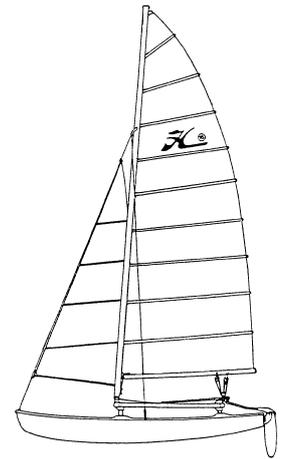


Sailing Guide Hobie Cat 16



By Hobie Cat 16 World Champions Gwenaël Roth and Thierry Monfret

INTRODUCTION

Hobie Cat 16 is, above all, a story of pleasure, of FUN, of fantasy, and of FEELING. Even if we would prefer whenever possible to sail at the front, we never forget the pleasure of sailing, whatever our placing in the race. Most of all, we love the for which this boat was made.

Here is how we set up our boat... it is not a Bible. You will certainly find your own personal set up adapted to your morphology and to your way of sailing.

Here are our little secrets. We hope we can talk to you about them when our paths cross on the water.



ON THE BEACH

Mast set up

SHROUDS :

Chose from the base the hole in the stay adjuster where you will place your pin.

HOLE	FLAT WATER	CHOPPY SEA
5	10 Knots << wind	5 knots
4	12 -15 knots << wind	10 knots
3	Above 15 knots << wind	Above 10 knots

With two pins per shroud, and with an agile crew (Thierry and his nimble fingers), you can alter this set up between stages if the wind changes.

JIB :

You need to find the hole of the clew with which you would have the same tension in the sail foot and in the leech by sheeting block to block, not forgetting keeping the right luff tension.

JIB LUFF TENSION :

This is the most important tuning on the Hobie 16. We will get back to this later. The jib sheet is fixed to the second hole. The blocks are fixed together from this hole onto the large shackle which is placed in front of the blocks.

BATTENS : TENSION

This is just a rough guide. Gwen is always the person who adjusts them ... so this is his personal method.

Mainsail : Hold the cloth. You need less tension under a strong wind. Less tension at the top than at the bottom, progressively top 3, middle 2, bottom 3.

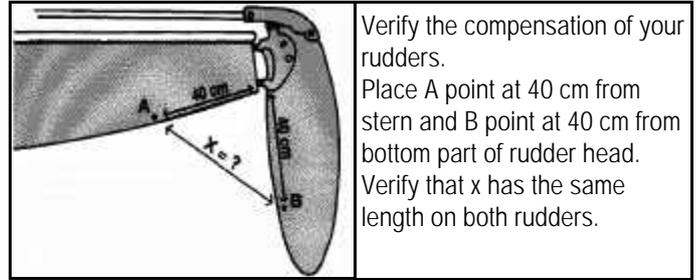
Jib : It is the same as above, but be aware of the difference in length and therefore in flexibility.

Trapezes : The main thing is to be comfortable, to have a good position; the crew shall be slightly lower.

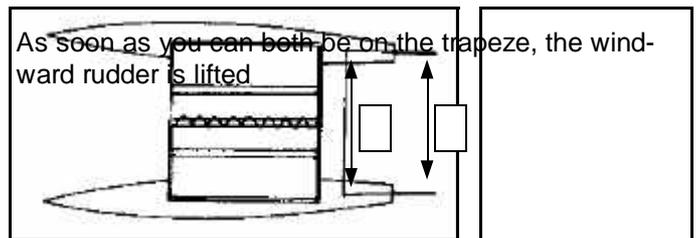
Trampoline : The hooks are usually always the first to suffer from too much tension.

RUDDERS :

Compensation is always at its maximum.



Therefore you need to measure the parallelism of the rudders : 3mm opening ...



Gwen : "I was given this tip by the South Africans and other Pacific crews at the 93 Worlds in Guadeloupe. At first it is tricky to, but it works so much better afterwards."

SAIL SET UP ON THE BEACH :

The sails are hoisted and adjusted.

Jib:

This is the first to be hoisted. Luff tension is regular and can be changed later if necessary.

*the final hole for the tack will be adjusted according to the mainsail.

*the halyard tension is medium. Do not waste your energy with it.

Mainsail:

make sure the hook is well adjusted. If you borrow a boat, reinforce the mast head. adjust with the cunningham.

Main halyard tension:

No specific rule to sheet the halyard. This is our "feeling" method ! The inspiration comes from Le Déroff, medalist on Tornado in Séoul...

Everything will be adjusted on the beach according to the potential tension of the Mainsheet clew.

With good weather conditions, when the mast is standing upright, the check point is: "Block in Block".

Once the cunningham tightened, sheet in the Mainsheet as far as it will go. Otherwise you need to change the tack until the Jib is well adjusted when the mainsheet is fully tightened.

THE BOAT IS READY TO SAIL...

Do not forget to release the cunningham to return on the beach otherwise you might tip over (as what happened to Gilles L. and Claude R. in Jersey in 1993)

Do not forget the drain plugs and make sure you put them on the right boat !

ON THE WATER

Sheet in the cunningham (to the maximum) even with little wind.

UPWIND:

In the breeze, if the boat rises instead of speeding up:

Do not open the Mainsheet traveller;

- Tighten the cunningham
- Sheet out the Jib Halyard
- Release the Jib slide (that's the secret...)

If no wind, for everybody, it is time to apply solar cream and drink beer...

DOWN WIND :

Always go broad reach

- Sheet out the cunningham (up to the moment where some appear on the mainsail luff). Do not forget to re-tighten when up wind
- Sheet out the mainsail traveller (not completely)
- Release the jib slide

MEDIUM :

Same as up-wind.

- Mainsail traveller open 15 to 20 cm
- Position of the crew ... more away.

POSITION OF THE CREW

We have been sailing together for 7 years. This is just like a couple ... A relation of confidence is established. There is not :

- one skipper (the boss)
- one crew (the slave)

It is much more like "2 friends on a boat, sharing the wind".

GWEN, SKIPPER :

"My target is the faster, the better, I do not look at the other skippers. What a pity!

By medium reach, I take the helm and the mainsheet. The traveller is pre-set.

Au largue serré, j'ai la barre (oui, oui) et l'écoute de foc. Cela me permet d'être très en arrière au trapèze. Notez que l'écoute de foc passe au dessus de l'écoute de GV de Thierry".

THIERRY, EQUIPIER :

Il a pour objectif de donner les informations

- météo
- stratégie, tactique

Il règle les voiles après rapide concertation.

Thierry "Au près j'ai la GV (il faut de bons gants), je regarde tout, oui je dis bien tout," (pauvre Gwen, qu'est-ce qu'il a raté au Danemark).

" Le foc est bordé et il ne bouge pas sauf si nous décidons de changer toute la configuration de la voile d'avant.

Au grand largue, je régule le foc et l'équilibre du bateau, qui doit être bien sur l'avant. Sortez les glacières ...

Au largue serré, au trapèze, j'ai la GV et le chariot de GV."

EQUILIBRE LONGITUDINAL DU BATEAU

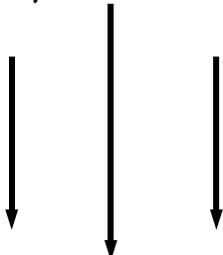
Au près, petit temps, tout le monde à l'avant. Plus de vent, bateau dans ses lignes.

Au grand largue, tout le monde à l'avant, mais attention si le vent monte !

Au large serré, bateau équilibré en reculant quand le vent monte. L'arrière, c'est la sécurité, c'est la position qui permet de donner toute la puissance à la voile. C'est un peu délicat.

SUMMARY OF ALL SPEEDS

WIND



DEAD AREA

