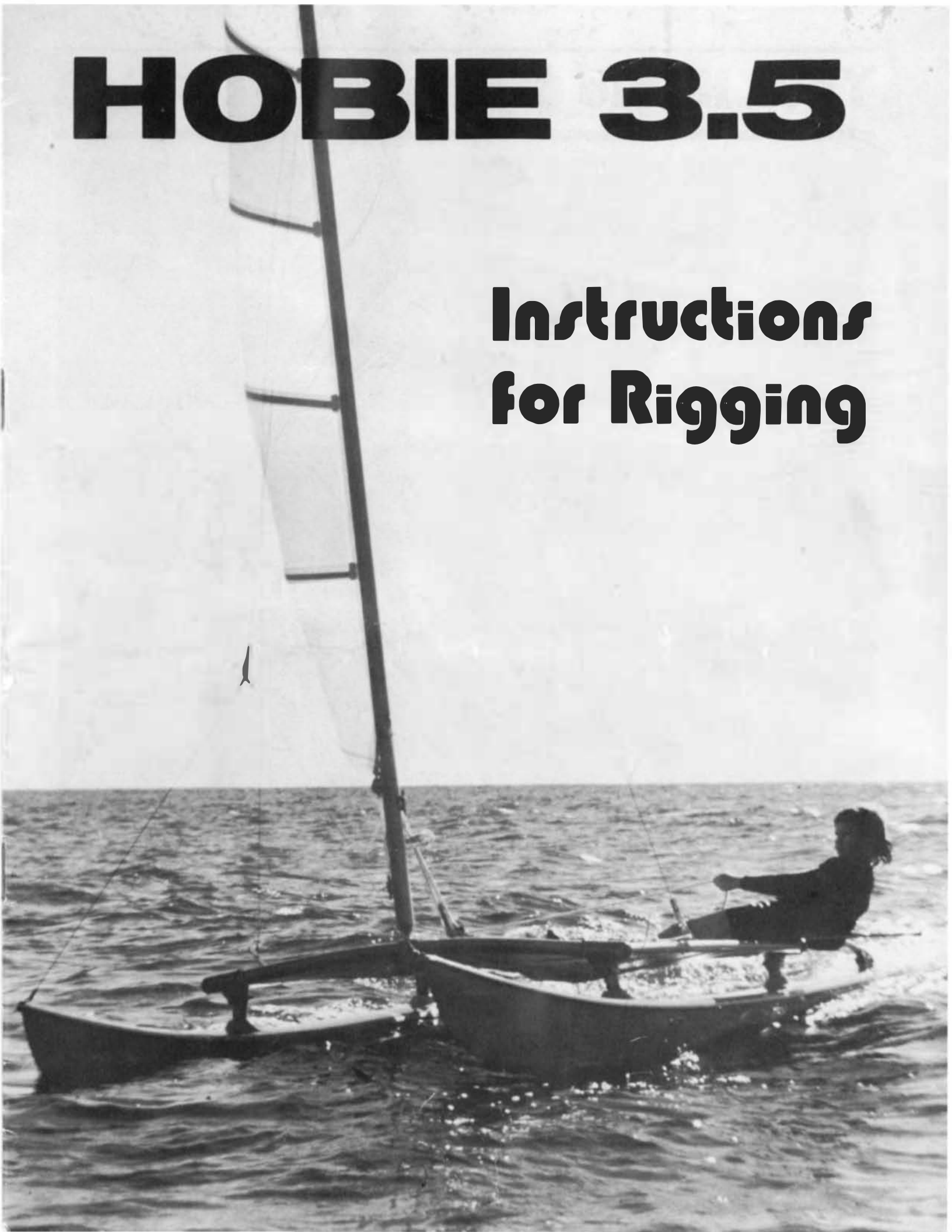
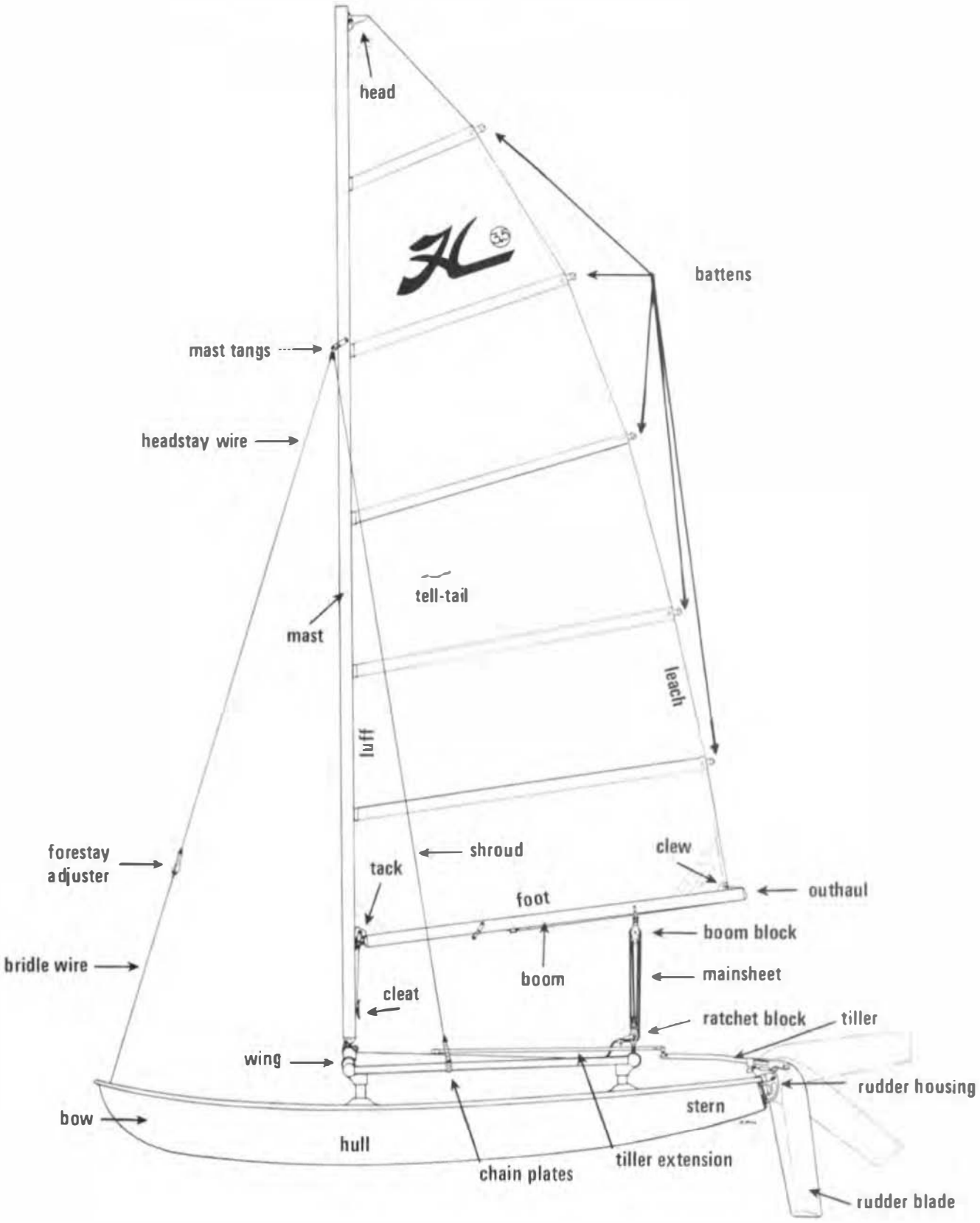
HOBIE 3.5

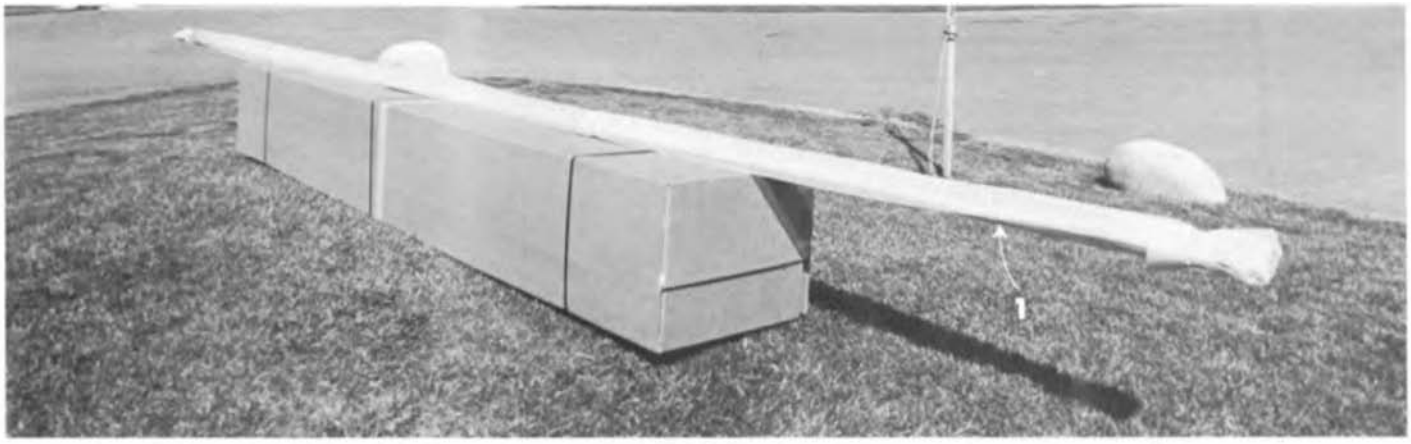
Instructions for Rigging

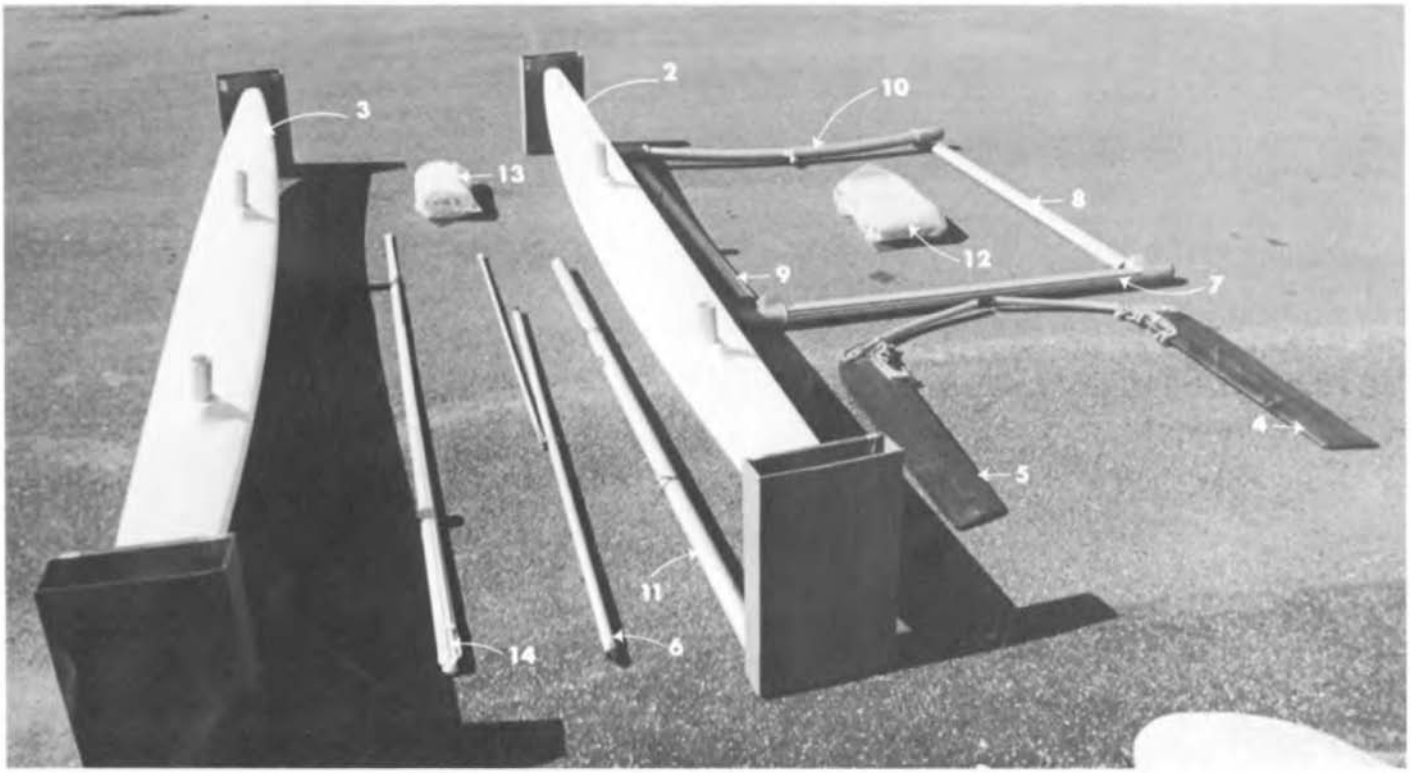


Your Hobie 3•5



Hobie 3•5 Assembly

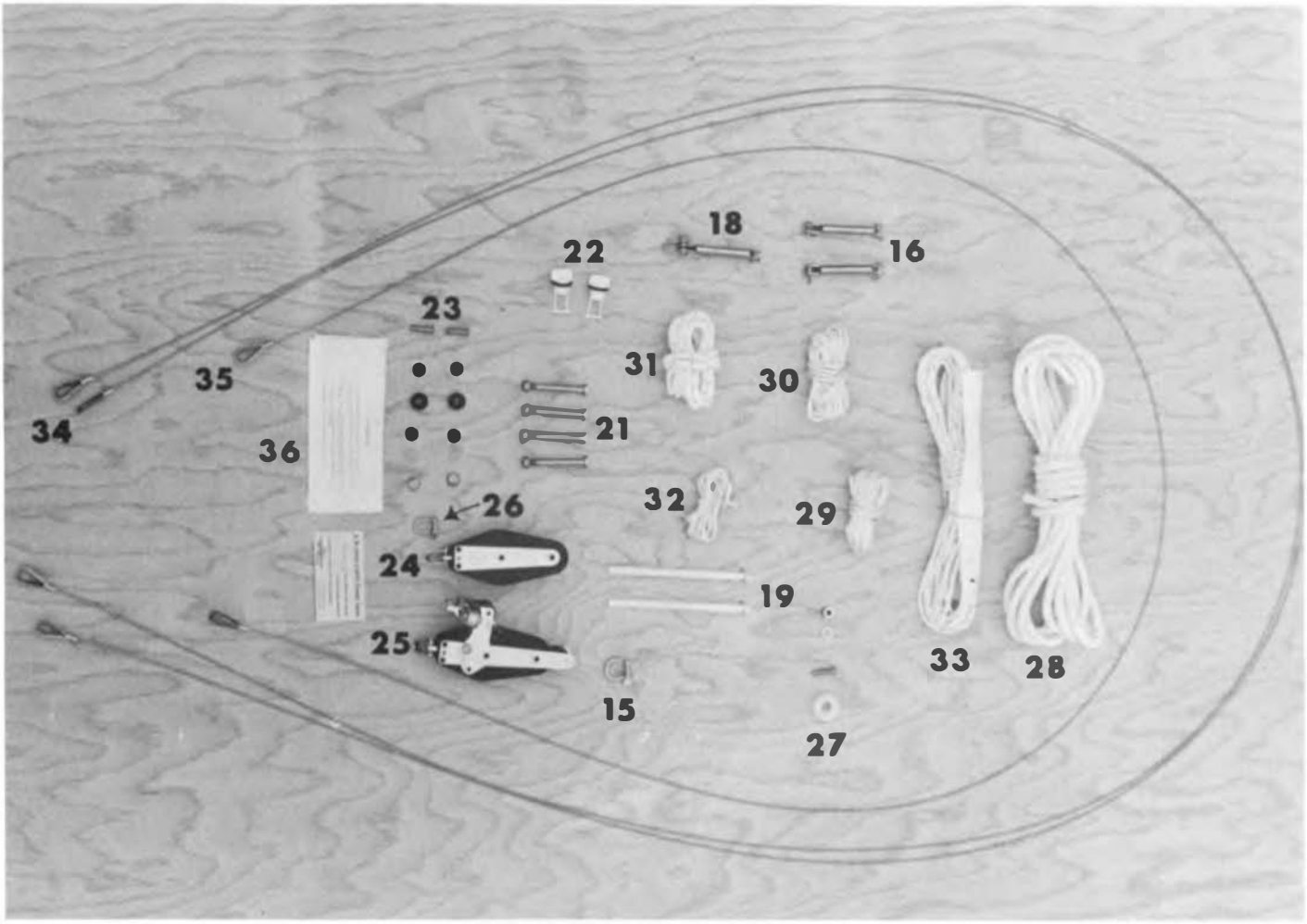




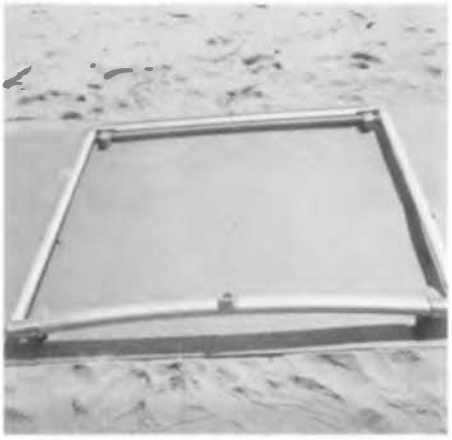
In the hull container, you will find the trampoline, sail and a box containing the rig kit. Lay out all the components as shown.
NOTE: The flat side of the hulls should be facing outward.

ASSEMBLY #s	DESCRIPTION	ASSEMBLY #s	DESCRIPTION
1.	MAST	8.	STARBOARD SIDE BAR
2.	STARBOARD HULL (Right)	9.	PORT SIDE BAR
3.	PORT HULL (Left)	10.	FRONT CROSSBAR ASSEMBLY
4.	STARBOARD RUDDER ASSEMBLY	11.	BOOM
5.	PORT RUDDER ASSEMBLY	12.	TRAMPOLINE
6.	TILLER CROSSBAR ASSEMBLY	13.	SAIL
7.	REAR CROSSBAR ASSEMBLY	14.	BATTEN SET

Rig Kit



INDEX #	DESCRIPTION	QTY.
15	Shackle and Pin	1 each
16	Stay Adjuster	2 each
	with 1085 Pin	4 each
	1086 Ring	4 each
18	Stay Adjuster	1 each
	with 1122 Shackle	1 each
	1085 Pin	1 each
	1086 Ring	1 each
19	Rudder Pin	2 each
	with 802-809 Cotter Pin	2 each
21	Bolt	4 each
	with 802-221 Nut	4 each
22	Drain Plug	2 each
	with 1099-2 Gasket	2 each
23	Tiller Connecting Kit	1 each
	with Clevis Pin	2 each
	Half Ball	4 each
	Silicone Washer	2 each
	Flat Washer	2 each
	Rings	2 each
24	Boom Block	1 each
25	Ratchet Block	1 each
26	Shackle	1 each
27	Step Assembly	1 each
27A	with 802-119 ¼ x 1" RHMS	1 each
27B	802-140 Flat Washer	1 each
27C	802-141 Lock Washer	1 each
27D	3338 Bushing	1 each
27E	3311 Pad Bearing	1 each
ROPE 3.5		
28	Main Sheet Line	1 piece
29	Tramp Line Lacing Set 80"	2 pieces
30	148"	1 piece
31	Traveler Line – 4' 8"	2 pieces
32	Down Haul Line – 4'	1 piece
33	Pre-Stretched Halyard – 36'	1 piece
WIRE SET		
34	Shroud	2 each
35	Forestay	1 each
36	Warranty Card	1 each
37	Sailing Manual (Not Shown)	1 each



1

Assemble the wing section noting that the grooves in the side bars are in the front facing inside, and chain plates are on outside.

2

Coat the corner pylons with a generous amount of white grease or vaseline. Carefully place and balance the wing section on top of the four corner pylons (an assistant is most helpful).

3

Beginning at the front left, line up the corner casting with pylon by using a rubber mallet and gently tapping forward and side edges. Once it is lined up, tap the casting down only part way on the pylon.

4

Repeat the same procedure on the right front, left rear and right rear castings.

5

Beginning again at the front left casting, rubber mallet the casting all the way down until the holes line up.

CAUTION: Strike the casting on the flat portion directly over the pylon only.

6

Install (21) Pylon Nuts and Bolts and tighten securely.

7

Lay both trampoline halves over the front cross-bar noting that the grommets run down the center and along the rear.

8

Insert the trampoline into the groove on the forward inside of the side bars. Gradually feed them back all the way to the rear. Next, insert the front of the trampoline into corner slot in the front crossbar and feed them all the way to the center.

9

Insert the Rear Trampoline Slide into the Rear Crossbar.

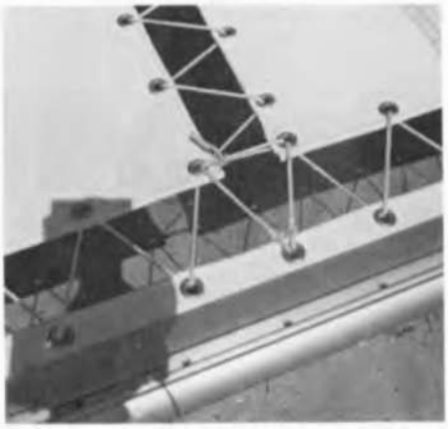
10

11

12

Using (29) Left Trampoline Lacing, tie a figure-8 in one end and run the other end thru the hole in the rear of the left rear casting. Continue running the line up thru the end corner grommet of the trampoline over and down the end grommet of the rear trampoline side. Continue lacing in this manner towards the center. Repeat the same process on the right side making both lines fast temporarily in the center.

Using (30) Center Trampoline Lacing, attach one end with a bowline as depicted and lace toward the rear taking up slack as you go. Once you have reached the rear, temporarily tie off and work the slack from front and the sides toward the center.



13

Make fast as shown. As the boat is used, the trampoline tends to stretch and periodic tightening of the lines may be needed.

14

Install (5) Left Rudder Assembly (NOTE: nuts should be facing inward) to the rear of the Left Hull using (19) Rudder Pin, inserting it from the top with cotter key up. Follow same procedure for installing (4) Right Rudder Assembly.

15

Install (22) Drain Plugs in the hulls.

16

Remove the contents of (23) Tiller End Kit and lay them out in sequence as depicted.

17

Place (6) Tiller Crossbar assembly on top of the rudder arms. Starting from the bottom, place the connector pin thru the 1/2 ball thru the bottom end cap. Next comes the silicone washer which insulates the bottom and top end caps. Run the pin on thru the top end cap, thru the 1/2 ball and the small flat washer. Squeeze the end caps together until the hole in the pin becomes visible and install the keeper ring. By installing the connectors in this sequence, the keeper ring is in the upper position and you can visually inspect it for damage or breaks.

18

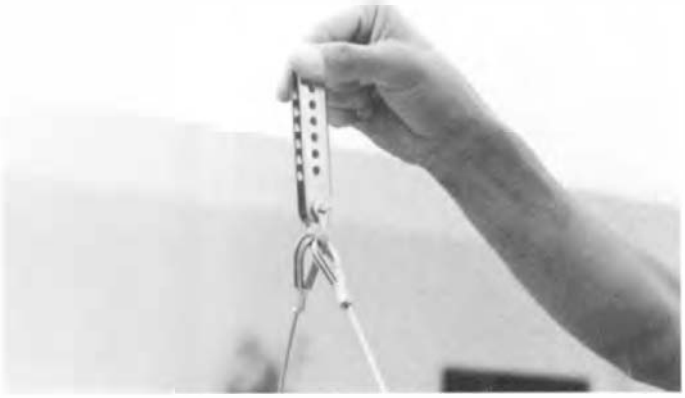
Lay the (1) Mast on top of the trampoline with the top of the mast to the rear. Attach (34) Left Shroud, (35) Forestay, (34) Right Shroud in that order to the (15) shackle on the Mast Tang.

19

The two longer shrouds on the outside with the shorter forestay in the center. Tighten the Shackle Pin as tight as possible.

20

Using the top hole in the Stay Adjusters, attach Right Shroud to (16) Side Stay Adjuster to the Right Chain Plate. Attach Left Shroud to (16) Side Stay Adjuster to the Left Chain Plate.



21

Attach both Bridles in the center to Shackle on the(18) Stay Adjuster.

22

Screw (27A) Mast Step Bearing Screw thru (27C) Lock Washer, (27B) Flat Washer, (27D) Bushing, and (27E) Mast Step Bearing to the Mast Step Base.

23

Watch the wind and make sure you are on level ground. Balance the (1) Mast in an upright position.

DANGER!

Extreme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal!

24

Pick (1) Mast straight up, not allowing it to sway to either side and place the base onto the Mast Base. Once you have planted the base, lean the mast all the way forward against the pressure of the shrouds.

25

While keeping forward pressure, have an assistant attach (35) Forestay to the (18) Stay Adjuster. . .a later tension adjustment may be necessary. With practice and experience, raising the mast can be accomplished by one person, however, it is recommended that a second person be available to attach the forestay.

26

Using a bowline, tie (31) Traveler Lines to each side of the Traveler.

27

Thread the other ends thru the jam cleats, down thru the end grommet of the Trampoline Slide and tie a figure-8 knot. This keeps excess line from being fouled and getting misplaced.

28

Lay out the Main Sail. (13)

29

Thread (11) Boom onto the base of the Sail using the track opening in the front of the boom.

30

Attach the Sail to the Gooseneck Shackle.

31

Thread the two Batten String ends thru the hole in the end of the batten. Thread one Batten String end thru the Sail Grommet and tie both ends securely with a square knot. NOTE: The battens should be tight and snug as the sail stretches, periodic adjustments will be necessary.

NOTE!

Before raising the Sail, always point the Hobie Cat directly into the wind so that the Sail will not catch the wind, making it difficult to raise. It is recommended that you wax (bar of paraffin wax) your sail along the bolt rope (front edge) where it threads into the mast track. . .this will ensure longer sail life and ease the raising operation.

32

Attach the Halyard to the top of the Sail inserting and feeding the Bolt Rope (front of the Sail) into the Mast track opening. . .pulling down on the halyard and raising the sail all the way to the top.

33

Cleat the Halyard tightly and store the excess line. In lowering the Sail, reverse the above procedure.

34

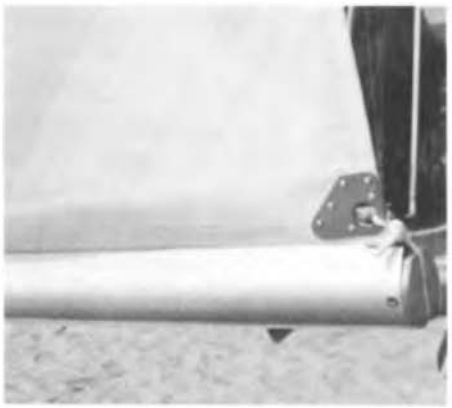
Insert the gooseneck into the mast track and tie (32) Downhaul Line to the eye on the bottom of the gooseneck with a bowline.

35

Run the loose end down under the cleat, back up and thru the gooseneck eye and back down and under the cleat. . .this will allow good leverage in pulling the Downhaul tight.

36

Once you have the desired Downhaul tension, cleat it and store the excess line. Proper tensions are covered in the Sailing Section.



37

Thread the Sail Outhaul Line thru the groove on the end of the boom. . .

38

thru the Block Hanger, thru the Jam Cleat and tie a figure-8 knot in the end of the line. Proper tensions are covered in the Sailing Section.

39

Attach (24) Boom Block to the boom hanger.

40

Attach (25) Ratchet Block to the traveler on the rear crossbar, using (26) Shackle.

41

Using a bowline, tie one end of (28) Mainsheet to the top of (25) Ratchet Block.

42

Thread the other end of (28) Mainsheet up the front and over the lower pulley on the (24) Boom Block – down behind and under the top pulley of (25) Ratchet Block, up and over the front and thru the top pulley of (24) Boom Block.

Take the loose end down thru and under the bottom pulley and thru the jaws of (25) Ratchet Block. Tie the loose end of the mainsheet to one of the center trampoline lacings in the rear. By pulling upwards on the mainsheet, you automatically lock the mainsheet in the jaws of the ratchet block. To release – pull the mainsheet straight and then downward. You should practice this procedure before you first sail until it becomes second nature.

43

YOUR HOBIE 3.5 IS NOW READY TO SAIL

Before and After Sailing

SAIL DOWNHAUL

The downhaul allows you to adjust the tension of the leading edge (luff) of sail. This tension moves the draft (pocket) of the sail forward or back depending upon the amount of tension. Maximum downhaul tension will move your pocket forward (light airs) and minimum downhaul tension will move pocket aft (heavy airs). By experimentation in different winds you will soon find the best downhaul tension for maximum speed.

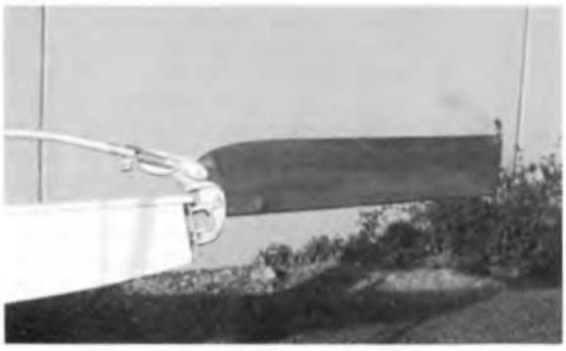
1

2

SAIL OUTHAUL

The outhaul is used primarily for downwind sailing. It can be slacked off completely when sailing downwind to make sail fuller, but must be tightened securely, so wrinkles disappear along bottom, to flatten and when sailing to windward.

RAISING AND LOWERING RUDDERS



3

The unique rudder kick up assembly of the Hobie Cat is simple to operate if you know the correct procedure. ALWAYS LOWER AND RAISE ONE RUDDER AT A TIME.

Photo 3 shows the rudders in the "kicked up" position. The rudders will stay this way when the TILLER ARM IS PULLED ALL THE WAY FORWARD AND DOWN, locking the rudders in the up position.

Photo 4 shows the rudder being lowered. Raise up on ONE tiller arm and push back (as far as it will go) lowering the rudder until it stops completely down.

4

5

Then push the tiller arm down firmly (Photo 5) so it locks in place. Do the same to lower other rudder.

NOTE: THE RUDDER MUST BE ALL THE WAY DOWN before the tiller arm will latch. If the tiller arm is not latched, the rudder will not be "locked down" and will kick back while sailing, causing difficult steering.

TO RAISE THE RUDDERS lift up on ONE tiller arm, unlocking the rudder, and pull all the way forward to the "locked up" position. Do the same to raise other rudder.

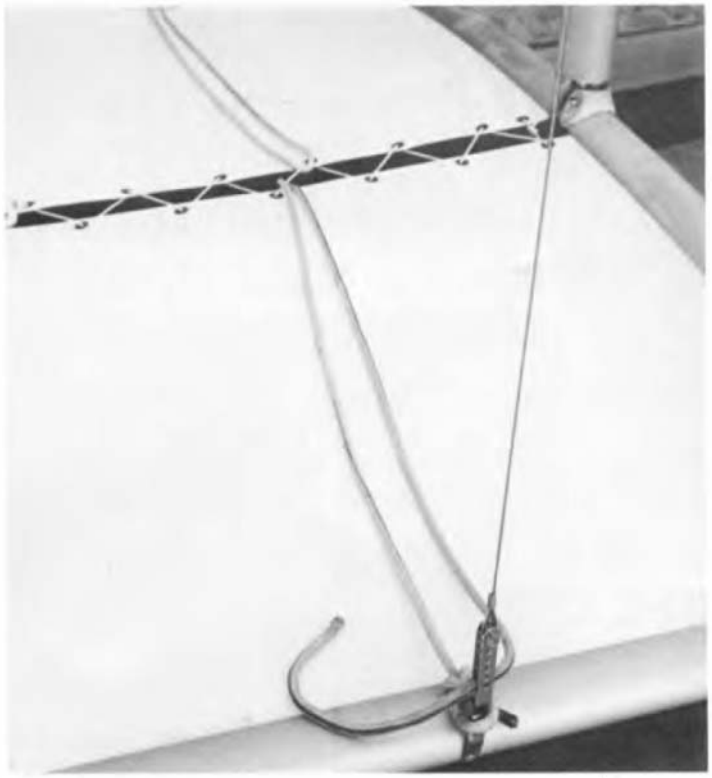
ADJUSTING RUDDER "KICK-UP" RELEASE

Your rudders will automatically kick up if they hit the beach or some heavy obstacle in the water while sailing. (They can be locked down again by simply following the procedure for lowering the rudders.) However, if they should NOT kick up when necessary or should kick up too easily, you can remedy the problem by a simple adjustment.

Inside the upper rudder housing there is a nylon bolt with a screw head that can be tightened or loosened to control the "kick-up" release. Using a screwdriver (Photo 7) TIGHTEN THE BOLT ONE TURN CLOCKWISE OR MORE TO INCREASE THE AMOUNT OF PRESSURE NECESSARY TO KICK UP THE RUDDER. Loosen the bolt one turn counter-clockwise for the opposite result.

NOTE: Use a large head screwdriver for making adjustments. You should find the rudders are pre-set at the proper tension, making adjustment unnecessary.

6



7

ATTACHING THE RIGHTING LINE

The righting line should be 15 feet by one-half inch. Tie one end around the chain plate and store the excess in such a way so it is easy to free when needed.

Righting a Capsized Hobie Cat

NOTE!

A person weighing under 100 pounds may not be able to right the 3.5 without assistance.

You should have righting lines on the boat for easier righting. One method is shown on page 12. Using a 15 foot 1/2 inch rope, tie righting lines to the side shroud chain plate. Loop under center lacing in trampoline and string back to shroud and tie or string through shroud adjuster. This makes a line available in the event of a capsize.

If you capsize and don't have righting lines, you can use your mainsheet line. Just leave the sheet tied to the ratchet block, unstring it from the boom block and loop it over the hull and tie it to the side chain plate. However, this is much more difficult and time consuming.

Always hang on to the boat in a capsize. It will keep you from getting hurt and make righting quicker. The boat doesn't go over particularly fast, but you should hang on firmly to prevent yourself from slipping.

The Hobie Cat mast is sealed air tight so it will help float the boat on its side. However, if there is a hard wind blowing, the windage against the trampoline might force the mast straight down in deep water. Photo 1 shows the boat down (turtle).

The procedure for righting the boat is:

(1) Reach down and untie the righting line, leaving the other end tied to the windward side. IMPORTANT: BE SURE TO UNCLEAT THE MAINSHEET SO THE SAIL WON'T HOLD WATER WHILE RIGHTING.

(2) With one end tied to the shroud on the windward side, string it across the boat and stand on the opposite hull. Lean out as far as possible using the rope to help keep your balance. Keep your boat crossways to the wind and make sure you are standing on the downwind hull. With a little patience, the boat will slowly start to come up on its side.

(3) Now that the boat is on its side, keep the mast pointing into the wind to make righting easier. The wind against the trampoline will help right the boat this time. If the mast drifts away from the wind direction, try walking along the hulls (fore and aft) to control the direction of the drift to keep the boat crossways to the wind.

Notice the mainsheet line is uncleated and the sail is way out, so you don't try to pull up a sail full of water. NOTE: Most of the time your boat will only tip over on its side, and all that is necessary is to reach up and untie the righting line and proceed from here to right the boat.

1

2

3

4

(4) Hike out as far as you can to get the best leverage pulling the boat right side up. This position is the most difficult part of righting the boat. The boat seems to hang for what seems an eternity (actually only a few seconds) because you are lifting the full weight of the mast and sail. Just keep your weight out as far as possible and have patience.

(5) Over she comes to right side up. Hold on to the righting line and keep pulling until the boat starts to come down on you. It will come down slowly, but it's advisable to keep a hand up over your head until the hull hits the water.

IMPORTANT: Hang on to the righting line until you have climbed onto the boat. It's a terrible feeling to see your Hobie Cat sailing across the ocean or bay WITHOUT you.

OTHER RIGHTING HINTS:

While righting the Hobie Cat, keep the hull you're standing on balanced so neither the bow nor stern is submerged. This is done by shifting your weight slightly back and forth while watching the ends of the boat until neither is submerged.

If the mast gets stuck in the mud of shallow water, stand on one end of the hull, sinking it, which will cause the boat to turn and drift downwind, pulling the mast out of the mud.

Periodically check your MAST FITTINGS, especially the pop rivets, to see that they are sealed so water doesn't enter if you should capsize. Water in the mast makes it very difficult, if not impossible, to right the boat. This should not be a problem since the mast is sealed at the factory and should stay that way. A good sealant is the silicone rubber sealer available at most stores.

RIGHTING SUMMARY

(1) Make sure righting lines are on boat as described.

(2) During a capsize hang onto the boat.

(3) Uncleat your sail after capsizing.

(4) Make sure your righting line is tied to windward side before righting.

(5) Keep mast pointing into wind.

(6) Holding line, hike out as far as possible and bounce a little.

(7) As she comes over, put a hand up and HANG ON TO THE LINE.

(8) Practice capsizing and righting the boat. It's suggested that you have help standing by at first.

Basic Sailing

Many people who buy Hobie 3.5's are experienced skippers, but if you're just beginning your sailing career, here are a few important guidelines for safe and sane boating.

BALANCING THE BOAT

The first problem you'll have to confront is balance. When getting in and out of a small boat, ALWAYS STEP TO AND FROM THE CENTER LINE. Then you must learn to sit properly. The tiller will give you the best clue as to where you should sit: ALWAYS TRY TO SIT IMMEDIATELY FORWARD OF THE TIP OF THE TILLER.

POWER FROM THE SAIL

To get maximum benefit from the power your sail provides, you must always pay close attention to its trim. ALWAYS SIT FACING THE SAIL and keep your eye on its shape. YOU MUST ADJUST YOUR SAIL WHENEVER THE WIND SHIFTS.

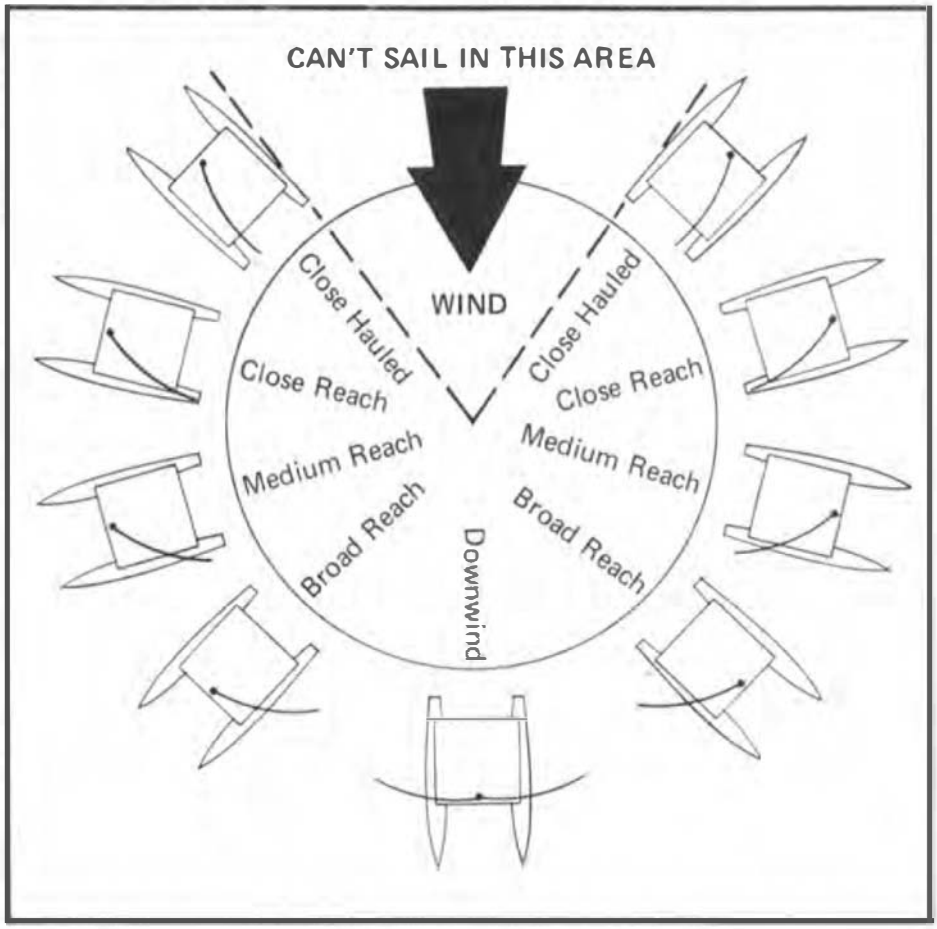
To make sure that the sail is trimmed right, keep testing to find the point at which the sail begins to luff (flop) and then tighten it just a little. THE MORE THE SAIL LUFFS, THE MORE SPEED YOU'LL LOSE, SO WATCH IT AT ALL TIMES.

WATCH YOUR SAIL

Approximately 90^0 of the full 360^0 are "Dead Area" in which you cannot sail; the sail will luff powerlessly and your boat will be "in irons" (stalled in the wind where the boat won't respond to movement of the tiller). The remaining 270^0 you can sail in, 135^0 on each tack, port and starboard.

HEADING UP

You'll need to know how to head up or fall off in order to veer away from oncoming boats and other potential obstacles. Heading up is accomplished by PUSHING THE TILLER TOWARD THE SAIL and the boat will then "head up" into the wind. Remember – the sail does not change sides.



FALLING OFF

PULLING THE TILLER AWAY FROM THE SAIL will cause the boat to veer away from the wind. The sail does not change sides when you fall off, either.

COMING ABOUT

THE PREFERABLE WAY OF TURNING THE BOAT AROUND IS CALLED COMING ABOUT. You'll be heading into the wind and thus change the boat's direction. The boat will need to be moving forward in order to follow through the entire procedure of coming about.

FIRST, PUSH THE TILLER SMOOTHLY BUT FIRMLY ALL THE WAY OVER TOWARD THE SAIL. Second, you change sides as the sail changes sides (it's a good idea to duck your head as the boom passes over you). THIRD, CHANGE HANDS ON THE MAINSHEET so that your forward hand is holding the mainsheet again and your aft hand has the tiller. FINALLY, STRAIGHTEN THE TILLER after you've completed the turn and head for your new destination. You'll avoid the problem of getting into irons by having enough speed to begin with, pushing the tiller over firmly enough and following through.

When it's inconvenient to come about, you may have to JIBE. Like falling off, JIBING REQUIRES THAT YOU PULL THE TILLER AWAY FROM THE SAIL. The sail will change sides as in coming about, but the problem is that the tendency to tip over is greater in jibing, and the sail may suddenly whip across. So if you want to turn the boat around, COME ABOUT WHENEVER POSSIBLE.

SAFETY

While sailing is generally a safe sport, carelessness or lack of knowledge can be dangerous. A little common sense and attention to a few precautions go a long way toward protecting your safety in anything you do, including sailing.

In the first place, don't sail without a Coast Guard approved life vest or jacket for each person on board. A Type 1 PFD is an approved device designed to turn an unconscious person in the water from a face downward position to a vertical or slightly backward position, and to have more than 20 pounds of buoyancy. Recommended for off-shore cruising. Acceptable for all size boats. If you're sailing in any kind of a heavy sea or strong winds, you should have your life jacket or vest on. Accidents do happen occasionally, even to the best of swimmers, and when they do, they usually happen quickly.

Also remember to have an adequate paddle and righting line on board at all times.

Don't sail far out to sea. Weather conditions can change rapidly and aven if you're an experienced sailor, old Mother Nature can sometimes get the best of you. You should never sail alone where you can't find shelter within a fairly close range or at least summon assistance.

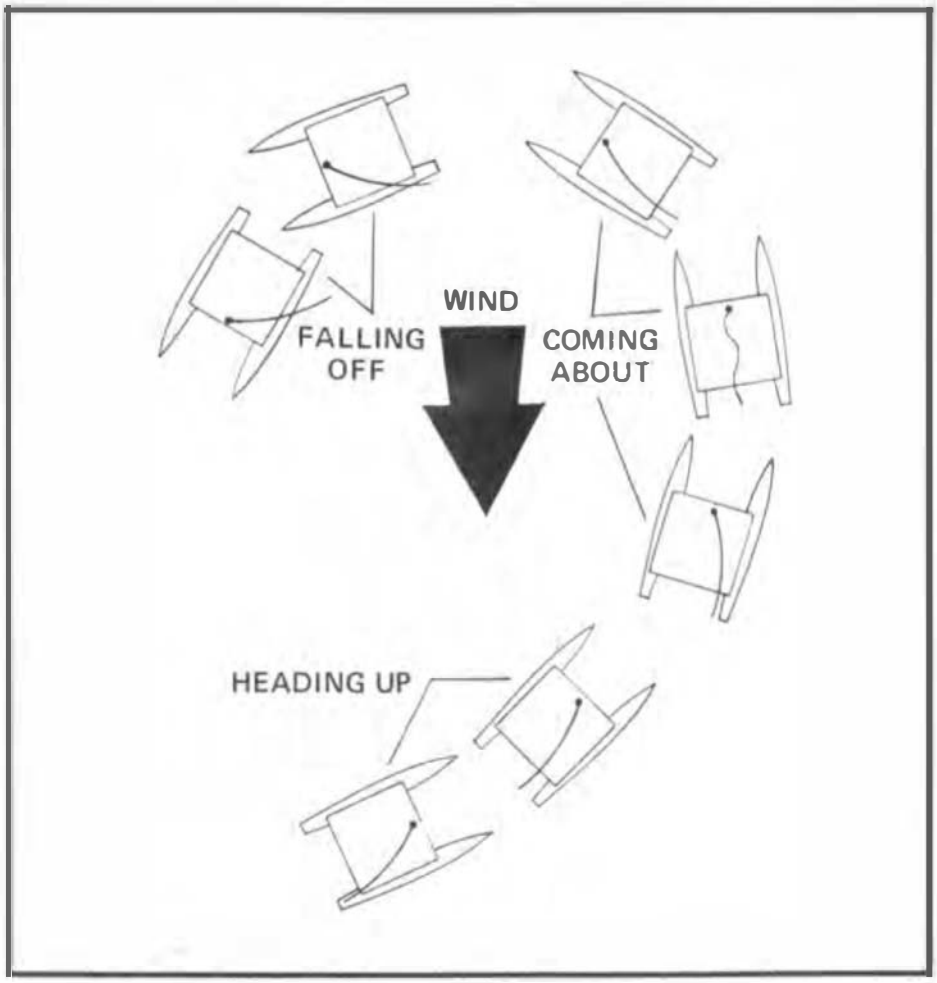
Know your equipment! The Hobie Cat is built of quality materials and requires little maintenance, but for safety's sake, you should inspect it occasionally. Check the seals in your mast by pushing it underwater and watching for air bubbles. If it is leaking, have it resealed. A mast full of water makes righting a capsized boat awfully difficult. If you find the hulls are taking on an appreciable amount of water, check the foam plugs in the pylons by removing the trampoline frame. If leakage continues, check the throughhull fittings (screws) and apply silicone rubber sealant, if necessary.

Check your rudder pins, tiller arm connections, and tiller extension swivel. If these become worn and sloppy after continued use, a little preventive maintenance can save you the trouble you might have with a failure on the water.

When you're stepping the mast, tighten your shackles with pliers. These can vibrate loose if they're not cinched down tightly. If one of these comes loose while sailing, you risk damaging the boat or even being hit by a falling mast.

Watch for low overhead electrical wires when trailering around launching areas with the mast up or when sailing in and around marinas. That mast sticks up there a long way and it would make an awfully good conductor if it should come in contact with overhead wires. So look up while moving ahead in these areas.

The Hobie Cat will give you so many hours of troublefree sailing that the tendency is to forget to look at any of the hardware until something wears out completely. Make it a habit to check the boat out each time before you sail.

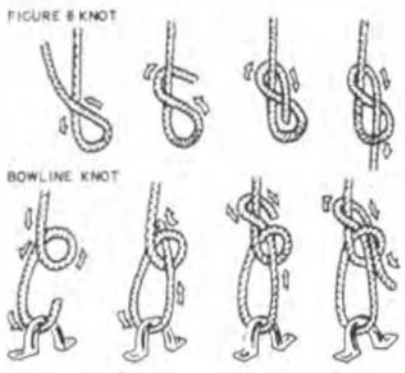


HOBIE CLASS ASSOCIATION

The Hobie Class Association was started by a group of Hobie owners who got together back in 1968 to organize some racing and activities. Hobie was the mainstay of the group promoting the activities himself. At this time, it wasn't really a Class Association but simply a group of owners wanting to have fun with their new toys. Hobie would write brief newsletters from the factory announcing regattas as they developed across the country. He published a set of Class Rules rigidly restricting changes and modifications which can be made to the boat. As the Class started to grow, people were hired to help administer the program and keep things somewhat organized. At that point, the association became a little more formal; the groundwork for the establishment of fleets was developed and the Hobie Cat Hotline was initiated as a class newsletter.

The Class Association was originally organized around one basic consideration: to extend each Hobie owner's enjoyment through organized, family-oriented activities. Innovations were made in racing procedures and the regatta structures. A policy of including the whole family in the activities developed to assure everyone would have fun at a Hobie regatta. The Association continually strives to develop better programs so owners may further enjoy their Hobies.

KNOTS TO USE



WHY JOIN A HOBIE CAT FLEET

You as a Hobie Cat owner bought your boat with one thing in mind – to have fun. And so did every other Hobie owner. Therefore, you all have something in common. As you sail your boat more you will discover that you can have a lot of fun sailing with other Hobies, whether racing around the bay together or exchanging ideas on the beach. The next natural step is to get together periodically to enjoy Hobie Catting.

A Hobie Cat fleet offers you a chance to meet new friends with a common interest, and provides the opportunity of participating in organized activities (both racing and fun, family-oriented outings), enjoying educational and entertaining meetings, and a chance to compete in races, enhancing your sailing ability and further sailing enjoyment.

Through a local fleet, you can enjoy the Hobie Way of Life in your own back yard with countless hours of fun activities. We therefore encourage owners in areas where there are no established fleets to contact Coast Catamaran for information on forming fleets.

Other HOBIE Products

HOBIE CAT®

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