



Hobie Cat® Europe

# Owner's manual - Hobie 15 CLUB

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Congratulations on the purchase of your new Hobie Cat and welcome to the Hobie sailing family. Your Hobie Cat will provide years of enjoyment for everyone, from children through senior citizens.

The Hobie 15 Club is a catamaran designed for clubs and sailing schools as well as for family leisure. 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, accurate instructions on how to get your Hobie ready for the water and use it safely. Please read them carefully and familiarize yourself with your boat and all her parts.

Whether you are a new sailor or a veteran of many years, we recommend that you read this manual 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 you contact your local sailboat dealer, college or Coast Guard Auxiliary for recommendations.

Your Hobie is equipped with a full aluminium mast. 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 to you and hope that you'll take as much pride in owning her.

Fair winds and good sailing!

Hobie Cat Europe



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### ANNEXES:


- ILLUSTRATED PART GUIDE
- MANUFACTURER'S CONFORMITY

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



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## Boat description

	Length (m)	4,95
	Beam (m)	2,26
	Mast height (m)	7,2
	Weight (kg)	155
	Main sail area (m²)	11,5
	Jib area (m²)	3,5
	Spi area (m²)	17,5
	Maximum load (kg)	320
	Crew number	3-4
	Homologation EC N°	HCE 000075 V
	Module	Abis
	Category	C-D
	Hull construction	Polyester

### 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	ISO 10087:1995
Builder's plate	ISO FDIS 14945
Owner's manual	ISO 10240:2004
Small crafts - principal data	ISO FDIS 8666

## LIST OF THE PARTS

Hulls (2)

Front crossbar (with dolphin striker)

Traverse arrière

Barres latérales (2)

Mât avec flotteur de mât

Trampoline 3 pièces

Sac d'accastillage

Sac de câbles

Sac de cordes

Gouvernails (2)

Barre d'accouplement

Stick

Voiles + lattes

Foc

Kit de spinnaker (option)

Kit de gennaker (option)





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## **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 (see the regulations in force).
- 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 about the local sea regulations.
- Learn the right of way rules and when in doubt, give way to others.
- When not sailing, always keep the boat pointed into the wind whether in the water or on the beach.
- Read the instruction manual carefully.
- Make sure everyone on the boat reads and understands these safety instructions.
- ALWAYS check that the drain plugs are screwed in before launching your catamaran. Remove the plugs after sailing to drain any water that may have leaked into the hulls.

### **Safety equipment :**

All necessary safety equipment must be available on board. (Life jackets, etc.) and must correspond to the boat type, weather conditions, etc. This material is mandatory in some countries. The crew must know how to use this material and how to behave in case of emergency (men at sea, towing, etc.) ; Sailing schools and clubs regularly organise training sessions to learn how to use the safety equipment and how to behave in case of emergency.



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### INTERNATIONAL HOBIE CLASS ASSOCIATION (I.H.C.A.)

Hobie Cat owners are organised in a world-wide class association : the IHCA (International Hobie Class Association).

For Europe, you can contact the EHCA (European Hobie Class Association).

Visit their web site : <http://ehca.hobieclass.com>  
to find the name and contact details of the association of you country.





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## Handling & maintenance

### Before sailing, check the following points :

1/ Install the drain plugs (if any) – do not overtighten, hand tight is sufficient. Overtightening may cause the drain plug flange to distort and cause leakage.

2/ Tension the rig. This can be accomplished by having your assistant hang from the trapeze or you can use mainsheet tension on one side at a time so that you can adjust the shroud position in the side stay adjusters.

3/ Check all fastenings :

- Mast tang shackles and shrouds (to prevent the mast to fall down)
- pins and trapeze rope locks (to prevent falling out in the water if the trapeze is not well fastened)
- pins and spring rings on the forestay and shrouds (to prevent the mast to fall down)
- spring rings on the rudder pins (to prevent losing the rudder assembly in case of capsizing)

## Transport

In order to avoid hull damages :

- Always use a dolly to transport your Hobie on the beach (even if it is sand beach) and for launching. Step into the water with the dolly and once the cata is afloat take out the dolly.
- DO NOT BEACH. Beaching, even smoothly, may damage the hulls. use your beach dolly to take the boat out of the water.
- For towing, always use an homologated road trailer with cradles.

## Launching your Hobie Cat

Launching the boat is easiest when the boat can be pointed into the wind to keep it de-powered and floated into deep enough water to lower the rudders.

It is possible to launch in shallow water with the rudders partly up.

Try not to steer with too much force on the rudders until you lock them in the down position.

Keep the sail loose and trimmed out completely until you can power up and steer away from any obstacle.





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## Handling & maintenance

### Righting your Hobie Cat



If you tip the boat over, in order to avoid the mast from sinking under the hull, one of the crew must rapidly climb on the hull that remains on the water. In the meantime, the other crew uncleat all the lines and sheets.

It is not necessary, but it is easier, to right the boat when the bow and the mast are pointed into the wind. There will be less resistance and better control in this position.

Skipper and crew stand up on the hull. Using the righting line, skipper and crew pull the righting line that is against the upper hull and hold the line while slowly leaning back away from the trampoline. As the mast and sail lift out of the water, drop down to your knees then into the water. Hold on to the crossbar near the hull that you were standing on.

Be well aware of the hull and crossbar coming down over your head. Holding the crossbar or righting line will also insure that you remain with the boat when it is righted. Climb aboard and continue sailing.

### Maintenance of your Hobie

This manual is not an exhaustive guide for the maintenance or repair of your Hobie. In case of difficulties, take contact with the builder or his representative.

Always use the service of an experienced professional for the maintenance, the mounting of accessories or the modifications to your Hobie.

Modification that may affect the safety use of the boat must be checked before processing and made by an experienced professional. The builder cannot be held responsible for modification that he has not duly approved.

In some countries, prior authorisations are necessary or specific regulations are in force. Check them.

Always maintain your boat and take into account the deterioration that may occur with the time or following inappropriate or intensive use. Any boat (even the strongest one) may be severely damaged if it is not used the right way. This is not compatible with a safe sailing.

- Hobie Cat does not recommend leaving your Hobie in the water on a mooring. Accelerated wear to the boat and rigging will be experienced. Damage to the hull material is possible. Limitation of the mast rotation and tensioning of the rigging are required to lessen this wear. Inspect rigging often and tape rigging rings and shackles to prevent loosening.
- After sailing, it is recommended to wash the hulls to remove the salt. Also remove the sails and wash them. Only store them when they are perfectly wet.
- There is one plug in the rear of each hull. These plugs are used to drain the hulls. The plugs should be in place before sailing. Remove the plugs after sailing to drain any water that may have leaked into the hulls. It is best to travel with and store the boat with the plugs removed to allow for pressure changes due to heating, cooling, and altitude changes. This will prevent warping of the hull surface.





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## 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 two years from the date of retail purchase against defects in materials and workmanship.

The spare parts are warranted for two years.

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:

1. All warranty transactions will be handled through the claiming dealership and not directly with the customer.
2. Hobie Cat dealers are responsible for proper diagnosis and completion of all warranty claims.
3. If in doubts about warranty coverage of a particular problem, contact the Warranty department first.
4. 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.
5. 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.



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## 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 thoughtfully read this manual. Keep it in a safe place

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



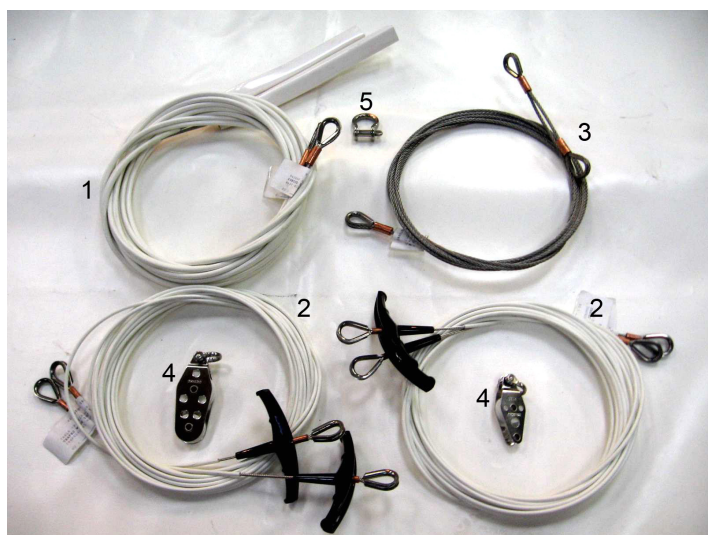
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## LIST OF THE PARTS



### LINE BAG

1. Trampoline lacing line front left stripe
2. Trampoline middle lacing line
3. Trampoline lacing line front right stripe
4. Main cunningham line
5. Righting line
6. Jib sheet line
7. Jib halyard
8. Main halyard rope



### WIRE BAG

1. Shrouds (2)
2. Trapeze wires (4)
3. Forestay wire + pigtail (1)
4. Jib halyard blocks + shackles (2)
5. 8 mm shackle (1)



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## TITRE



### TRAPEZES

1. J&H handles (4)
2. Rope locks (4)
3. Trapeze shock cord (2)
4. Trapeze lines (4)



### RIG BAG

1. Drain plugs + gaskets (2)
2. Stay adjusters (3)
3. 7 pins+split rings, 2 shackles 6 mm, 2 toggles
4. 2 TCM connection kits
5. 1 large shackle + jib blocks
6. Main traveller
7. Mainsheet system (assembled)





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## HULL ASSEMBLY

1. Position the two hulls parallel ensuring that you have identified right from left.

NB : the decals are normally on the outside of the hull.

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

Insert the two bolts through the holes in the deck. Position anchor bars under gunwhale lip so that threading will commence and tighten both loosely using #14 wrench. Repeat procedure for port hull.



2. Repeat the mounting procedure for front crossbar. After both beams are in place, tighten all eight bolts securely.





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## TRAMPOLINE ASSEMBLY



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

### 2. Left and right halves of the trampoline

Stay outside the boat, behind the rear crossbar to assemble the two halves of the trampoline. Take the right half of the trampoline, put it on the reverse side and insert in the cut-out in the middle of the crossbar and pull it all the way to the deck edge on the right. Lead the trampoline under the crossbar, then insert it in the cut-out of the side bar, all the way to the front. Do the same thing for the left half of the trampoline. Firmly tension in order to lace correctly the trampoline halves.



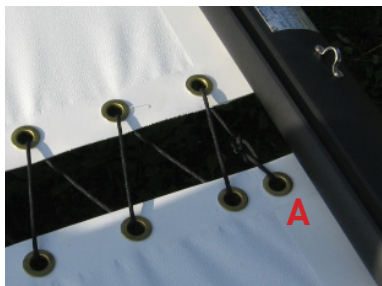
Now the trampoline is ready for lacing.



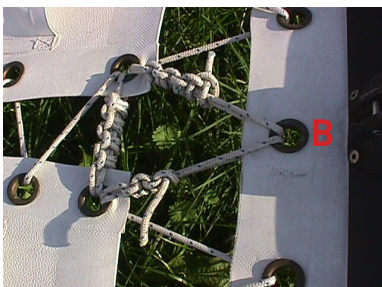


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## MONTAGE DU TRAMPOLIN



1. Locate the long trampoline lacing and starting at the rear (A) by a bowline knot, lace up the trampoline all the way to the front (B). Tension and tie off securely.

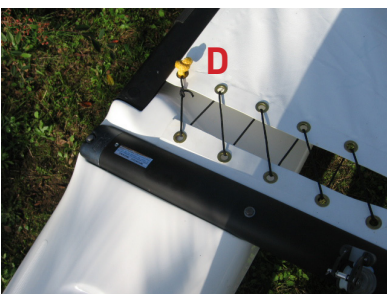


2. Take the left lacing line for the left half and starting with a bowline knot (C) lace all the way by pulling hard and tie off securely at point B. Do the same thing on the right side. Start at point D.

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



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





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## RUDDER ASSEMBLY

### OLD SYSTEM (UNTIL 2007)

#### RUDDER HEAD

Identify the right rudder from the left rudder (look for the stickers on the rudder arms). As shown, line up the rudder pintles (metal pegs on the hulls) with the rudder castings. Push the rudder castings down onto the pintles. Insert the retainer clip attached to the lower pintle to lock the rudder in place. The clip will prevent the rudder from falling off. Repeat the same thing for the other side.



#### RUDDER SCREW

The rudder screw allow to make the plastic cam harder or softer.

### NEW SYSTEM - EZ LOC (AS FROM 2008)

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

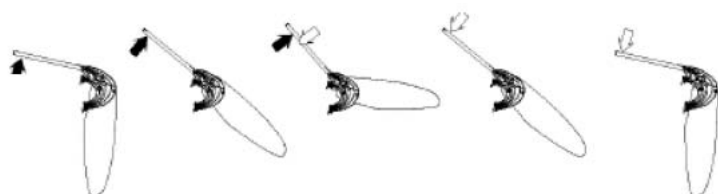
#### Rudder installation

Place the rudder assembly on the boat pintle. (Fig. 1). Note : the Housing may only be installed or removed from the boat pintles when the rudder blade is in-between the upper



and lower positions. This is an additional safety feature to keep the rudder on the boat in case of capsize.

Secure the housing to the pintles by placing the keeper over the upper pintle (Fig. 2). Make sure that it is completely engaged in the slot. This new design has a simplified and more intuitive function. To raise the rudder, raise the tiller; to lower the rudder, lower the tiller. The rudder automatically locks into either position and is held by spring-loaded detents. The rudder will kick-up if beached or if an obstruction is hit.



↑ Raise  
↓ Lower

#### Locking pin

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

#### Up-keep and precautions

When in use, make sure that the rudder is locked in the down position. You will know if your rudder is not down all the way if steering feels heavy. If used in saltwater, it is always a good idea to rinse rudder assembly with fresh water. If boat is stored outdoors for extended periods of time, without being used, remove rudder assembly and store indoors. Avoid storing rudder assembly in extremely hot locations such as in direct sunlight in a vehicle with windows closed.



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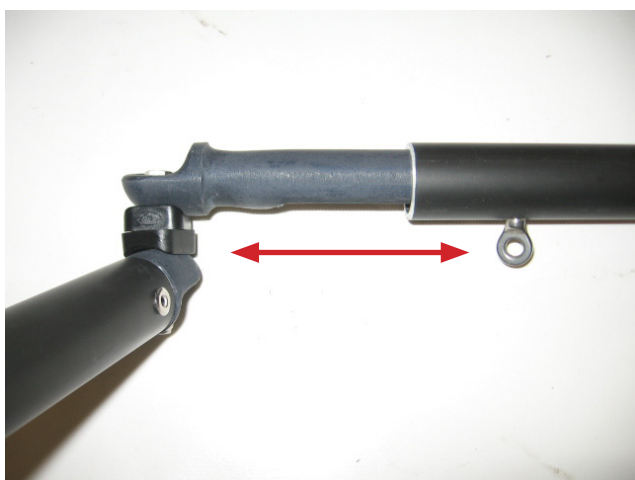
## TILLER BAR AND EXTENTION



### 1. Tiller system

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

Do not overtight the nut, the articulation must work well without effort.



### 2. Rudder blade adjustment

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



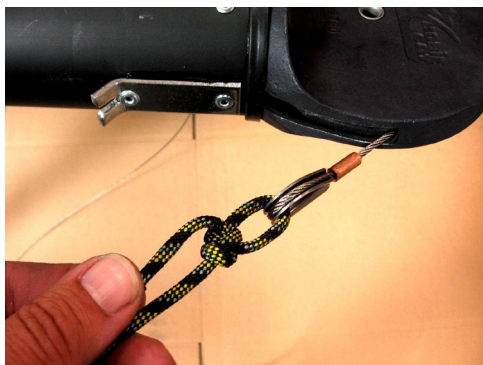
### 3. Tiller extension

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



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## MAST PREPARATION



1. Attach the main halyard rope to the thimble that is at the end of the main halyard wire. Group the two ends of the main halyard wire and rope at the mast base and secure temporarily to the halyard cleat.



2. Using the 8mm bow shackle provided, attach the wires to the mast tang as shown in the photograph : in the middle the forestay and pigtail, on each side the shrouds and lastly the trapeze wires. Tighten the shackle securely and check tightness on a regular basis.



3. Take the two jib halyard blocks, attach the big one onto the pigtail using the 4 mm shackle. Attach the small one on the halyard cleat at the bottom of the mast. Now thread the jib halyard in the two blocks in order to be able later to hoist the jib.

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## PREPARATION DU MAT

### 1. Attach the bridles

Unroll the bridles fixed on the hulls. Take the stay adjuster with the 6 mm shackle and attach the bridles to it using the shackle.

If you have the jib furler option, attach the two bridles onto the furler as shown on the photo.

Roll the jib furler line into the drum. Leave enough line to cleat it on the front crossbar.

NB : make sure the drum hole on the furler is facing towards the front of the boat.



Without jib furler



With jib furler



### 2. Shroud stay adjusters

Check that the shroud anchor bars are correctly tightened in the hulls. Then attach to them the two stay adjusters using the pins, the split rings and toggles supplied.



### 3. Mast foot

Take off the bolt that is on the mast base. Insert the pivoting system of the mast on the mast foot and insert the bolt again in the mast base. This will prevent the mast from sliding out of the foot when stepping the mast.





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## STEPPING THE MAST



### CAUTION - DANGER ALUMINIUM MAST

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



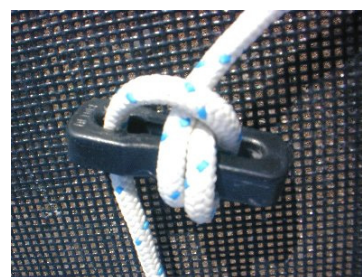
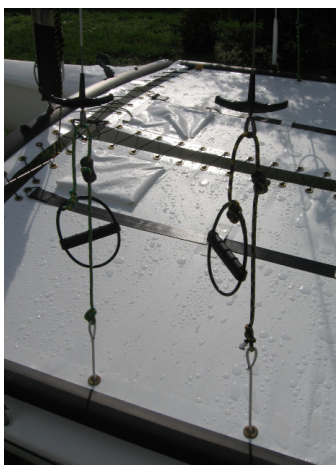
For safety purpose 3 persons are recommended the first time you step the mast.



1. Make sure that the rigging wires are not twisted. Attach the shrouds to the top hole of the side stay adjusters. Descendre le protégé-latte jusqu'au milieu de la latte.
2. One person stands on the trampoline and holds the mast base onto the mast step, a second person lifts the mast until the person on the trampoline can support the mast. Now, the person on the trampoline pushes the mast into the fully upright position.
3. The second person moves to the front and help stepping the mast by pulling on the trapeze wires. When the boat is upright, attach the forestay to the top hole of the stay adjuster or of the furler chainplate (for the furler option).
4. When the mast is secured, take the bolt off the mast base and stow it securely. You will need it the next time you lower or step the mast again.

### 5. Trapeze

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



### 6. Tensioning the rigging

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

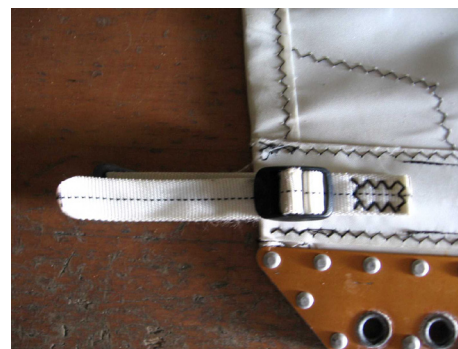






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## MAIN SAIL



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



2. Position the boat so that it is facing into the wind. Unroll the main halyard rope and wire attached together at the bottom of the mast. Pull on the halyard rope to get the main halyard shackle and fix it to the headboard of the mainsail. Feed the bolt rope into the mast cut out. Pull down on the main halyard line whilst continuing to feed the sail bolt rope into the mast cut out to hoist the sail.

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

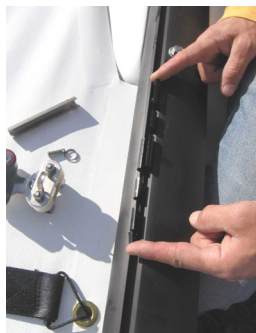
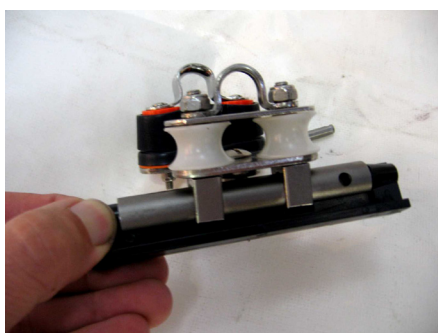


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## MAIN SAIL



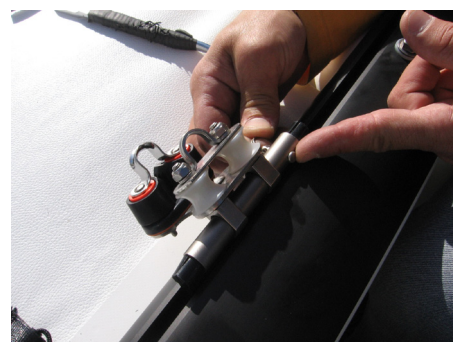
4. Take the cunningham line (supplied with the main sail or from the rope bag) and tie it to the grommet in the sail tack using a bowline knot or similar. Pass the line down around the cunningham cleat and back through the grommet. Pull down on the line -do not tighten at this stage- and cleat off at cunningham cleat.



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

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

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







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## MAINSHEET SYSTEM



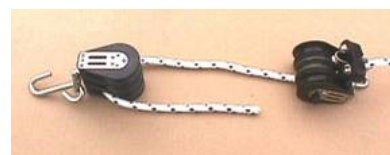
The mainsheet system included in the rope bag is already mounted.

In case you need to change your mainsheet follow these steps :

The two blocks must be facing each other as on the photograph.

Follow the steps on the photographs.

The threads must not cross each other.



### Attach the mainsheet blocks to the boat :

1. Attach the upper block to the main hook and attach the hook into the middle hole of the main clew plate. Attach the ratchet block to the traveller car on the rear crossbar with the clevis pin and lock ring provided. Check that the two blocks are facing each other. The cam cleat must be facing the inside of the boat.
2. Run the free end of the mainsheet through the cam cleat on the aft crossbar, through the white sheave of the traveler car (from inside to outside), and through the dead eye behind the crossbar. Tie a figure of eight knot to secure the line.
3. Now the mainsail is ready. You may tension the cunningham : apply sufficient tension to remove wrinkles from the sail luff



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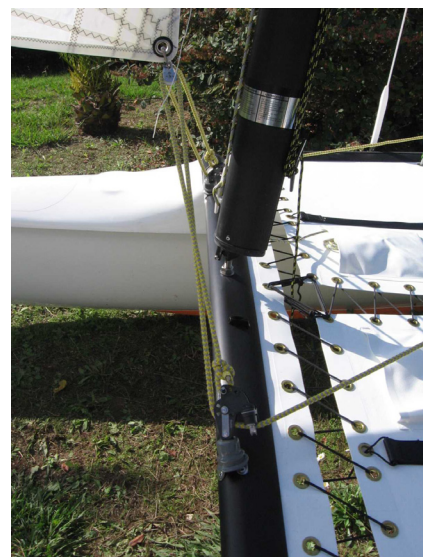
## JIB



1. Attach the jib tack point to the 3rd hole of the stay adjuster (or furler chainplate). This can be adjusted later on according to sailing conditions.

2. Take the small jib halyard block at the bottom of the mast and fix it to the jib head. Hoist the jib by pulling the halyard.

3. Tension to the maximum, and tie off the halyard around the cleat at the bottom of the mast. Stow the rest of the halyard in the trampoline pocket.



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

If you have the jib furler option, The jib can now be furled by pulling on the furler line and cleating it off on the front beam.





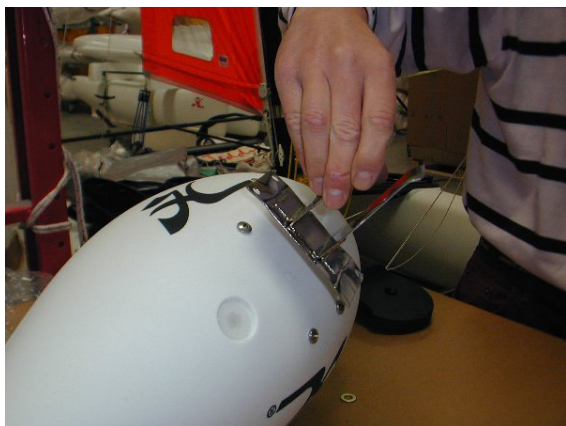
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## MAST FLOATING DEVICE

This device prevents the mast from sinking in case of capsizing thus allows easy righting.  
The mast float device is already mounted. You just need to fit it on your mast head (see step 3). If it is not mounted, follow steps 1 to 3 below.



- 1 Unscrew the four screws that are on the device.



- 2 Adjust the alu plate so that the holes fit the four holes on the device and fix it with the screws.



- 3 Fix the device on the mast head using the bolt and the two washers as shown on the photo.





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## BEFORE YOU GO SAILING



### 1. Righting line

Attach one end of the righting line to the dolphin striker rod. Lead the other end through the nearest eyelet of the trampoline and stow the rest of the line in the trampoline pocket.



### 2. Put the drain plugs on the hulls

Make sure that the threads are clean and the gaskets correctly inserted. Firmly tighten by hand. Do not overtighten, this may cause damage to the gasket and leakage in the hull.

See page 7 for transport and launching.



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