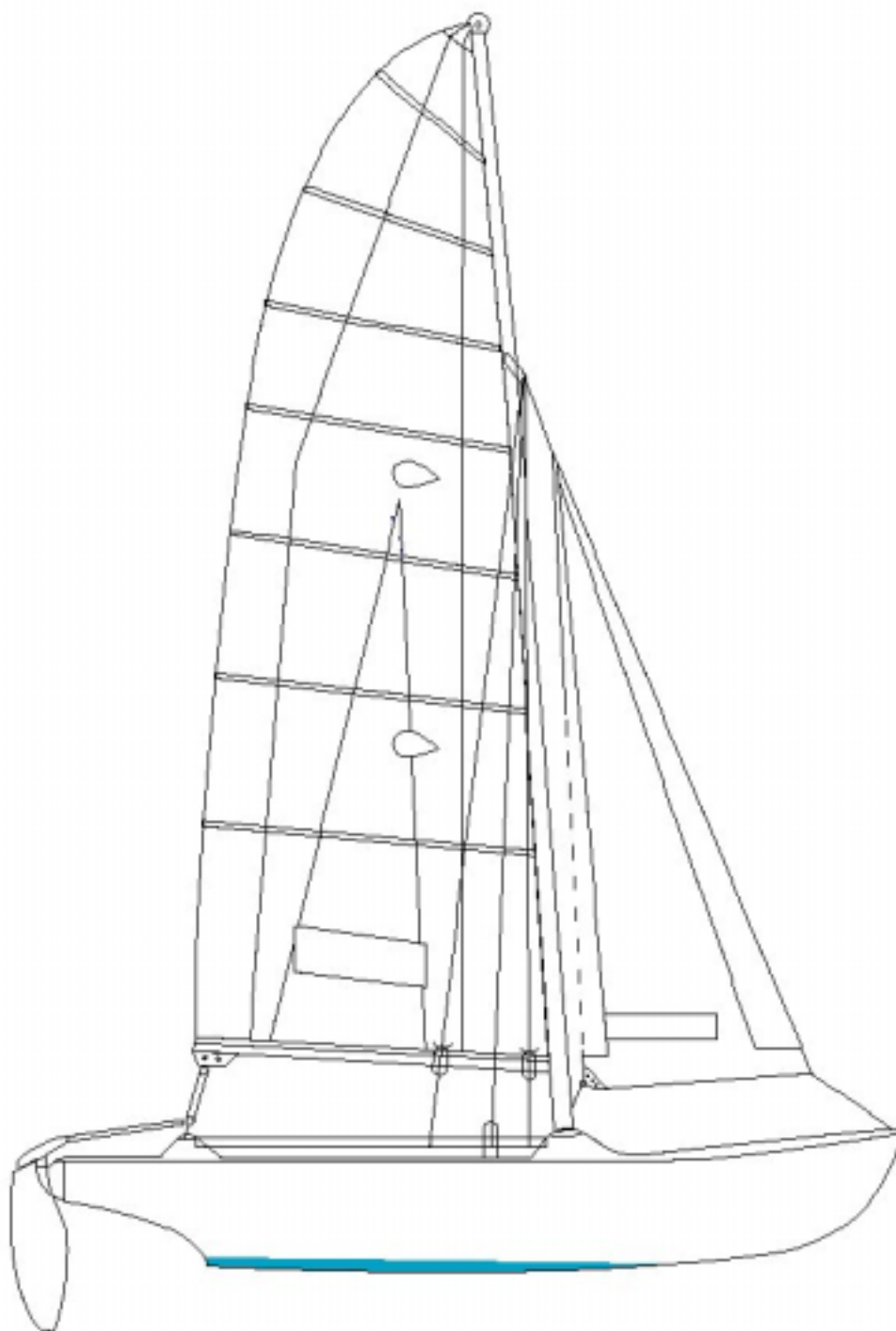


HOBIE 15 CLUB



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
13	Mainsail + battens
14	Jib sail

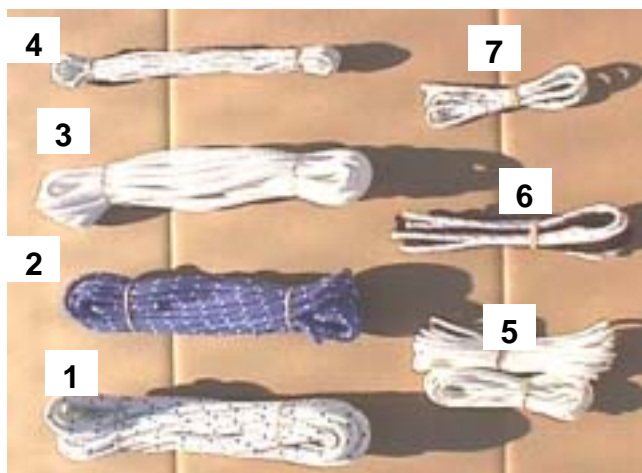
WIRE BAG

- 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 gunwhale 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

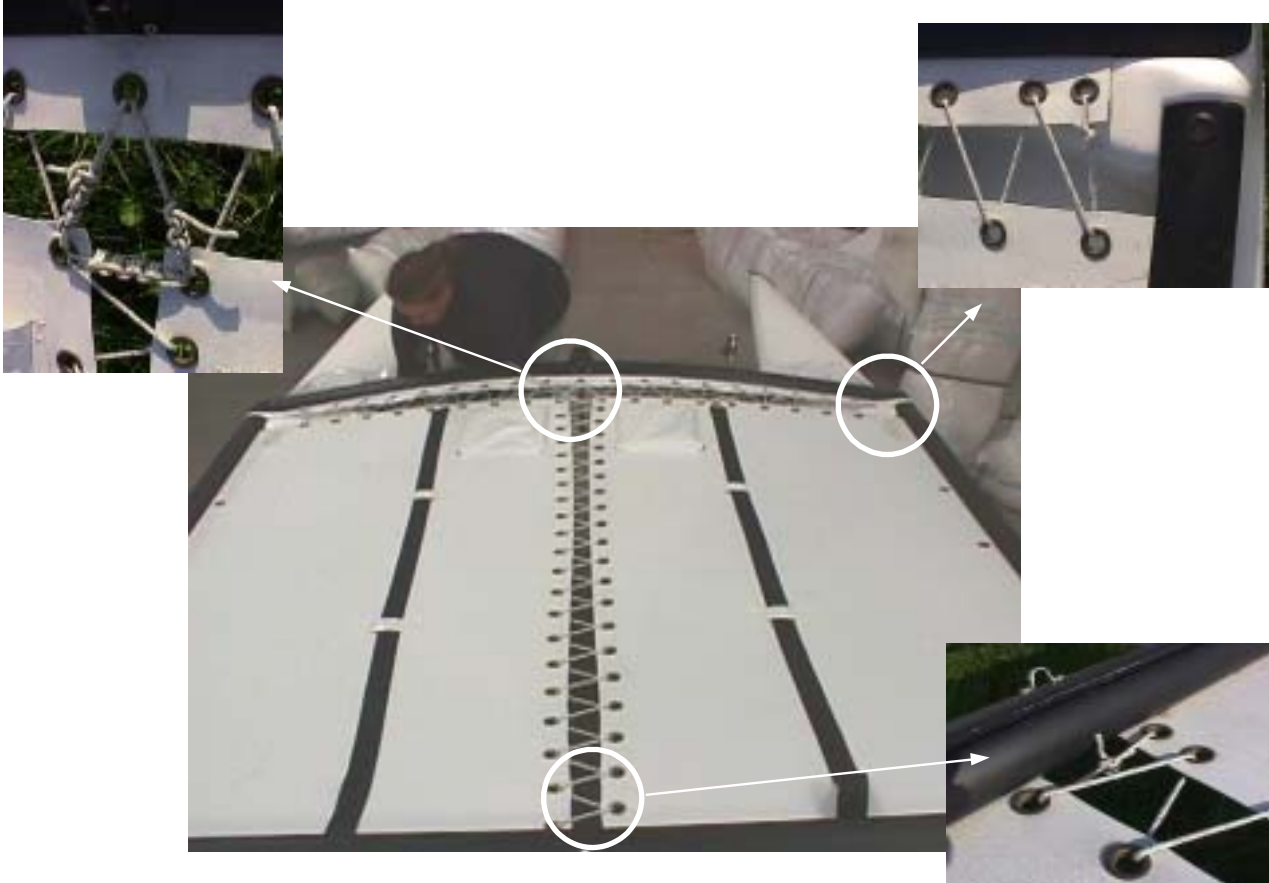
Now insert the front outside edge of the trampoline into the cut-out at the rear of the side-bar. Pull forward as far as possible.



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.

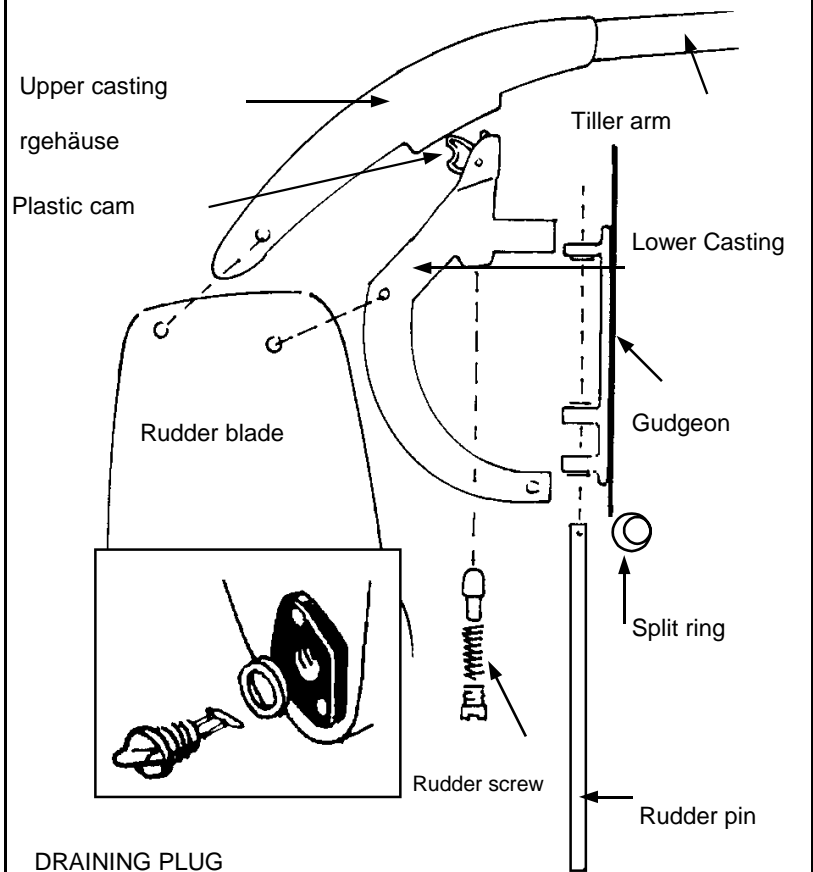
- 7** If the trampoline is loose, then retighten lacings. The trampoline should be quite firm. The trampoline lacings may stretch slightly after some use so it is a good idea to check the tension regularly and re-tighten if necessary.



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.

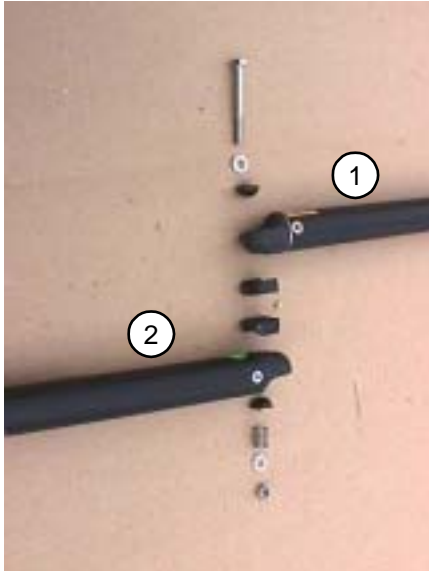
1 RUDDER ASSEMBLY

Identify the starboard (green sticker) and the port (red sticker) rudder assemblies. Locate the two aluminium rudder pins in the parts bag and split pins or split rings. Hold the starboard rudder casting in line with the starboard gudgeon and insert the rudder pin. ensure that the small hole in the rudder pin is at the top. Insert a split pin or split ring through the hole in the top of the rudder pin

RUDDER ASSEMBLY**2 ADJUSTING SCREW**

The screw allows the tightening of the plastic cam.





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.

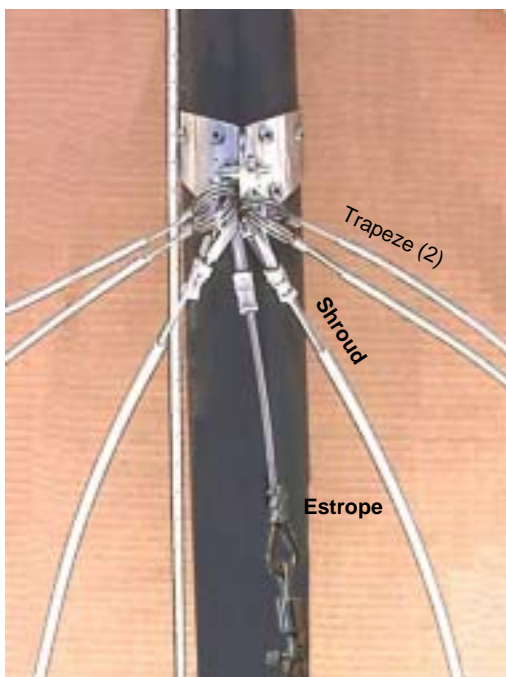


2

- 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 de 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 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. **1**



2

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



3

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.



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

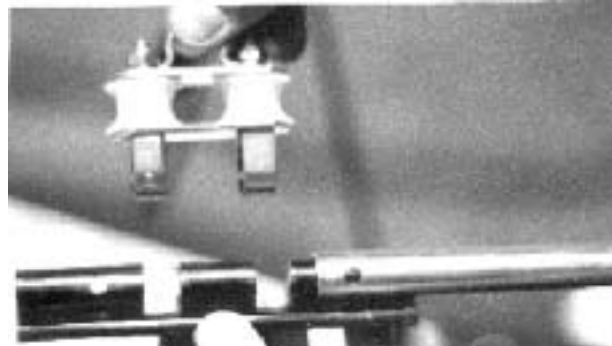
- Pull down on the main halyard line whilst continuing to feed the sail bolt rope into the mast cut out.



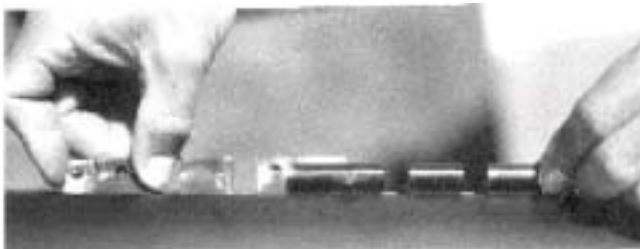
- 4** When the sail is all the way to the top of the mast, engage the slug on the halyard wire into the halyard lock. Secure the halyard line to the cleat on the side of the mast. Stow the excess line in one of the trampoline pockets.



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.

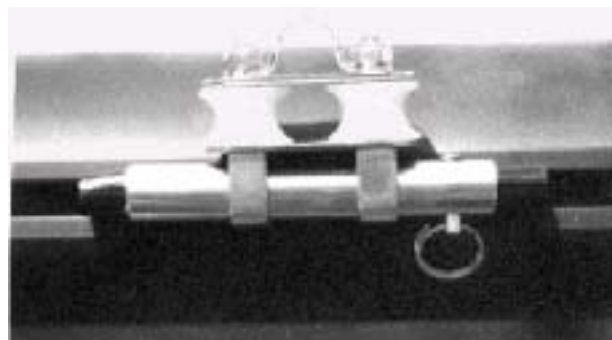


Take the cylinder out of the upper part.



Split the plastic slide in two parts and insert each one in the track of the rear cross-bar. 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.



- ♦ **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. 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.

