

Ref : OM_OPEN570

Issued by : MB

Date : 03/2015

Up-date : 1

Page : 1/29

OPEN 570

OWNER'S MANUAL

5. *open* 70



Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 2/29
OPEN 570				
OWNER'S MANUAL				
WELCOME				



Congratulations for the purchase of your new HOBIE CAT and welcome to the HOBIE sailing family. The Hobie Cat is a long life boat.

The **OPEN 5.70** is primarily meant for experienced sailors and racers.

We offer this manual as a guide to increased safety and enjoyment of your new boat. The purpose of this publication is to provide easy, simple and accurate instructions on how to get your Hobie ready for the water. Please read them carefully and familiarize yourself with the boat and all of the parts spread before you.

Whether you are a new sailor or a veteran of many years, we recommend that you read this thoroughly before your first sail and **TRY IT OUR WAY FIRST!** If you are new to sailing, this manual alone is not intended to teach you how to sail. There are many excellent books, videos and courses on the safe handling of small sailboats. We suggest that you contact your local sailboat dealer, college or Coast Guard Auxiliary for recommendations.

Watch for overhead wires whenever you are rigging, launching, sailing or trailering with the mast up. **CONTACT OF THE MAST WITH POWER LINES COULD BE FATAL!** Be certain that the rigging area and the area that you will be sailing in are free of overhead power lines. Report any such power lines to your local power authority and sail elsewhere.

We take pride in presenting this Hobie Cat to you and hope that you'll take as much pride in owning her.

Fair winds and good sailing!

Hobie Cat Europe

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 3/29
------------------	----------------	----------------	-------------	-------------

OPEN 570

OWNER'S MANUAL

TABLE OF CONTENT

Pages	Description
	OWNER'S MANUAL
4	Boat description
5	Safety advices
6	Complementary information
7-8	Handling and maintenance
9	Warranty conditions
10	Your distributor
	ASSEMBLY MANUAL
11	Diamond assembly
12	Running rig (main & spi halyards)
13	Forestay and shrouds
14	Jib furler
15	Stepping the mast
16	Keel handling
17-18	Launching with the hoisting crane
19	Rudder assembly
20	Toe straps
21-22	Jib
23-24	Spinnaker
25	Mainsail
26	Cunningham
27	Mainsheet system
28-29	Get your boat ready for the road
30	CONTACT

ANNEXES:

- SPARE PART ILLUSTRATED GUIDE
- CONFORMITY

**KEEP THIS MANUAL IN A SAFE PLACE AND GIVE IT TO THE
NEW OWNER IF YOU SELL YOUR BOAT**

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 4/29
------------------	----------------	----------------	-------------	-------------

OPEN 570

OWNER'S MANUAL

Boat description



Length (m)	5,70
Beam (m)	2,53
Mast height (m)	
Weight (kg)	510 (dont lest 180)
Main sail area (m²)	17
Jib area (m²)	8,31
Spi area (m²)	35
Maximum load (kg)	400
Crew number	5
Homologation EC N°	6632.0590.A0.9 CE-RCD
Module	AA
Category	C
Maximum Engine power	3 HP
Hull construction	Polyester foam sand-wich

The manufacturing of Hobie Cats conforms to the following ISO norms :

Hull construction and scantlings	ISO 12215-1:2000
Stability and buoyancy assessment and categorization	ISO 12217:2000
Hull identification -- Coding system	ISO 10087:1995
FR-HCEA0015N313	
Builder's plate	ISO FDIS 14945
Owner's manual	ISO 10240:2004
Small crafts - principal data	ISO FDIS 8666



Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 5/29
OPEN 570				
OWNER'S MANUAL				
Safety advices				

Read carefully before sailing :

- Whether on land or on the water, WATCH FOR OVERHEAD POWER LINES. Contact with power lines can cause serious injury or death.
- DO NOT sail while under the influence of alcohol and/or drugs
- Only sail in conditions in which you feel comfortable and where you feel confident that you can safely sail the boat. Never go out in conditions beyond your ability.
- Everyone on board should wear a life jacket at all times.
- 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.

Safety equipment :

The owner is responsible for ensuring that the boat is carrying all the necessary and mandatory safety equipment and that this equipment is easily accessible during sailing if necessary. Norms relatives to security of the sailboats may vary according to the country where the boat is registered.

Please conform to the criteria of the building category, in your country/state and reduce or adjust your sail area according to the weather.

We wish to draw the attention of the user on the fact that the stability and the stiffness of the Open 5.70 linked to the sails are important but not meant to allow sailing with too much sail area under stark wind conditions. Sportive sailing (especially under spi with a wind force of more than 20 knots) is prohibited if the crew weight is more than 275 kg, and the boat displacement should not be increased significantly (with for example some water on board).



Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 6/29
OPEN 570				
OWNER'S MANUAL				
Handling & maintenance				

A few advices to keep your boat in perfect conditions for sailing :

- use a cover (cockpit only, or complete boat) to protect your lines, the equipment, the deck as well as the cockpit against ultraviolet rays and dirt.
- after sailing in salty water, always rinse the deck, the cockpit, the rig and equipments with clear water.
- Always dry the inside of the cockpit as well as the sails and accessories.
- After sailing, roll the sails and stow them in the best possible conditions to ensure them a longer life. Do not leave the jib mounted and rolled too long, otherwise you may damage it.
- wash the sails with fresh water, eventually with a soft soap. Do not use detergent.
- Have your sails checked by the sailmaker during winter.
- Periodically check the rig and blocks in order to avoid any problem with worn material.
- the ball bearing main traveller is sensible to dust and salt accumulation. If it is blocked, rinse it even with sea water will bring him back in good working order.
- Repair immediately the small damages, do not wait till they are bigger.
- Replace on a regular basis (once a year if used regularly) the lines for the handling of the keel (main halyard and small line). Only use Spectra or Dynema of 6 mm diameter (never use pre -stretched lines or Kevlar).
- For boats mooring , an epoxy product must be applied before application the anti vegetative paint.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 7/29
OPEN 570				
OWNER'S MANUAL				
Handling & maintenance				

1 - Manovers

The few following indications are not intended to replace the learning of how to handle a sailboat. The boat skipper is solely responsible for verifying that his knowledge of the boat and his personal skills allow him to sail safely under the present and previewed wind and see conditions at the moment when the boat casts off. The Open 570 has been designed to facilitate the manœuvres on bord. these can all be done from the cockpit.

The sails may be tuned in the following manner :

- the mainsail will be trimmed using the mainsheet positionned on the traveller, (???)

This systems will allow you to sheet the sail in easily in the (?) wind and adjust the tuning.

- The mast must be pivoted at its maximum position under the wind using the (?), whatever the point of sail may be (even clause hauled) and the sails hoisted.

- The jib is adjusted using the jibsheet on the blocks of each side and by adjusting the clew point position along the rail, which will act on the leech of the sail (open or close) according to the wind and see conditions.

- Spi : the boat is equipped with an asymmetrical spinnaker which is easier to use that the symmetrical one. Once the spinnaker is rigged in the right way (be careful to control that the clew point will be lead at the rear of the spi leech and at the front of the forestay while gybing) the spinnaker can be hoisted or retrieved directly from the cockpit, which allows the crews to remain in the cockpit during the manœuvre. In steady conditions of wind, it is recommended to retrieve the spinnaker to windward in order to prevent it falling under the boat.

Tacking

Tacking is carried out in a conventional manner, however do not forget to turn the mast using the mast rotator to leeward and to lower your head to let the boom go.

Empannage

Gybing is carried out in a conventional manner, and you must change the sheet dynamically to ease the way of the spinnaker towards the new tack. Under steady condition of wind, keep the mainsheet tight in order to allow a rapid and smooth manœuvre towards the new tack, maintaining the boat speed at the highest level possible (this reduces the apparent wind).

The skipper who initiates the action, determines the moment when the boom will go the other side and he will warn the crew in time to avoid any incident while the boom is going towards the new tack.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 8/29
OPEN 570				
OWNER'S MANUAL				
Handling & maintenance				

2 - Man at sea

With the sails up, the skipper will get round the man at sea to leeward while keeping the speed constant by sheeting in or out (it is possible to make a loop by gybing or to do a eight figure by tacking and then sailing to leeward).

With the motor, the approach may be easier, however you should control frequently your position around the man at sea, taking into account that the visibility is reduced from the rear of the boat. Make sure that motor is on neutral position while you get the man back on board.

3 - Towing, mooring

It is possible to tow the boat in case of necessity respecting the following procedure :

- only use the bow plate that is meant for this purpose.
- only use elastic lines (avoid ?, spectra, dynema, kevlar) in order to smoothen the manoeuvre
- use a line long enough to allow appropriate reaction in case of modification of the course or deceleration of the tug

To moore the boat, use the boat plate meant for this purpose, and the pad-eyes located on the rear of the main traveller. It is recommended to use fenders, as well as a safe hooking system (i.e. snap shackle) in case of mooring outside a harbour.





Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 9/29
OPEN 570				
OWNER'S MANUAL				
Limited warranty by Hobie Cat Europe				

This warranty applies to customers of Hobie Cat Europe.

The boat is warranted to the original retail customer for one year from the date of retail purchase against defects in materials and workmanship.

The spare parts are warranted for one year.

The components coverage applies only to the original retail customer. The warranty is not transferable.

In no case, the repairs made will extend the initial date of the warranty, except for any replacement or repaired parts.

The Warranty Registration Card is required by law for use in the event of a product problem notification.

The warranty is only effective if the boat is sold by an authorised Hobie Cat dealer.

What is covered?

Replacement parts and labour. According to the decision of Hobie Cat Europe, the dealer will make the repairs himself or through an external contractor, after presentation of an estimate and written agreement from HCE. The dealer will be then reimbursed after presentation of the invoice. The warranty covering these repairs will no longer be at HCE's charge but at the contractor's charge.

What is not covered?

- normal wear and discoloration
- Transport charges to or from the dealer's shop to the client
- charges occurred in case of an on-the-spot repair.
- Damages caused by abuse or failure to perform normal maintenance (see assembly manual), by a defective or abnormal use or by a bad storage.
- Discoloration, blistering or grazing of gelcoat caused by boat being moored or stored in salt or fresh water.
- The boat is not covered under warranty if the boats are hired or placed in commercial service.
- Hobie Cat Europe is not responsible for boat damage as a result of adding additional blocks to the original manufacturer's sheeting arrangement.
- Any other expenses: CONSEQUENTIAL DAMAGES, INCIDENTAL DAMAGES, OR INCIDENTAL EXPENSES, INCLUDING DAMAGE TO PROPERTY.

How to obtain warranty performance within 30 days of discovering the defect:

Bring your boat to the nearest authorised Hobie Cat Europe dealer (a list of the dealers is available at HCE). Be sure to take proof of date of retail purchase (invoice). All payments for in-warranty expenses shall be made by Hobie Cat Europe to the Hobie Cat Europe dealer and not to the customer.

Implied warranties:

IMPLIED WARRANTIES, INCLUDING THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE, SHALL BE NO LONGER THAN THE DURATION OF THIS EXPRESS WARRANTY.

Hobie Cat Europe makes no express warranties in addition to this limited warranty. Hobie Cat Europe's dealers have no authority to make any warranties on behalf of Hobie Cat Europe in addition to or inconsistent with those stated herein.

To the extent any provision of this warranty is prohibited by federal, state, or municipal law and cannot be pre-empted, it shall not be applicable.

HOW IT WORKS?

It is essential that for each sold boat, the warranty card be completely filled in, signed by the dealer and the customer, and that the copy for Hobie Cat Europe be returned to the factory within 8 days of boat delivery.

For all claims the warranty department must be contacted. The final decision regarding warranty claims lies with this service.

SPECIAL NOTES:

- All warranty transactions will be handled through the claiming dealership and not directly with the customer.
- Hobie Cat dealers are responsible for proper diagnosis and completion of all warranty claims.
- If in doubts about warranty coverage of a particular problem, contact the Warranty department first.
- Warranty work may be carried out by an authorised dealer other than the original seller of the boat, however for all warranty requests it is mandatory to fax or mail a copy of the completely filled out warranty card which must have been registered immediately following delivery to the customer.
- As warranty work is registered following the information of the warranty card, it is mandatory that the card be filled out in detail in all the boxes. Failure to cite a hull, sail, or serial numbers on the warranty will make claims impossible to process.



Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 10/29
OPEN 570				
OWNER'S MANUAL				
Your distributor				

Distributor's stamp

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

As soon as you become owner, please date and sign this receipt (below) and give it to your dealer to be covered by our warranty.

Please carefully read the warranty conditions written in this manual.

Please carefully and thoroughly read this manual. Keep it in a safe place



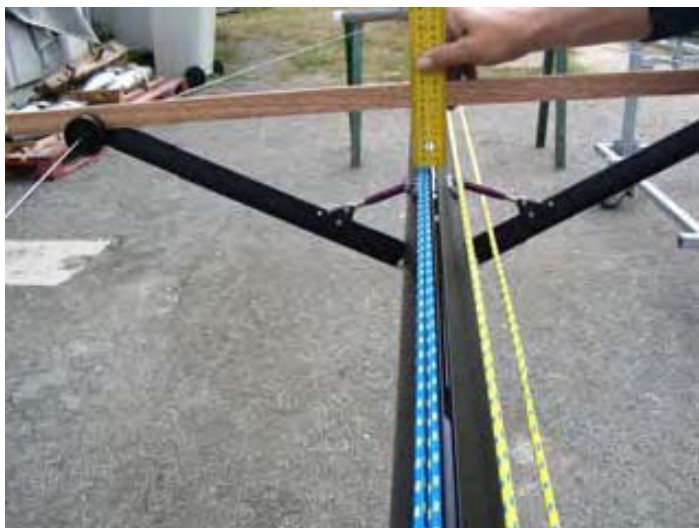

Give it to the new owner if you resell your Hobie.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 11/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

DIAMOND ASSEMBLY



Illustration	Step	Description
 	1	<p>Attach the diamond wires onto the mast Turnbuckles must be released for this operation. Do secure the diamond wires on to the spreader tips using the stainless steel wire or a short cord and tape it over to ensure there is no sharp edge.</p> <p>Fix the spreader bars The mast of the Open 570 is equipped with spreader bars that maintain laterally the profile and allows the mast rake tuning.</p>
	2	<p>The mast of the Open 570 is equipped with spreader bars that maintain laterally the profile and allows the mast rake tuning.</p> <p>A middle tuning consist in setting the spreader rake to about 70 mm (see the picture). This measurement is the distance between a line between the tips of the spreaders and the back edge of the mast. Then the mast rake is obtained by tensioning the wires so as to obtain a longitudinal thrust of the mast of about 30 mm (see the picture).</p>
	3	<p>CAUTION : this mesurement is the distance, measured at the level of the spreader bars, between the main halyard (part that comes from the mast head sheave and that is put against the mast bolt rope entry) and the mast.</p> <p>Tensioning the wires The tension of the wires must be equal on both sides. The mast must be perfectly horizontal while doing this.</p> <p>CAUTION : Always put the cotter pins to secure the turnbuckles. Tape over any part presenting sharp edge to protect the sails and especially the spinnaker.</p>

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 12/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

RUNNING RIG



Illustration	Etape	Description
	1	<p>Main halyard</p> <p>It is a 2:1 purchased main halyard : it comes from the pad-eye at the top of the mast, down to the shackle that is fixed on the main sail, up through the mast head sheave, and down to the mast foot sheave. Secure it with a knot.</p> <p>In the case where the main halyard is used to lift up the keel, It is very important to secure the cord around the cleat in state-of-the-art manner (see the picture) : one dead turn, one cross turn, 1 half key.</p> <p>NB : For frequent utilisation, the main halyard must be replaced at the beginning of each new season, otherwise each 2 seasons. Only 6 mm Dynema or Spectra line must be used. (no kevlar, no pre-streched lines).</p>
	2	<p>Spi halyard</p> <p>The spinnaker halyard begins in the big swivel cam cleat. It then goes through one of the mast foot sheaves, then through the mast gate, then through the spreader bar on the left side, then in the spi block and finally to the spi head.</p> <p>NB : check after sailing whether the line that runs from the spi halyard block to the mast head is released and if so, tighten it again.</p>

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 13/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

FORESTAY AND SHROUDS

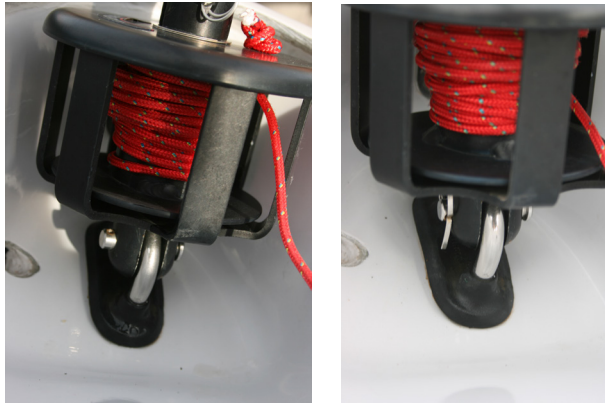

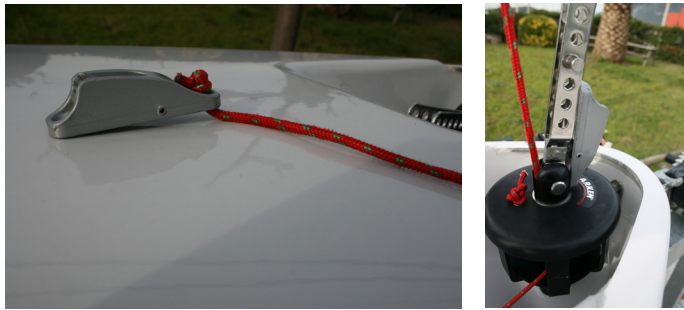
Illustration	Steps	Description
	1	<p>Mount the swivel between the shackle and the forestay eyelet. Do not forget the washers each side of the eyelet. Tighten strongly. Lead the jib halyard in the swivel (over the forestay eyelet and between the washers).</p>
	2	<p>Attach the forestay and the shrouds on the big shackle that is on the mast tongue, with the shackle pins facing outside. Tighten all shackles strongly with a plier and tape them over to secure them all.</p> <p>TIP : When you transport your boat on the road, you can disassemble the forestay and shrouds by removing only the big shackle from the mast.</p>

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 14/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

JIB FURLER





Illustration	Steps	Description
	1	<p>Using the shackle pin, attach the drum of the jib furler to the headstay chain plates. Tighten strongly.</p> <p>Using two pliers, bend the pin so it cannot slip out of the drum.</p>
	2	<p>Feed the furler line in the hull sleeve and then in the transparent plastic hose. Continue to the bulhead, through the most starboard hole, then to the red cleat, under the cabin roof.</p> <p>Then force the transparent hose into the fairlead by the drum. This avoids water to run inside the boat.</p>
	3	<p>Mount the jib halyard clam cleat (use as jib halyard down-haul) on the upper part of the drum</p>

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 15/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

STEPPING THE MAST

Illustration	Steps	Description
 <p>CAUTION – DANGER ALUMINIUM MAST Watch for overhead wires before raising the mast. CONTACT OF THE MAST WITH POWER LINES COULD BE FATAL!</p>		
	1	<p>Prepare the mast and check that the wires are not tangled. Remove the safety pin from the base of the mast. It is a small bolt with a lock nut.</p> <p>Put the mast foot on the mast base. The mast must be facing to the right side, must be on the left side of the keel and must be 90 degrees at all time when raising and lowering. it is not necessary to put the nut at this time.</p>
	2	Lift the mast up to its position in the mast gate.
	3	Secure the mast with the two fixing pins of the mast gate. Then, attach the forestay (around the 6th hole).

4

Tension the rig, using the turnbuckles while maintaining the wires with a plier or a key.

Caution : too much tension may create damages. Check that the mast is well positioned into the mast gate. It must be slightly leaning towards the front, not on the back of the boat. If it is not the case, modify the position of the forestay in the stay adjuster, one hole back or forth until you find the good tuning. Insert the cotter pins in the shroud turnbuckles.

Nota : It is normal that when the shrouds are tensioned, the mast is slightly bent forward. This is due to the fact that the wires are attached on the mast tongue on the front of the profile. A pre-bend of the spreader bar as described on page 11 will reduce this trend.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 16/29
OPEN 570				
OWNER'S MANUAL				
KEEL HANDLING				

READ CAREFULLY BEFORE HANDLING THE KEEL

The Open 5.70 is equipped with **a keel that can be removed for transport**.
The keel overall weight is 180 kg (foil + bulb) and thus represents **a not insignificant mass**.

Handling such a load requires a particular attention and must be done on a flat and stable surface (on a trailer for example) by following the instructions hereafter and common sens.

As optionnal equipment, you can use a keel hoisting crane equipped with a hoisting winch (not a towing winch).



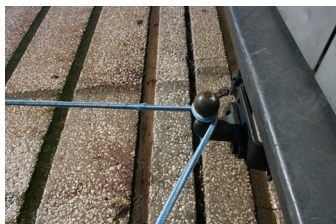



- **Never put your fingers or your feet** between the keel and its well or near the keel during the handling of the keel.
- **Never leave the keel suspended for more time than necessary** (lift the boat back on the trailer).
- **Never leave** the boat at anchor or at a mooring **with the keel up**.
- **Never handle the keel while sailing or during any situation where the boat is not static** (Movements of the crew on board, roam of a boat in a harbour, clapot at anchor or boat aground).
- **Never let the keel in its upper part** without putting the bolts into the keel foil (these are removed and immediately put back when hoisting or lowering the keel).
- Always **handle the keel without surging or sudden moves**. Hoist smoothly and without forcing especially when the bulb is close to touch the hull.
- **Alway attach the upper part of the mainsheet system to the main halyard**. The main halyard must be cleated in a state of the art manner.
- If you manipulate the keel using the main halyard, we recommend that **you change the halyard after one year**. Do not use pre-stretched or kelvar lines.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 17/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

LAUNCHING WITH THE HOISTING CRANE

Illustration	Etape	Description
	1	Mount the hoisting crane in the black pods that are mounted in front of the keel box. Attach the line that goes from the eyepad at the top of the hoisting crane, around the mast and back to eyepad at the top of the hoisting crane.
	2	Attach the keel to the 2 :1 purchase of the hoisting crane. Using the winch, raise the keel. To avoid scratching the foil when launching, place some line in the front and back of the keel box. You can also stuff some carpet on each side to avoid the keel moving in the keel box when taking the boat in and out of the water.
 	3	Make a bowline knot at the base of the mast support, uncouple the trailer. Put the line around the hitch ball and push the trailer into the water as far as possible.
	4	Then guide the boat straight out of the trailer. Once your boat is afloat, guide it to a water depth of 180 cm.
	5	Remove the carpet and the line in the keel box and slowly and carefully lower your keel. Once it is all the way down, put the keel bolts and tighten. Then remove the hoisting crane.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 18/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

LAUNCHING WITH A HOISTING CRANE

To take the boat out of the water, proceed in a reverse manner :

- Mount the hoisting crane as described in page 26
- Unscrew the bolts, ease the keel without forcing with the mainsheet system. Take the bolts off.
- Lift the keel smoothly and slowly. Do not force when the keel touch the bottom of the hull.
- Put again the small line with knot between the keel foil and the keel box.
- Get the boat back on the trailer.
- Lower the keel on its support.

Caution : the trailer cradles are destined to support the hull, without damaging it, as rollers could do. However, to take the boat back on the trailer, they act as friction pad and it is necessary to reduce the friction by putting some teflon on them, otherwise the best is to get the boat on the trailer once the trailer is fully immersed.

The supplied trailer is equipped with waterproof wheel hubs and as there is no brake system it is possible to put the trailer into the water. It is however recommended to rinse with fresh water after you have used it in salt water, insisting inside the tubes and on the wheel hubs and rims.

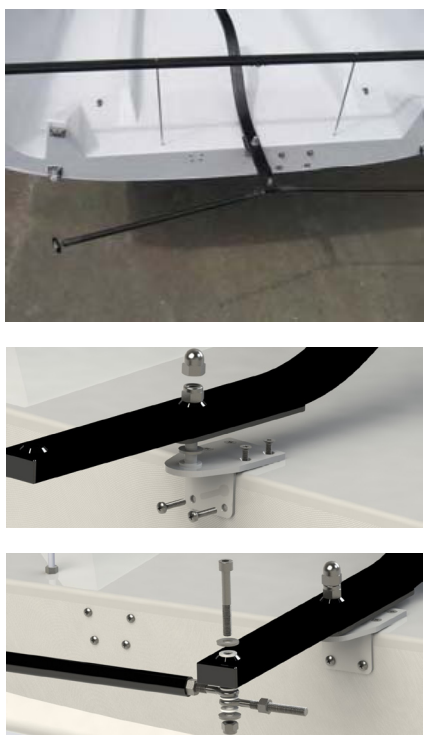


The easiest technique is certainly the total immersion with a line between the trailer and the car described on the previous page. with the shortest possible jockey wheel (horizontal trailer).

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 19/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

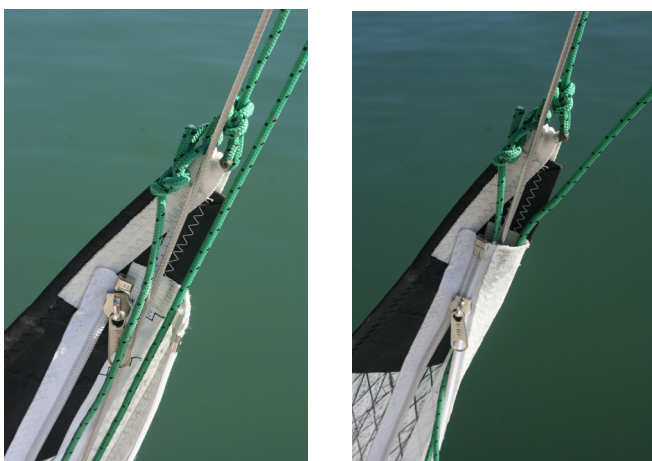
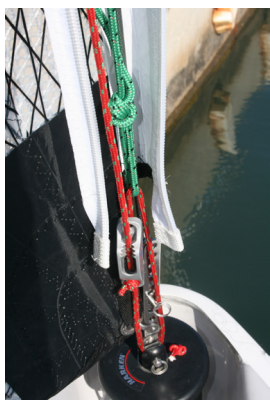

RUDDER ASSEMBLY

Illustration	Steps	Description
	1	<p>The Open 5.70 is equipped with a twin rudder system, mounted on a central tiller crossbar. This bar is fixed on the support in the middle of the transom.</p> <p>The connection bars are mounted behind the central tiller crossbar using the eye screws.</p>
	2	<p>Attach the rudders onto the gudgeons using the rudder pins and secure them with cotter pins. The connection bars are attached to rudder blades using soft articulations.</p> <p>Caution : the black end cap that must be clipped is asymmetrical. The overthickness goes on the top.</p>
	3	<p>Attach the tiller extension in the same way onto the tiller crossbar.</p>



Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 20/29
OPEN 570				
OWNER'S MANUAL				
TOE STRAPS				

	1	<p>Toe straps must be fixed according to the following steps :</p> <ul style="list-style-type: none"> - Attach the middle point of the strap to the middle fairlead using several half key knots - Insert the two ends of the strap in the small plastic pipe and slide it down to the floor. Insert the small sandow through the two eyelets and fix it with two simple knots.
	2	<ul style="list-style-type: none"> - Attach one end of the strap at the front padeye and the other end at the rear padeye using the line as shown on the photo with a bowline knot on the strap, lead through the padeye, and a half key knot at the end. - Repeat the same thing on the other side. The toe straps can be adjusted with the line, using the length that suits you the best.






Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 21/29
OPEN 570				
OWNER'S MANUAL				
JIB ASSEMBLY				

Illustration	Steps	Description
The jib on the Open 5.70 is a furling jib. It is NOT a reefing jib. You should never sail with a jib that is partially rolled or unrolled.		
	1	<p>Attach one end of the jib halyard to the head of the jib</p> <p>Close the zip on 10 cm width around the forestay. Lead the halyard down inside.</p> <p>Lead the halyard up along the forestay and fix it on the first bowline knot. You have achieved a closed circuit and your halyard will no more be on your way at the bottom of the sail.</p> <p>Hoist the jib while closing progressively the zip.</p>
	2	<p>Shackle the jib tack point to the stay adjuster.</p> <p>Once the jib is hoisted, make a loop on the falling halyard. Fix the jib luff tensioning rope to the clam cleat, lead it up through the loop and down to the cleat through the sheave. You have achieved a 2:1 purchased jib luff tensioner.</p> <p>Caution, pulling on the jib halyard will tension the cloth and arch the jib luff.</p>
	3	<p>Caution, pulling on the jib halyard will tension the cloth and arch the jib luff.</p> <p>It is recommended to put some tension. However, too much tension will affect pointing upwind (negatively) and will damage the sail overtime, especially if you do not ease the tension down after sailing.</p> <p>To set the jib furler correctly the first time, do as follow: pull on the furling line and cleat it the furler cleat, under the cabin roof. By hand, furl the jib on itself, counter clock wise. Once the jib is furled, ease the furling line about 1 foot and half and finish furling the jib. If you have not done so yet, mount the 20mm carbo blocks on the clew, and run the jib sheets. Finally, test the system by easing the furling line and pull on one of the jib sheets. The jib will unfurl and the furling line with rap around the drum.</p>





Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 22/29
OPEN 570				
OWNER'S MANUAL				
JIB SHEET SYSTEM				

Illustration	Step	Description
	1	JIB SHEET SYSTEM Attach the jib blocks and jib cars on the two tracks that are on the bottom of the boat
	2	The two flying blocks must be fixed on the pad-eye at the clew point using the small ropes. It is also possible to fix them on a shackle that will be fixed on the jib.
3 Jibsheet line Attach the jibsheet to the jib block hooker using a bowline knot. Lead the rope up through the first flying block on the jib, down through the jib block, through the cleat. With the rest of the line, do the same thing on the opposite side in a reverse manner. You have achieved a 2:1 purchased jibsheet in closed circuit, which avoids searching the sheeting line while jybing or tacking.		



Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 23/29
OPEN 570				
OWNER'S MANUAL				
SPINNAKER				

Illustration	Step	Description
	1	Spinnaker Bag First fix the upper part : remove the butterfly nut, and insert the screws in the three holes on the left side and ask someone to put the nuts on from inside.
 	2	Then, to fix the velcro at the bottom, stretch the rear of the spi bag against the bulkhead, remove the protecting paper starting from the right (easier) pulling the paper with one hand and progressively sticking the Velcro against the bulkhead with the other hand (leave the velcro strap on the bag, it is easier). To maintain the upper part of the bag open stick the velcro that is on the strap above on top of the bag and on the middle either under the cap for elegance or on the rool for efficiency.
 	3	Take the end of the halyard that gets out of the mast pulley. Attach to the spinnaker head using a bowline knot.
	4	Take the line that gets out of the pole at the front. Attach to the spinnaker tack point using a bowline knot.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 24/29
OPEN 570				
OWNER'S MANUAL				
SPI SHEET				

Illustration	Step	Description
	1	Spi sheet Fix the two single blocks with spring on the pad-eye at the end of the spi traveller using the split ring. Position the split ring on the bottom and tape it over to ensure there is no sharp edge.
	2	Fix the ratchet blocks on the rear holes of the shroud anchor plate. The shackle pin must be on the internal side of the boat.
 	3	The spi sheet must be fed from one block to the other and be knotted at the clew point of the spi. Passage de l'écoute de spinnaker : Tie a knot at the spi clew point, lead the line outside the shroud to the single block at the rear of the boat. Get back to the ratchet block on the shroud anchor bar (pay attention to the way). The rest of the spsheet must go through the ratchet block on the opporsite side (pay attention to the way), then through the single block at the rear of the boat, then outside the shroud, in front of the forestay and knot it on the spi clew point. Make sure sheeting line on the right side of the boat is fed in front of the forestay and rear from the spinnaker luff.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 25/29
OPEN 570				
OWNER'S MANUAL				
MAINSAIL				

Illustration	Step	Description
	1	Shackle the halyard block to the mainsail head. Feed the mainsail bolt rope into the mast cut-out and hoist the sail.
	2	Shackle the mainsail tack point to the boom.

The main sail is fully battened. It is absolutely necessary to tension all the battens of the main sail (especially the upper ones) before going sailing. Tensioning the battens will avoid to loose them while sailing, will save the shape of the main and will give the main better performances upwind and downwind.

In the best of the world, it is good to ease the battens tension if you are not sailing (especially if you are not using the boat for a long period of time). The battens tension is very easy to adjust by screwing / unscrewing the cap of the battens.

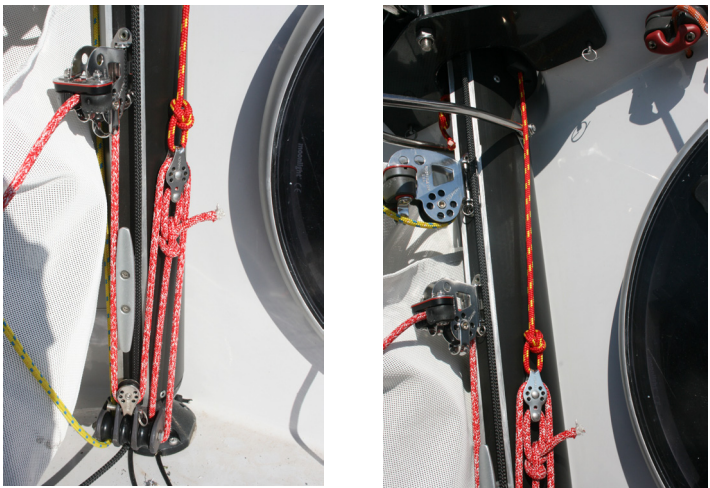


You may store the rolled main sail with the battens in the cockpit at the front: slightly bend the main in order to fit the 5 inches and put it on the side of the cockpit, under the deck.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 26/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

CUNNINGHAM


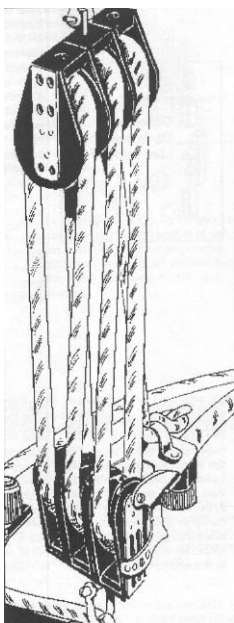
Illustration	Steps	Description
	1	<p>The Cunningham is achieved with two lines: the longer one is fed through the smaller of the two clam cleats, then in the flying pulley at the mast foot and then in the flying block with hooker, down in one of the mast foot sheaves and finally up to flying block hooker where it is fixed with a bowline knot.</p>
	2	<p>The shorter rope is fixed to the flying single block using a bowline knot. Then fed it through one of the holes in the mast gate, then in the tack point of the mainsail, down on the left side in one of the holes of the mast gate.</p>
	3	<p>Sheet in and make a half key knot that will determine the fixed point of the cunningham system. The tuning is therefore made with the clam cleat.</p> <p>Full battened main sails must have a strong tension in the cunningham.</p>

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 27/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

MAINSHEET SYSTEM

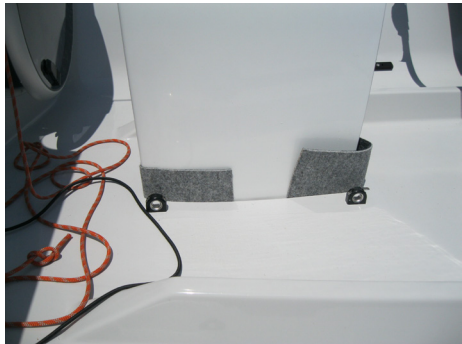



Illustration	Step	Description
 	3	<p>Mainsheet Fix the triple block with hooker and cleat on the main traveller and hang the other triple block on the rear pad-eye of the boom. To make the assembly easier, position the two blocks face to face, but with a 90° turn.</p> <p>Make sure to limit the course of the traveller by doing a simple knot at 1 meter from the end of the mainsheet, then fed it through the cleat of the traveller, through the fairlead, and then in the two-sheave block and finally fix it with a figure eight knot to the middle pad-eye under the traveller</p> <p>You will use the end of the mainsheet to trim the sails, so the position of the simple knot on the rope must be determined in order to avoid the traveller from hitting too violently the stop at the end of the track.</p>

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 28/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

GET YOUR BOAT READY FOR THE ROAD





Illustration	Steps	Description
	1	First, pad the leading edge of the keel inside the keel box. You can use carpet...anything will do as long as it is soft and will not scratch the foil.
	2	Attach a line under the keel : from the front beam on the trailer, back around the keel and back to the beam.
	3	Do not put too much tension yet. The tension will be made when attaching the top part of the keel.
	4	Attach a line to the u-bolt on the bow of the boat with a bowline knot. Go to the top of the keel in the most forward hole. Using a « trucker knot », create a 2 :1 purchase and tight very firmly the keel. If possible, when standing in the cockpit, push the keel forward as much as possible and pull on your 2 :1 purchase system. Lock the keel in place by securing with a knot.

Ref : OM_OPEN570	Issued by : MB	Date : 03/2015	Up-date : 1	Page : 29/29
------------------	----------------	----------------	-------------	--------------

OPEN 570

OWNER'S MANUAL

GET YOUR BOAT READY FOR THE ROAD

Illustration	Etape	Description
	5	<p>Put the strap with the two carpet pads behind the shroud anchor bar. Then fix it to the ring that is on the trailer. Do the same thing on the other side and insert it in the webbing lock in order to tighten. Be sure that the webbing lock is above the cockpit and does not touch the boat, otherwise it may cause damages.</p>
	6	<p>Put the strap with the three carpet pads above the roof at the front of the boat, lead it down behind the front cradle. Do the same thing on the other side. Be sure that the webbing lock does not touch the boat or the cradle.</p> <p>Put the mast on the right side of the boat, on the mainsheet traveller track on the rear, in the angle, protected by several layer of carpet and fix it with a shock cord (bowline knot, several leads, 3 half key knots to finish and fix the traveller with the remaining line). Fix the front of the mast also with a shock cord, several leads and block it with three half key knots.</p> <p>While on the road, you must prevent any mast vibration. For that fix the middle of the mast with a rope tightend to the shroud anchor plate. The fact that you bend the mast will not damage it.</p>
	7	<p>Using the small bungees, attach the beam lights to the chain plates.</p>
	8	<p>The boom can be attached along the mast with bungees. Or, it can be attached to the carbon fiber gooseneck as while sailing. Then it is attached off center (opposite side of the mast) and secured with a bungee to the main traveler track.</p>

Check the pressure of the tyres regularly. The pressure should be always at the maximum recommended level indicated on the tyre. Rinse with clear water when possible your trailer after you have used it in salty water.

Ref : OM_OPEN570

Issued by : MB

Date : 03/2015

Up-date : 1

Page : 30/29

OPEN 570

OWNER'S MANUAL



HOBIE CAT EUROPE

ZI Toulon Est, BP 250, 83078 Toulon cedex 9, France

Tel +33 (0)494 08 78 78 - Fax +33 (0)494 08 13 99

E-mail : info@hobie-cat.net - site web www.hobiecat.com