

Holder **Hawk**

Assembly Instructions



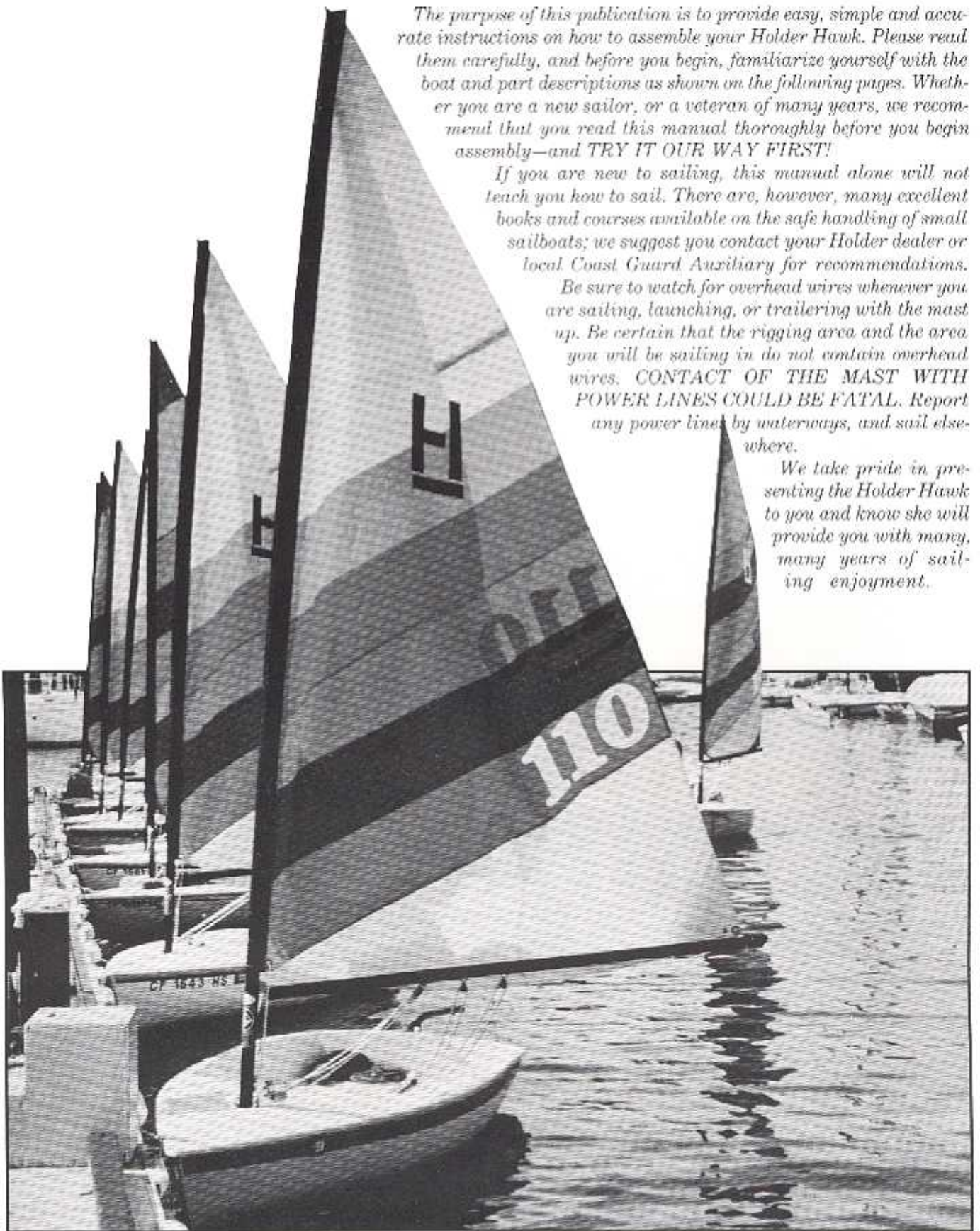
Dear Holder Hawk Skipper,

The purpose of this publication is to provide easy, simple and accurate instructions on how to assemble your Holder Hawk. Please read them carefully, and before you begin, familiarize yourself with the boat and part descriptions as shown on the following pages. Whether you are a new sailor, or a veteran of many years, we recommend that you read this manual thoroughly before you begin assembly—and TRY IT OUR WAY FIRST!

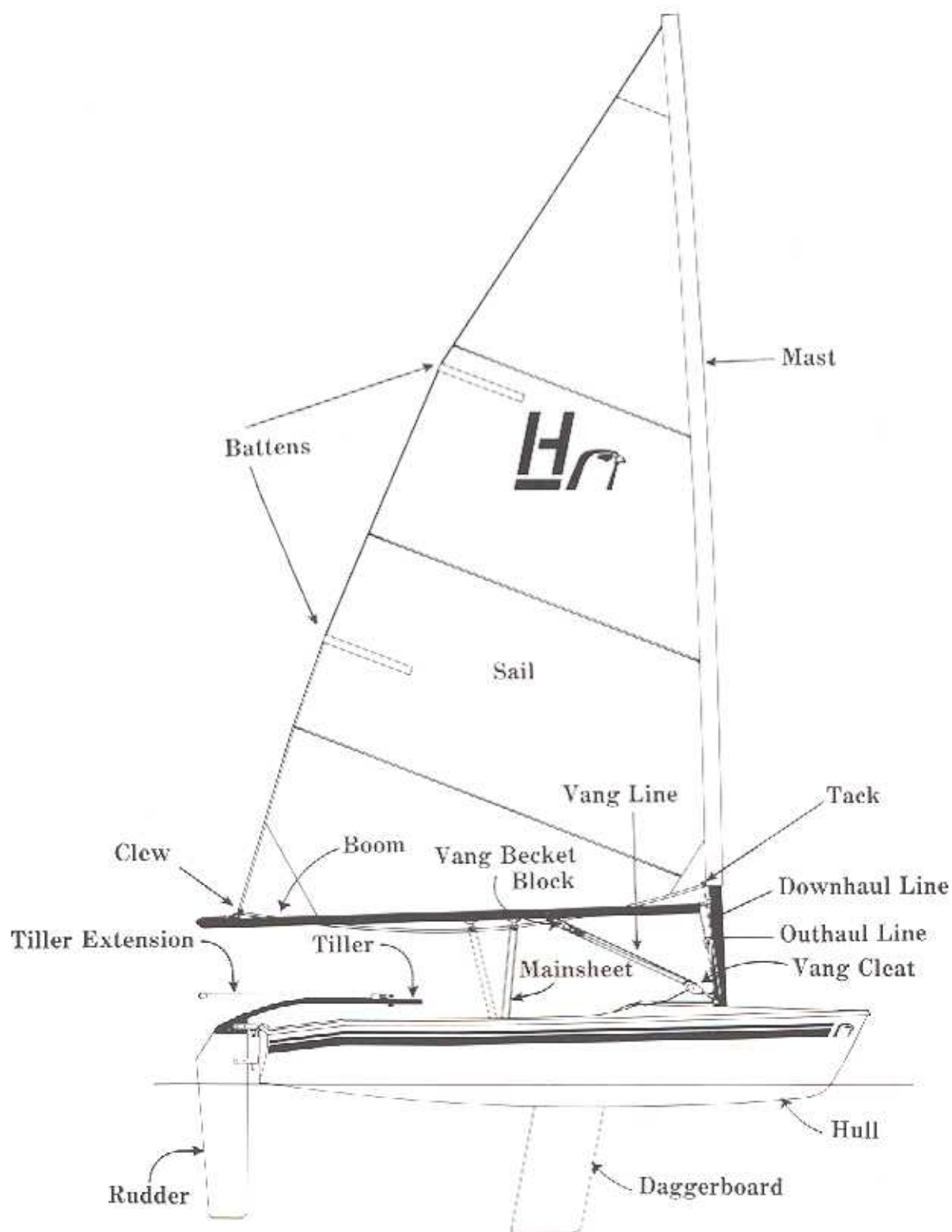
If you are new to sailing, this manual alone will not teach you how to sail. There are, however, many excellent books and courses available on the safe handling of small sailboats; we suggest you contact your Holder dealer or local Coast Guard Auxiliary for recommendations.

*Be sure to watch for overhead wires whenever you are sailing, launching, or trailering with the mast up. Be certain that the rigging area and the area you will be sailing in do not contain overhead wires. **CONTACT OF THE MAST WITH POWER LINES COULD BE FATAL.** Report any power lines by waterways, and sail elsewhere.*

We take pride in presenting the Holder Hawk to you and know she will provide you with many, many years of sailing enjoyment.



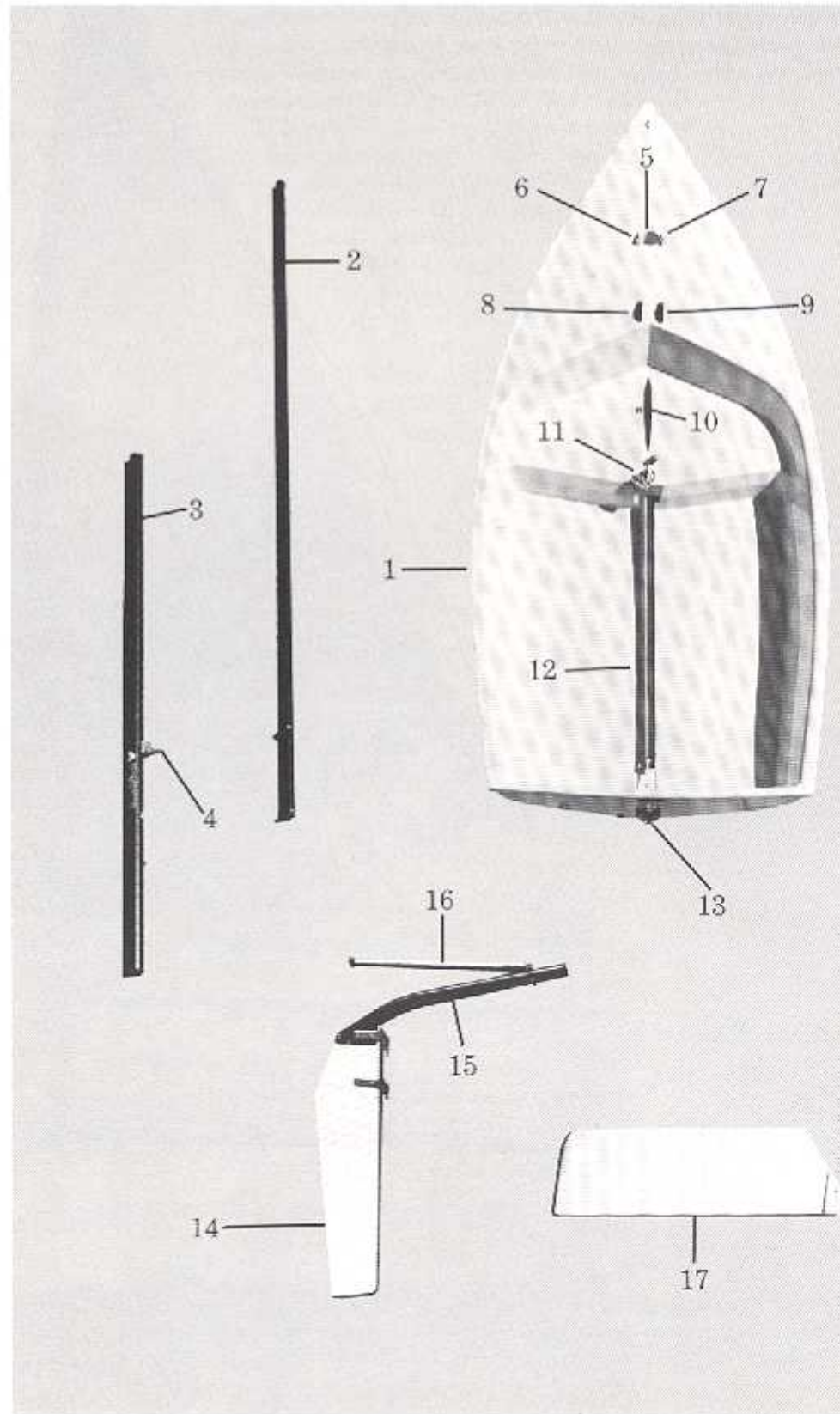
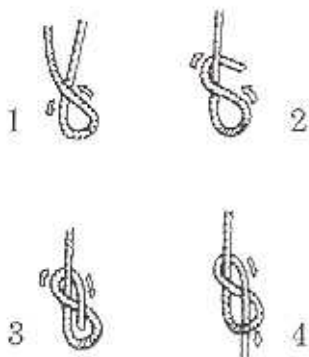
The Holder Hawk



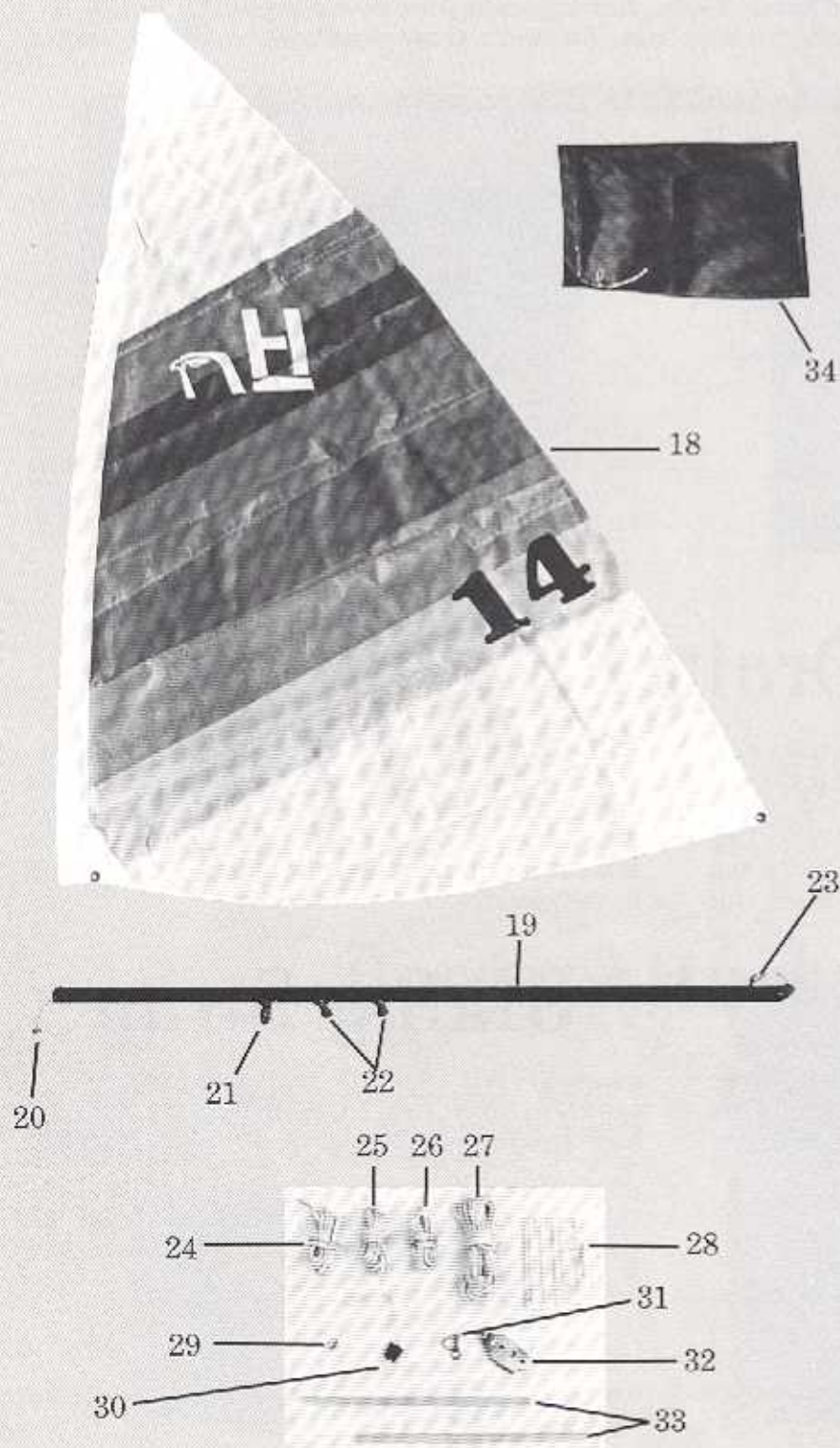
Parts and C

- 1) Hull
- 2) Upper Mast Section
- 3) Lower Mast Section
- 4) Gooseneck Pin
- 5) Mast Step Hole
- 6) Left Deck Block
- 7) Right Deck Block
- 8) Left Deck Cleat
- 9) Right Deck Cleat
- 10) Daggerboard Slot
- 11) Mainsheet Cleat
- 12) Hiking Strap
- 13) Rudder Gudgeons
- 14) Rudder
- 15) Tiller
- 16) Tiller Extension
- 17) Daggerboard

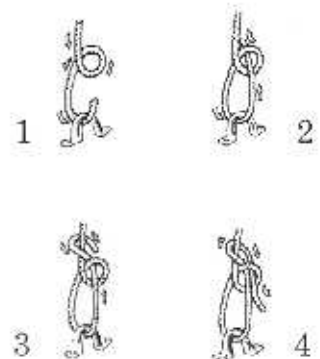
Figure 8 Knot



Components



Bowline Knot



Assembly Instructions

Caution! Before you start . . .

Be certain that the rigging area and the area you will be sailing in do not contain overhead wires. Contact of the mast with power lines could be fatal. Report any power lines, if found, and sail elsewhere.*

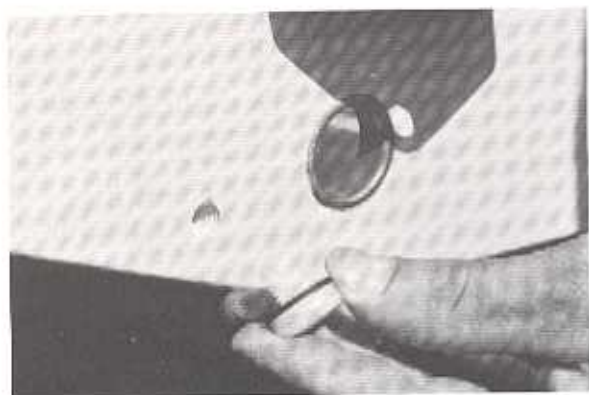


Figure 1



Figure 2

Drain Plugs

The white threaded drain plug screw (part #29) inserts into the small hole on the lower port (left) side of the transom (see Figure 1). Be sure the gasket on the screw is securely in place. This plug allows drainage of the inner hull cavity and should be removed periodically to check for water within the hull.

The larger, rubber plug (part #30) inserts into the hole in the cockpit of your Holder Hawk. Be sure to loop the plug line around the pad eye above the hole (see Figure 2). This plug can be left out in windy conditions, allowing the cockpit to self-drain.



Figure 3



Figure 4

Hiking Strap

Unroll the hiking strap (part #12) from the center of your Hawk. Using the 2-foot length of line, tie a bowline knot on the pad eye located above the cockpit drain hole (see Figure 3). Lead the line through the strap, then back through the pad eye, securing with two half-hitches (see Figure 4).

*Report powerlines to:
Hobie Cat Bounty Program
P.O. Box 1008, Oceanside, CA 92054
619/758-9100

Mast and Sail

The mast of your Holder Hawk is in two sections. The bottom section displays the warning against sailing and assembling near overhead wires and powerlines. Before raising the mast, check again that you are in a safe area.

For clarity, the photos show the lower mast section in black and the upper section in clear. In-

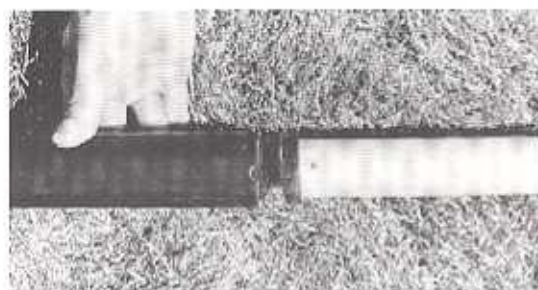


Figure 5

sert the top section into the bottom section (see Figure 5), making sure the tab on the rib fits securely into the notch at the opening (see



Figure 6

Figure 6).

Next, find the two sail battens and insert them into the batten pockets in the sail. To do this, push the batten in and then slightly down with your thumb or forefinger. Now insert the top of the mast into the sail sleeve (see Figure 7) and pull the sail over the mast as far as possible, mak-



Figure 7



Figure 8

ing sure the sleeve doesn't twist around the mast.

You're now ready to put the mast up. To make this easier, and to keep the sail from twisting, point the boat into the wind. Insert the mast into the mast step hole in the bow of the boat (see Figure 8).

Boom Attachment

Slide the boom (part #19) onto the gooseneck pin (part #4) located on the mast, right below the sail (see (Figure 9). Attach the clew, or loose end



Figure 9

of the sail, to the shackle that slides on the end of the boom (see Figure 10). Be sure to tighten the pin firmly in the shackle.



Figure 10

Vang Cleat

The vang cleat (part #32) attaches to the padeye at the base of the mast, cleat side down, using



Figure 11

the "D" shackle (part #31) as shown in Figure 11. Make sure the shackle lock ring is in securely. Now it's time to start rigging all the lines.

Outhaul

Locate the outhaul line, which is 6 feet long. Pass the line through the padeye located on the port (left) side of the deck at the base of the mast. Tie a figure-8 knot in the end of the line (see Figure 12). Next, run the line through the little block that hangs on the wire exiting from the boom, then down through the block at the base of



Figure 12



Figure 13

the mast on the starboard (right) side (see Figure 13). Now lead the line aft through the cleat located on the starboard side of the deck in front of the cockpit (see Figure 14). Tie a figure-8 knot in the end of the line.



Figure 14

Downhaul

Locate the downhaul line, which is 8 feet long. Pass the line through the padeye located on the starboard (right) side of the deck at the base of the mast. Tie a figure-8 knot in the end of the line (see Figure 15). Next, lead the line through the



Figure 15



Figure 16



Figure 17

grommet in the tack (forward bottom corner) of the sail (see Figure 16). Now lead the line down through the block at the base of the mast on the port (left) side, then aft through the port cleat on the deck in front of the cockpit (see Figure 17.)

Boom Vang

Locate the vang line, which is 8 feet long. Using a bowline knot, tie one end of the line to the vang becket block (part #21) located on the boom (see Figure 18). Lead the line down through the small pulley in the vang cleat (see Figure 19), then back up through the vang becket block on



Figure 18



Figure 19



Figure 20

the boom (see Figure 20). Now lead the line back down again to the vang cleat, this time passing through the large pulley, and out the "V" jam cleat (see Figure 21). Tie a figure-8 knot at the end of the line.

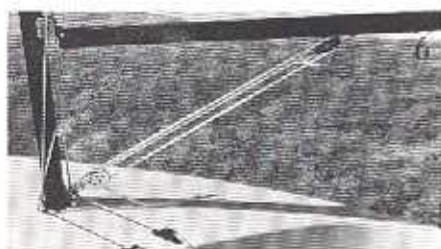


Figure 21

Mainsheet

Locate the mainsheet line, which is the longest line, 24 feet long. Place the line in the cockpit and lead one end forward through the mainsheet cleat located in the center of the boat (see Figure



Figure 22

22). Pass this same end of the line up and through the aft block on the boom (see Figure 23), then down through the becket block in front of the mainsheet cleat. Now lead the line up to the forward block on the boom, passing it through the block in an aft direction (see Figure



Figure 23



Figure 24

24), and back down to the becket block. Secure this end of the line with a bowline knot, and tie a figure-8 knot in the loose end of the mainsheet line.

Rudder

To attach the rudder, simply align the two pins on the rudder with the holes in the gudgeons on the transom of the boat (see Figure 25). When aligned, apply downward pressure and lock the pins in place by pushing the rudder all the way down (see Figure 26).

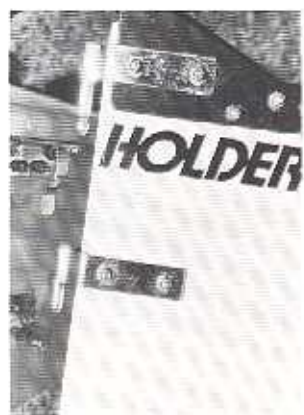


Figure 25



Figure 26

Daggerboard

Position the daggerboard as shown in Figure 27 and push it into the daggerboard slot. As a safety measure, lead the end of the downhaul line through the hole in the daggerboard handle and tie a figure-8 knot in the end of the line (see Figure 28). This prevents loss of the board when capsized.



Figure 27



Figure 28

Sailing Tips

Congratulations! Your Holder Hawk is now ready to sail. Following are a few basic guidelines for the beginning sailor.

Balancing the Boat . . .

The first hurdle. When getting *in* your Hawk, step to the center of the boat. When getting *out*, step *from* the center. While sailing, watch your tiller and try to sit immediately in front of the tip of the tiller.

Sail Power . . .

Sit facing the sail in order to pay close attention to the trim. When the sail is tight, you'll get maximum power. If your sail begins to luff (flap in the breeze) you'll lose power. Test your trim and adjust for the wind whenever necessary.

Refer to the "Basic Sailing" diagram on the opposite page. The curved lines in each boat represent a sail well-trimmed for the wind. About 90 degrees of a 360-degree area is the "Dead Zone" where the sail and tiller can't be positioned to generate any power. With enough momentum you can pass *through* this area, but without enough momentum your sail will luff and you will be "in irons"—which means you are not moving.

Heading Up and Falling Off . . .

Heading Up and Falling Off are the art of veering away from oncoming boats or other obstacles. To Head Up *push* the tiller *toward* the sail and the boat will head into the wind. To Fall Off *pull* the tiller *away* from the sail and the boat will veer away from the wind. The sail will not change sides in either maneuver.

Coming About . . .

Coming About is the best way to turn the boat onto a new course. As you head into the wind with the boat *constantly* moving forward, the sail will change sides, and the boat will cross the wind (passing through the Dead Zone) and change direction.

To Come About, first push the tiller smoothly and firmly all the way toward the sail. Second, you change sides as the sail changes sides. Be sure to duck as the boom passes over your head! Third, change your hands so that your forward hand is again holding the mainsheet and your aft hand is holding the tiller. Finally, straighten the tiller when the turn is finished and continue on your new point of sail. Remember, have enough

speed to start, firmly control the tiller, and follow through with a smooth motion.

Jibing . . .

Jibing is like Falling Off—in that you pull the tiller *away* from the sail—but instead of just veering off course a bit, the sail will rapidly change sides and the boat will head in a downwind direction. Occasionally you may have to jibe, but because there is a greater tendency to tip over due to the rapid motion of the sail when it changes sides, you should Come About whenever possible.

Righting the Boat . . .

If you tip over, *stay with the boat!* Your Holder Hawk won't sink, and it is easy to right. First, position the boat so that the bow is pointing into the wind. Release the mainsheet, then grab onto either the gunnel or the hiking strap. Using your knees or feet, push down on the daggerboard, and the boat will turn upright. Climb into the center of the boat, get your bearings, and continue sailing. **Note:** We suggest that you purposely capsize your Hawk a few times in calm wind conditions and practice righting it—this is a smart way to avoid becoming confused or panicky should you capsize in very windy conditions.

Docking . . .

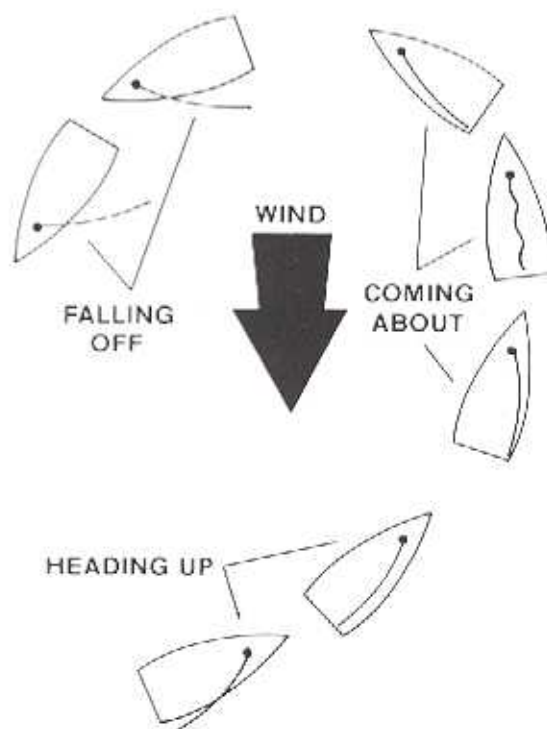
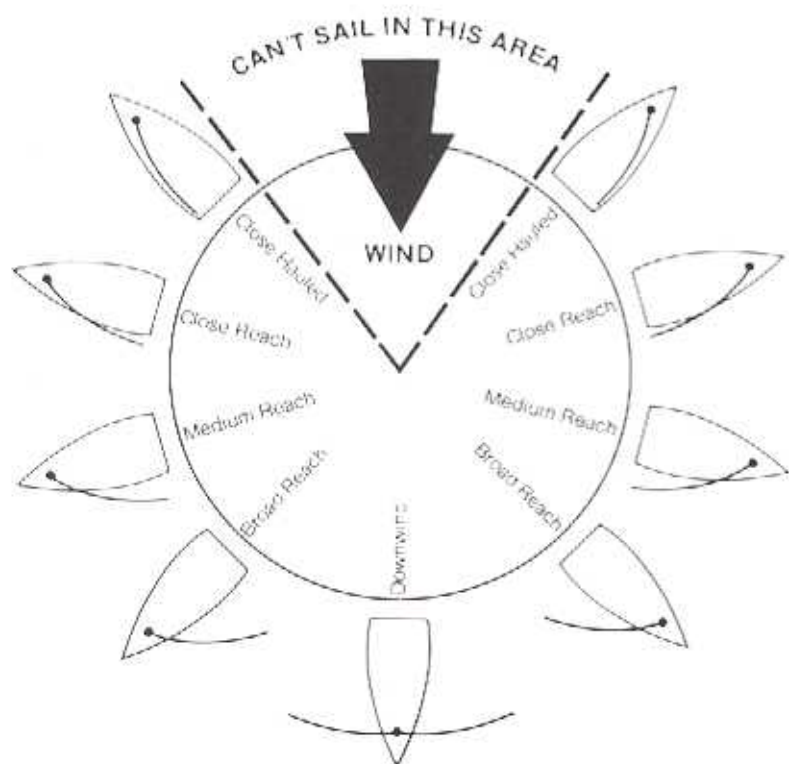
Docking the Holder Hawk properly prevents damage. Always dock and rig the boat on the leeward side of the dock. (The leeward side is the side the wind reaches last.)

Come in slowly and be alert. Watch the whole boat to avoid bumping another boat with a section you *thought* was safe. Know where the wind is coming from at all times; the stronger the wind, the more difficult a smooth docking. As you approach the dock, release the mainsheet. A luffing sail will act as a brake—but it is up to you to determine *when* to release it. Until you feel confident, you may want to practice docking with a friend who will stand on the dock and slow you down if necessary.

Safety Tips

- Sail to your experience. Do not try to do more than you can.
- Do not take your Holder Hawk out in the surf and do not head out for the ocean unless you are a real pro.
- Wear a life jacket.
- Learn the Right of Way Rules, and when in doubt give way to others.

Basic Sailing





Holder
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