Hobie® Mirage®
Adventure Island Manual

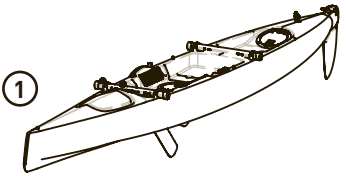
In 1950, Hobie's dream was born in his parents' garage when he decided to apply his love of woodworking to the sport of surfing. Dad backed out the Buick... Hobie carved out his very first surfboard...

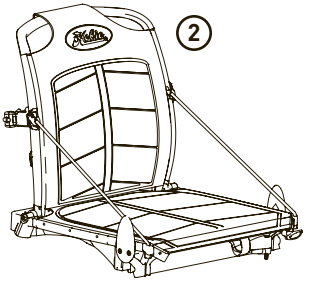
Hobie's business of fun had begun.

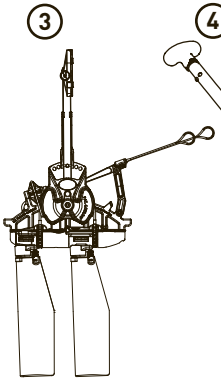
Hobie® ISLAND CLUB

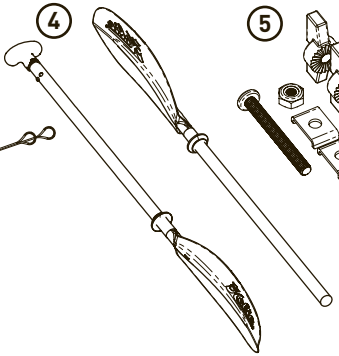
The Hobie Island Club is a place to meet other Hobie Mirage Adventure Island and Hobie Mirage Tandem Island owners to share passions for the waterways and oceans of our world. Hobie Dealers are organizing local Island Clubs worldwide. The Hobie Island Club will assist in the introduction of Island owners to one another where dreams of sailing to places unknown and countless adventures can become a reality. Go to hobiecat.com or scan the QR code here to learn more about joining a club near you.

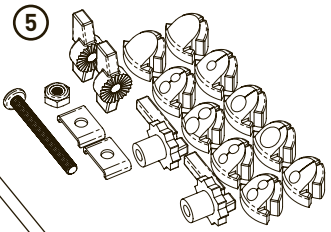
1. Hull
2. Vantage CT Seat
3. MirageDrive 180 ST Turbo
4. Paddle and T-Handle
5. Lowrance-Ready Components
6. Cassette Plug
7. Akas (4)
8. Aka Carry Bag
9. Mast (2 piece)
10. Sail
11. Batten Set (3 pieces)
12. Small Parts (batten caps, spare sheer pins, steering handle, screws and steering riser)

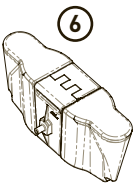


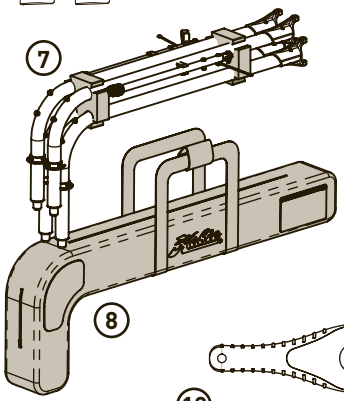


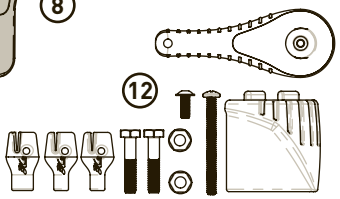


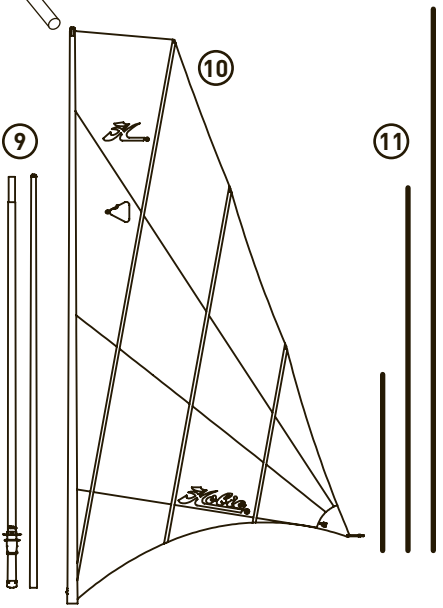












Items not shown to scale

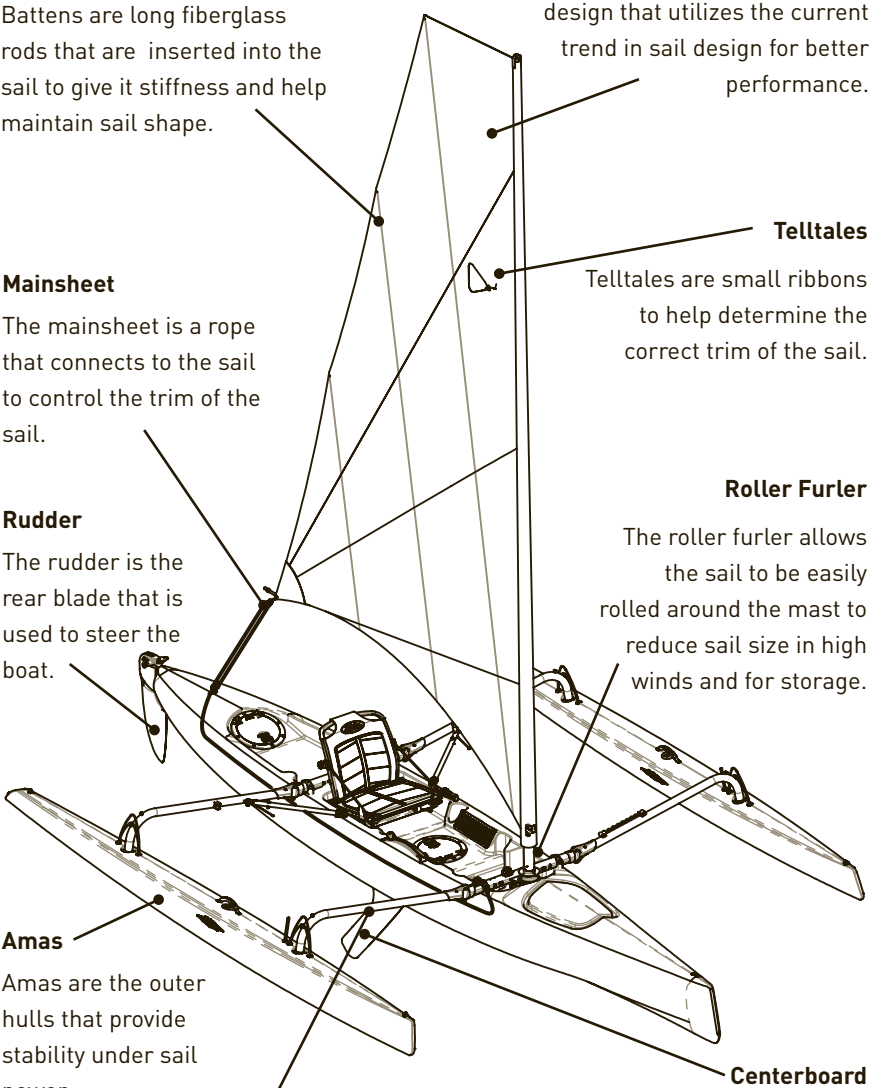
Island Terminology

Sail

The sail is a "square -top" design that utilizes the current trend in sail design for better performance.

Battens

Battens are long fiberglass rods that are inserted into the sail to give it stiffness and help maintain sail shape.



Telltales

Telltales are small ribbons to help determine the correct trim of the sail.

Mainsheet

The mainsheet is a rope that connects to the sail to control the trim of the sail.

Roller Furler

The roller furler allows the sail to be easily rolled around the mast to reduce sail size in high winds and for storage.

Rudder

The rudder is the rear blade that is used to steer the boat.

Amas

Amas are the outer hulls that provide stability under sail power.

Centerboard

The centerboard is used to improve your upwind performance by preventing the boat from slipping sideways in the water.

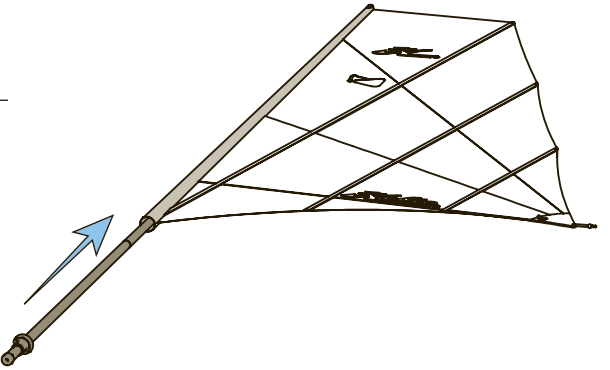
Akas

Akas are the aluminum bars that extend away from the hull to support the amas.

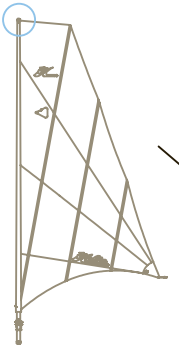
Mast/ Sail Assembly

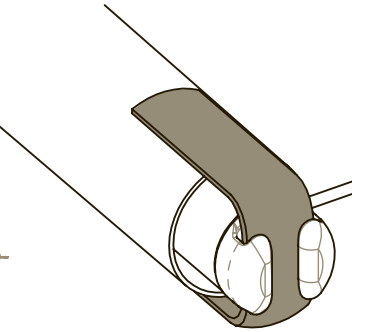
① Slide the two halves of the mast together

② Insert the assembled mast into the sail sleeve

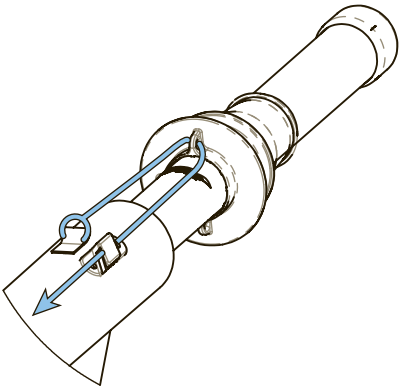


③ Insert the webbing at the top of the sail into the mast cap



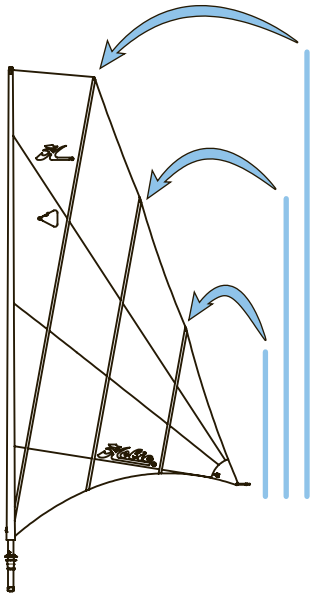


④ Feed the downhaul line through the loop on the mast collar. Pull tension on the line to tighten the sail onto the mast and cleat off the line. Tie a knot off at the end for extra security.



5

Feed the battens into the batten pockets (note they are different lengths per the different length pockets)



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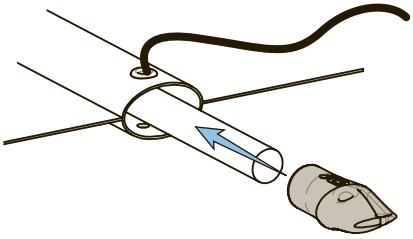
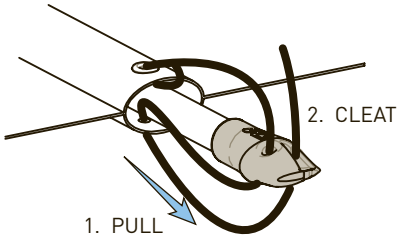
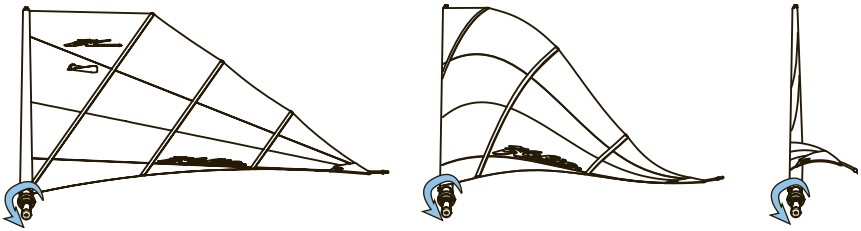
Slide the batten cap over the ends of the battens and lace the line through the cap. Make sure to pull tension on the line and cleat it off to hold on the cap and retain batten pressure into the pocket. Tie off the end of the line for extra batten security.



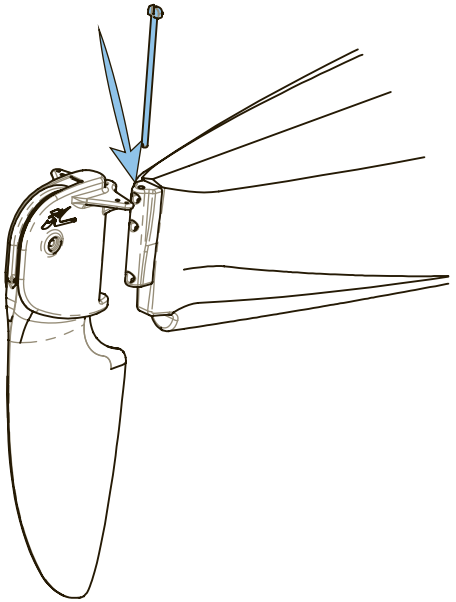


7

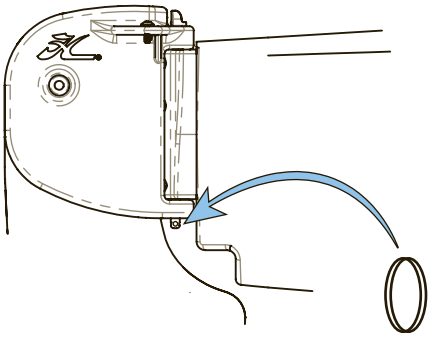
Rotate the mast counterclockwise so that the sail rolls onto the mast per the diagram below.



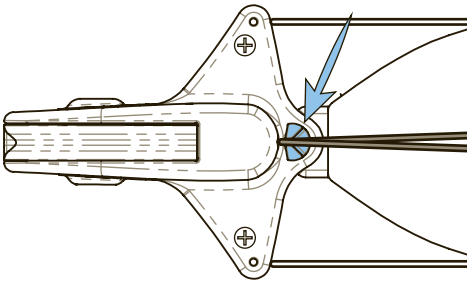
Rudder Installation



① Place rudder over rudder gudgeon and insert pin



② Place the ring through the hole in the end of the rudder pin

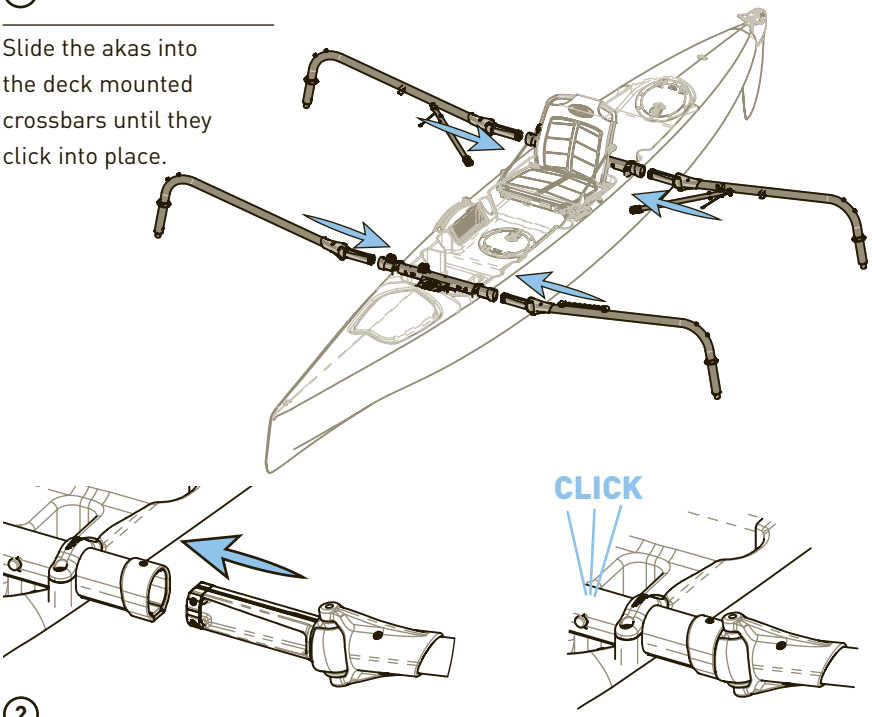


⑥ Lift rudder up/down control lines and make sure they are running through the middle of the rudder pin.

Aka Installation

①

Slide the akas into the deck mounted crossbars until they click into place.

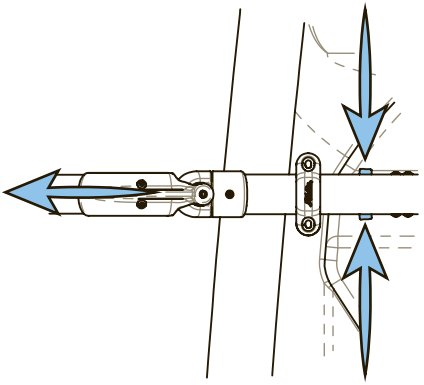


②

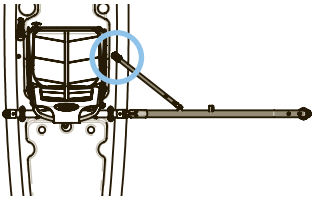
Once the akas are inserted, pull out on them to make sure they are locked in place.

Aka Removal

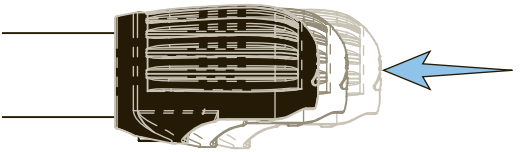
To remove the akas, depress both buttons at the same time on the deck mounted crossbar and slide out the aka.



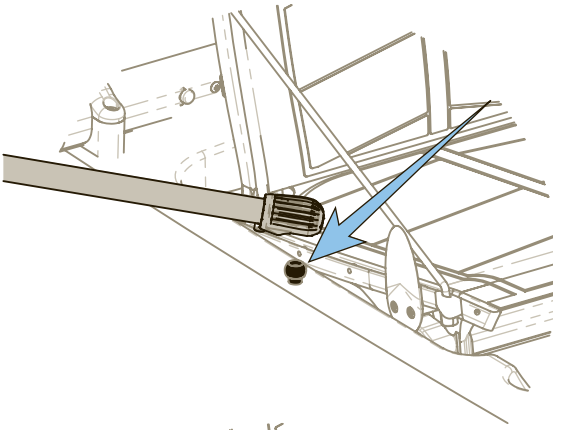
Diagonal Crossbrace Lock



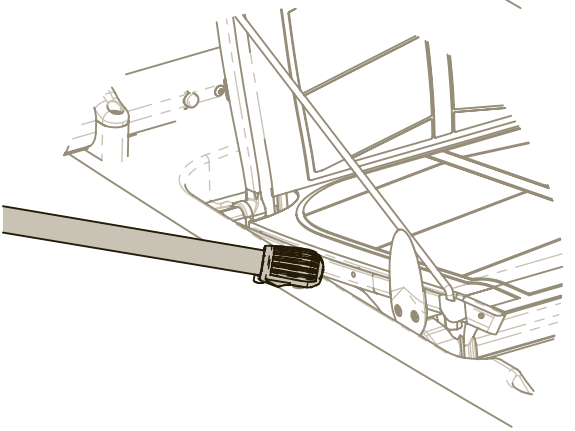
① Push in and hold the diagonal crossbrace end cap



② Place end cap over ball fitting on boat



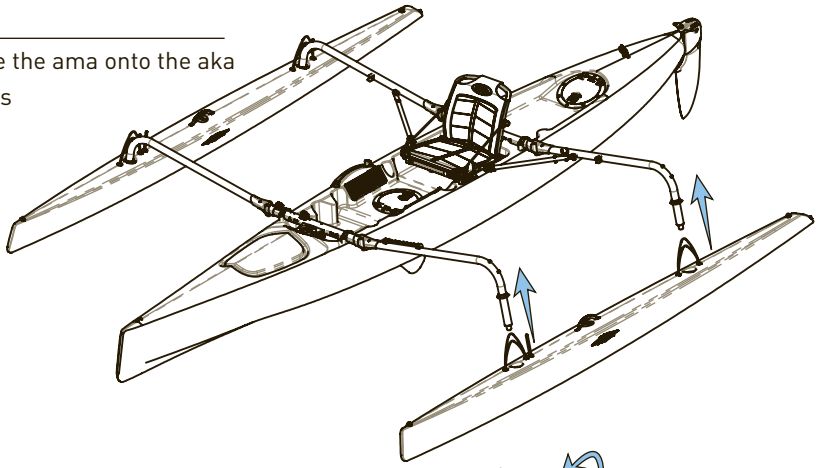
③ Release end cap and check to make sure it is locked onto the boat



Ama Installation

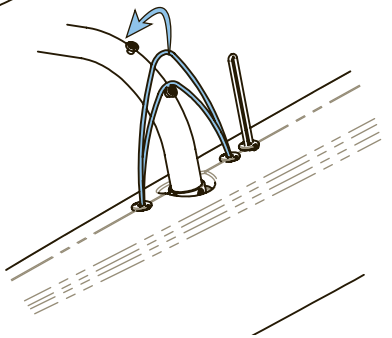
①

Slide the ama onto the aka tubes



②

Stretch both Bungee® cords over the buttons on the corners of the akas.

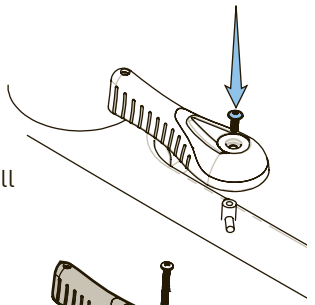


Steering Handle

Your Island comes with two options for installing the steering handle:

①

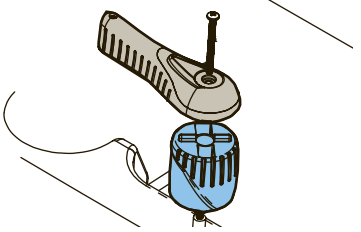
Install the handle on the steering post using the small screw.



OR

②

Install the handle on top of the riser and install with the longer screw.

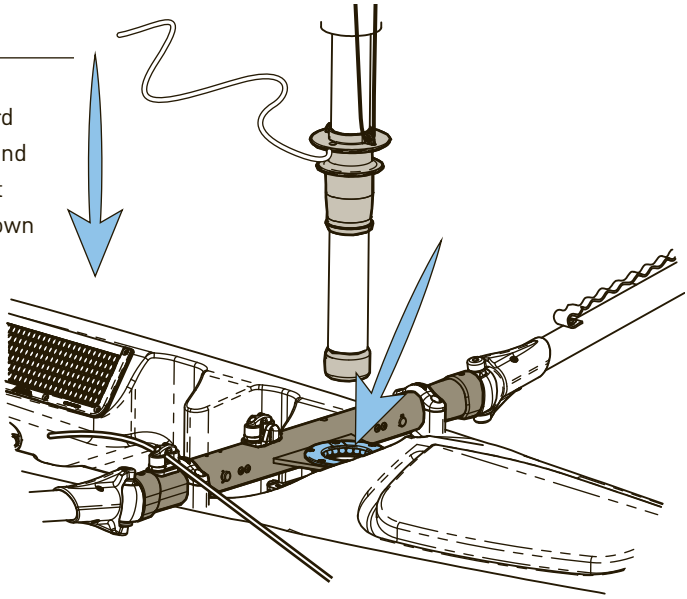


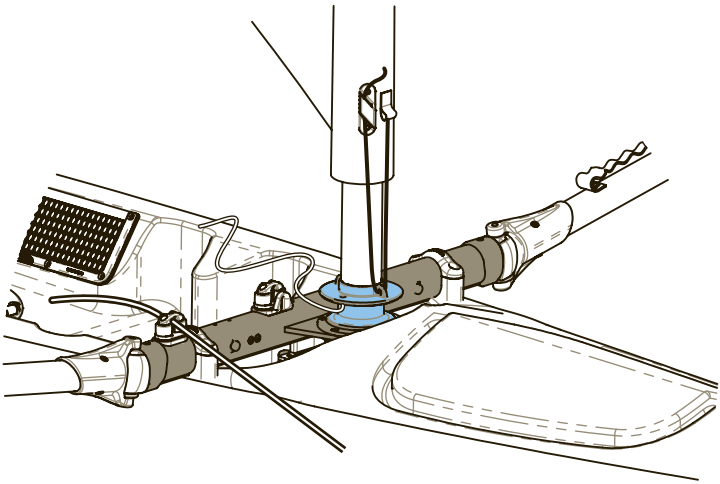
Mast Installation

Watch for overhead power lines when handling the sail and mast. NEVER rig, trailer or sail the boat near overhead power lines. Mast contact with power lines could be fatal.

①

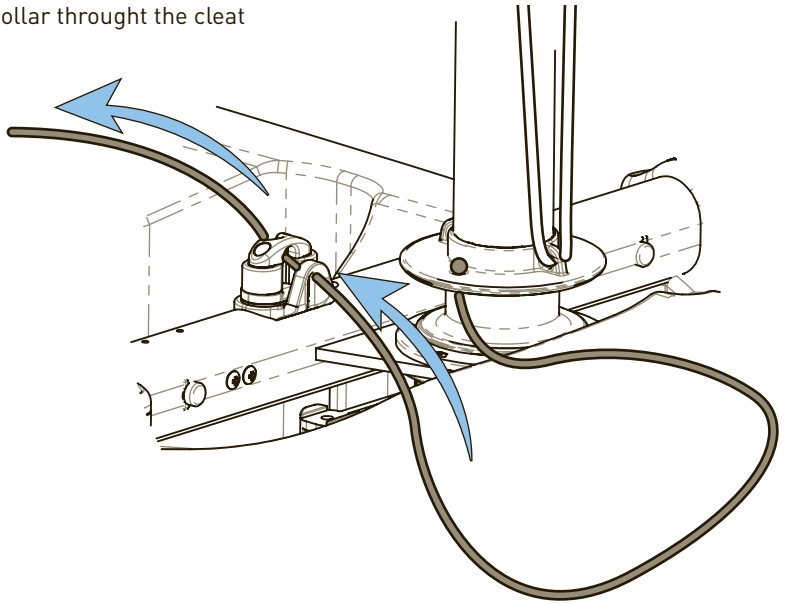
Insert the mast through the forward crossbar bearing and into the hull until it goes all the way down and locks





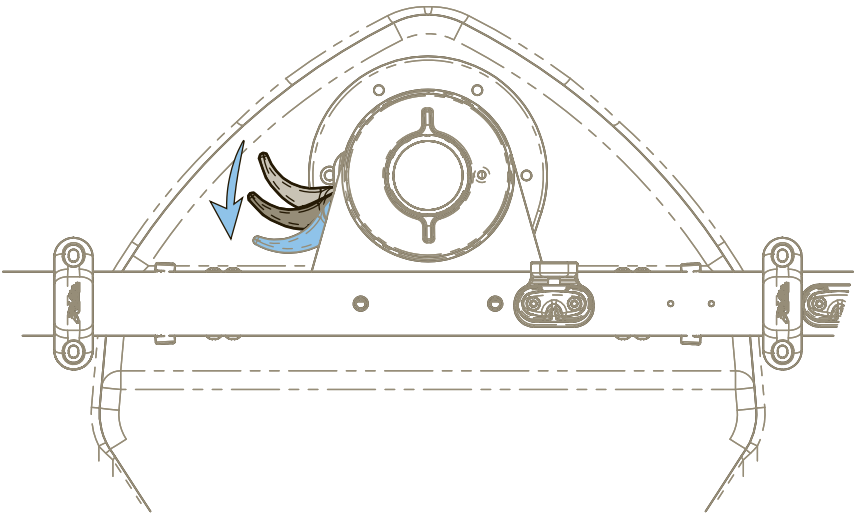
②

Feed the furling line attached to the mast collar throught the cleat



Mast Removal

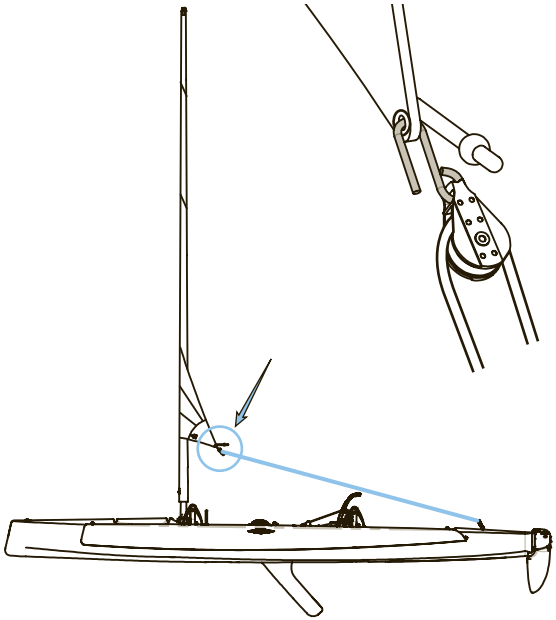
Pull back on the mast lock lever and pull the mast up out of the boat



Mainsheet Attachment

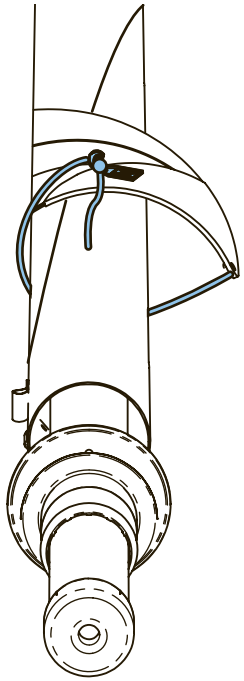
①

Making sure that there are no twists in the line, attach the mainsheet hook to the grommet in the sail.



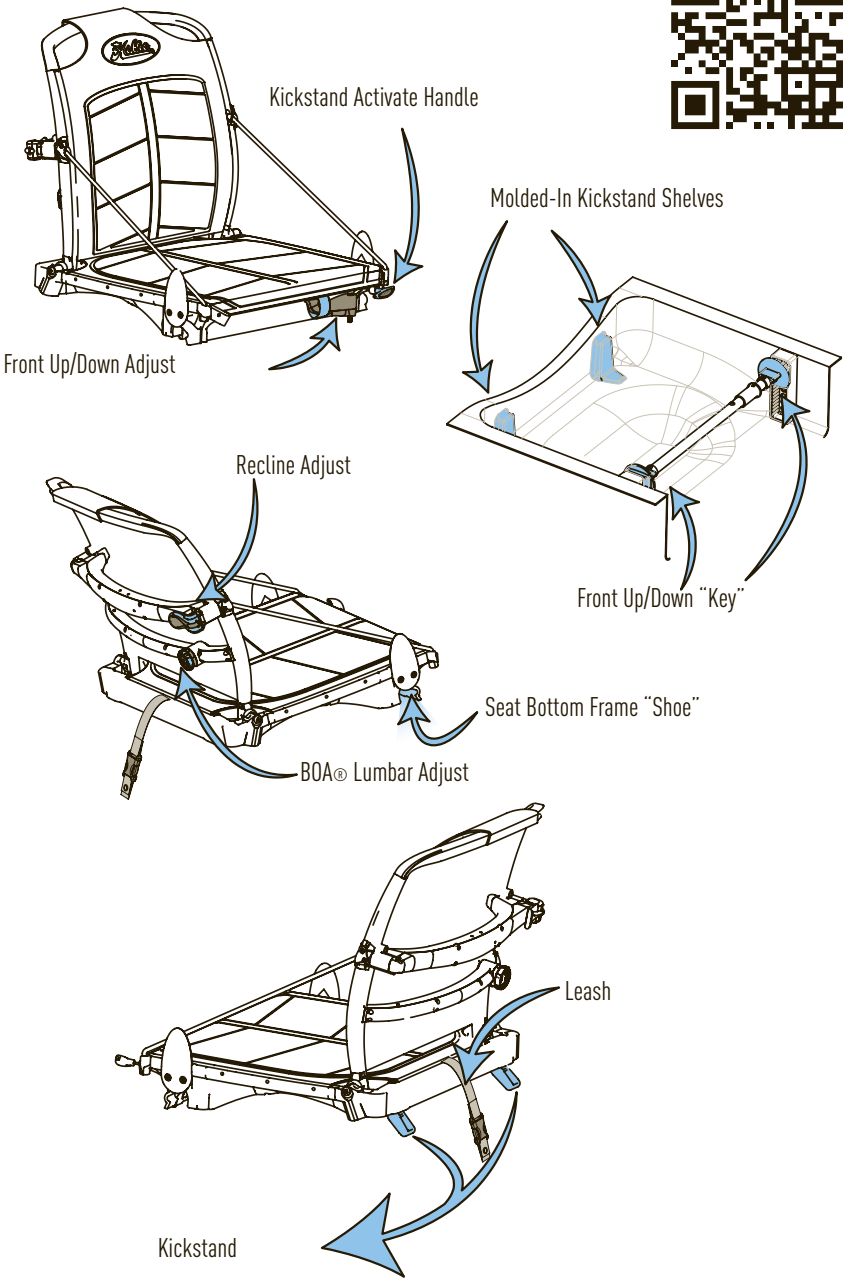
Sail Storage

To store the sail in the rolled position, wrap the line around the sail and hook the knot into the hook sewn to the sail. To take care of your sail, always store it rolled up in the provided storage bag.



Anatomy

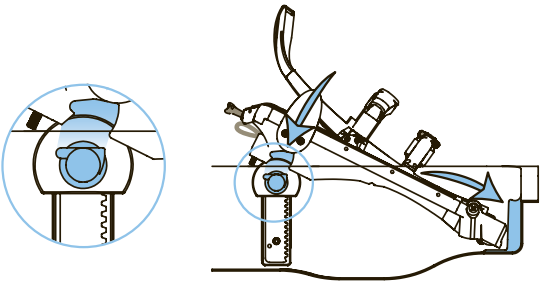
Vantage CT Video



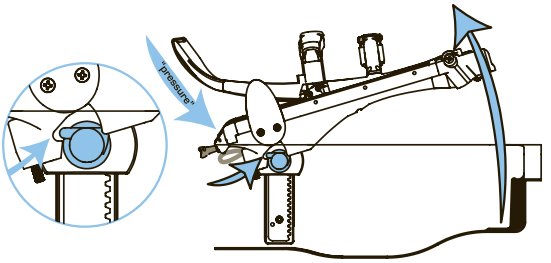
Items not shown to scale

Seat Installation

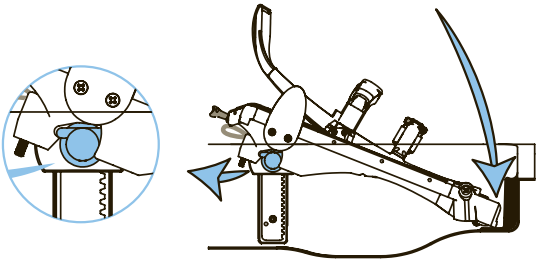
① Line up the front of the seat bottom frame over key and slide the back of the frame to the back wall in the cockpit.



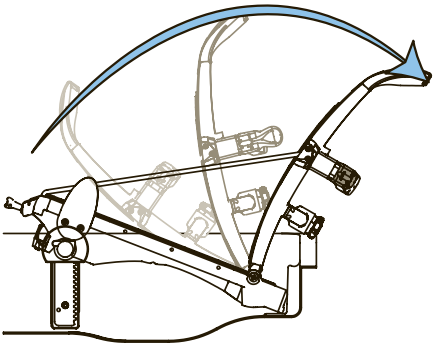
② Put pressure on the front of the seat mesh and lift the back of the seat bottom frame to set the seat into the key.



③ Push the seatback frame down once the seat frame is fit into the key. Pull up on front of seat to check for proper installation.

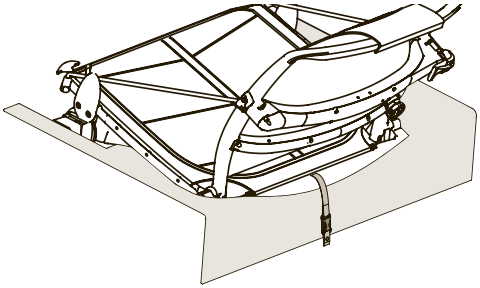


④ Flip seat back up.



⑤

Locate leash buckle on the seat bottom frame and firewall behind the seat.



⑥

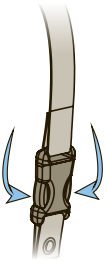
Line up and plug in the two parts of the buckle.

⑦

When the two parts are clicked into place the seat is secured to the kayak.

⑧

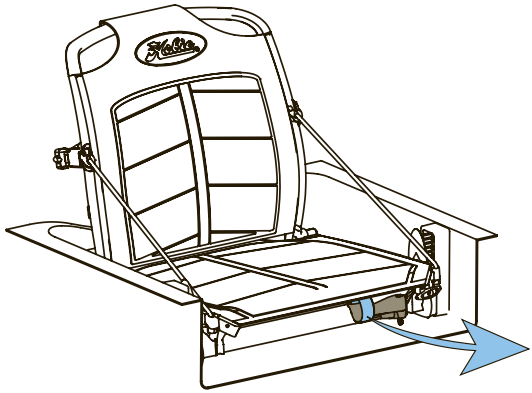
Pinch to unlock.



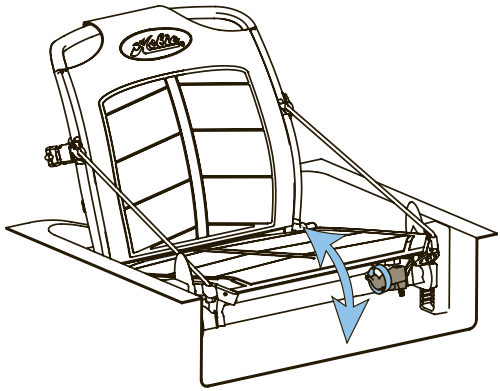
Warning: Failure to secure the seat with the leash clip could result in loss of seat during capsize event.

Front Up/Down Adjustment

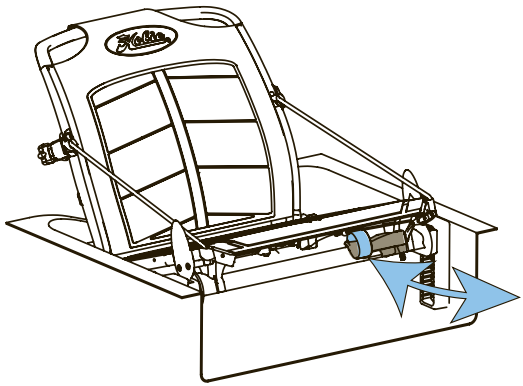
① Pull lever out to activate front up/down adjustment.



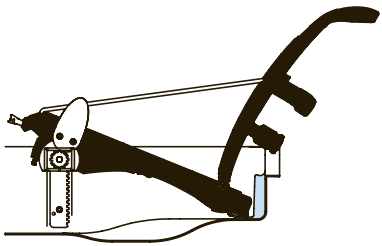
② Lean back into seatback to raise the front up/down adjustment. Use body weight in seat bottom to drop into a lower positon.



③ Release lever to lock the desired position of the front up/down adjustment.

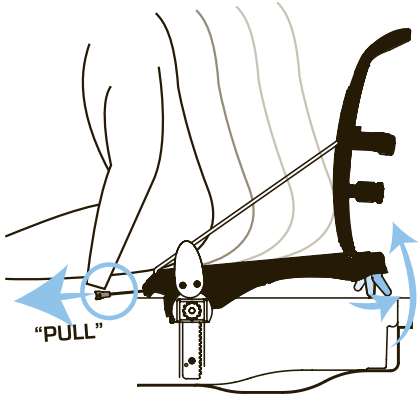


Rear Up/Down Adjustment

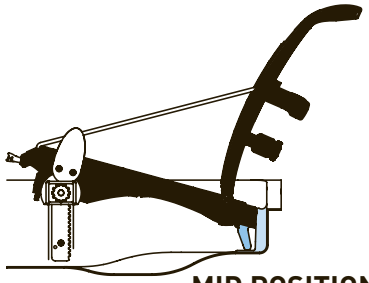


LOW POSITION

① The seat is set to a default low position.

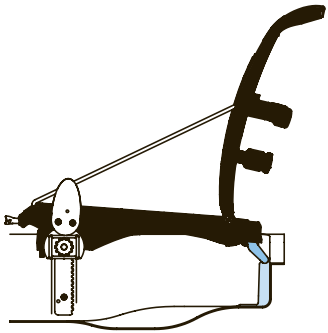


② Move weight toward the front of the seat bottom mesh to raise the back of the seat. Pull "T" handle to activate kickstand.



MID POSITION

③ Set kickstand on the boat hull for mid-level seating.



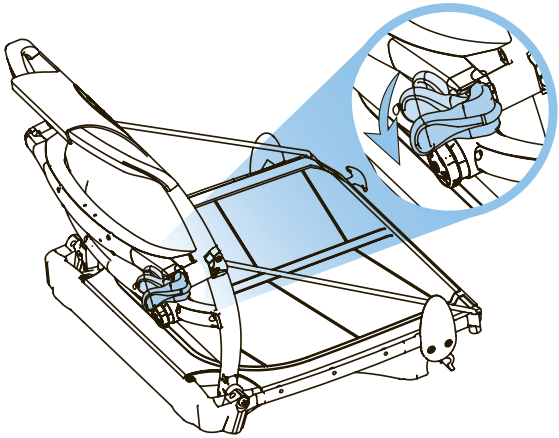
HIGH POSITION

④ Set kickstand on the shelf for high-level seating.

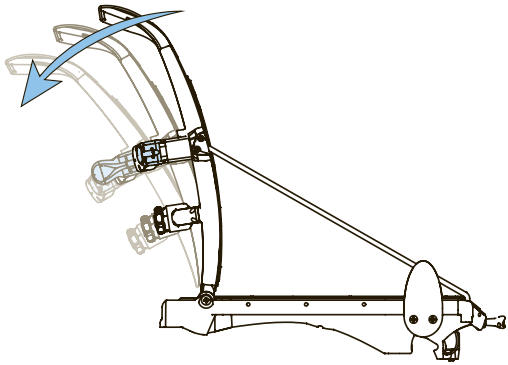
⑤ Move weight forward to front of seat to reset the kickstand and lower the seat to the low position.

Recline Adjustment

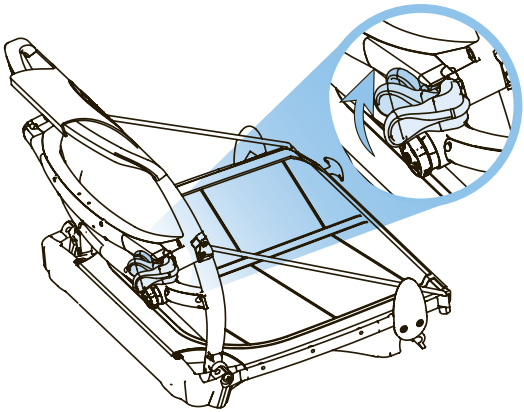
① Pull lever out to activate seatback recline.



② While holding the lever out, push back into the seat to recline.

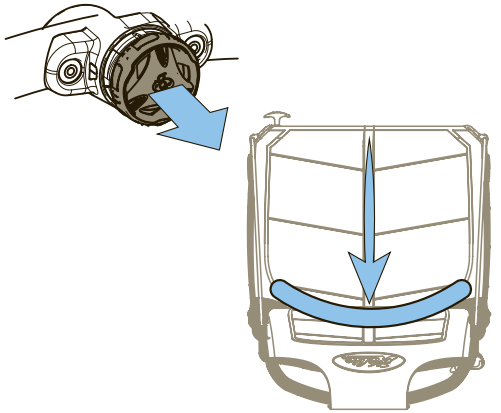


③ Release lever to lock seat into position.

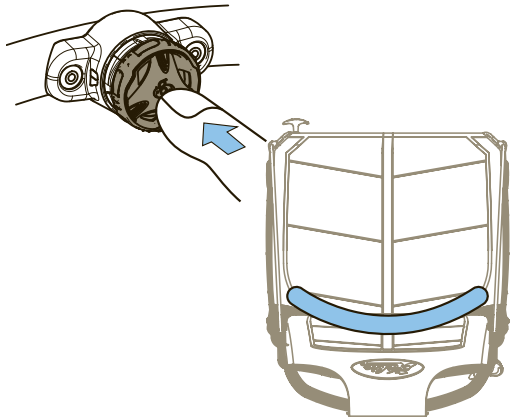


Lumbar Adjustment

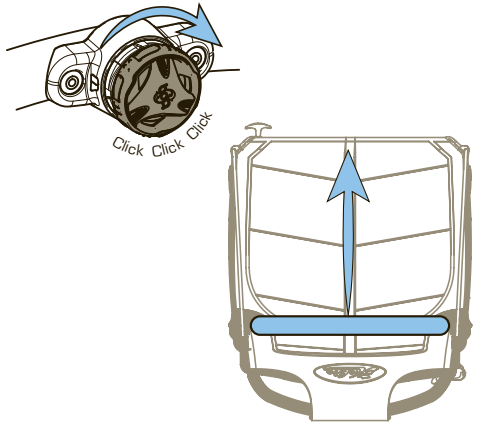
① Pull knob to release lumbar.



② Press knob to lock lumbar.



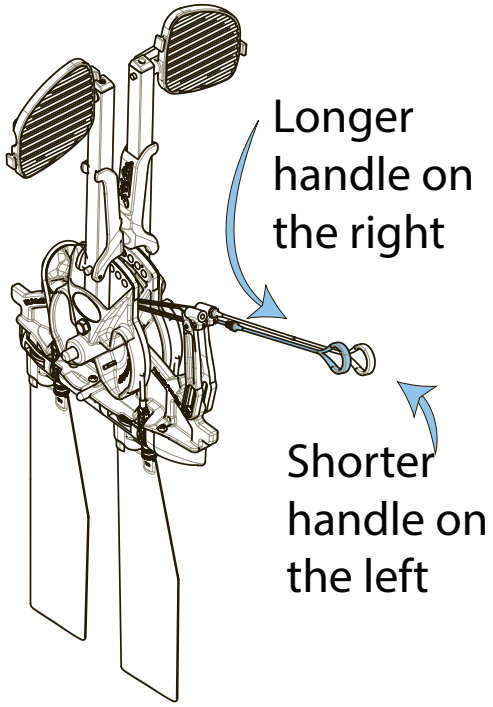
③ Rotate knob to tension lumbar.



Forward and Reverse Shifter Installation

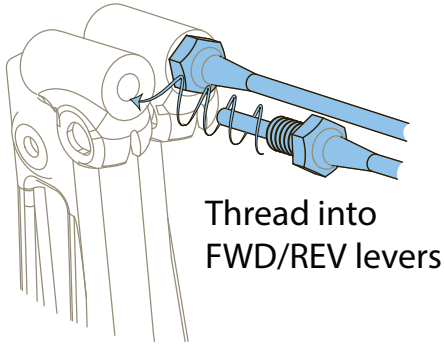
①

Line up the shorter (FWD) handle on the left and the longer (REV) handle on the right



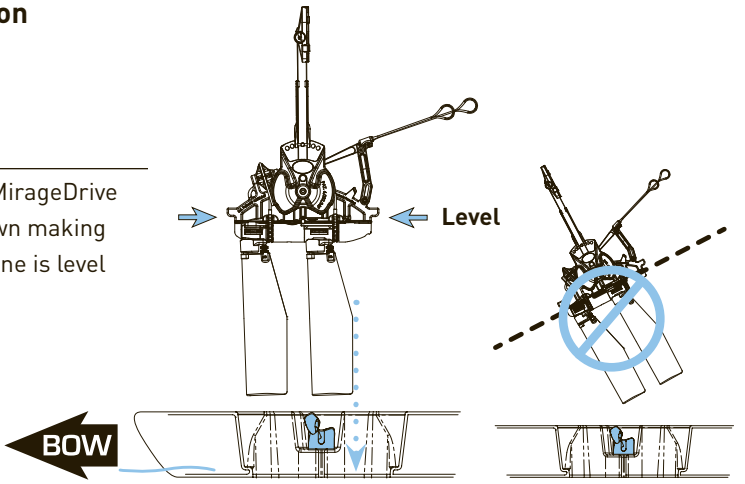
②

Screw in both pull handles into the levers on the MirageDrive

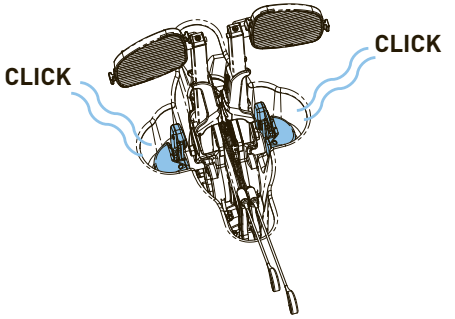


Installation

① Lower the MirageDrive straight down making sure the spine is level



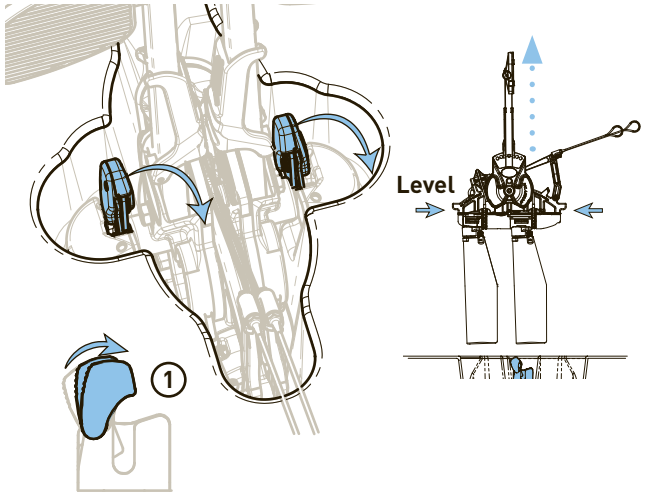
② Press down evenly and lock drive into Click and Go's



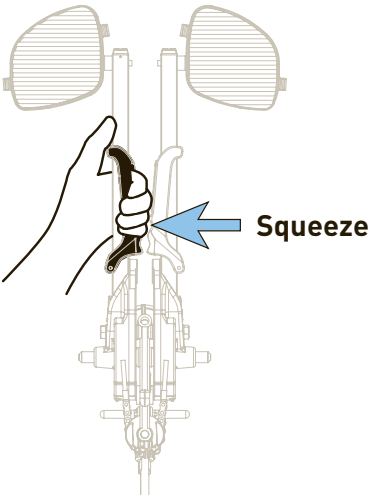
Removal

① Pull back each Click and Go lever

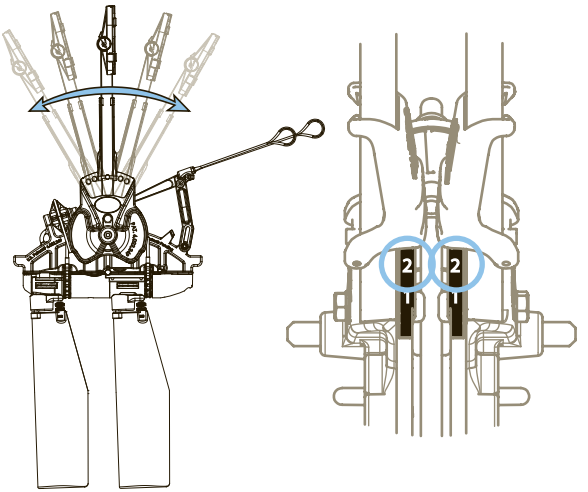
② Lift drive straight up



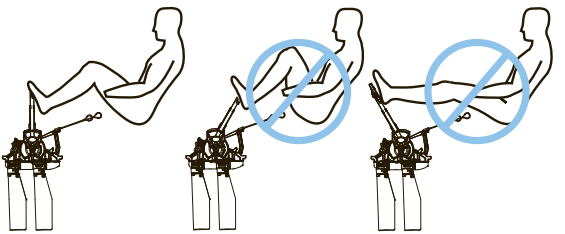
Pedal Adjustment



① Squeeze adjuster handle



② Adjust cranks by rotating and clicking them into the desired position. Make sure both cranks are in the same position number.

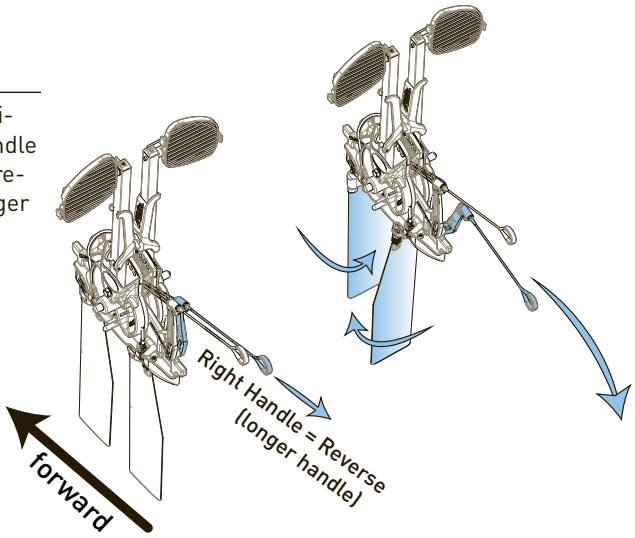


③ With both feet on the pedals together (fins straight down), your knees should be comfortably bent and not over-crunched or extended

Shifting the Fins

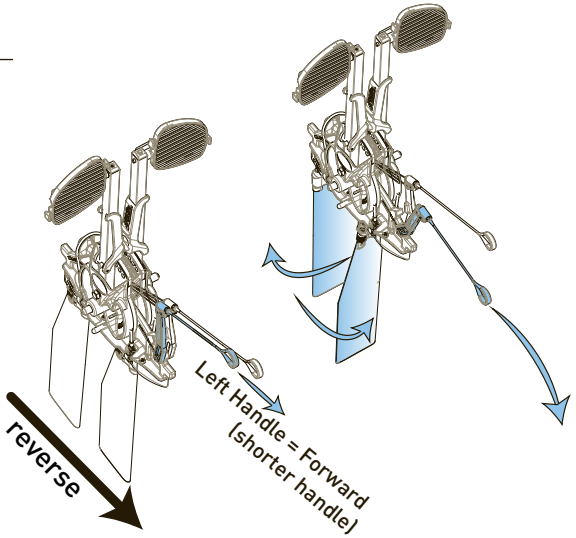
①

From the forward position, pull the right handle to shift the drive into reverse. (This is the longer handle of the two)

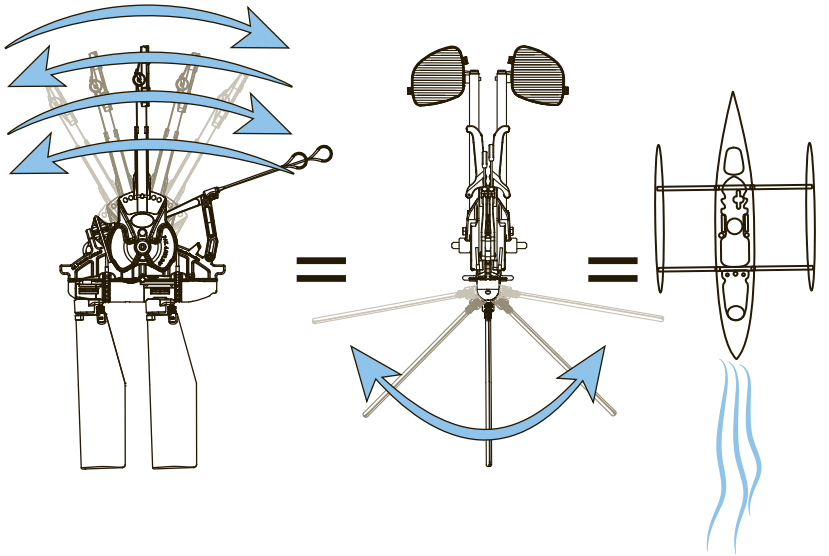


②

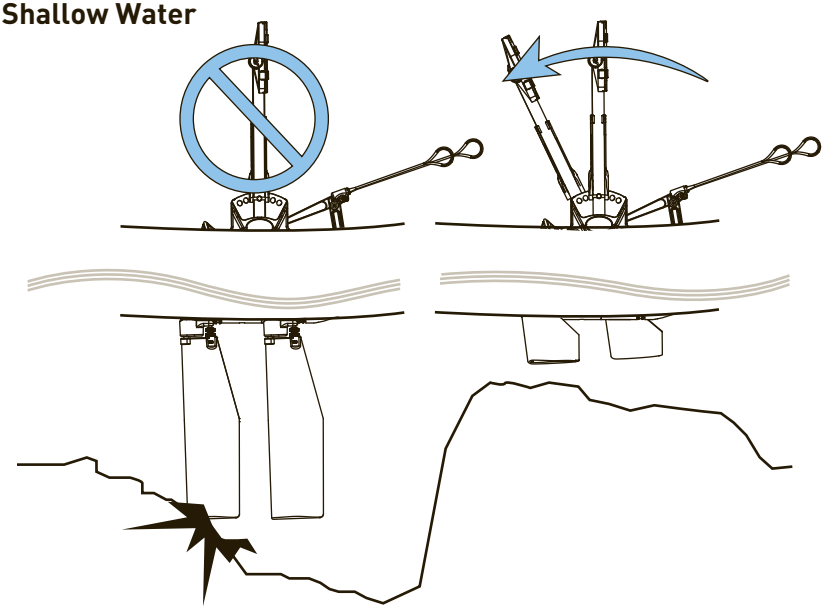
From the reverse position, pull the left handle to shift the drive into forward.



MirageDrive Operation



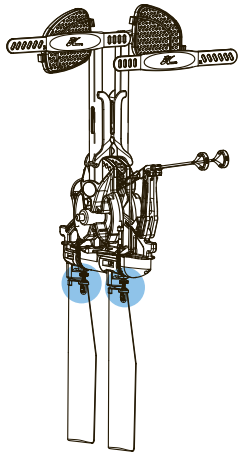
Shallow Water



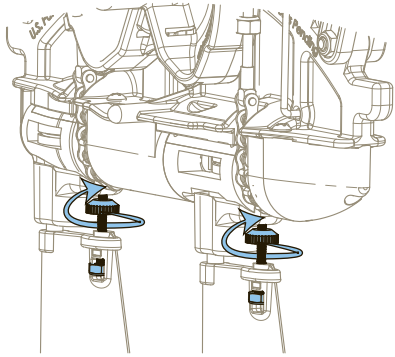
To raise fins in shallow water or when beaching, PUSH either pedal forward.

Changing Pedal Resistance

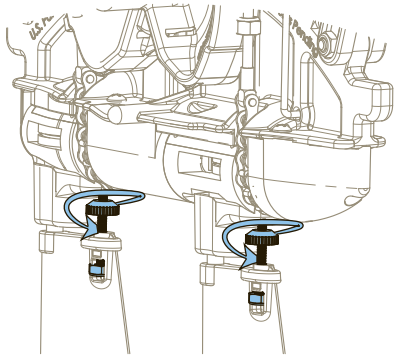
① Locate the thumb knobs on the MirageDrive



② Turn the thumb knobs counter-clockwise, to loosen the fin from the boom, reducing resistance on the fins when pedaling.

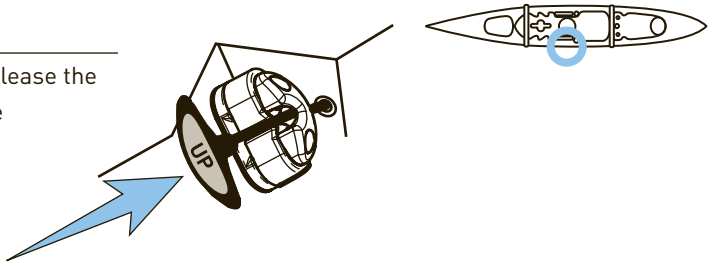


③ Turn the thumb knobs clockwise, to tighten the fin to the boom, increasing resistance on the fins when pedaling.

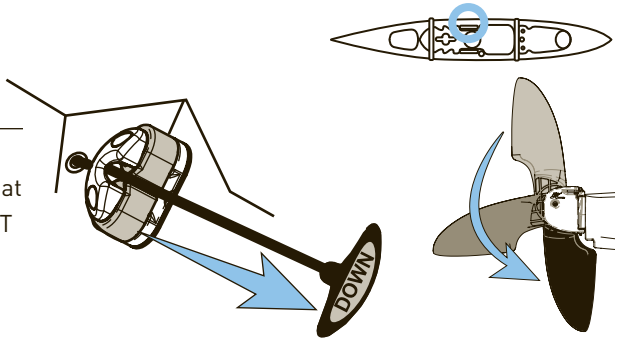


Rudder Down

① Uncleat and release the UP control line

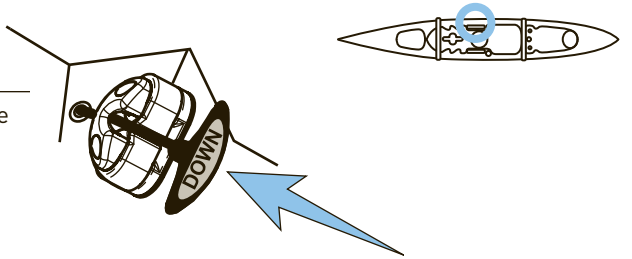


② Pull the DOWN control line so it is tight and cleat the line. RUDDER MUST BE CLEATED TO WORK PROPERLY!

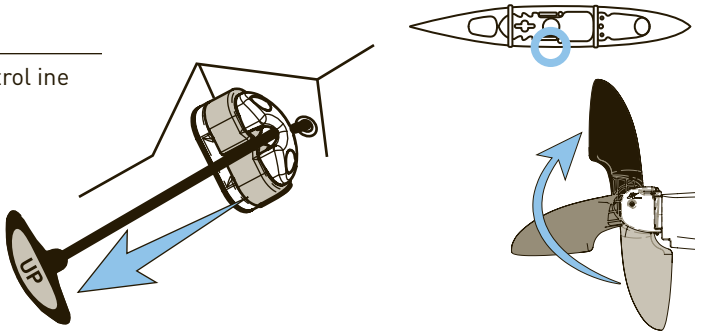


Rudder Up

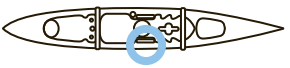
① Uncleat and release the DOWN control line

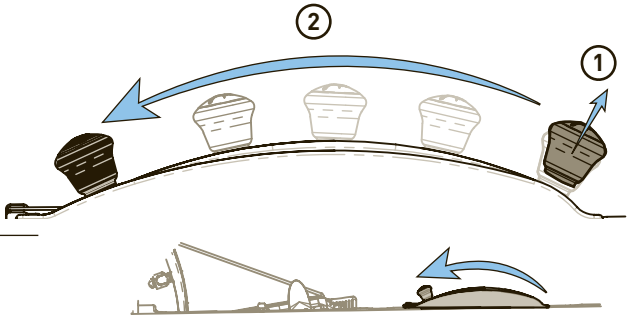


② Pull the UP control ine and cleat



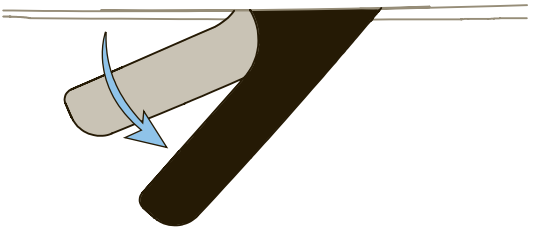
Lower Centerboard



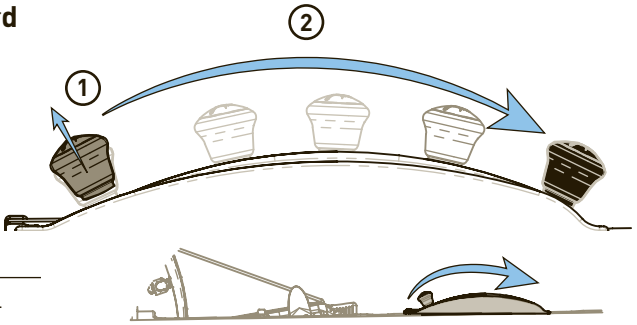


① Pull UP on the control knob to unlock

② Slide the knob back to lower the centerboard

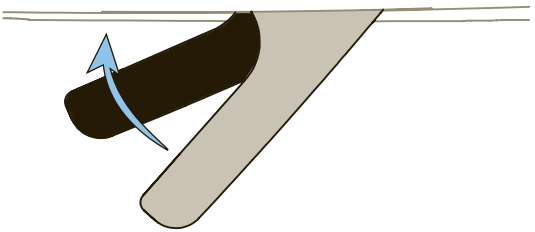


Raise Centerboard

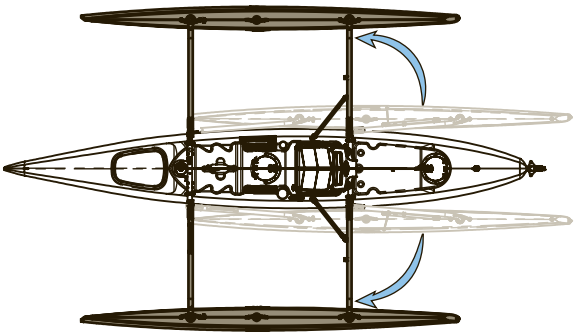


① Pull UP on the control knob to unlock

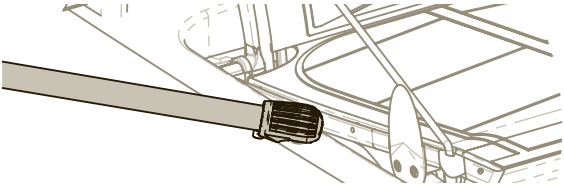
② Push the knob forward to raise the centerboard



Folding Amas Out

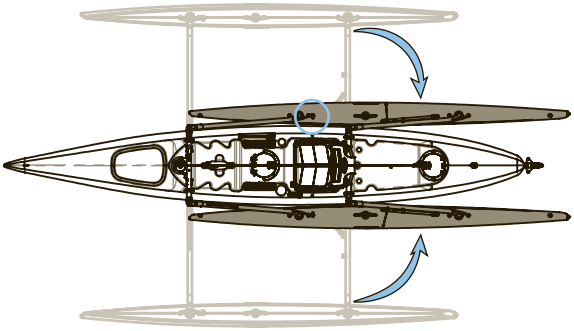


① Pivot amas out one at a time

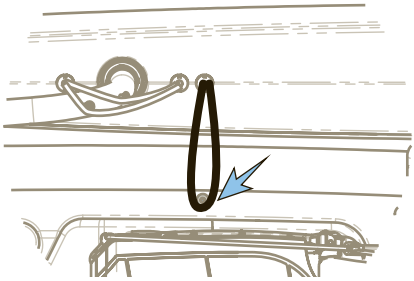


② Lock diagonal crossbraces outlined earlier in this manual

Folding Amas In

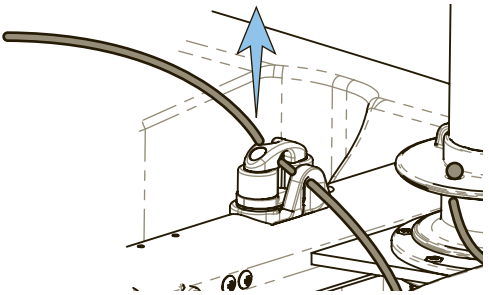


① Unlock diagonal crossbrace and fold amas in



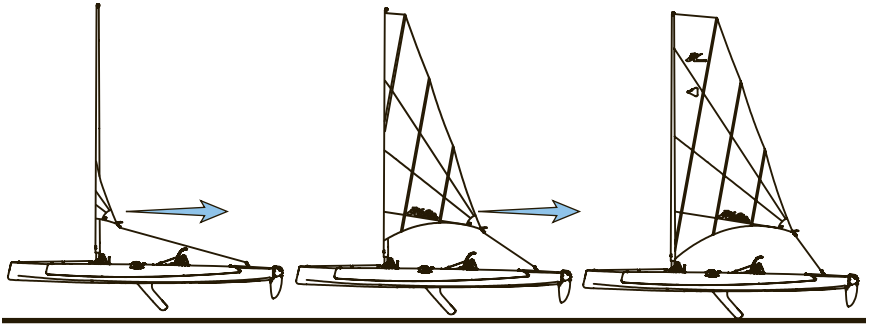
② Stretch Bungee over diagonal crossbrace locking ball on the main hull

Unfurling the Sail



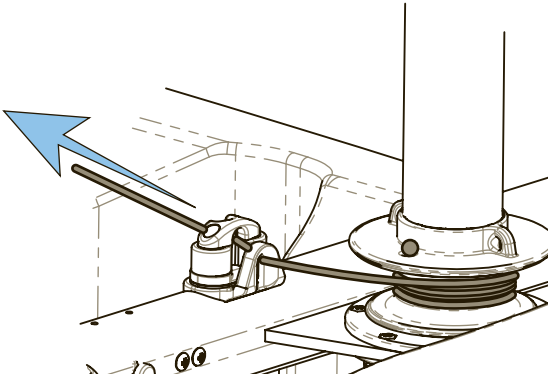
① Uncleat the furling line

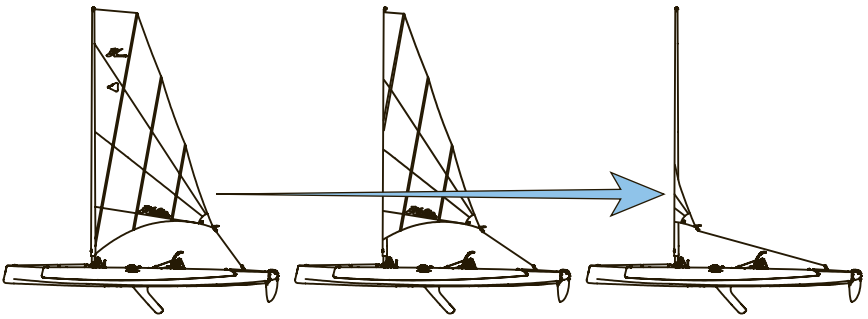
② Pull on the sail or pull in the mainsheet to unfurl the sail



Furling the Sail

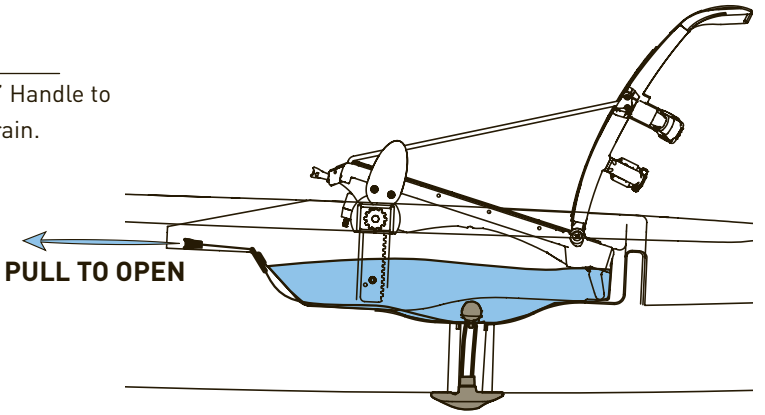
Making sure the mainsheet line is uncleated, pull on the furling line until the sail if fully wrapped



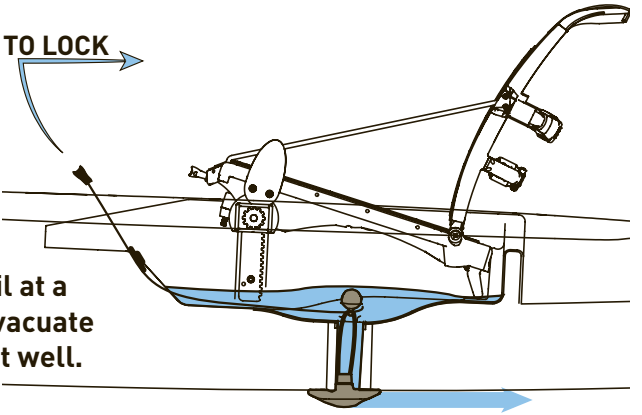


Seat Speed Drain

Pull "T" Handle to open drain.

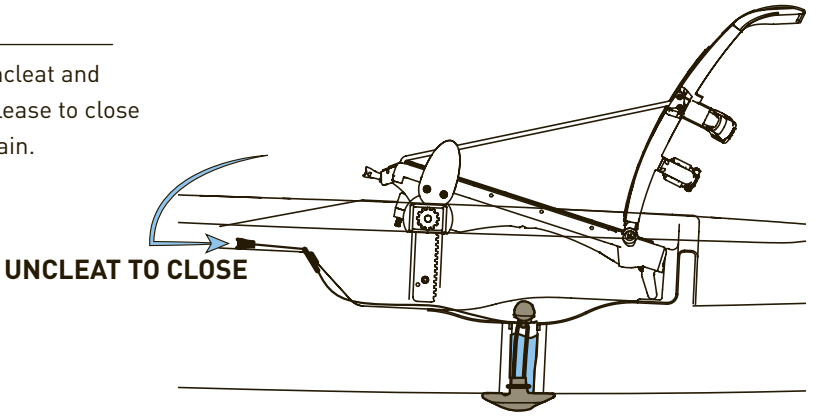


Cleat to keep drain open.

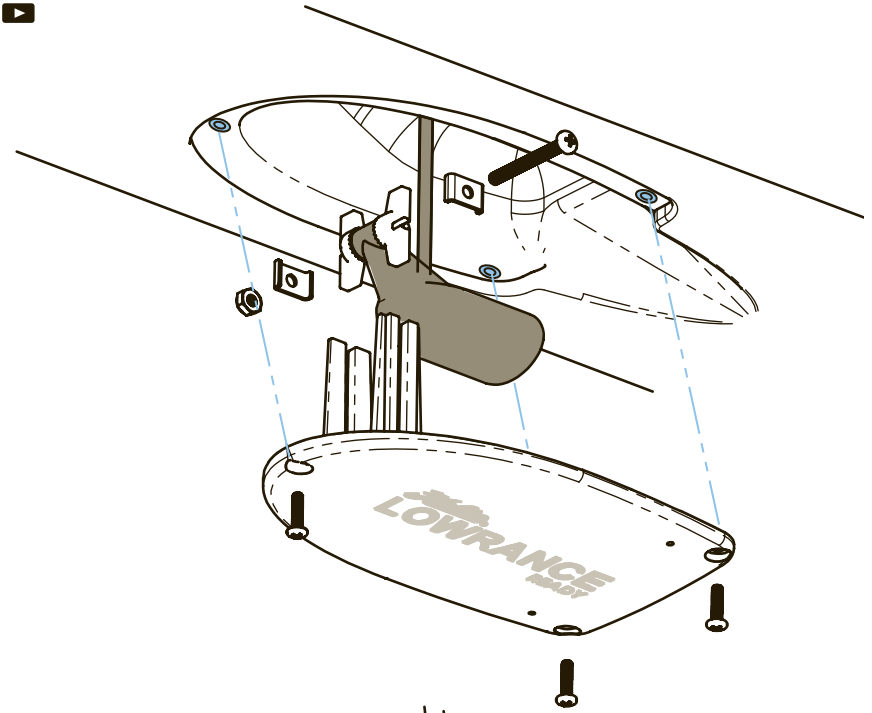


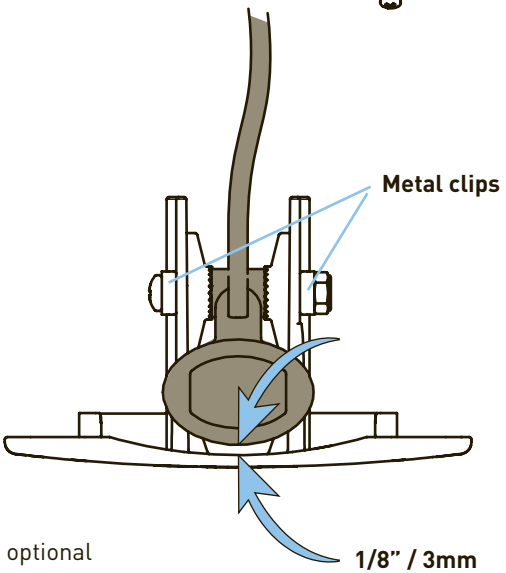
Note: Pedal/sail at a brisk pace to evacuate water from seat well.

Uncleat and release to close drain.



Transducer Installation



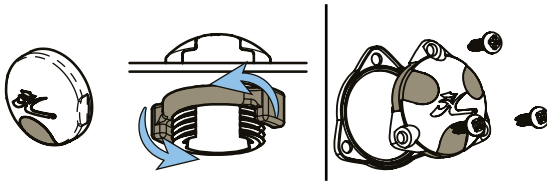


Transducer is an optional fishing accessory and is not included with boat

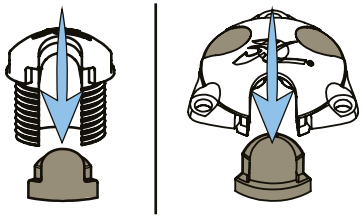
Thru-Hull Plugs

① Locate the thru-hull plug and unscrew the nut on the inside of the boat.

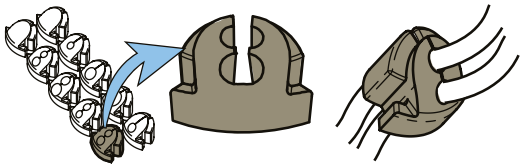
Remove the three screws from the three way plug.



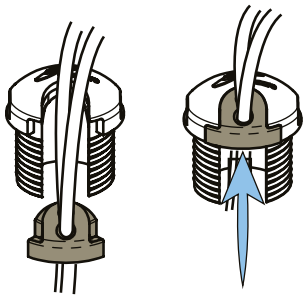
② Remove the solid rubber plug



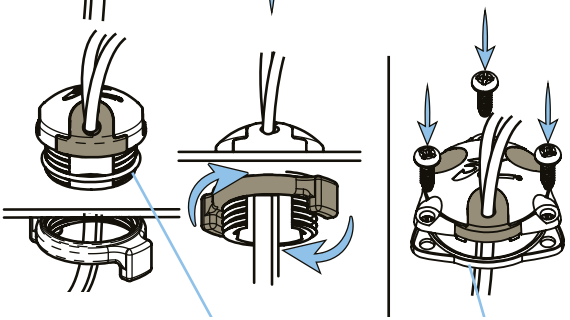
③ Choose the correct plug for your wire size and insert wire by opening the plug along the slit



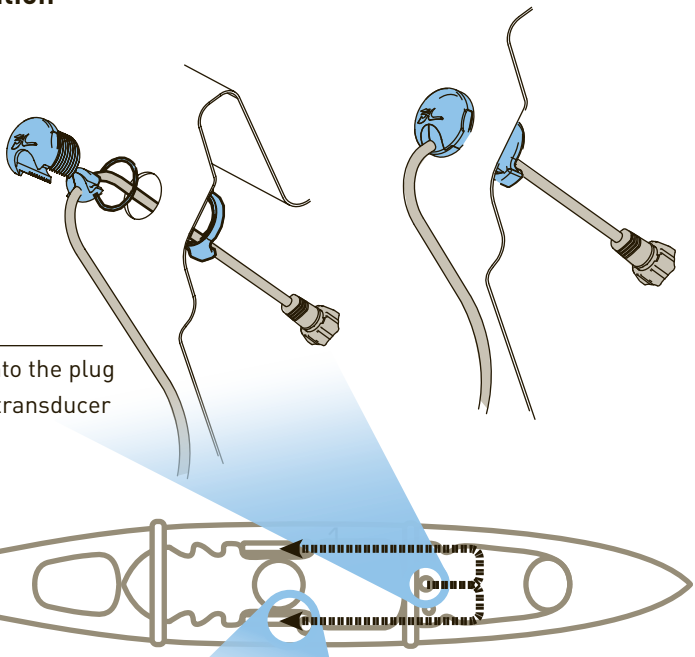
④ Press the new plug with the wire installed into plastic plug, making sure it fits properly



⑤ DO NOT USE A DRILL for the three way plug. Bolt the thru-hull wire assembly to the hull using the nut. Make sure the gasket or o-ring installed.

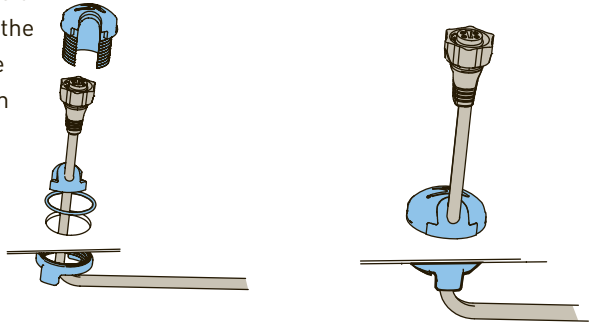


Wire Installation



① Run the cable into the plug just behind the transducer scupper

② Lead the cable through the inside of the boat and exit the cable through the thru-hull fitting in the map pocket.



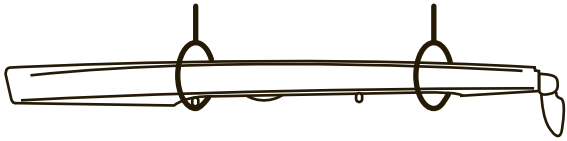
If you prefer a right/left side screen location, there are plugs for the wire to exit on either side of the boat

Storage Recommendations

Storing your boat upright with properly fitting cradles is highly recommended.

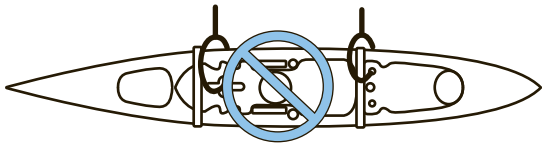
Storing your boat upside down on crossbars or hanging (main hull only) from wide strapping are other great ways to store the boat.

Hull cradles OK

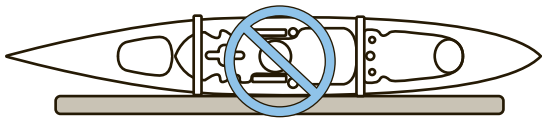


Storage Don'ts

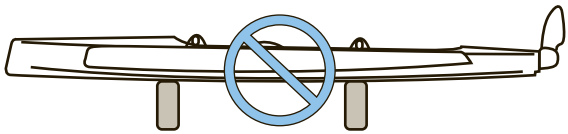
Hanging the boat by the scuppers can distort the scupper holes.



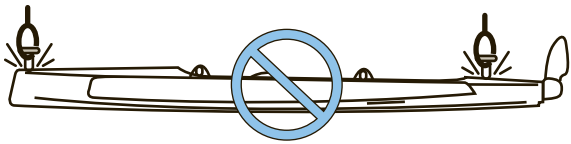
Storing your boat on its side over a long period of time can flatten/dent the sides.



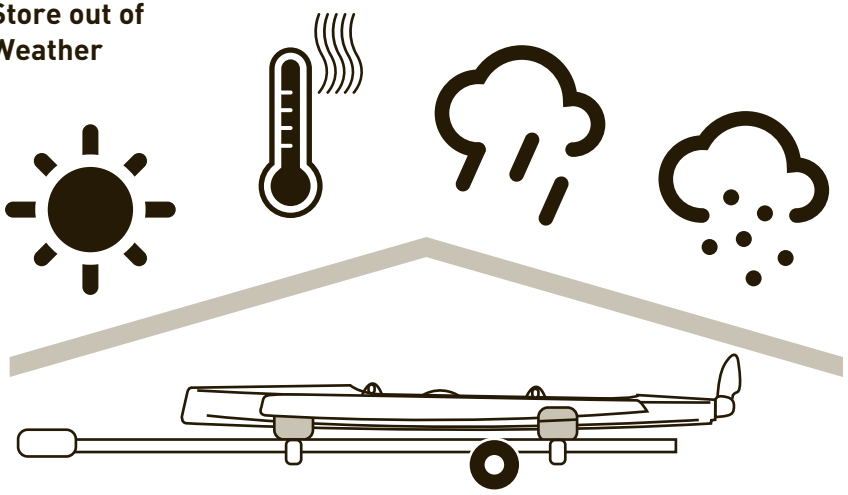
Storing your boat cockpit side up on crossbars can create pressure dents on the bottom.



Never hang the boat by handles or pad eyes. They are not designed to handle long-term load and will fail.



Store out of Weather



Additional Storage Key Points

- Always open drain plugs and remove all water from boat
- 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
- Never hang from handles or padeyes
- Always store your sail in the bag to prevent fabric damage from the elements
- If you are storing your sail long term, make sure that it is stored in a cool dry place
- Loosen tie-down straps when storing long term

Cart

The cart should be used for transportation purposes only and not as a storage platform. Do not leave your boat on the cart for more than one hour (less time in warmer temperatures or direct sunlight).

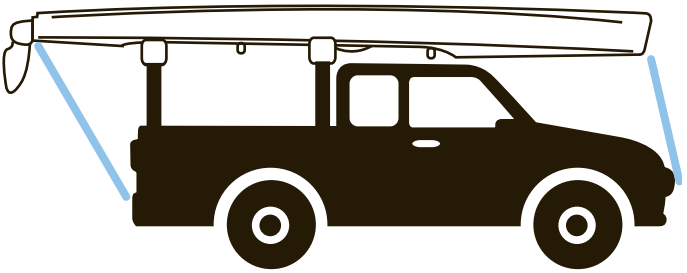
Transportation

The best way to transport your boat is to purchase a trailer or roof rack from your dealer. Using proper cradles that support the hull, the boat can be transported right side up. Straps can then be laid across the boat and tied to the bars. Straps should be tight, but not so tight that they distort the shape of the boat. Avoid using ratchet straps to prevent overtightening.

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

Running a line or strap from the bow and stern of the boat to each bumper is required. If your bumpers do not have a gap to pass a rope around, look underneath. There should be a loop of metal, which is used by car transports, such as tow trucks.

Many people like to use the scupper holes to tie the boat to the car. This helps prevent the boat from sliding back and forth or the tie-down rope from slipping off the boat. (This is an acceptable method for tying the boat down for transport only.)



Loading your Trailer

The weight of the boat, equipment and additional gear should never exceed the trailer 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 the axle position before taking your boat to water for the first time.

Towing Vehicle

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

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, in most states the maximum speed for vehicles with trailers is less than vehicles without a trailer. A long rig requires a larger turning radius. Curbs and obstructions should be given wide clearance. Most boats on trailers obstruct the rear view of the driver. When this happens, an additional rear view mirror on the right side of the towing vehicle is required by law.

Be familiar with traffic and highway laws relating to the towing of trailers. 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 the boat should be secured to the trailer at all four corners. The carrying handles located at the bow and stern are for carrying only. DO NOT USE THESE HANDLES FOR TOWING OR AS TIE-DOWNS ON A TRAILER.

Launching and Retrieving

Prepare your boat for launching at the top of the ramp or parking facility. When backing up to the water, avoid dunking wheel bearings whenever possible. Never leave the towing vehicle unattended on the ramp with only the parking brake set. If the vehicle must be left while on the ramp, set the transmission in "park" or first gear, in addition to setting the parking brake. In retrieving your boat, make sure that the boat is properly placed on the trailer. Pull the trailer up steadily to prevent spinning the wheels.

Trailer Maintenance

Lights: 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 the 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.

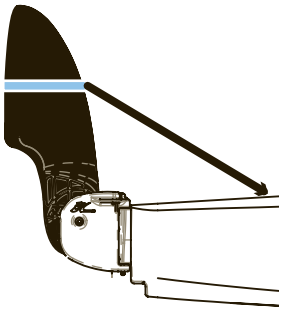
If a spare wheel is not available, a spare wheel bearing set should be taken on long trips in case the grease seal is broken.

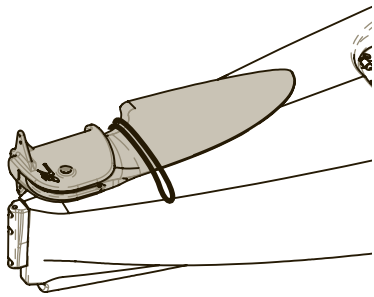
Frame and Rollers

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 cracks, breaks or flat spots.

Rudder Storage

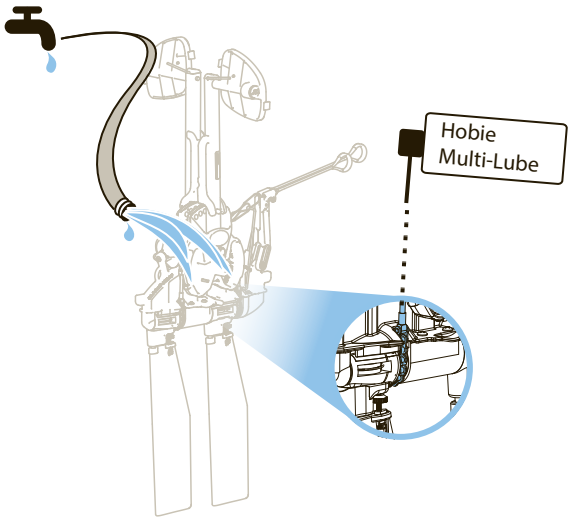
To keep the rudder from moving around during transport, you can either attach the rudder retaining strap and hook it to the rear handle, or you can remove the pin and place the rudder under the rear Bungee.



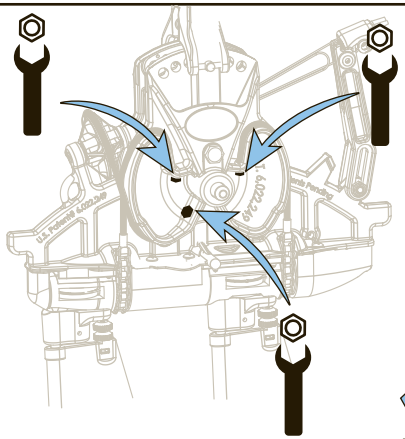


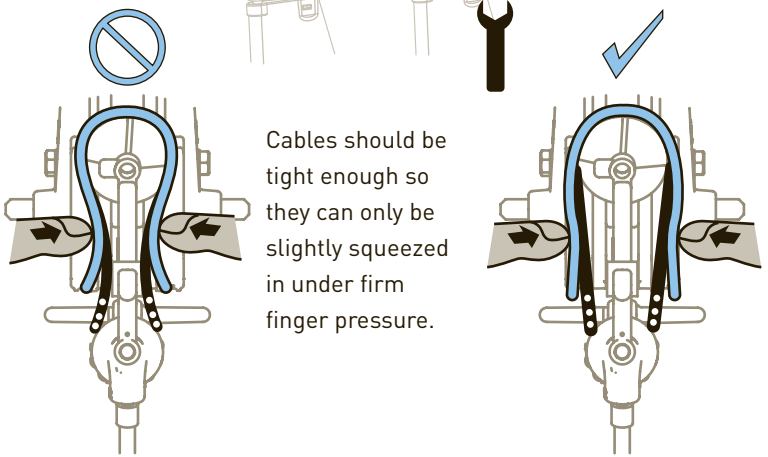
MirageDrive Regular Maintenance

The most effective maintenance tool on your MirageDrive is a fresh water rinse after every use. Periodically spraying WD-40 on the chains will help keep the operation smooth.



Checking Cable Tension

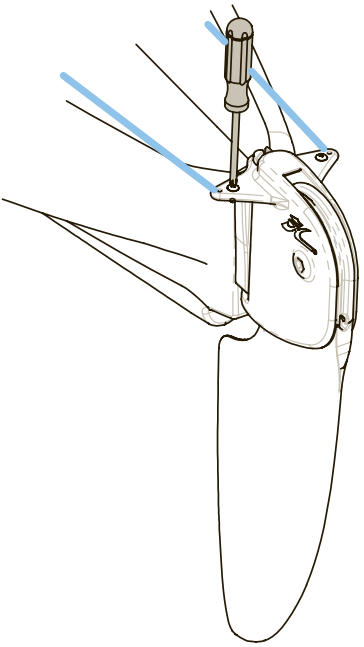




Cables should be tight enough so they can only be slightly squeezed in under firm finger pressure.

Visit the support section at hobiecat.com for information on the MirageDrive.

Rudder Tuning



① Loosen screw clamping the rudder line

② Pull the slack out of the rudder line making sure the steering handle is still straight. If they are not straight, adjust the lines accordingly.

③ Wrap the line around the screw and tighten it to clamp the line and hold it in place.

Checklist

Please read through the owner's information package prior to using this product.

The user of this product acknowledges both an understanding and assumption of risk involved in paddle/pedal sports. Consult your physician about physical activity.

Always:

- Wear an approved personal flotation device
- Check your equipment prior to each use for signs of wear or failure
- Scout unfamiliar waters prior to launching
- Be aware of river water levels, tidal changes, wind conditions, obstacles in and above the water and weather changes
- Always file a float plan: Let someone know where you are going and when you will return
- Dress appropriately for weather conditions; cold water and/or weather can result in hypothermia; apply sunscreen and other sun protective clothing
- Tie a leash to your paddle and MirageDrive
- Always make sure your hatches are clear of debris and are secure
- Carry a pump and/or bailing device
- Alway carry the paddle provided with the boat

Never:

- Never go in flooded and/or fast moving water conditions. Hobie kayaks are not designed for fast moving water
- Never exceed your ability and be aware of your limitations
- Never use alcohol or mind-altering drugs prior to or while using this product
- Never open your hatches in unstable water conditions
- Never remove the foam pieces inside the hull. They are installed for structure, additional flotation and safety reasons

Shakedown Cruise

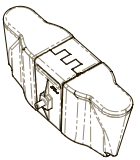
As with any new product, it is important that you become familiar with the boat and all its features. Before long trips, it is important to determine that the boat is sound. We recommend what we call a "shakedown cruise" when the boat is new, after shipping or transport, before long trips and after installing any thru-hull fittings. This test is typically done in shallow, calm conditions where you can familiarize yourself with or test the boat before taking long trips into open water. Things you should check or practice are:

- MirageDrive installation, adjustment and removal
- Rudder Operation
- Getting in and out of the boat from a capsized state
- Drain plug locations to make sure they are properly installed
- Closing hatches properly
- Taking the kayak sail down while on the water (if applicable)

Getting into your Boat

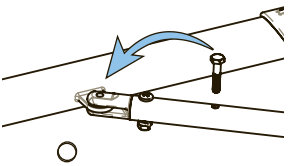
Falling out of your boat is something that rarely happens, but it is important to practice and prepare for this type of situation. We recommend that you try climbing into your boat in a pool or shallow water to improve your technique. We recommend that you enter your boat, from the side or back of the boat depending on conditions.

Mirage Cassette Plug



Your Hobie is shipped with a Mirage Cassette Plug. The plug is provided as standard equipment in the Mirage Kayak package. Insert the plug into the Mirage well when the MirageDrive is removed to provide added safety to prevent limbs or other items from slipping into the well and to "fair" the bottom of the hull when paddling.

CROSSBAR BREAK-AWAY NYLON SCREWS



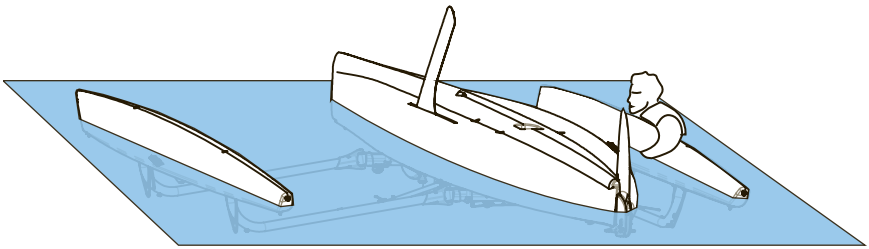
The aka braces are equipped with a break-away pin which prevents any significant damage that might occur to the bars or hull in the event of a strong collision. If you impact something and break the pin, there are extra pins on the aka braces. Remove the extra pin and put it in the hole and retain it with the ring clip.

RIGHTING THE BOAT

The trimaran setup of the Hobie Island makes it extremely stable and nearly impossible to capsize under most conditions. However, unexpected events do occur, so it is important to know how to "right" the boat if it were to turn upsidedown.

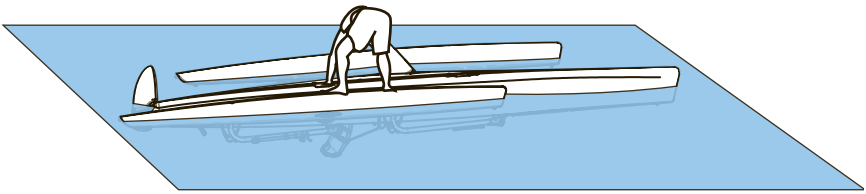
①

Remain calm and stay with the boat. Because the boat is so stable with the amas in the "out" position, you will need to unlock one of the aka crossbraces to fold in one of the amas and uncleat the mainsheet.



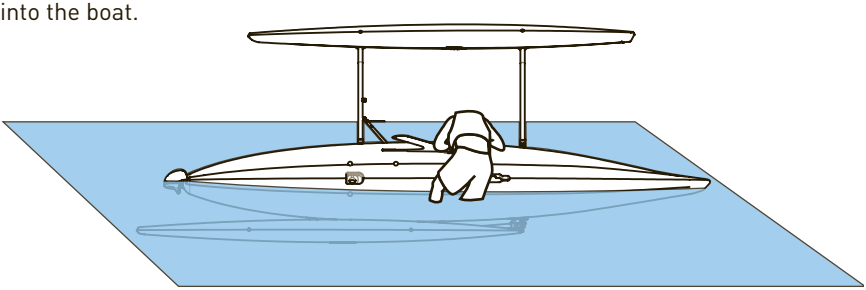
②

Climb up on the folded hull and reach around to grab the corner of the boat. Holding onto the side, lean back to apply your weight to turn it back over. It is important not to pull hard or quickly, but to pull with a slow constant load.



③

As the kayak rolls back up, watch for the ama coming over your head. Once the kayak is upright, roll up the sail and fold out both amas so you can climb back into the boat.



SAILING BASICS

This manual will quickly go through some sailing and boat handling information. There are plenty of books, videos and classes out there to further your sailing knowledge.

Launching

For safety, and to ensure that you have control of the boat at all times, we recommend the following steps when launching. These instructions start with the assumption that the boat is in the water with the MirageDrive in, the sail rolled up, and the amas folded to the sides. As you become more familiar with the boat, these steps will become automatic.

1. Move the amas into the "out" position and lock the crossbrace to the hull.

2. Lower the rudder.

3. Pedal to deeper water, and drop the daggerboard.

4. Before you unroll the sail, make sure there is enough space around you to maneuver as you start to pick up speed.

5. Point the boat into the wind, unroll the sail and trim the mainsheet accordingly.

Docking

Properly docking the Hobie Island will prevent damage. Always furl the sail and approach the dock under power of the MirageDrive. As you approach the dock, release the locking crossbrace on the outrigger closest to the dock and pull it in next to the main hull. Stretch the ama holder Bungee over the ball post on the hull to hold it in against the hull. Be aware of the water depth as you may want to pull up the centerboard and rudder.

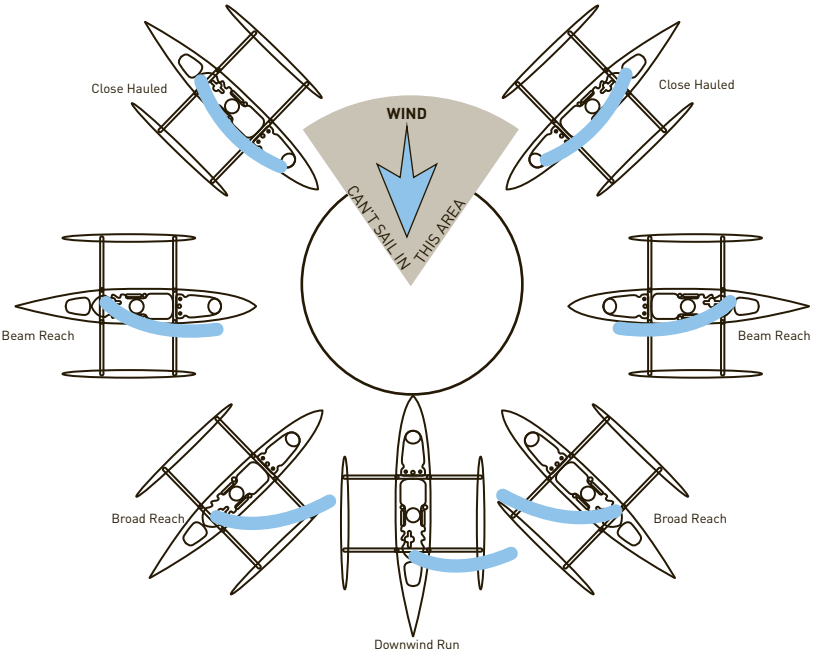
Beach Landing

Landing on a beach is simple. Before you approach the beach, furl your sail and pull up the centerboard. Use the MirageDrive to propel the kayak toward the beach. As you reach the shore, put one pedal forward to raise the fins and move the rudder into the "up" position. Always keep the sail furled when docked or beached.

Sail Power

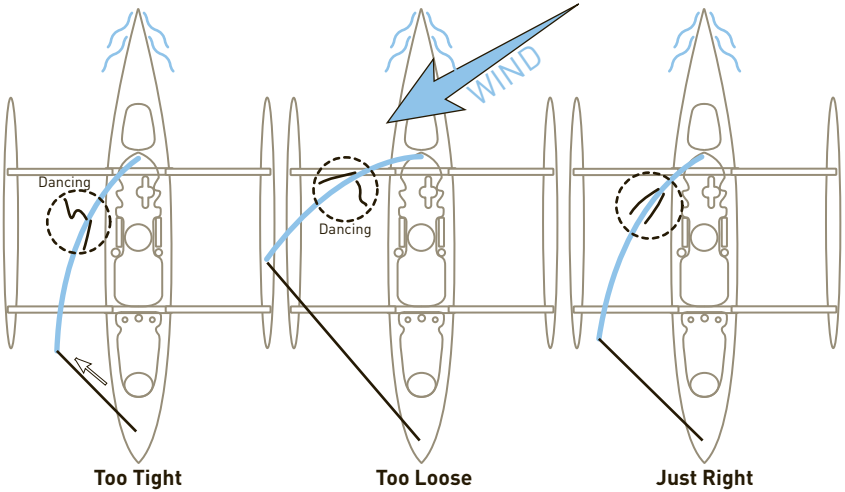
It is important to study the sail and become familiar with its characteristics in order to trim or make adjustments. When the front of the sail just behind the mast luffs, or flutters, in the breeze, you lose power. To start moving, pull the sail in just enough to stop the luffing.

Refer to the sail trim diagram below 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 as 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 pedal the MirageDrive into the zone that you can sail in. Then you can correctly trim the sail and start moving forward.



Fine Tuning Sail Trim

There are short ribbons (telltales) hanging on either side of the sail. Follow the diagram below to get optimum performance out of the sail for all angles of sailing. The telltales react to air flowing over the sail and will help you see if the sail is pulled in too tight or not enough. If you pull the sail too tight you will stall the sail power. Ease the sail out until the telltales on both sides are flying. You will adjust the trim whenever the wind changes direction or when you change course.



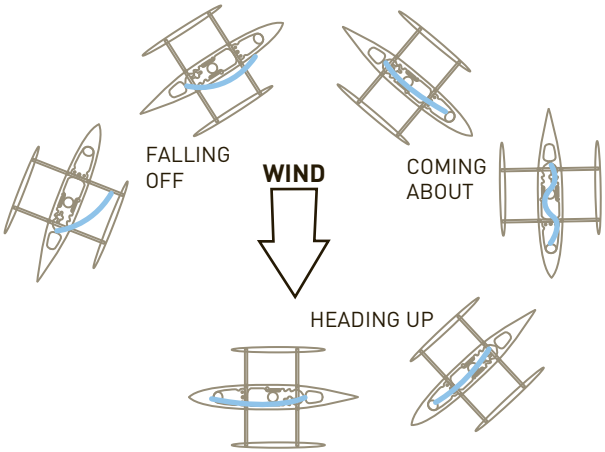
Turning

To tack or turn the boat into and across the wind to the opposite direction (also known as "coming about"), follow the points of the sail guide illustration and take the boat to the close-hauled point of sail. This is when you are nearly 45 degrees from sailing straight into the wind. With the boat moving forward and not stalling, turn the boat into the wind. When the boat is pointing straight into the wind the boat will become level. Ease the mainsheet trim out just a little. As the boat comes across the wind and falls off onto the opposite, close-hauled point of sail, turn the rudder back to the straight position and adjust the mainsail back in for the proper sail trim. After turning, if you feel the rudder is hard to turn, you likely have the sail sheeted in too tightly. Let the sail out a bit and turn the rudder to adjust your course.

When sailing downwind, turning the boat from one point of sail across to the other is called a jibe. The jibe is completed by turning away from the wind (in

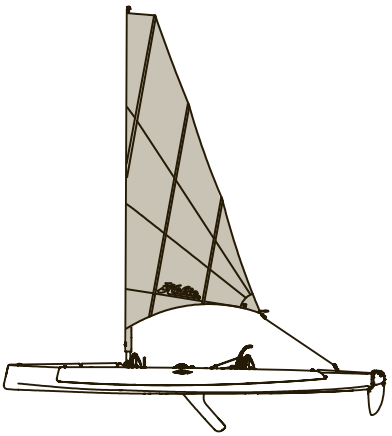
sailing terms, "falling off") to the opposite point of sail rather than into the wind as when tacking. Care must be taken when attempting a jibe in high winds as the boat will be at full power and you cannot easily de-power it without turning back into the wind.

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 begin pulling the sail back in as the boat nears the straight downwind direction. This will keep the sail from slamming all the way across when the sail fills from the opposite side. As the wind fills the sail from the opposite side and swings across the boat, duck below the sail to avoid being hit. Attempt to control the speed of the sail while it crosses the deck by maintaining some tension on the mainsheet, then ease the mainsheet out quickly as the boat turns past the downwind direction into the new point of sail. Trim the sail correctly for the desired point of sail.



Reefing for More Performance

When sailing in high wind conditions, you may find that the bow of the amas start to submerge and pierce the water. To get some of the load off of the amas, reef the sail down as shown on page 30. By eliminating the drag from the submerged amas, you will improve the performance of the Island in these high wind conditions.



It is very important that you complete and send us your Warranty Registration Card as soon as possible. This information enables Hobie Cat Company to contact you should there be important product information that needs to be shared with you in a timely manner. Please complete the Warranty Registration Card in your Owner's Packet, or take advantage of our hassle-free online option at:

http://www.hobiecat.com/product-registration/

or

Scan this QR code with your smart phone

If you have a problem or question with your Hobie product, please see your Authorized Hobie Dealer. They will be able to assess the problem, assist with a repair and file a warranty claim with Hobie Cat Company if needed. All warranty claims must go through your Authorized Hobie Dealer. The Warranty Registration Card and Warranty Policies are included with each model in the Owner's Packet. Type in the address below to visit our Dealer Finder webpage.

http://www.hobiecat.com/dealers/

Enjoy the Ride!

Island Spinnaker Kit

Boat Cover

PFD

Island Transportation Dolly

Hobie Multi-Lube

Hobie UV Protectant

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For more accessories see:
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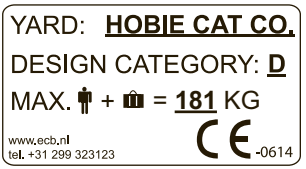

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