

LEARNING TO SAIL THE HOBIE WAY



Learning To Sail The Hobie Way.

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Getting Started

Sailing is a terrific way to enjoy the outdoors. The sport teaches you about the environment which surrounds you by tuning sailors into the wind, water and sun. Sailing is also exciting and a lot of fun. The best part however is that sailing is really easy to learn. All you need is the boat, a little coordination, and the will to learn. Anybody of any age can sail. In fact, there is probably no more universal sport than that of sailing. It appeals to people from all walks of life and from all cultures. Sailing has even developed a universal language that you'll learn through this booklet and through experience.

Sailing is not the type of activity that can be learned in its entirety in a short time, but by the end of just one day, you'll know enough of the basics of safety and maneuvers to give you a good start and let you have fun out there on the water. Then, every day you sail, and the more you talk with sailors, the more you'll learn. Don't be shy about asking questions and don't be afraid of making mistakes. The most experienced skippers sometimes find themselves in embarrassing situations too. Remember, the key is to have fun.

Tips

Sailing is a safe sport, but like any other activity, carelessness or lack of common sense can endanger participants. Therefore, keep these basic tips in mind.

1. Wear loose fitting, casual clothing and dress for the weather and water temperature. Keep in mind that even if the air is warm, the water can still be quite cold. Prolonged immersion in cool water can cause hypothermia, a condition which can cause injury or death, so wearing or at least carrying a wetsuit is always a good idea. Catamaran sailing is, by definition, a wet sport. Many sailors also like to wear something on their feet to prevent scrapes and cuts. Don't bring expensive jewelry, cameras or watches unless they are specially made for water sports. Be careful not to get clothing or limbs such as fingers and toes caught in the rigging or metal openings. Be especially careful of this danger when winching boats on and off trailers. Hold onto winch handles firmly so the winch handle does not get out of control and turn at high speed.

2. Remember, sailing is for people who know how to swim. It's important for any sailor to be able to stay afloat should his boat capsize. All sailors should wear Coast Guard approved life jackets, called PFD (personal flotation device), when sailing.

3. Should your boat capsize, do not swim to shore. Stay with your boat. The Hobie Cat is made so that it cannot sink. Unfortunately, you can. Unless you are in shallow water that allows you to stand up so that you can drag the

boat into shore, just hang on to your craft and wait for help. It is much easier for rescuers to see the hull of a boat than to spot a head bobbing in the water.

4. Beginning sailors should always be checked out on any boat they plan to sail on which they have not had experience. Boats vary in the amount of sailing skill they require to be operated safely.

5. Small boats such as Hobie Cats are not meant to be taken out to sea. Always stay in sight of land. Weather conditions can change very rapidly and there is nothing that strikes fear in the hearts of even the most experienced of sailors more than being caught unaware in a storm. If the weather looks like it may change for the worse, head for shore immediately.

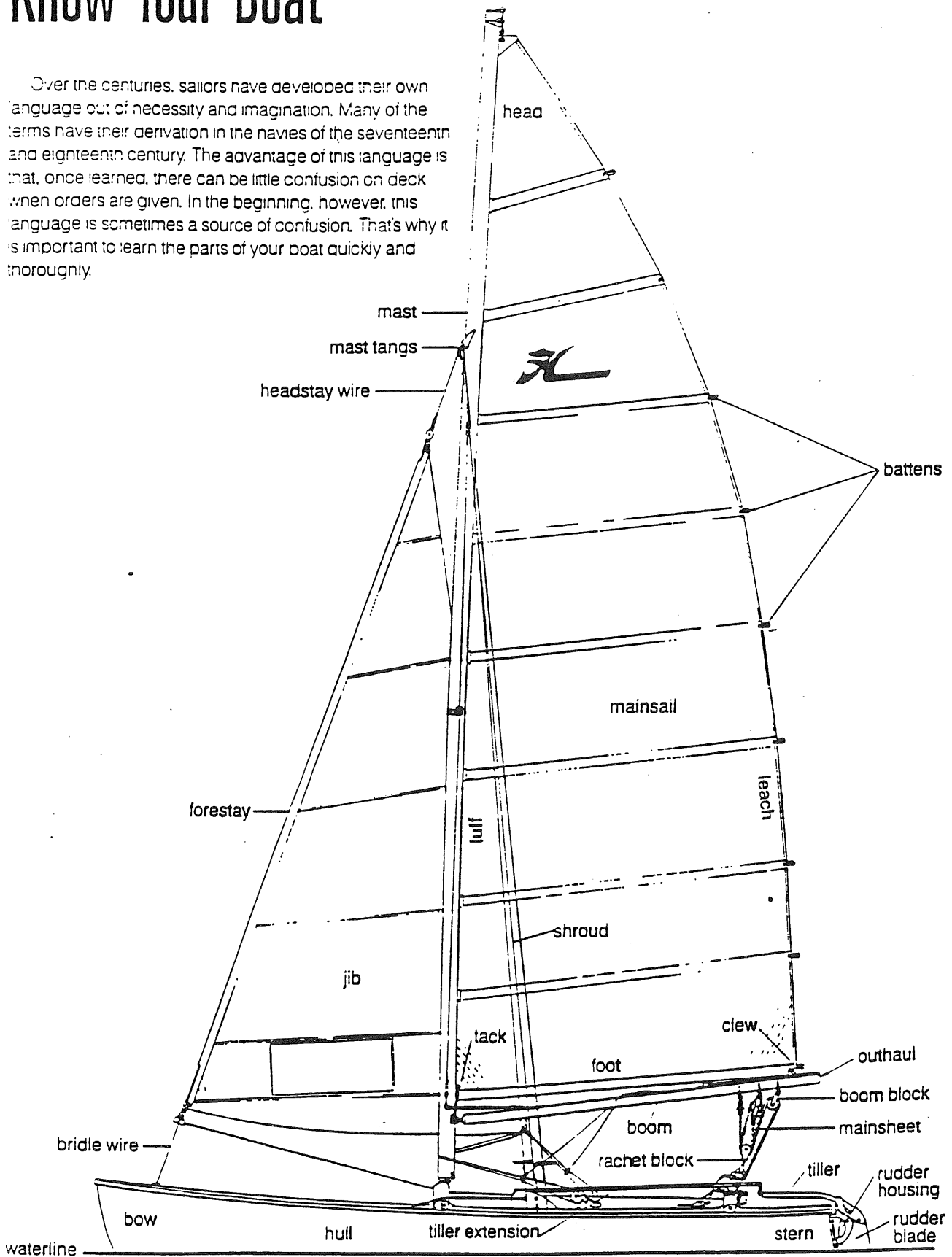
6. **Warning: All aluminum sailboat masts conduct electricity.** Contact of a mast with a powerline could result in serious injury or death. This contact can occur when sailing, beaching, launching, rigging or even when trailering with the mast up if the proper precautions are not taken. Be sure to carefully examine the area you plan to sail for the presence of powerlines. Ask local dealers and sailors if they know of any powerlines in the area. Always give wires a wide berth.

7. Keep in mind the old cartoon cliché of the boom swinging over and the green passenger taking a hit on the head. It really does happen, especially on sudden tacks, and it really does hurt. Watch out for the boom.

Safety tips are discussed in more detail in the Safety section.

Know Your Boat

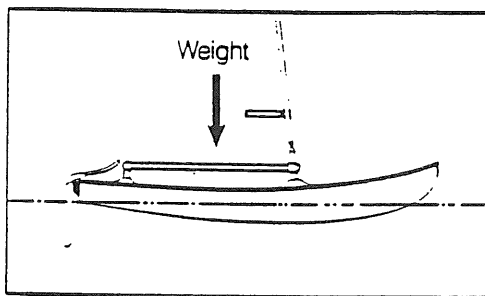
Over the centuries, sailors have developed their own language out of necessity and imagination. Many of the terms have their derivation in the navies of the seventeenth and eighteenth century. The advantage of this language is that, once learned, there can be little confusion on deck when orders are given. In the beginning, however, this language is sometimes a source of confusion. That's why it is important to learn the parts of your boat quickly and thoroughly.



Learning The Basics

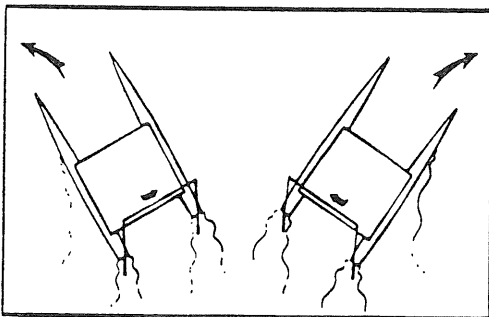
Balance

When getting in and out of a small boat, always do so from the center. Once aboard, position yourself on the windward side (the side the wind hits first) where you can easily reach the tiller or tiller extension and the mainsheet. This position works as a counterbalance against the effort of the wind hitting the sail and keeps the boat balanced properly as it moves through the water.



The Tiller

Using the tiller is really quite easy. Just move the tiller in the opposite direction you wish to turn. Push right to go left and vice-versa. Remember, the boat must be moving before the tiller can affect the direction of the boat since it works by providing resistance against forward motion. Try the tiller a few times just to get the feel of how it works.



Sheets

Sheets are the lines of rope which control the sail. To pull the sails in for certain tacks such as close hauled just pull the sheet in toward your body. On a broad reach (Close hauled and broad reach are explained on page 7.), just let the sheet out away from your body. It's easy to think of the sheets as your throttle and your brakes. Letting them out until the sail starts to flap (luff) will put on the brakes and slow you down. Pulling them in until they just stop flapping will put on the gas and speed you up.

Keep the sheet in your hand. If you need to use both hands for something else, lay the sheet across your knee so that if a gust should come up, you will be able to release the sheet and avoid a capsize.

Hiking And Hiking Straps

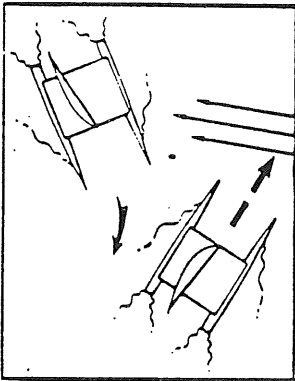
When the wind increases in strength, it becomes necessary to "hike out" to maintain proper balance and keep both hulls on the water. This is one of the most exciting parts of sailing catamarans. In all but the lightest of breezes, you should sit with your feet tucked under the hiking strap to prevent any chance of falling off of the boat.

The Four Cardinal Rules

Yachting, like any other sport has rules which all participants must need. The four most common rules are diagrammed below and should be learned before you take your first sail. Just think of them as traffic regulations to prevent accidents. Remember, whenever you are in doubt of which rule applies, simply give way to the other boat. There are more rules than the four below, but these are the most common ones and should suffice for any experiences you are likely to have while learning.

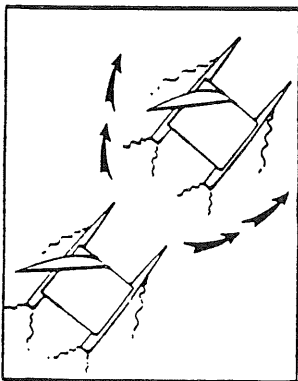
Starboard Tack

Starboard tack (wind hitting the right side of the boat) has right of way over a boat on port tack (wind hitting the left side of the boat). In other words, when the wind is hitting the starboard side of your boat, the boat on port tack must stay clear of you.



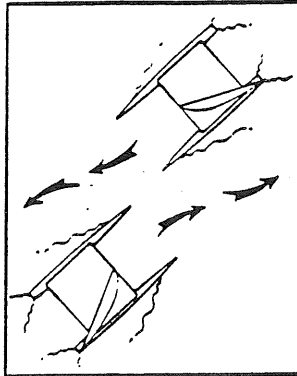
Overtaking

A boat coming up from the rear must stay clear of the boat ahead. You may pass on either side, but be sure to keep plenty of room between the boats.



Head To Head

When two boats are approaching head on, each boat should stay to the right of the other. It's just like driving a car.

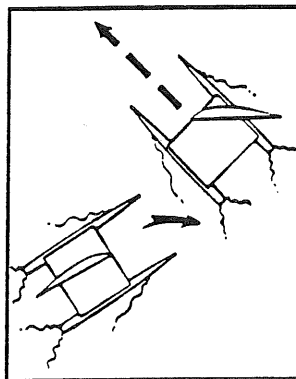


Tacking And Gybing (Jibing)

A tacking or gybing boat shall keep clear of boats which are not tacking or gybing.

These rules are very easy. Just remember:

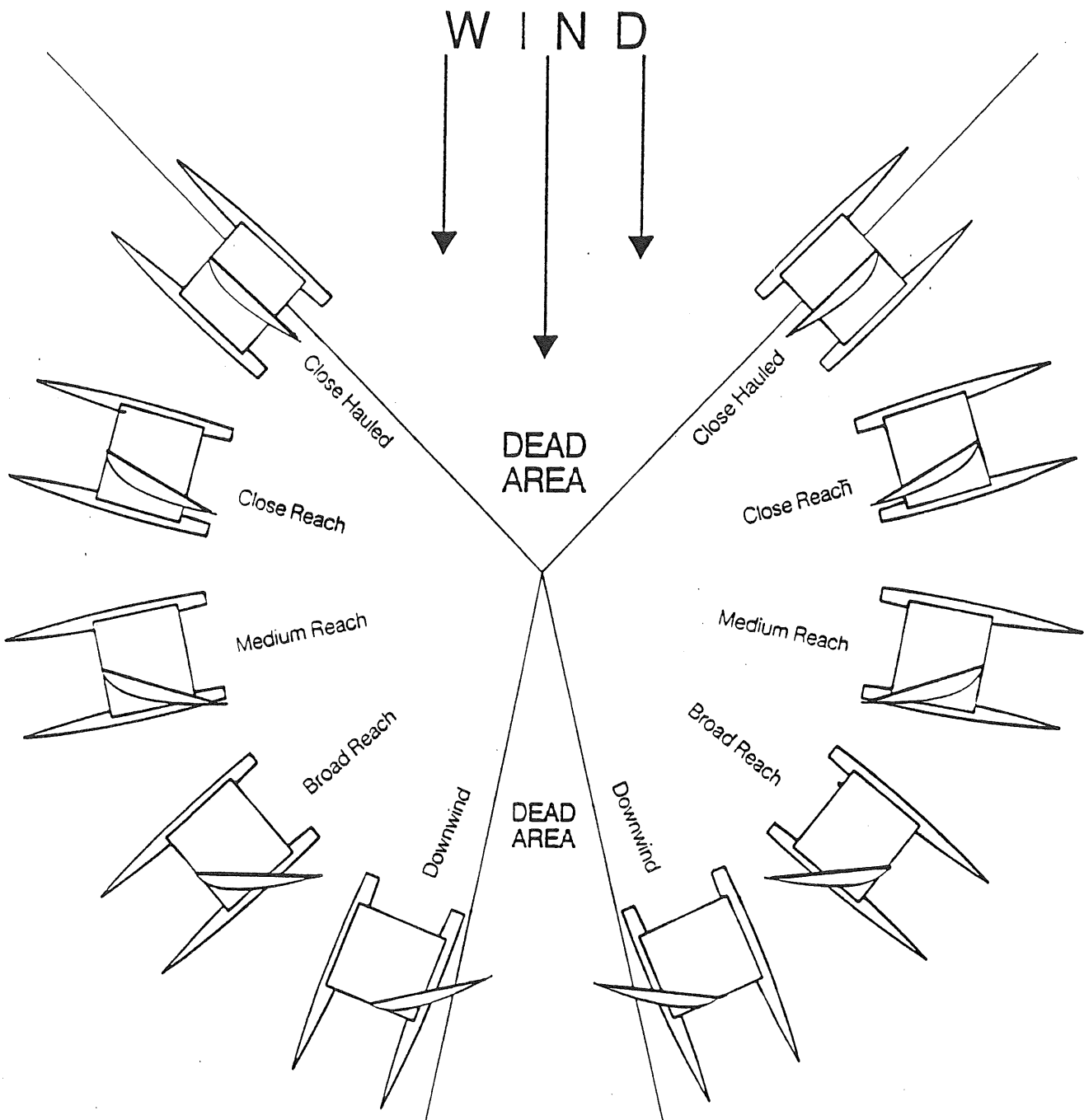
1. Starboard over port.
2. Overtaking boats stay clear.
3. Stay to the right of approaching boats.
4. Keep clear of other boats when turning.



The Basics Of Sailing

Wind Is The Key

The boats with the wind hitting their starboard (right) side are on starboard tack. The boats with the wind hitting their port (left) side are on port tack.

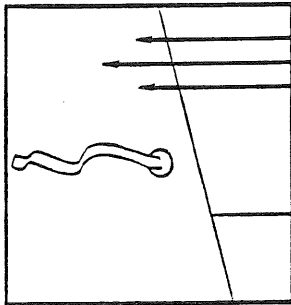
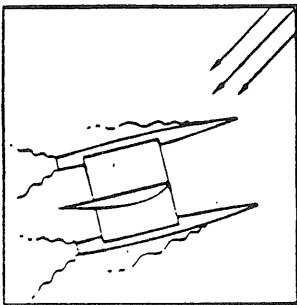


Points Of Sail

Note: All angles given exclude the effects of apparent wind. The angles in the next section are valid only in light wind conditions. (See Apparent Wind section.)

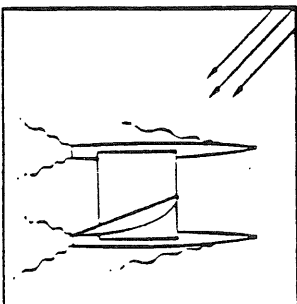
Pointing (sailing toward the wind)

Although it is impossible to sail directly into the wind, it is important to know how to sail as "close" to the wind as possible. The highest most catamarans can point into the wind and sail efficiently, is an angle between 35 and 50 degrees off the wind. When sailing on this point of sail, the wind will be coming across the bows of the boat and the telltales should be pointing straight back parallel with the water. To set your sail for best effectiveness, let it out until the inside (weather) telltale just begins to luff, then pull it back in just to the point when the telltale stops luffing. Look at the telltales to be sure that those on either side are aligned with each other. This tells you that air is flowing smoothly and uniformly over the sail. If the outside telltale begins to luff, just let the sail out a little. Keep both telltales streaming together.



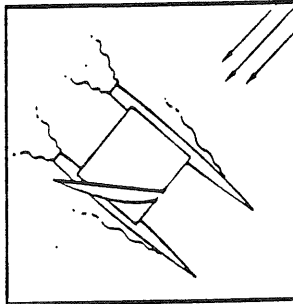
Close Reach

The next point of sail is called the close reach and is one of three types of reaches. In this case, the wind is hitting the boat between the bows and the beam or middle, of the boat. In other words, a 45 degree angle. This is one of the most exciting points of sail. To get the most out of it, just follow the directions above for aligning telltales and adjusting the sail.



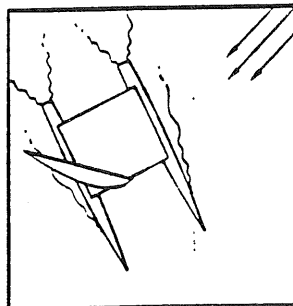
Beam Reach

A beam reach is when the wind is coming directly across the side of the boat at a 90 degree angle. Once again, align the telltales and adjust the sail by bringing it in until it just stops luffing. A beam reach is also known as a medium reach.



Broad Reach

A broad reach is when the wind is coming between the stern and the side of the boat at approximately a 45 degree angle. Remember to adjust and align. This is the easiest point of sail. The boat will feel very stable and will move through the water quickly and easily. It is important to keep the boat properly balanced on this point of sail for the boat to move to the best of its ability. For example, when heavy winds are present, weight should be kept toward the back of the boat.

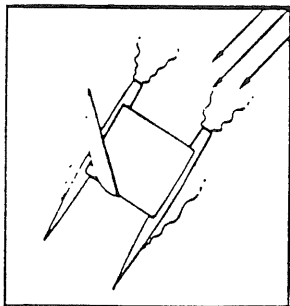


Basics Of Sailing

Points Of Sail (con't)

Run

A run takes place when the boat is directly downwind and the breeze is pushing the boat from behind. In this case, you will feel very little breeze since the wind is coming from behind the boat. The sail telltales will not be used on a run since alignment is not possible. On a run, the wind is not flowing over the sails but rather pushing the sails.

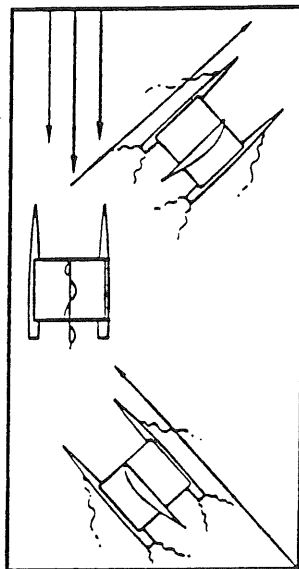


The Hobie 14 sails well on a run, but because the Hobie 16 and 18 carry jib sails, most skippers prefer to generate more speed by reaching and thus making use of apparent wind. (See Apparent Wind section for an explanation of this phenomenon.)

There is a danger of gybing, that is turning away from the direction of the wind, when running downwind. If the boat hits a wave, the course may be altered enough so that the wind will be able to sneak around the side of the sail and force it to the other side, causing the boom to snap across. There are symptoms of an upcoming gybe. The boom will begin to waver and slowly rise. Be prepared for a gybe. If one should take place, make the necessary adjustments such as switching positions.

The Effects Of Wind Direction

The direction from which the wind is coming will dictate your course. Imagine that you are sailing on the face of a giant clock. The wind is coming from noon on the clock and you wish to sail to the area between 10 on one side and two on the other side. Unfortunately, this area is normally "dead area," meaning that it is impossible to sail directly into it. Instead, you will have to zigzag across the face of the wind to arrive at your destination. This is known as "tacking." Any other course on the clock face can be reached simply by sailing toward it. For example, if you wished to sail to "three" on the clock face, you would be sailing a beam reach directly for the goal. The same would be true if you were sailing to nine on the clock. Sailing to three would put you on a port tack. Sailing to nine would call for a starboard tack.

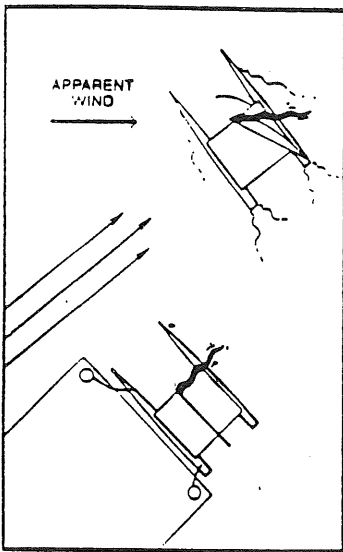


Whenever you change your course, remember to align and adjust the sail. If you forget, you will not be getting the best performance out of your cat. Watch those telltales and the sails. Align and adjust.

To determine which direction the wind is coming from, watch flags or trees around the body of water on which you plan to sail. It's also a good idea to ask fellow sailors about the "wind reputation" of a given area and to watch the weather report the night before. While you are still learning, it is a good idea not to venture out when strong winds are blowing. They may be a bit more than you are prepared to handle.

Apparent Wind

Apparent wind is the term sailors use when talking about where the wind **appears** to be coming from. Because of the speed catamarans are capable of generating, the true wind (which can be determined by looking at a stationary object), is affected by the forward motion of the boat. Therefore, a pennant or telltale attached to the bridie fly or mast will show the wind coming from a different direction from the true wind. As a general rule, the faster the boat is going, the more forward the wind appears to be originating.



When sailing, the sails should **always** be adjusted to the apparent wind rather than the true wind. This is so an airfoil can be maintained and the boat can generate lift.

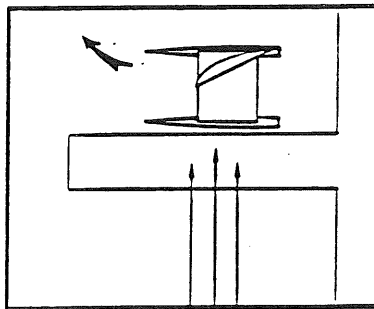
Launching

Now that we've gone over all the points of sail, parts of the boat and some basic rules, let's describe how to get started from a beach or dock. Remember, though, that it is necessary to read and understand all of the instructions in this manual before you attempt the maneuvers described.

Launching From the Dock

If your boat is resting at a dock, the problem will be how to move the boat from a standstill at the dock and turn it away from its mooring. First, step aboard, keeping your weight on the trampoline. Be sure all sails are loose and unsheeted. Have someone untie the line connecting the boat with the dock, or, if nobody is present, untie the line before getting into the boat. Sit facing the sail and check to make sure that no other boats or obstacles are too close for you to be able to negotiate the boat away from the dock. Remember cardinal rule number four?

When the wind is blowing away from the dock, launching is very easy. Just let the wind fill the sails and move you downwind using the tiller to navigate your way out.



If you are on the windward side of the dock, however, you face a problem. In this case, the wind will tend to hold you fixed against the dock. An easy way out is to walk the boat to the end of the dock, let the wind fill the sails and off you go. But, if this is impossible, trim your sails just the way you would if you were sailing under the same wind conditions out on the water. Then, shove off with one hand on the tiller to begin steering immediately. This is the joy of sailing small boats. They can gather enough speed to get away from docks and the like in just seconds.

Launching From the Beach

One of the great joys of Hobie Cat sailing is the ability to land and launch the boats directly from the beach. In fact, that was the inspiration behind their invention.

When launching from the beach, be certain that the sheets are out so the wind won't catch the boat. Push the boat out into the water until you are standing about knee deep. Take note of the wind direction. It will tell you what

Basics of Sailing

Launching (con't)

Your first move should be when you jump aboard. If the wind is blowing toward the beach, decide ahead of time what tack you have to take to sail toward your target. Then just slip aboard the boat, sheet in, and have fun.

Although launching through the surf can be intimidating, it is not terribly difficult if the proper steps are taken. Launching through the surf should only be done by experienced skippers. It requires some fast movements, and beginning skippers may not be able to anticipate fast enough.

1. Check the wind. If the surf is of any size at all, be sure that the wind is blowing parallel to the beach, in other words, a 90 degree angle to your boat. It's possible to launch through the surf if the wind is blowing from offshore, but it must be blowing fairly hard as enough boat speed to get you through the waves will be of prime importance.

2. Place your mainsheet and the tiller extension on the correct side of the boat for sailing. Just act as if the boat is really in the water. Everything should be where it would be if you were sailing.

3. Watch the surf. You'll note that it comes in sets of waves and that there is a space of time between the sets.

4. As soon as you see a lull, start pushing the boat from the back crossbar out into the water. Be careful to keep the bows pointing directly into the surf. If they should turn sideways, the boat could flip over. If you see them starting to turn, run to the front of the boat and set them straight again.

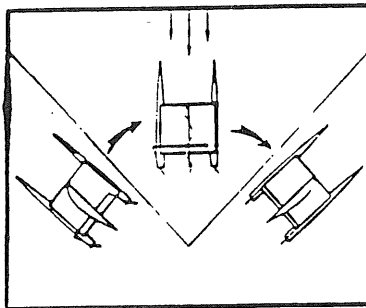
5. As the water deepens, jump onto the boat and immediately lower the rudder closest to you and pull in the sail. Never let go of the tiller as the boat could head directly into the wind and stop. Pull in the sail enough to get some good speed going but not all the way.

6. Once the boat is moving, it is acceptable to head the boat on a slight angle to the waves if this will yield more speed. As you move over a wave, keep your weight forward and then bear off slightly as the boat comes down the back of the wave.

7. If it appears that a wave is going to break right in front of you, get as much speed as possible, then, at the last moment, point the boat directly into the wave. Once the wave passes, bear off a little to get your speed built up again.

Turning Into The Wind

Turning into the wind, or coming about, is the most common sailing maneuver. When coming about, the object is to pass the bows of the boat through the eye of wind and over to the other side. Let's refer to the clock example. Suppose you are sailing to the ten o'clock position, but wish to change course and sail to the two o'clock spot. You would first move the tiller toward the sail to move the bows through the wind coming from noon. Then you would straighten the tiller once the boat is heading on the desired course.



Here's the procedure step by step.

1. Before coming about, ask yourself what you are trying to achieve by doing so. Where do you want the boat to be when you have completed your turn? It's a good idea to pick a spot on land and aim the boat toward that spot for reference. Remember, you must turn the boat at least 90 degrees or you may stall in the wind (put yourself in irons).

2. Push the tiller smoothly but firmly about half the distance toward the sail while letting the mainsheet out about one foot.

3. As the boom swings over, duck and move to the other side, opposite the new sail position.

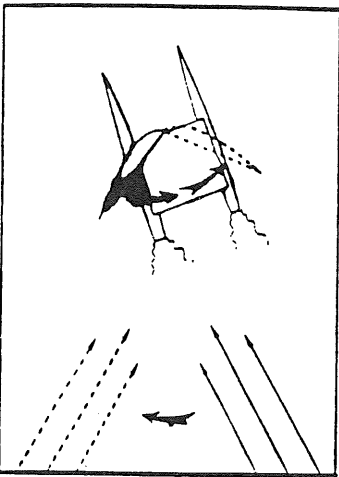
4. Exchange the mainsheet and tiller extension in your hands. The mainsheet should always be in your forward hand, the tiller extension should always be in your aft hand.

5. Straighten the tiller after you have completed your turn and the boat is moving toward your reference point.

Notes: Move the tiller firmly, but avoid sudden, jerky moves. Try to carve a smooth arc in the water. Forcing the tiller all the way over will put on the brakes and put the boat in irons (or stall it). Don't let go of the tiller, or the boat will straighten out before you want it to. When tacking a catamaran with a jib sail, keep the jib sheet cleated until the bows are fully through the eye of the wind. Then release the jib sheet and pull it in on the other side. This is called "backwinding."

Turning Away From the Wind

Turning away from the wind, or gybing (sometimes spelled jibing), is changing course while sailing downwind. Just think of gybing as the opposite of coming about. When coming about bows cross the wind. The **sterns** cross the wind when gybing. When gybing in light air, you will probably have to give the boom some help in swinging across to the other side of the boat.



To gybe, just pull the tiller extension toward your body with the same smooth motion as when coming about, grab the mainsheet just below the boom, and, when the sterns cross the wind, warn the crew and swing the boom across. As soon as the sail begins to fill with wind, move to the other side of the boat and off you go.

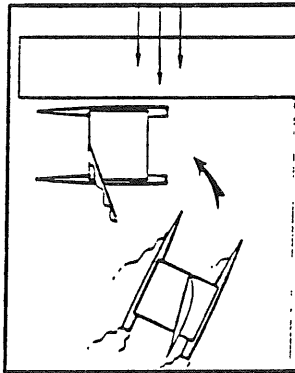
Gybing in heavy air can be more difficult since everything will have to be speeded up correspondingly. In heavy air, the boom can snap across with a lot of force. For this reason, it's best to come about in heavier winds until you have had a chance to practice gybing to the point where you feel confident that you can handle heavy air with dexterity. You should be especially aware of wind shifts in heavy air. If the wind should suddenly change direction as it blows across the stern of the boat, it could grab the sail and swing it far out to the other side very quickly. This is an unplanned gybe and could damage the boat if the wind is strong enough, or it could cause injury to unaware crew members.

Landing the Boats

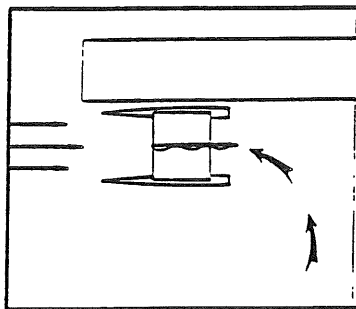
Now that you've practiced sailing, what do you do when you are ready to come in? Landing your boat, whether at a dock or on a beach is not difficult if the proper procedures are followed for the various wind conditions you are likely to encounter.

Leeward Landing

If a choice is available to you, it is always best to land at the dock from the leeward or downwind side with your bows heading into the wind or pointing. The trick is to be able to head into the dock with just enough speed to be able to turn at the proper moment without stalling yourself before you get there. To land, let the sail out slightly to reduce your speed; come about just before the bows hit the dock; let the sails out and grab on to the dock.



If you are approaching the dock on a reach, follow the same basic procedure being sure to point the boat into the wind slightly before you reach your destination and let your sails luff so that you can simply glide into the position you want.

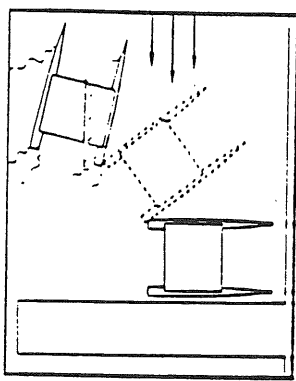


Basics of Sailing

Landing the Boats (con't)

Windward Landing

When landing on the windward side of the dock, approach at an angle at a reduced rate of speed. Then head up to point your bows into the wind and allow the sails to luff. The wind will then blow you back into the dock. Although this is the least desirable way to land a boat, it is certainly nothing to be afraid of and practice will cure any problems you may encounter during your first few tries.



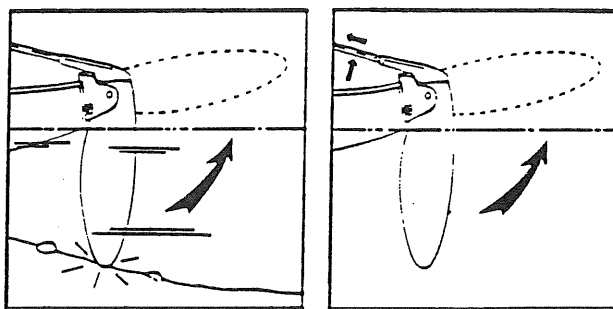
Beach Landing

Two of the greatest joys of owning a Hobie Cat are the ability to land at your favorite beach without having to dock the boat and being able to take off again without any trouble. That's why many people like to take their Hobies on picnics and camping trips. There is just no need for a dock so availability is never a problem.

Beware of sailing into isolated coves, bays and beaches, however. Power companies often string powerlines over these areas, so ask other sailors if they know of any powerlines and keep a sharp eye out for them yourself. If there is any doubt about the presence of powerlines, do **not** sail into the area. Also, be sure not to sail onto unknown beaches since hidden rocks and stones can damage the hulls.

Beaching the Hobie 14, 16 and 18

The Hobie 14, 16 and 18 are equipped with the famous patented Hobie Cat kick-up rudder system. This means that when you sail in to the beach, the rudders will automatically kick-up as soon as they hit an obstruction, if you happen to be sailing a Hobie 18, you'll have to remember to raise the daggerboards before the water gets too shallow. If the wind is strong, let your sails out a little so the boat doesn't hit the beach with too great a force. If the wind is light, you'll want to keep the sails sheeted in. Some sailors prefer to raise the rudders manually before they hit the beach. To do that, just lift up on the tiller crossbar and pull it toward you. Once again, practice makes perfect.



When beaching through the surf, just remember to keep the boat pointed directly at the beach. If it should turn sideways, it could flip and cause injury to you and the boat. Keep your weight as far back as possible and keep the sail sheeted for maximum speed. Hold the tiller firmly and do not panic if a wave looks like it is going to break behind you. Remember that your rudders will kick up when the boat hits the sand. Once the boat has reached the beach, jump off the front of the trampoline immediately and pull the boat up on the beach so waves cannot damage the rudders.

Safety

Although sailing is generally one of the safest outdoor sports, carelessness can result in injury, or, in some cases, death. It only takes a few common sense precautionary measures to ensure safe boating. Read through the recommended steps before you venture out on your own.

Watch For Overhead Wires!

Contact of the mast with a powerline could result in injury or death. Beware of powerlines whenever sailing, rigging, launching or beaching your boat. Despite oft repeated warnings issued by Hobie Cat and other boat manufacturers, over ten fatalities are recorded every year in the United States as a result of mast/powerline contact. Heed the warnings and remember to **watch for wires!**

Never wheel your boat or trailer your boat with the mast up. Do not raise the mast of your boat in your yard, for example, unless you are positive there are no electrical wires present. Never rig your boat in a parking lot and raise the mast before trailering down to a launch ramp unless the facility is specially built for parking lot rigging such as at a marina.

Lifevests

According to Coast Guard regulations, every boater must sail with enough lifevests on board for every person in the boat. This is probably the single most basic safety precaution. The lifevests should be Coast Guard approved and should be worn at all times. These vests are designed to keep an unconscious person afloat so that his head remains out of the water.

Do Not Sail Offshore

Weather conditions can change very rapidly, and when they do, the least desirable place to be is away from land. Although there are some offshore races for Hobie Cats, these are tightly controlled events with extraordinary safety precautions. Also beware of electrical storms. If the weather looks like it may change for the worse, go directly to shore even if you are far from where you launched. Lightning can kill.

Equipment

Just like any other pursuit, sailing requires the proper equipment. Always be sure to check seals, connections, snock cords, lines, sails, in short, every part of your boat, to guarantee you will not be caught unaware. To be sure, carefully read the owner's manual supplied with your boat before sailing. Hobie Cat hulls are vented to allow for expansion and contraction according to temperature changes. This allows a small amount of water to enter the hulls, so remember to remove the stern plugs before and then after sailing to allow any water to drain. But, be sure to replace the plugs before placing the boat in the water! Carry a paddle in case you find yourself unable to return to shore by sailing. When trailering, be sure that all parts of the boat are strapped down tightly. Check the straps for wear and replace them if needed. Preventative maintenance, especially of moving parts, is always the best cure.

Check Out The Boat

Before each sailing, examine your boat carefully for any trouble spots that may turn into large problems out on the water. Just as the pilot of his airplane needs to check out his plane before flying, the safety conscious skipper should check out his boat. For complete information on checking your boat, see the Hobie owner's manual.

Righting

It is a fact of life that catamarans flip over. That's why sailors should be prepared to get a little wet if they are going to sail at challenging points of sail or in heavier winds. Righting the boat is easy and, once you have mastered the art of it (a half hour of practice should do it), you will not be afraid to take your boat and yourself to the limit. That's yet another joy of sailing small cats. The only penalty for going past the limit is getting wet.

Here's how to right your boat once it has turned over:

1. Be sure that the sheets are not cleated. If they are, uncleat them. Cleated sheets will cause the sails to hold water and make righting nearly impossible.
2. If the top side of the boat is not facing the wind, shift the boat around so that the top side of the trampoline is into the wind.
3. Untie the knot in the righting line and tie one end to the shroud of the hull that's out of the water, then toss the other end over that same hull.
4. Swim around to the bottom side of the boat.
5. Stand on the hull that is not out of the water, being sure to position yourself in the center. Grab the righting line you strung-over the other hull, and lean back.

The boat should begin to slowly come up. The wind hitting the trampoline will help push the boat and your weight will make use of gravity to help the hull down.

Notes: When the boat begins to come back over, be sure it doesn't land on you. Just position yourself between the hulls and when the boat is stable, climb aboard from the aft portion of the trampoline. If the boat has "turtled," that is, completely flipped so that the mast is pointing directly down to the bottom of the water, the first step is to maneuver the boat onto its side. This is accomplished by placing all available weight on the stern of the hull you want to remain in the water when the boat is on its side. This will take awhile, so be patient. Once the boat is on its side, just follow the procedures above. If you chose to make use of powerboat assistance, be sure the powerboat moves slowly and carefully so as not to damage the catamaran. It is rare that such assistance is needed.

Caution: Never strike out for shore on your own if you should fail to right the boat unless you can wade in safely. Hobie Cats have positive flotation and are unsinkable so staying with the boat is much safer than attempting to reach shore. Remember, it is much easier to see a boat than a person. Plus, the boat can drift away quickly if you should leave it.

Trailer

The first step when trailering your boat is to take the mast down. When lowering the mast, **be sure to watch out for overhead wires.** Once the boat is on the trailer, be sure all the tie-downs are tight and secure and free from signs of chafing or rot. If these signs are present, the tie-downs should be replaced.

Since different trailer manufacturers will have different requirements for their trailers, the best advice is to follow the directions given to you by your dealer or trailer manufacturer. State laws concerning trailers vary from state to state, so be sure you are in compliance with the laws of your state and other states you plan to visit with your boat.

Glossary

Sailing is filled with tradition, excitement and fun. It is one of those rare sports that really has changed very little over the past century. The boats have improved, of course, but the sport itself has remained largely the same. We're glad that you decided to get your start in sailing by learning how to sail the Hobie way, and we hope that you keep the initial thrill of learning all through your sailing years. The sailing community is a fraternity of sorts. We believe that you have gotten one of the best initiations into this fraternity by learning to sail with us. Remember, there is no such thing as the sailor who knows everything. Don't feel embarrassed if you make mistakes. Just have fun and learn from them. The more you learn, the more you'll enjoy your new sport.
Fair winds!

Aft: toward the stern

Back: to push sails out so wind pushes boat backward

Backwind: to push sails out so wind pushes boat backwards

Batten: a thin wooden or fiberglass strip placed in pockets of a sail to help hold its form

Bear: to move in a certain direction—to "bear up" is to turn windward; to "bear off" is to turn to leeward; to "bear down on" is to approach another boat from windward

Beat: to sail windward

Boom: spar at the foot of the mainsail

Boomvang: a line used to hold boom steady for offwind sailing

Bow: the forward part of the boat

Broach: to swing broadside to a following sea or surf—a dangerous maneuver

Capsize: to turn over

Cleat: a fitting to which ropes are tied

Clew: the lower back corner of a sail

Close Hauled: sailing as close to the wind as possible

Come About: to tack (See "Tack")

Downhaul: a line for hauling down a sail to give it more effective shape while hoisted

Downwind: sailing with the wind aft

Foot: the bottom edge of a sail

Fore: the forward part of a boat

Fore-and-aft: lengthways of a boat

Furl: to roll and tie a sail on a boom

Gooseneck: fitting connecting the boom to the mast

Grommet: a metal ring set into material for a line to attach to or through

Gybe: to cause sails to swing over to opposite side when wind is aft (also spelled jibe)

Halyard: a line used to hoist a sail

Head: the top corner of a sail

Heading: the direction of boat's travel

Head Off: to turn boat away from the wind

Headstay: the forward wire supporting the mast

Head-to-wind: bow headed into the wind, sails luffing

Head Up: to turn boat toward the wind

Helm: the rudder or tiller steering the boat

Hike: to climb or lean out to keep the boat flat

Hiking Straps: straps under which the sailor tucks his feet to facilitate his leaning backwards out over the rail for better balance and safer sailing

In Irons: when tacking, a boat that will not come about but lies head-to-wind is said to be "in irons"

Leach: the after edge of a sail

Lee: the side of the boat away from the wind; opposite of weather

Leeward: direction away from the wind; opposite of windward

Leeway: drift sideways due to wind pressure

Luff: to head a boat into the wind; the forward edge of a sail

Luffing: flapping of sails as they fail to draw wind

Luff Rope: the rope sewed to the luff of a sail

Line: the common expression for a rope in use

Mast: vertical spar on which a sail is rigged

Masthead Fly: device for telling wind's direction

Off The Wind: sailing any course except one to windward, which is called "on the wind"

Outhaul: a line used to haul the clew of a sail out to the end of the boom

Pinch: to sail a boat too close to the wind

Pointing: sailing close to the wind

Port: the left side of a boat, opposite of starboard

Rake: the amount a mast leans fore or aft

Reaching: sailing with the wind free, between sailing close hauled and running, close reach — wind forward of abeam; broad reach — wind aft of abeam; beam reach — wind abeam

Reef Points: a series of grommets through which short pieces of line are tied, located several inches above and running parallel to the boom used for reducing the area of the mainsail in heavy winds

Rigging: all the lines and wires of a boat; standing rigging — supports a mast; running rigging — controls sails

Righting Line: line used in righting capsized boat

Rudder: the blade which steers a boat; controlled by a tiller

Shackle: U-shaped fitting with a removable pin, used for securing halyards to sails, etc.

Sheet: rope used to control the sail

Shrouds: wires supporting the mast from the side

Spars: masts, booms

Starboard: the right side of a boat; opposite of port

Step: to set a mast in position

Stern: the back part of a boat

Tack: ("come about"): to change course so as to bring the wind on the opposite side of the sail by first heading into the wind; opposite of jibe; also the forward lower corner of a sail

Telltale: a short piece of ribbon tied to the shrouds on boats to indicate the wind direction and also to the sail to help trim the sail

Tiller: a bar connected with the rudder head; using this bar moves the rudder as desired

Traveller: metal track and car used for trimming mainsail

Traveller Car: car on the traveller to which mainsheet is attached

Trim: to set the sails at the correct angle to the wind

Upwind: toward the wind

Vang: a line to steady the boom when off the wind

Weather: toward the wind; same as windward

Windward: toward the wind; opposite of leeward