RIGGING GUIDE FOR HOBIE CATAMARANS

We have two types of Hobie Cats: Hobie 16 and Hobie 18. All gear is stored in the sail room behind the work shed.

- For Hobie 16 just the sails are in the sail bag.
- For Hobie 18s, the sails are in the sail bag and a pair of daggerboards are stored in the corner at the end of the sail room.

The rigging procedure is very similar, the differences will be tagged with labels H18 and H16 below.

RIGGING

Preparation

- Inspect the boat, make sure everything is in working order
- (Optional but recommended) Thoroughly lubricate the rudder cams (the inner locking mechansim) to ensure smooth locking and unlocking of the kick-up rudders
- H16: check that the quick pin connecting the bottom main block to the traveler car is there and functional and that the main sheet is properly attached to the boom
- H18: check that the quick pin attaching the clew of the mainsail to the boom should be with the outhaul car at the end of the boom
- Check: the rudder assembly is complete and working
 all rings and pins are taped with electric tape
 righting line is attached properly and ready to use
 the paddle and heaving line is on the boat and tied up properly
 drain plugs closed (at rear of both hulls)

 all inspection ports are closed

- Slide the beach wheels under the boat from the bow back all the way to base of the shrouds (that's where the center of gravity of the boat lies); tie the wheel ropes to each shroud to keep them in place as the boat is moved around
- Move the boat close to the water and point bows into the wind

Hoisting the Mainsail

- H16: always hoist the main sail before the jib; the jib tightens the rig making it harder to hoist the main sail
- Locate the main halyard; some H18s use a protective cover ("sock") on the furled jib. On those boats the main halyard is used to pull the cover up to the top of the jib. To retrieve the main halyard, pull the cover down while unzipping it open
- Attach the halyard shackle to the head of the main sail, slide the luff into the groove
 in the mast and pull the sail up. (If hoisting the main is difficult it often helps to spray
 the luff of the sail with a lubricant). Keep the sail straight, i.e. in line with the bolt
 rope track on the mast, otherwise the battens will cause the sail to bind in the track.
 Ensure the full length battens don't get caught under the tiller cross bar or tangled in
 the sheets as you're hoisting the sail
- The main, once hoisted, is held in place by a locking mechanism at the top of the mast. The mechanisms are different between H16 and H18:
 - H16 the halyard has a wire part at the top end; there is a small metal bead on the wire about a foot from the head shackle; the bead has to latch under a metal bracket mounted on the front of the mast head; you have to pull the main halyard towards the bow until the bead is lower than the bracket. Once in place walk the halyard back towards the mast until it is parallel to it; then release the halyard to let the beat latch under the bracket
 - H18 the shackle has a large ring that needs to get onto a hook at the top of the mast; the hook is mounted on the port side of the mast. To help the ring engage the hook, pull the main as high as you can, then rotate the mast rotator to starboard about 45 degrees and release the halyard, the ring should slide onto the hook as it comes down

- Check that the main sail is secured properly by pulling down on it then coil the halyard and either tie it to a horn cleat at the base of the mast or stow it in a pouch on the tramp
- Make sure the mast rotator control line is rigged and ready; ideally it should run from the cleat at the top of the boom to the tip of the mast rotator and back, to give you 2:1 purchase to control the tension

Cunningham

- H16: the Cunningham line is attached to the bottom of the boom on a block. Run
 the line down to the horn cleat mounted on the rear side of the mast base then back
 to the block and back to the cleat; this provides some purchase for adjustment. (This
 is your main control for flattening/depowering the sail)
- H18: the Cunningham line is attached to the tack of the sail, run it towards the block on one side of the mast, back to the tack and then to the cleat on the other side of the mast; again to get some purchase to help tightening the line and flattening the sail

Boom and Outhaul

- H16: Pull boom out of the mast then pull the main blocks far apart and detach the bottom block from the traveler car so that the boom moves freely. Slide the boom onto the foot of the sail from the clew to the tack (towards the mast) and then slide the boom back into the mast.
- H16: run the outhaul over the end of the boom down towards the cleat at the bottom
 of the boom and tighten it for the wind conditions (you won't be able to adjust it on
 the water). DO NOT RE-ATTACH the bottom main block to the traveler car until
 you're on the boat ready to sail
- H18: The foot of the sail is not attached to the boom. There is just a metal plate at the clew and a sliding car with a pin at the end of the boom controlled by the outhaul; DO NOT ATTACH the sail to the boom until you're on the boat ready to sail out. At this point you may want to set the outhaul so that the pin is aligned with the plate on the sail, to make it easier to attach when you're on the boat in the water

Hoisting the Jib

- H16: attach the tack of the sail, attach the head of the sail to the halyard, locate the hank at the top of the sail luff and slide it onto the forestay, then hoist the jib
- H16: the wire part of the jib halyard ends with a block with a line attached to the
 other end of it. Run the line down to the block on the side of the base of the mast;
 then back to the block on the halyard than back down to a horn cleat on the side of
 the base of the mast. This gives you some purchase helping to tighten the luff of the
 jib. Normally you want it to be fairly tight. Use the horn cleat to tie off the halyard,
 then coil the rest of the line and tie it to the horn cleat as well
- H16: attach the jib sheets to the clew of the sail; pull the sheets out fully so that the sail is free to move while you're still on land
- H18: the jib is furled and pretty much ready to go. Check that the furling line is free and that it will properly roll into the furling mechanism at the tack of the sail as you pull the sail out towards the mast
- H18: attach the jib sheets to the clew of the sail. Pull the sheets out fully so that the
 sail is free to move while you're still on land. You can leave the sail furled while stilla
 ashore as it's easy to pull out on the water using the jib sheets just before you head
 out. (Once the sheets are attached the sail will have a tendency to unfurl by itself, if
 you want to keep it furled you can tie off the furling line somewhere on the boat so
 that you can easily untie it when you want to unfurl the sail)

LAUNCHING

- Move the boat into the water; the crew should hold the boat by the bridle wires to keep it head to wind
- The skipper should get on the boat or be ready to jump on in case the boat starts taking off
- H18: slide the daggerboards into the hulls and attach the retaining bungee cords to the rings mounted on the hulls by the front beam to keep the boards raised

- Make sure the main sheet is free and the main sheet blocks are pulled far apart to allow the sail to move; neither end of the main sheet should be cleated
- H16: attach the lower main block to the traveler car (there should be a quick pin tied to the traveler car for that)
- H18: attach the clew of the main sail to the outhaul car at the end of the boom (there should be a quick pin attached to the car)
- H18: unfurl the jib
- Drop one or both rudder blades in the water but do not lock them down, the point is to have some control over the boat but to not drag the rudders over the rocks
- Figure out on which tack you want to take off and position the tiller accordingly
- The crew pushes the boat in that direction and jumps on; use the jib to help bearing off onto the desired tack. Leave the main unfilled to help bear the boat off.
- Once you're in deep water head into the wind and lock the rudders down
- H18: the crew lowers the daggerboards as well

RETURNING TO SHORE

Preparation

- H18: PULL UP THE DAGGERBOARDS!
- UNLOCK THE RUDDERS!; ideally raise the one that ends up being closer to shore when you land
- Let the jib sheets loose. On H18: consider furling the jib before you come in. You may need to tie off the furling line to prevent the jib from unfurling again by itself
- Crew gets ready to jump in on the shore side of the boat

- By the time the boat is in waist deep water the boat should be pretty much head to wind and mostly stop moving
- The crew jumps in the water and goes to grab the bow or bridle wire
- Lift and lock the rudder blades up
- Detach the main

H16: detach the lower main block from the traveler car

H18: detach the clew of the sail from the outhaul car at the end of the boom

Haul out

- H18: remove the daggerboards
- H16: lower the jib sail; take it off; attach the halyard shackle to a dog bone on a trapeze; roll up the sail and take it to shore to keep it dry
- H18: furl the jib if it isn't yet; roll the rest of the sail and tie it up with a short string so that it stays rolled up
- Lower the main. On H18: it's usually better to roll the mainsail as it comes down, you can take it straight to shore and put it in the bag (if it's dry!)
- Attach the halyard shackle to a dogbone on a trapeze
- Load the boat onto the beach wheels and tie it onto the wheels
- Make sure the rudders are locked in the up position
- Move the boat to the beach

DERIGGING

- Rest the stern of the hulls on tires and remove the plugs and drain any water out of the hulls (excessive amounts of water in the hulls should be reported in the boat repair log)
- Slide the wheels out from under the boat towards the bow and rest the front of the boat on tires as well. There should be a tire under each end of each cross-beam; rest the beach wheels against the bow of the boat and tie the wheel lines to the bridle wires to keep them clean and dry
- H16: take the mainsail off the beam and roll it up; slide the boom back into the mast.
 Rest the aft end of the boom on the side of the boat; DO NOT leave it sitting on top of the rudder crossbar!
- H18: furl the jib if it isn't yet; roll up the rest of the sail and tie it up with a short string
 so that it stays rolled up; if there's a jib cover (sock), attach the main halyard to the
 top of it; wrap the sock around the sail and start zipping it up; hoist the sock with the
 main halyard and keep zipping the sock around the sail; the top of the sock should
 cover the top of the sail
- Coil any loose lines or hang them over the boom so that they stay dry as much as possible
- Leave the boom on the boat