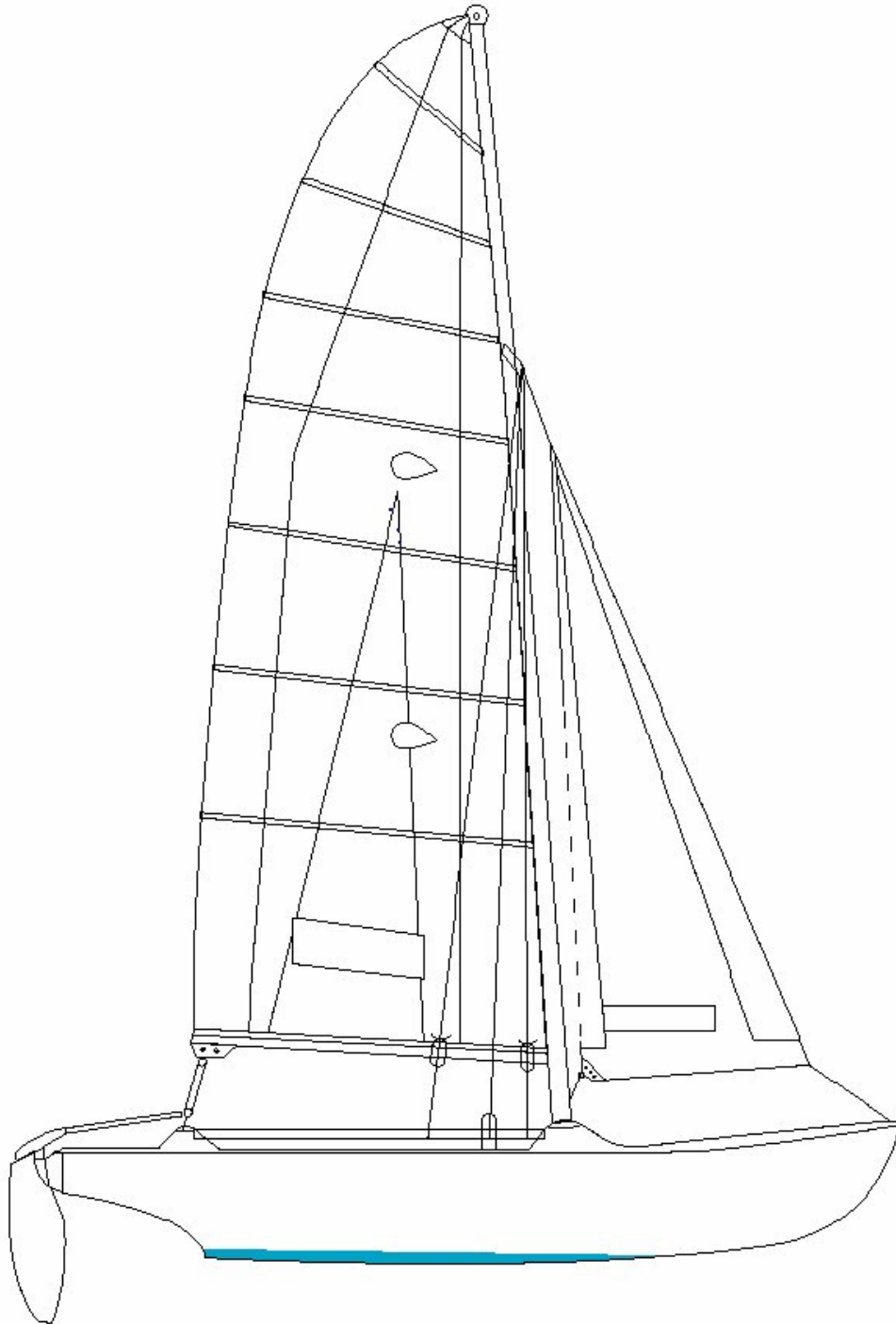


HOBIE 15 CLUB



ASSEMBLY MANUAL



HOBIE CAT 15 CLUB

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TOOLS NECESSARY

- 1 x #14 wrench
- 1 x # 10 wrench
- 1 x pair pliers



LIST OF THE PARTS

- | | |
|---|-----------------------|
| 1 | Hulls (2) |
| 2 | Front Crossbar |
| 3 | Rear Crossbar |
| 4 | Sidebars (2) |
| 5 | Mast |
| 6 | Trampoline (3 pieces) |

- | | |
|----|-----------------------|
| 7 | Rigging Bag |
| 8 | Wire Bag |
| 9 | Rope Bag |
| 10 | Rudder assemblies (2) |
| 11 | Tiller Crossbar |
| 12 | Tiller extension |

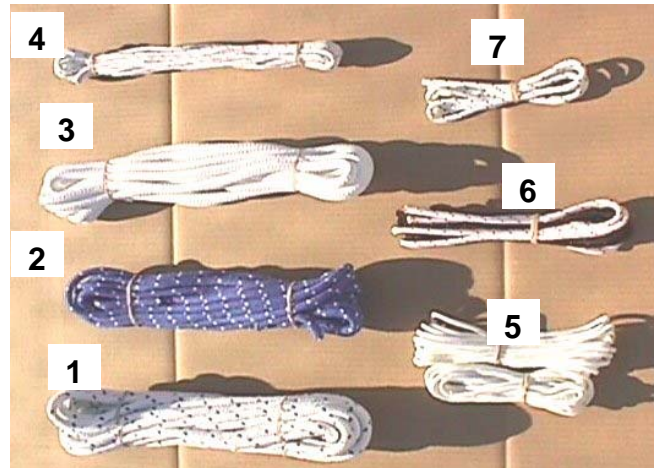
WIRE BAG

- 1 Shrouds
- 2 Forestay
- 3 Pigtail & swivel
- 4 Trapeze wires
- 5 Trapeze handles, rope lock & shock cord
- 6 Furler



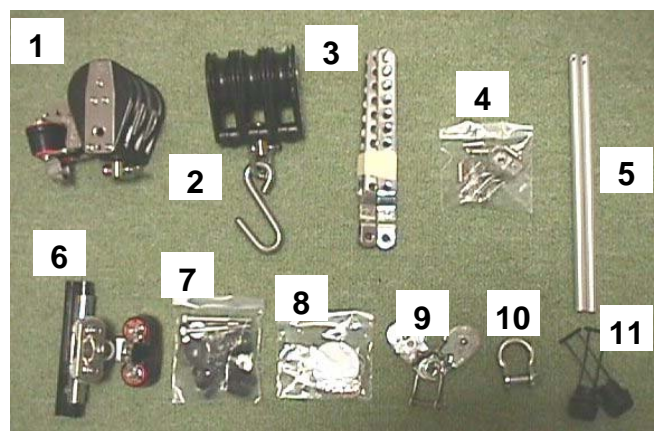
ROPE BAG

- 1 Mainsheet
- 2 Jib sheet
- 3 Righting line
- 4 Main halyard
- 5 Trampoline lacings
- 6 Trapeze lines
- 7 Cunningham



RIGGING KIT

- 1 Ratchet block
- 2 Triple block w/ hook
- 3 Stay adjusters
- 4 Twist toggle, pins & rings
- 5 Rudder pins
- 6 Main traveller car
- 7 Tiller connector kit
- 8 Teflon chip
- 9 Jib clew blocks w/shackle
- 10 Tang shackle
- 11 Drain plugs



- 1** Position the two hulls parallel ensuring that you have identified right from left.
NB : the decals are normally on the outside of the hull.

Lift the right hand hull to the upright position. one person holds hull while the other seats the rear crossbar into its deck support.
NB : the trampoline track faces aft.



- 2** Insert the two bolts through the holes in the deck. Position anchor bars under gunwale lip so that threading will commence and tighten both loosely using #14 wrench.



- 3** Repeat procedure for port hull.

- 4** Repeat mounting procedure for front crossbar.



- 5** After both beams are in place, tighten all eight bolts securely.

1

Insert the front trampoline lacing slide into the cut out in the track of the front crossbar. Position centrally.



2

Identify the right and left side trampoline halves and insert them into the trampoline track in the back of the rear crossbar. Pull them all the way to the deck edge.



3

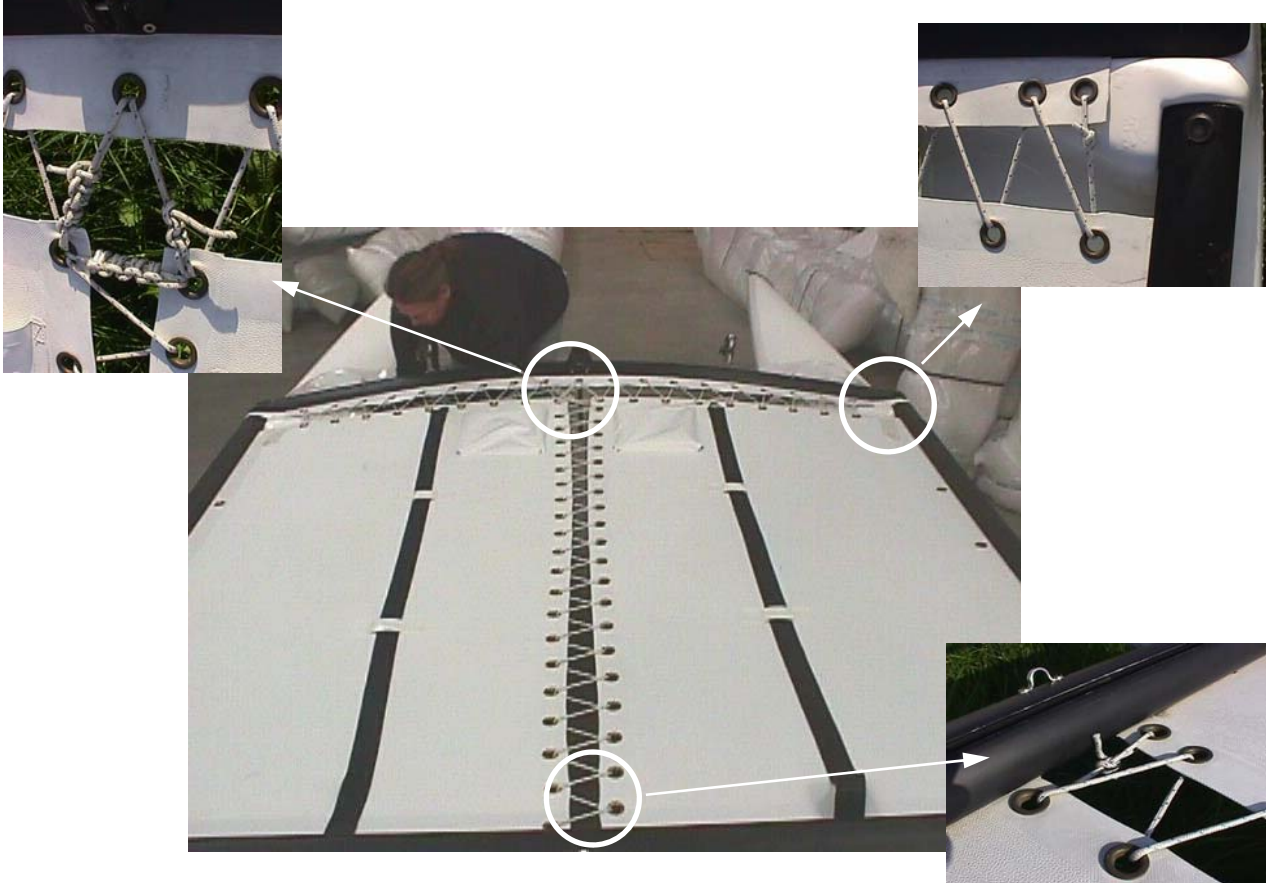
Now insert the front outside edge of the trampoline into the cut-out at the rear of the sidebar. Pull forward as far as possible.



4

Locate the two short front trampoline lacings. Tie off at the outermost eyelets and proceed to lace toward the centre. Tension both and tie off temporarily near the toe straps.

- 5** Locate the long trampoline lacing and starting at the rear, lace up the trampoline all the way to the front. Tension and tie off securely.



- 6** Now, complete lacing the two front sides. Tension and tie off securely.

- 7** If the trampoline is loose, then retighten lacings. The trampoline should be quite firm. The trampoline lacings may stretch slightly after some use so it is a good idea to check the tension regularly and re-tighten if necessary.



CAUTION : The dolphin striker is tightened at the factory. As this part supports the whole pressure of the mast, It is most important to verify that it is tightened properly after some utilisations, if it is too loose, the aluminium profile of the crossbar may not be able to resist.

System until 2007

1 Identify the right rudder from the left rudder (look for the stickers on the rudder arms). As shown, line up the rudder pintles (metal pegs on the hulls) with the rudder castings . Push the rudder castings down onto the pintles.

2 Insert the retainer clip attached to the lower pintle to lock the rudders in place. The clip will prevent the rudders



System since 2008

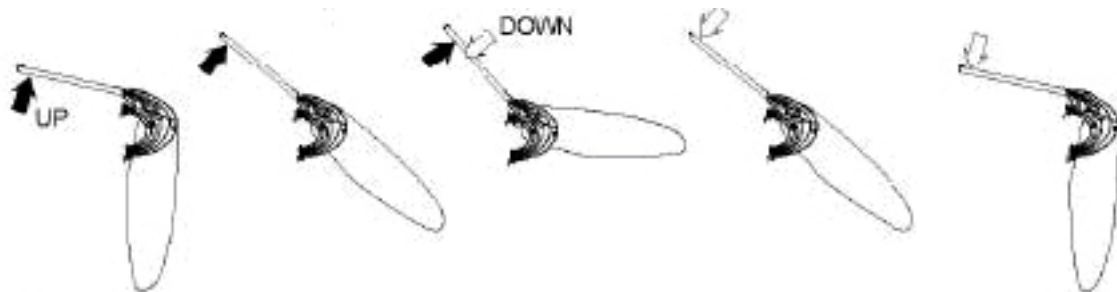
The Hobie Rudder housing has been completely redesigned to increase the ease of use. Precision manufactured of engineering-grade fiberglass reinforced nylon, the housing is virtually maintenance free and will never corrode.



Rudder installation

Place the rudder assembly on the boat pintle. (Fig. 1). Note : the Housing may only be installed or removed from the boat pintles when the rudder blade is in-between the upper and lower positions. This is an additional safety feature to keep the rudder on the boat in case of capsiz. Secure the housing to the pintles by placing the keeper over the upper pintle (Fig. 2). Make sure that it is completely engaged in the slot.

This new design has a simplified and more intuitive function. To raise the rudder, raise the tiller ; to lower the rudder, lower the tiller. The rudder automatically locks into either position and is held by spring-loaded detents. The rudder will kick-up if beached or if an obstruction is hit.



Locking pin

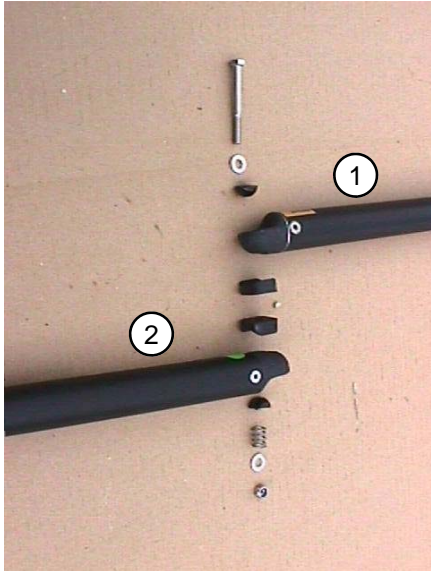
Attached to the side of each rudder is a locking pin. This pin is designed to keep your rudder in the up position during transportation. Bumpy launch ramps or steep angled beaches could cause the rudders to drop down, causing the blade to dig into the ground. To install the pin, put the rudder in the up position and simply remove the pin that is snapped to the casting and insert it through the hole in the side of the rudder. When you want to put the rudder back down, remove the pin and snap it back into the side of the casting. (Fig. 3).

Up-keep and precautions

When in use, make sure that the rudder is locked in the down position. You will know if your rudder is not down all the way if steering feels heavy. If used in saltwater, it is always a good idea to rinse rudder assembly with fresh water.

If boat is stored outdoors for extended periods of time, without being used, remove rudder assembly and store indoors.

Avoid storing rudder assembly in extremely hot locations such as in direct sunlight in a vehicle with windows closed.



1 TILLER SYSTEM
 Attach the tiller crossbar (1) to the tiller arm (2). Pay attention to the left and right side. Insert the screw as shown on the drawing. Repeat the same operation on the other side.



2
Tiller extension
 Attach the stick by slipping the pin through the violin screw in the middle of the tiller crossbar.

3
 It is advisable to have the rudder blades parallel or lightly toed-in (3-4 mm). The length of the tiller crossbar can be adjusted to achieve this. Loosen the screw on the underside of the tiller crossbar and you will be able to slide the adjuster in or out. When you have aligned the rudders correctly, ensure that you re-tighten the adjuster screw firmly.



1 Assemble the stay adjusters with twist toggles, clevis pins and split rings. Attach them to the anchor bar pins. Ensure that the stay adjuster points fore and aft - as per photograph.

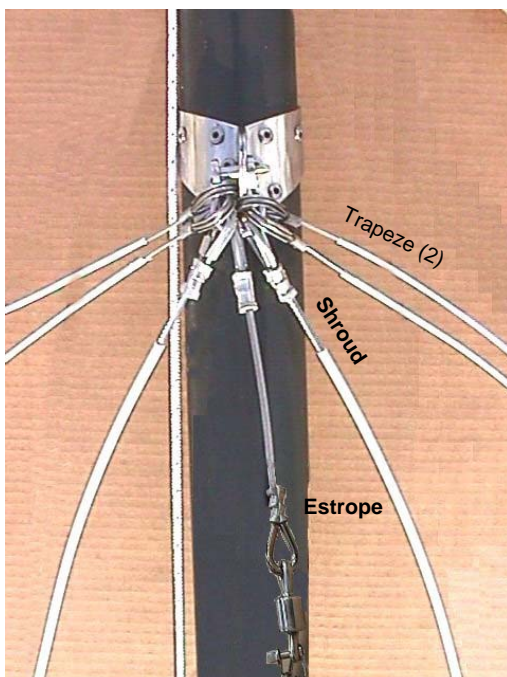


2

Attach the two bridles to the jib furler. Now is a good time to roll some line onto the furler drum. Roll in a clockwise direction. Leave enough line to reach the furler cleat on the front crossbar. NB: Ensure that the hole in the furler housing points toward the front crossbar.

3

Tie the main halyard line to the thimble at the end of the main halyard wire. Take both ends to the base of the mast and secure to halyard cleat.



4

Using the 8mm bow shackle provided, attach the wires to the mast tang as shown in the photograph. Tighten the shackle securely and check tightness on a regular basis.

5

Locate the Teflon chip (mast pivot bearing) and push it down into the mast step casting on the front crossbar.



6

Lay the mast on top of the boat with the sail track to the bottom and the mast base toward the bows.

NB : place padding under the mast to prevent scratching.

7

Make sure that the rigging wires are not twisted. Attach the shrouds to the top hole of the side stay adjusters. Leave the trapeze wires loose at this stage.



8

Attach the head of the jib sail to the shackle underneath the pigtail swivel. Tighten securely. NB : The forestay is also attached to this shackle.



Watch for overhead wires before raising the mast.
CONTACT OF THE MAST WITH POWER LINES COULD BE FATAL!

One person stands on the trampoline and **1** holds the mast base onto the mast step. Ensure that the hook on the mast base is engaged under the pin on the mast step. The second person lifts the mast until the person on the trampoline can support the mast.



2

Now, the person on the trampoline pushes the mast into the fully upright position.



The second person moves to the front of the boat and attaches the forestay to the top hole in the furler chainplate. Now the jib tack is attached to the chainplate using the shackle provided.

3



4

Take the two trapeze shock cords, pass them underneath the trampoline and up through the grommets in the trampoline. Attach the trapeze handle ropes and rop locks as per the photograph.

5

Now the rigging can be tensioned. One person can pull down on the trapeze wires while the other person moves the shrouds into a lower position in the stay adjuster. Ensure both sides are equal. Position the stay adjuster covers over the adjusters and twist toggles.



6

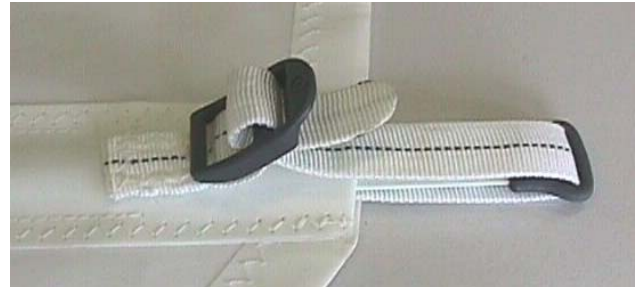
Shackle the two jib clew blocks to the clew of the jib. Thread the jib sheet line through the clew and sheet blocks (see explanations below) as per photograph. The jib can now be furled by pulling on the furler line and cleating it off on the front beam.



7

Jib sheet system : Tie one end of the jib sheet around the clevis pin in one of the jib sheet blocks on the front crossbar. Lead it through the clew block and back through the cam cleat. Lead the free end of the jib sheet to the opposite jib sheet block. Route it identically to the first side, but in reverse order.

1 Unfold the mainsail and insert the sail battens into their respective pockets. Fasten the battens into the sail as per the photograph. Enough tension should be applied to remove any wrinkles from the batten pocket.



2

Position the boat so that it is facing into the wind. Attach the main halyard shackle to the headboard of the mainsail. Feed the bolt rope into the mast cut out.

3

Pull down on the main halyard line whilst continuing to feed the sail bolt rope into the mast cut out.

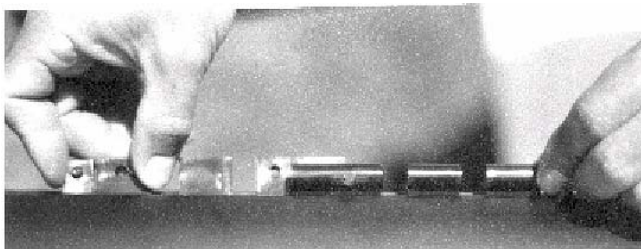
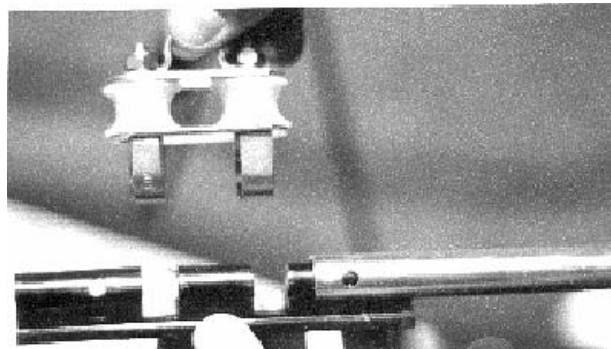


4 When the sail is all the way to the top of the mast, engage the slug on the halyard wire into the halyard lock. Secure the halyard line to the cleat on the side of the mast. Stow the excess line in one of the trampoline pockets.



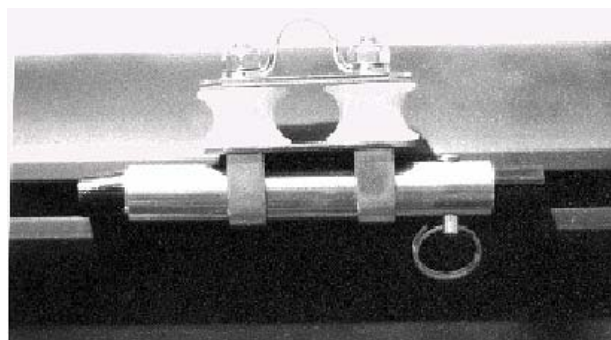
Take the traveller car CCT and dismount it out by removing the pin and the split ring. Slide the bearing cylinder out by pressing the end of the plastic part.

Take the cylinder out of the upper part.



Split the plastic slide in two parts and insert each one in the track of the rear crossbar. Slide them one over the other until they fit together

Reassemble the traveller car in a reverse manner, i.e. : fit in the upper part, slide the cylinder and place the pin and the split ring.



Attach the upper block to the main hook and attach the hook into the middle hole of the main clew plate. Attach the ratchet block to the traveller car on the rear crossbar with the clevis pin and lock ring provided. Check that the two blocks are facing each other. Take the mainsheet, run the free end through the cam cleat of the ratchet block and tie a figure of eight knot to secure the line. Then the installation is as follows :

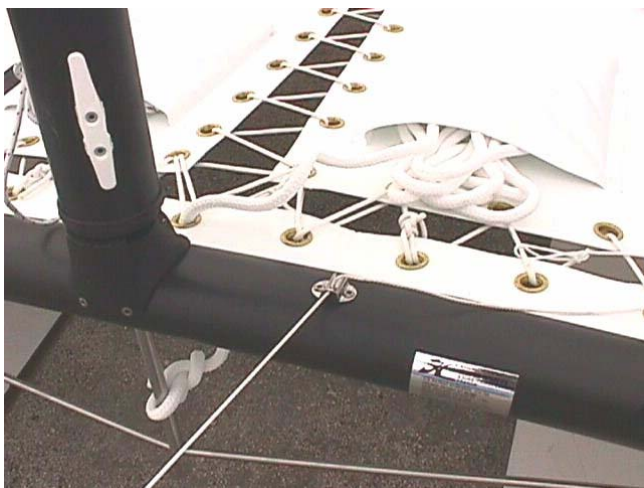
- ...up to front sheave from left to right
- ...down to right sheave from front to rear
- ...up to middle sheave from right to left
- ...down to left sheave from front to rear
- ...up to rear sheave from left to right
- ...down to middle sheave from rear to front and back to the cleat on the block.

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



1

Tie the cunningham line to the grommet in the sail tack using a bowline knot or similar. Pass the line down around the cunningham cleat and back through the grommet. Pull down on the line, apply sufficient tension to remove wrinkles from the sail luff and cleat off at cunningham cleat.











2

Tie one end of the righting line to the dolphin striker post. Pass the other end of the line up through the nearest trampoline grommet and stow all excess in one of the trampoline pockets.



3

Install drain plugs. Ensure that the threads are clean and that they have the gasket or "O" ring fitted. Tighten firmly by hand. Overtightening can cause the gasket to deform or it may break the seal between the plug housing and the hull.

- ◆  Whether on land or on the water, **watch for overhead power lines**. Contact with power lines can cause serious injury or death.
- ◆ **DO NOT** sail while under the influence of alcohol and/or drugs 
- ◆ Only sail in conditions in which you feel comfortable and where you feel confident that you can safely sail the boat. **Never go out in conditions beyond your ability**. 
- ◆ Everyone on board should **wear a life jacket at all times**.
- ◆ If you are in the water, remain in contact with the boat, even if it is capsized. A sailboat can drift away faster than a person  can swim.
- ◆ Never sail without a righting line.
- ◆ **Wear appropriate clothes**. Wear a wet suit or dry suit in cold  weather or cold water conditions. Protect yourself against heat and sun.
- ◆ 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. 