



Hobie® 16
Owners 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.

Owner's Manual

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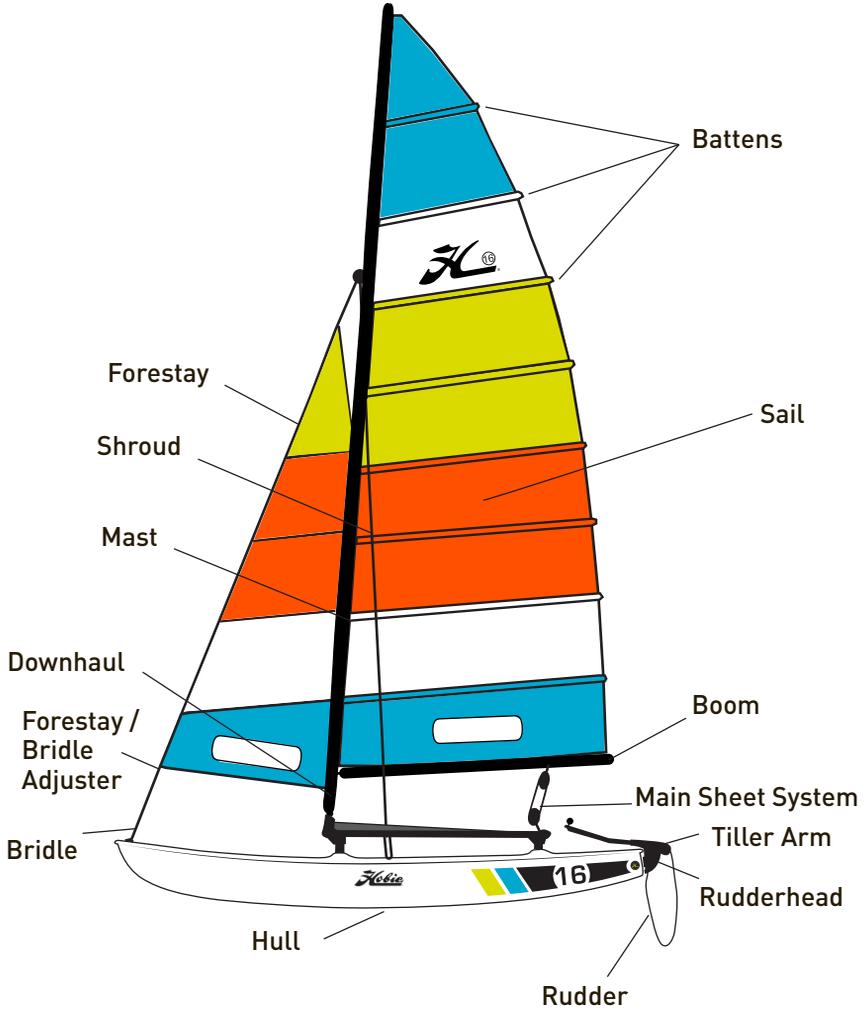
Assembly Manual

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Look for this icon. Online video is available at
www.hobiecat.com/support/products

Please read through the instruction manual before using this product



Read Carefully Before Sailing:

- 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 (see the regulations in force).
- 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.
Protect yourself against heat and sun.
- Learn about the local sea regulations.
- 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 understands these safety instructions.

- ALWAYS check that the drain plugs are screwed in before launching your catamaran. Remove the plugs after sailing to drain any water that may have leaked into the hulls.

Safety Equipment:

All necessary safety equipment must be available on board. (Life jackets, etc.) and must correspond to the boat type, weather conditions, etc. This material is mandatory in some countries. The crew must know how to use this material and how to behave in case of emergency (men at sea, towing, etc.) ; Sailing schools and clubs regularly organise training sessions to learn how to use the safety equipment and how to behave in case of emergency.

INTERNATIONAL HOBIE CLASS ASSOCIATION (I.H.C.A.)

Hobie Cat owners are organized in a world-wide class association: the IHCA (International Hobie Class Association).

For North America, you can contact the Hobie Class Association of North America.

Visit their web site : <http://hcaona.hobieclass.com>

Before sailing, check the following points :

1/ Install the drain plugs (if any) – do not overtighten, hand tight is sufficient. Overtightening may cause the drain plug flange to distort and cause leakage.

2/ Tension the rig. This can be accomplished by having your assistant hang from the trapeze or you can use mainsheet tension on one side at a time so that you can adjust the shroud position in the side stay adjusters.

3/ Check all fastenings :

- Mast tang shackles and shrouds (to prevent the mast to fall down)
- pins and trapeze rope locks (to prevent falling out in the water if the trapeze is not well fastened)
- pins and spring rings on the forestay and shrouds (to prevent the mast to fall down)
- spring rings on the rudder pins (to prevent losing the rudder assembly in case of capsizing)

Transport

In order to avoid hull damages :

- Always use a dolly to transport your Hobie on the beach (even if it is sand beach) and for launching. Step into the water with the dolly and once the cat is afloat take out the dolly.
- DO NOT BEACH. Beaching, even smoothly, may damage the hulls. use your beach dolly to take the boat out of the water.
- For towing, always use an homologated road trailer with cradles.

Launching your Hobie Cat

Launching the boat is easiest when the boat can be pointed into the wind to keep it de-powered and floated 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.

Righting your Hobie Cat

If you tip the boat over, in order to avoid the mast from sinking under the hull, one of the crew must rapidly climb on the hull that remains on the water. In the meantime, the other crew uncleat all the lines and sheets. It is not necessary, but it is easier, to right the boat when the bow and the mast are pointed into the wind. There will be less resistance and better control in this position.

Skipper and crew stand up on the hull. 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. As the mast and sail lift out of the water, drop down to your knees then into the water. Hold on to the crossbar near the hull that you were standing on. 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.

Maintenance of your Hobie

This manual is not an exhaustive guide for the maintenance or repair of your Hobie.

Always use the service of an experienced professional for the maintenance, the mounting of accessories or the modifications to your Hobie.

Modification that may affect the safety use of the boat must be checked before processing and made by an experienced professional. The builder cannot be held responsible for modification that he has not duly approved.

In some countries, prior authorizations are necessary or specific regulations are in force. Check them. Always maintain your boat and take into account the deterioration that may occur with the time or following inappropriate or intensive use. Any boat (even the strongest one) may be severely damaged if it is not used the right way. This is not compatible with safe sailing.

- Hobie Cat does not recommend leaving your Hobie in the water on a mooring. Accelerated wear to the boat and rigging will be experienced. Damage to the hull material is possible. Limitation of the mast rotation and tensioning of the rigging are required to lessen this wear. Inspect rigging often and tape rigging rings and shackles to prevent loosening.
- After sailing, it's recommended to wash the hulls to remove the salt. Also remove the sails and wash them. Only store them when they are perfectly dry.
- There is one plug in the rear of each hull. These plugs are used to drain the hulls. The plugs should be in place before sailing. Remove the plugs after sailing to drain any water that may have leaked into the hulls. It is best to travel with and store the boat with the plugs removed to allow for pressure changes due to heating, cooling, and altitude changes. This will prevent warping of the hull surface.

Our Commitment

Here at Hobie we're enthusiasts like you. We know all about early morning fishing trips, family time at the beach, or summer time on the lake. We love being out there, and we're sure you do too. Our goal is to keep you out on the water having fun for many years to come.

Warranty

Rest assured that when you purchase your new Hobie from an authorized Hobie dealer it comes with a 3-Year Warranty. The Warranty does not cover normal wear and tear, improper storage, or running into stuff. The Warranty covers defects in the materials, manufacturing and design.

To Obtain Warranty Service

Within 30 days of discovering a defect, take your Hobie product, along with proof of purchase (sales receipt or registration card) to the authorized Hobie dealer from whom you purchased your boat, unless you have moved or are traveling. In that case, take it to the nearest authorized Hobie dealer.

Disclaimer – Product Life Cycle

Every Hobie has a useful product life cycle. The length of that life cycle will vary depending on multiple factors including; the construction and materials, storage and transport, maintenance and care, and the amount and type of use your Hobie is subjected to over its life. We have been engineering fun on the water since 1950. However, we can't engineer our products to survive improper usage, such as incorrect storage or transport, exposure to excessive heat or sunlight, or collisions with your garage. Whatever the case may be, we'll always point you in the right direction.

Hobie Sailboats

The sailboat warranty does NOT cover:

Normal wear and discoloration.

Damage caused by abuse or failure to perform normal maintenance.

Damage caused by alterations or modifications.

Transportation of boat or parts to Hobie Cat Company or its dealers.

Any boat used as a rental or placed in commercial service of any kind.

Any other consequential damage, incidental damage or incidental expense, including damage to property.

Damage caused by modifying the mainsheet block arrangement beyond what was supplied as standard. Contact Hobie Cat Company for more information.

Damage or blistering of gel coat caused by mooring or storing boat in water.

Damage caused by failure to follow procedures in sailing and assembly manuals.

Damage caused by improperly supporting sailboat when transporting or storing.

Weather related damage, such as freezing, prolonged sun exposure, or high winds.

Any other consequential damage, incidental damages or incidental expense, including damage to property. Some states do not allow the exclusion or limitation of incidental or consequential damages, so this limitation may not apply to you.

Your dealer is our representative and will bring you all necessary assistance in order to solve problems you may encounter.

Please carefully read the warranty conditions written in this manual.

Please carefully and thoroughly read this manual. Keep it in a safe place. Give it to the new owner if you resell your Hobie.



Wires

- Big jib halyard block
- Small jib halyard block
- 2 sets of trapeze
- 2 shrouds
- Forestay + pigtail +
- 8 mm shackle



Trapezes

- 4 Trapeze handles
- 4 adjusting rope locks
- 2 shackles
- 2 Trapeze shock cords
- 4 trapeze lines



Cordages

1. Main halyard rope on mast
2. Jib sheet
3. Righting line
4. Rigged Jib halyard rope
5. Main sail downhaul line
6. Trampoline side lacing line
7. 2 trampoline rear lacing lines

Position the hulls parallel (2 meters apart) and check the left from the right hull (anti-skid on the deck towards the outside). Start each corner casting onto the pylon just to get them together. Use the soft mallet.



1. Insert the sidebars in their slots on the front crossbar. The flared portion of the sidebar track must be forward and facing inward. Fit in the rear crossbar onto the rear of the hulls and on the other end of each sidebar.



2. Once the frame is assembled and fitted onto the hulls, drive each corner casting down onto the pylon until the bolt holes line up. Strike the casting directly over the pylon only. Use the soft mallet only.



3. Install the four pylon bolts and nuts, with the nuts inboard. Tighten securely, but do not over-torque.



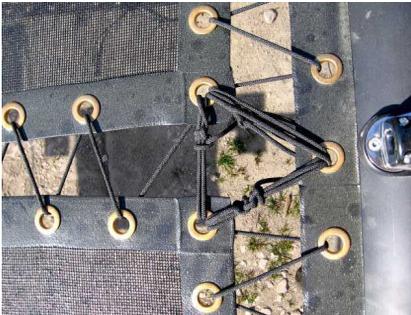
1. Insert trampoline half into the flared sidebar track so that the grommets are running down the center and across the back. Position the forward edge even with the forward crossbar. Insert the forward edge of the trampoline into the front cross bar track adjacent to the corner casting and slide it all the way to the center. Repeat this operation for the opposite side. Install the aft lacing strip by feeding the larger bead into the track in the aft crossbar. Make sure it is centered. The hiking straps should be on top.



2. Tie each aft lacing line to the aft corner casting as follows: Start with an 8 knot at one end of the line which you will block into the inferior hole of the rear casting (behind the crossbar fitting). Then, pass the line through the grommet on the side of the trampoline (from underneath), then in the rear trampoline strip (from above). After 3 or 4 laces, temporarily tie it at the aft end. Repeat the same operation on the other side. Make sure you pass the line above the crossbar binding nut to avoid friction during sailing.



3. Tie the center lacing line. Start with a bowline knot. Lace the line back and forth taking up slack as you go. When lacing go through the grommets over/under.



4. Stop the central lacing by a triangle. Use the central grommet on the rear trampoline stripe. Make a key at the end.
5. Temporarily tie off the line at the aft end, then remove slack again by working it out front to back. Lace the two aft lines simultaneously in the same manner.

Righting line

Attach the righting line to one of the front pylon with a figure eight knot. Tie the other end to the opposite pylon. The line should lead under the trampoline through the center lacing.



1. Rudder head

Identify the right rudder assembly and the left one. They must not be reversed. Slip the rudder pin down through the casting and gudgeons. Insert the split pin in the hole of the rudder pin so that it prevents it from falling down. Do the same thing on the opposite side.

Make sure that the plastic cam has the nose up as indicated on the drawing.



2. Standard tiller crossbar

Attach the tiller crossbar (1) to the Rudder arm (2). Pay attention to the left and right side. Insert the screw as shown on the photo. Repeat the same operation on the opposite side.



2. Race tiller crossbar



4. **Rudder adjustment**
The two rudder blades must be parallel or slightly turned inside (3-4 mm). To do this it is necessary to adjust the length of the tiller crossbar. The screw under the tiller crossbar allows for this adjustment. Unscrew it and you can move the bar inside or outside. Once the rudder blades are well trimmed, do not forget to retighten the screw.



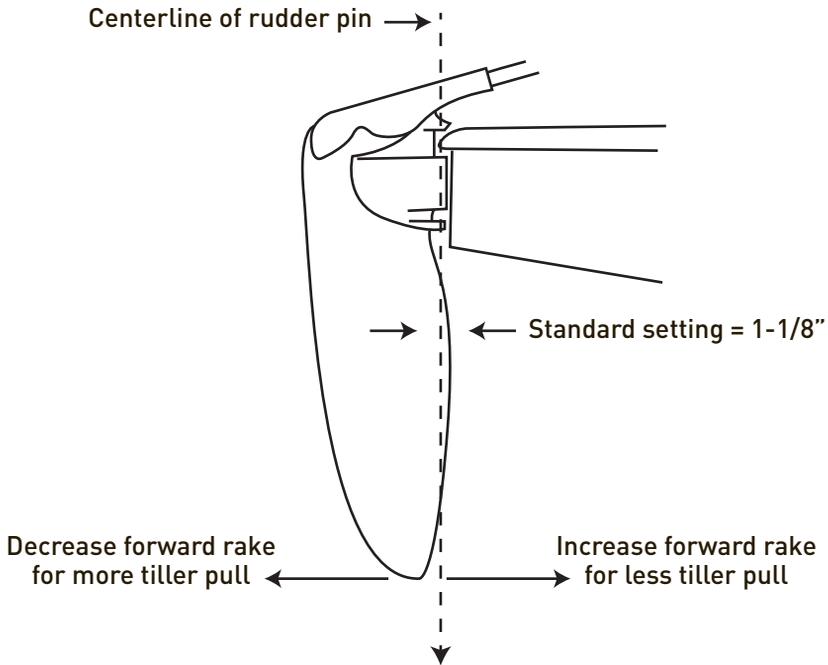
5. **Fixation of the tiller extension**
(all models)

Adjust Rudder Rake

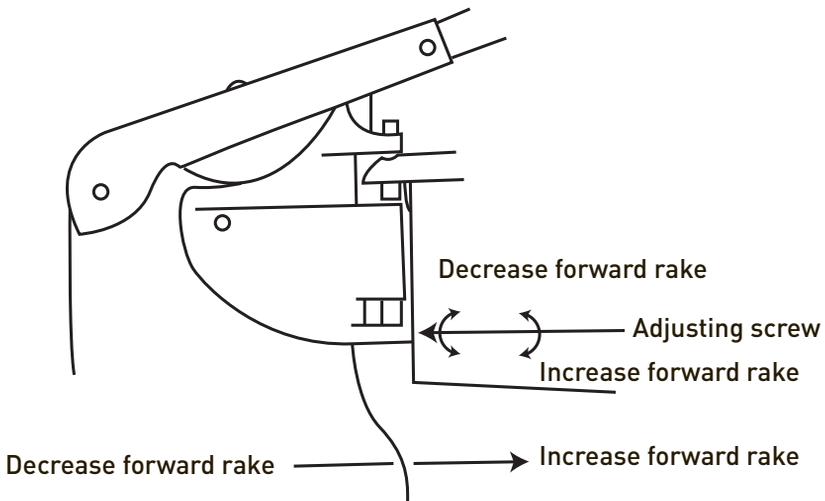
Now, for the first time, you may readily, and easily, adjust the rake for your rudder blades on the Hobie 14 and 16. The amount of rake in a rudder blade affects the “feel” at the tiller. Basically, more forward rake increases the leeward pull on the tiller. Turning blades for a comfortable feel is a matter of individual preference but a close to neutral “feel” generally provides the best steering. (see figure below.)

Rudder blade rake is preset at the factory to 1-1/8". This amount will be best for the average sailer and is a good starting point from which to begin any adjustments.

1. The first step in making any rudder rake adjustment is to determine the existing rake. This is done with the rudder assembly hanging on the boat's transom, blade down and locked. Using a straight edge extend the centerline of the rudder pivot pin down, across the leading edge of the blade and draw a pencil line along the straight edge. Measure the distance from the pencil line to the most forward spot on the blade. (see figure below.)

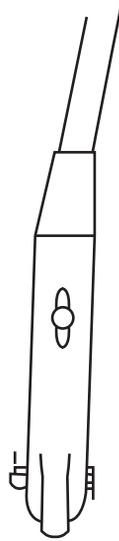


2. To make any adjustment to the rake of the rudder blade, unlock the tiller arm from the rudder housing and leave it unlocked.
3. If you wish to increase the amount of forward rake in the rudder blade, turn the rake adjusting screw counterclockwise using a 3/16" allen wrench. Determine the increase in the rake by extending a new line from the centerline of the pivot pin. Re-measure the distance from the pencil line to the leading edge. Continue to adjust and measure until you have the desired amount of forward rake. (see figure below for the location of the adjusting screw.)

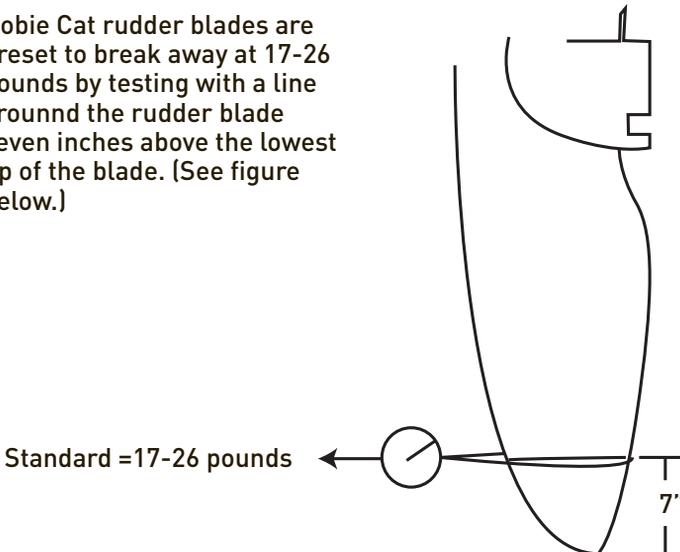


4. If you wish to decrease the amount of forward rake in the rudder blade, turn the rake adjusting screw clockwise using a 3/16" allen wrench. Check the decrease in the rake by the procedure in step 3.

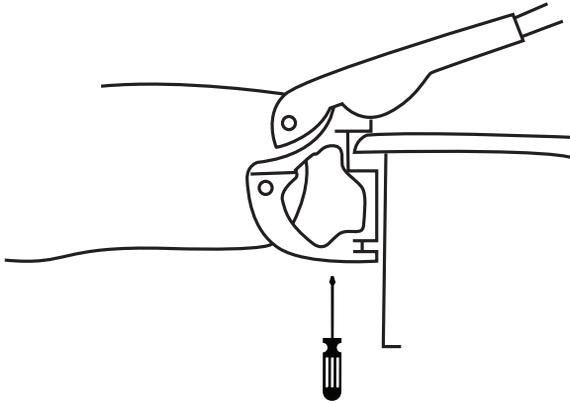
- Next, carefully latch tiller arm down onto rudder housing. Loosen socket buttonhead adjusting screw on top of tiller arm about $3/4$ turn. Slide adjusting screw forward (toward bow of boat) until it stops. Then tighten. (see figure below.)



- Hobie Cat rudder blades are preset to break away at 17-26 pounds by testing with a line around the rudder blade seven inches above the lowest tip of the blade. (See figure below.)



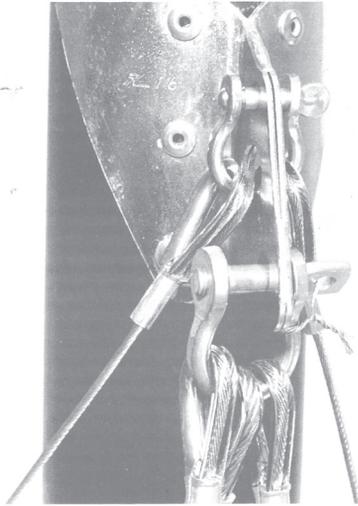
Once the rake is changed, this breakaway tension should be rechecked. The tension may be increased by turning the internal screw in the housing clockwise and may be decreased by turning it counterclockwise.



-  Less tension (easier kick up)
-  More tension (easier kick up)

7. Additional play in the assembly can be reduced by the following procedure:
 - a. Break open the tiller/rudder housing assembly.
 - b. Loosen the socket button head screw in the tiller housing about 1/2 turn.
 - c. Slide the screw forward (towards bow) about 1/64".
 - d. Retighten the screw.

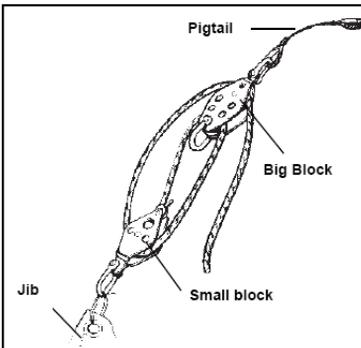
CAUTION: This procedure will increase the breakaway tension for the kick up mechanism by a significant amount. Damage may result to the assembly from striking obstruction in the water. Check the increased kick up tension by repeating step 6.



1. Take the wire sets and install them along the mast as shown on the drawing below :
 - helm's trapeze (2)
 - crew's trapeze (3)
 - shroud (4)
 - forestay + pigtail (5)
 - shroud
 - crew's trapeze
 - helm's trapeze

Use the shackle to fix the wires to the mast tang (1) insuring that :

- a) the trapezes are slipped around the shackle pin apart from the mast tang.
- b) the forestay is between the two shrouds



2. Attach the big block to the pigtail with a shackle. Hook the halyard to the small block with a bowline block. Slip it into the lower sheave of the big block then back to the sheave of the small block and then in the upper sheave of the big block. (see the drawing).



3. Take the small block down to the bottom of the mast. Thread the jib halyard around the cheek block at the base of the mast, through the jib downhaul block and around the cleat as shown.

5. Attach the main halyard rope to the main halyard wire (falling from the mast head) with a bowline knot. Set the halyard wire and rope alongside the mast. Attach the main halyard rope to the black cleat and then thread it through the shackle of the halyard cable and secure it back to the black cleat.



6. Attach the opposite ends of the bridle wire to the shackle on the bottom of the forestay adjuster. If you have a jib furler, attach the two ends of the bridles to the furler chain plate using the shackle.



7. Check that the bolts of the shroud anchor bars are well tightened. Attach the shroud stay adjuster to the anchor bolts on each hull with the clevis pins and lock rings supplied.



8. Place the mast pivot bearing in the mast step cup. Install the mast step link following the instructions supplied with the kit.
9. lay the mast on top of the frame with the mast head aft. Position the mast foot in front of the step link body in order to insert the pin through.



10. Attach the shrouds to the top holes of the adjusters. Make sure that the shrouds are not crossed at the mast tang. Put the shroud covers over the adjusters. The mast is ready for stepping.



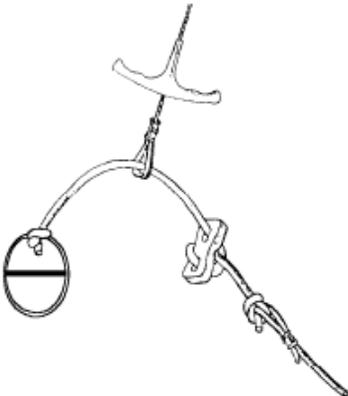
ATTENTION - DANGER ALUMINIUM MAST -

When stepping the mast or launching the boat watch for overhead electric wires. Shock or even death could result if the mast comes in contact with overhead electric wires.

We recommend that you have someone assist you. As you begin to raise the mast the link will rotate upward. Stand on the rear crossbar and raise the mast to your shoulder. At this point, insure that the shrouds are clear of the rudders and rear corner castings. An assistant is recommended. Walk forward raising the mast as you go. At the full upright position, lean the mast forward against the shrouds and have an assistant attach the forestay (upper hole). Later adjustment may be necessary.



Once the mast is upright, take the pin off the mast step link. Attach one of the shroud to the four or fifth hole of the stay adjuster. Have someone pulling down on the trapeze in order to relieve the shroud. Do the same operation on the opposite side. Caution : it is necessary to have the same tension on both sides. Then put the shrouds covers completely over the stay adjusters.

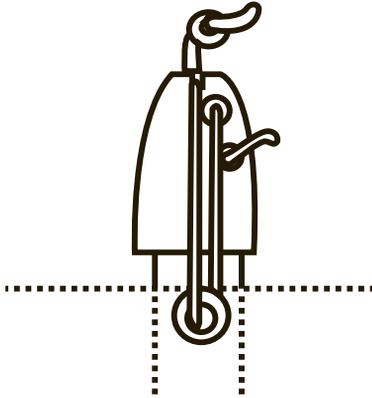


Trapeze adjustment

Assemble the trapeze adjustment components as shown in the illustration. The shock cord should pass beneath the trampoline frame from the port trapeze line to the starboard line



Before hoisting the sail, place your Hobie Cat directly into the wind.



Unfold the mainsail on the trampoline and insert the battens starting from the top of the sail.

How to fix the race battens

Insert the batten tie in one of the hole of the batten end cap, feed it into the opposite grommet of the batten pocket, then into the second hole of the batten end cap, then back in the first grommet and secure it with a knot into the V groove. Batten tension can be varied to suit personal preference or sailing conditions.



Feed the luff into the opening in the mast track and attach the halyard shackle to head of the sail. Continue pulling the halyard and feeding the sail until it reaches the top. When the sail is all the way up, pull the halyard forward sufficient for the stop sleeve to clear the halyard hook.



Once the sleeve is past the hook position, pull the halyard so that the sleeve will engage the hook when you release tension.

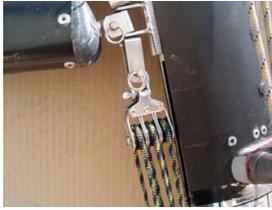


Boom

Take the boom Feed the foot of the sail into the track opening in the forward end of the boom. Fix the boom to the gooseneck. Lead the outhaul (already tied to the mainsail clew) around the boom cap, through the block hanger and through the outhaul jam cleat. Tie a figure eight knot in the end of the line.

Downhaul line

Tie the downhaul line onto the cleat with a plastic (check that the cleat is well fixed) lead it into the gooseneck sheave, down to the cleat and fix it. This allows to tension the luff of the sail.



- Cunningham (optional)**
Fix the upper triple block to the lowest gooseneck thimble using the supplied 4 mm shackle. The cunningham line is threaded in the same way as the mainheet system (6:1 purchase). No other system is authorized by the Hobie Cat class rules.





The mainsheet system is already mounted when delivered with your boat. We indicate hereunder the way to thread it, in case that you need to change the line. Shackle the boom block to the boom block hanger. Shackle the ratchet block to the traveller car (the jam cleat facing inboard).

Take the mainsheet rope. Tie a eight figure knot at the end of the mainsheet and feed it through the upper strap of the ratchet block and then, up into the first sheave of the boom block from front to rear down into the first sheave of the ratchet block from front to rear up into the second sheave of the boom block from rear to front down into the second sheave of the ratchet block from front to rear up into the third sheave of the boom block from rear to front down into the third sheave of the ratchet block from rear to front



Feed it then into the lower strap of the cam cleat of the ratchet block.

Run the free end of the mainsheet through the cam cleat of the aft crossbar, through the traveller car from inside to outside, and the dead eye behind the cam cleat. Tie a figure eight knot to secure the line.

Sheet in and out to see if all is well mounted.



Take the jib sheet. Thread one end in the external hole of the jib traveler car and secure it with a knot. The knot is outside the frame.



Lead the jib sheet to one of the clew blocks and back through the second hole of the Trentec traveller car, then back to the jib block on the front crossbar, leading it first through the sheaves and then under the strap of the cam cleat. Repeat the operation on the opposite side in a reverse manner : feed the jib sheet under the strap of the opposite jib block on the front crossbar, then between the sheaves, then through the 2nd hole of the Trentec traveller car (the one towards the inside) from outside to inside, and then back to the first hole of the traveller from inside to outside. Secure the end of the line with a knot.



1. Shackle the jib tack to the 4th or 5th hole of the forestay adjuster (depending on the sailing conditions).



2. Take the jib block at the bottom of the mast and fix it to the head of the jib.



3. Secure the plastic hank to the forestay by twisting it 90° onto the wire and hoist the jib. Secure the jib halyard on the cleat at the bottom of the mast and stow the excess line on the trampoline pocket.



4. Shackle the small jib blocks to the jib clew plate. Check that the ropes do not cross each other. First, fix the shackle in the middle hole of the jib clew plate. This can be changed according to sailing conditions.

Enjoy the Ride!



Hobie Cat Company

Holding Company

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