beach than you need on the previous tack to account for wind shifts in direction and speed. This will give you a little room for error. This will allow you to point a little further away from the wind after the tack to gain speed before heading up into the beach to de-power at the last moment.

When approaching a beach when the wind is blowing onshore, sail in towards the beach from either side of the landing spot. Sail in just short of touching the bottom with the rudders. Allow some distance to turn the boat out towards the water and into the wind just out from the landing spot. Turn sharply to head into the wind and stall the boat. Raise the rudders and drift back onto the beach.

Always keep the boat pointed into the wind while beached and keep the sail trimmed out and un-cleated.

## Store out of Weather



### Additional Storage Key Points

- Always open drain plugs and remove all water from boat.
- If you are living in freezing conditions, make sure all water is drained from all aluminum assemblies.
- Don't leave tie-down straps tight over a long period of time.
- Storing in non-recommended configurations can result in hull damage and can void your warranty.
- Always allow your sail to dry and store it in the bag to prevent fabric damage.
- If you are storing your sail long term, make sure it is stored in a cool, dry place.
- Do not store mast upright in freezing conditions. Water accumulation inside the mast extrusion can freeze and crack the aluminum.

### Transportation

The best way to transport your boat is to purchase a trailer from your dealer. Using proper cradles/rollers that support the hull, the boat can be transported without causing damage. Straps can be laid across the hulls and tied to the trailer crossbars. Straps should be tight, but not so tight that they distort the shape of the boat. Avoid using ratchet straps to prevent overtightening. **BOAT, MAST AND OTHER COMPONENTS SHOULD BE ATTACHED TO THE TRAILER WITH ADEQUATE TIE-DOWN STRAPS. FAILURE TO DO SO COULD CAUSE EXTENSIVE DAMAGE OR SERIOUS INJURY!**

## Loading Your Trailer

The weight of the boat, equipment and additional gear should never exceed the manufacturer's rated weight capacity. Proper distribution of the load is of vital importance. Too much weight on the hitch will cause "tail dragging" of the towing vehicle, impairing steering and raising headlights into the eyes of oncoming traffic. Too little or negative weight on the hitch, and the trailer will sway or "fishtail". The solution to proper distribution is often adjusting movable gear. A more permanent solution is to shift axle position before taking your boat to water the very first time.

## Towing Vehicle

Most vehicles are limited in towing capacity. Towing heavy loads places extra demands on the engine, transmission, breaks and other systems vital to the vehicle. Towing "packages" are available through most auto dealers and should be considered for heavy boats.



**Be sure to first consult your vehicle owner's manual to ensure that you comply with all recommendations, precautions and specifications.**

## Towing

Extra caution is necessary when towing any trailer. The heavier the rig, the more time required to accelerate, pass, and stop. For this reason, the maximum speed for vehicles with trailers is less than without a trailer in more states. A long rig requires a larger turning radius. Curbs and obstructions should be given wide clearance. Most boats on trailers obstruct the rear view mirror on the right side of the towing vehicle is required by law.

The trailer boatman should be familiar with traffic and highway laws relating to the towing of trailers. Towing a Hobie had particular hazards that should be mentioned. A Hobie is very wide. Obstacles should be given plenty of room when you are passing them. Tie down straps or lashings should be of sufficient size and diameter and placed on all four corners. The mast support on a trailer is subject to a lot of side-to-side motion and consequently may fatigue where it is welded to the trailer. All this can be reduced by tying a line from each bow to the mast support. This will stiffen the rig up and prolong the life of the trailer.

## Launching and Retrieving

Prepare boat for launching at the top of the ramp or parking facility. Remove all tie-down straps, check boat plugs and fasten boat painter. Do not release winch line until the boat is in the water. Back trailer to the left if possible; backing left gives better launching visibility. Avoid dunking wheel bearings wherever possible. Never leave the towing vehicle unattended on the ramp with only the parking break set. If vehicle must be left while on the ramp, set transmission in “park” or first gear, in addition to setting the parking break. In retrieving your boat, make sure that the boat is properly placed on the trailer. Pull trailer up steadily to prevent spinning the wheels.

## Trailer Maintenance

**Light:** Most state laws require two red taillights on the rear that may be combined with the stop and turn signals. Vehicles over 80 inches in width require clearance lights. If lights are dunked, waterproof light fixtures should be used. If water is allowed to enter the lamp may crack and short out the entire system. Water also promotes contact corrosion. Always carry spare lamps. The wire coupling to the towing vehicle should be high enough to stay dry. Never rely on the trailer hitch for ground connection. Four-pole connectors should be used.

The mast should not extend over three feet behind the rear light assembly.

**Wheels:** Tires should ALWAYS be inflated to manufacturer’s recommended pressure. Always carry a spare wheel and a jack that fit the boat trailer. If wheel bearings are always dunked, waterproof bearings and caps should be considered. If water is allowed into the hub, lubricating grease will float away and bearings will burn out or seize, causing damage and a safety hazard. Waterproofed bearings should be inspected prior to each boating season, others more often. Special care should be given when traveling on unimproved roadways with small diameter wheels.

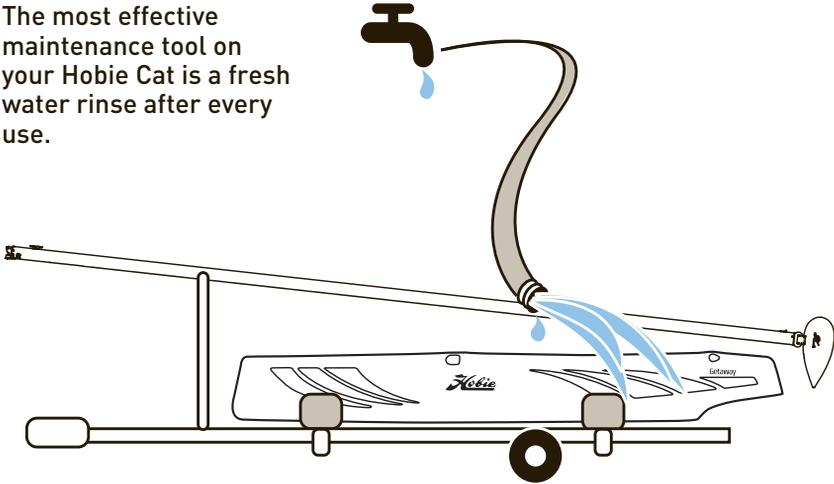
If a spare wheel is not available, a spare wheel bearing set should be taken on long trips on case the grease seal has been broken.

## Frame and Rollers

Rust should not be allowed to accumulate. Remove rust and repaint with anti-rust paint. Some trailers offer galvanized coating to prevent rust. Rollers should roll freely and should not have checks, breaks or flat spots.

## Rinsing

The most effective maintenance tool on your Hobie Cat is a fresh water rinse after every use.

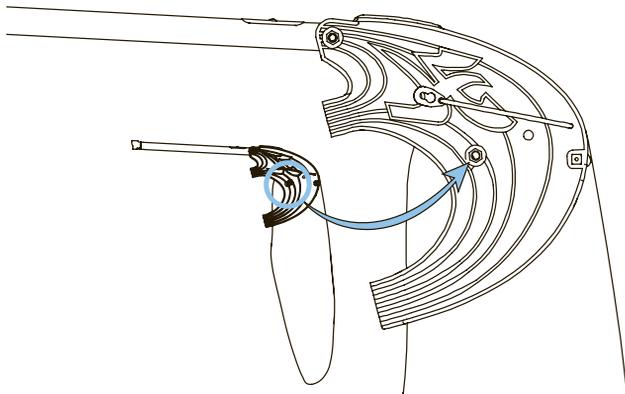


## Inspection

Check the entire boat before and after every use. Key areas to inspect are the rudder mounts, shroud/bridle mounts, and wire thimble (rust build-up and frayed wires.)

## Rudder Detent Pressure

Your rudder assembly come from the factory pre-adjusted for optimal detent pressure. This detent keeps the rudder in either the “up” or “down position. With a lot of use, the rudder detent pressure may need to be adjusted. To increase the amount of detent, tighten the bolts of the side of the rudder housing. It doesn't take much adjustment to make a big difference. **IF THE BOLT IS TOO TIGHT IT WILL BIND RUDDER MOVEMENT.**



**Enjoy the Ride!**





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