

HOBIE GETAWAY



OWNER'S MANUAL



HOBIE GETAWAY



## WELCOME TO THE HOBIE WAY OF LIFE

Congratulations on the purchase of your new HOBIE Getaway and welcome to the HOBIE sailing family.

The HOBIE Getaway cannot be outgrown. It can be sailed by children up through senior citizens. A single adult can sail it at top performance - and a crew of four can cruise in comfort.

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 and accurate instructions on how to get your Getaway ready for the water. Please read them carefully and familiarize yourself with the boat and all of the parts spread before you.

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

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

### **The legends below are used in this manual :**



Watch for overhead electric wires that could get in contact with the aluminium mast. Mast contact with a power line could be fatal.



Danger that could result in injuries or death if appropriate and adapted precautions are not taken.

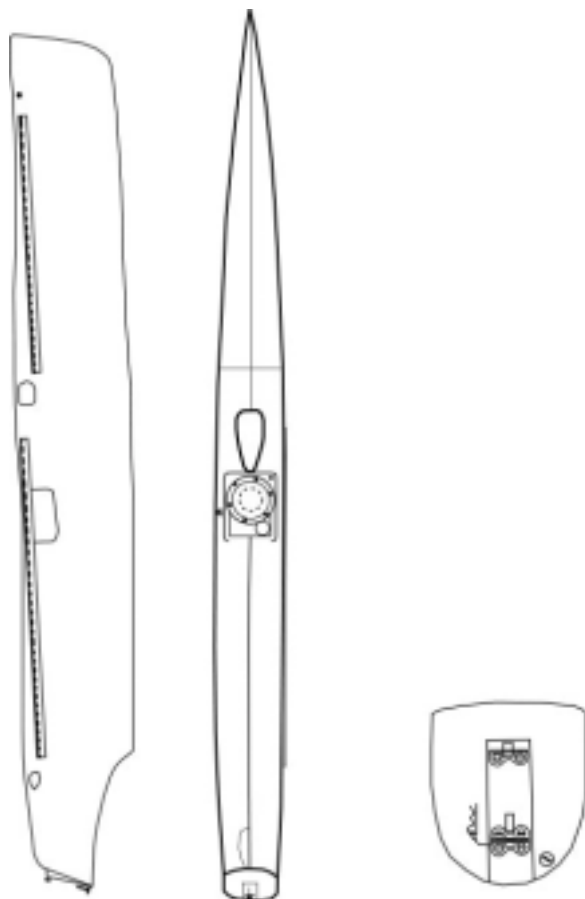


Reminder of safety rules or caution about dangerous behaviour.

Length m : 5,07  
 Width m : 2,40  
 Mast height m : 7,60  
 Weight kg : 155  
 Sails area (GV et foc) m<sup>2</sup> : 16,75  
 Maximum load weight kg :  
 Crew members : 3/4  
 EC Homologation n° : A-HCE-020009-Y  
 Module : Abis  
 Catégorie : C & D  
 Hull construction : rotomoulded polyethylene

Manufacturer :

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The manufacturing of Hobie Cats conforms to the following ISO norms :

**ISO 12215-1:2000** Hull construction and scantlings

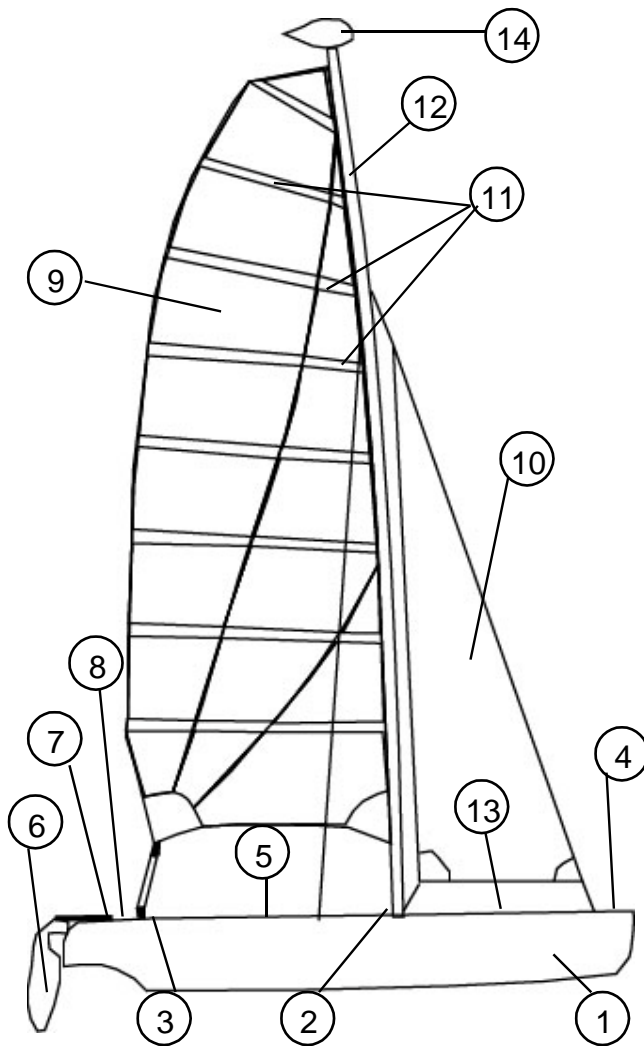
**ISO 12217:2000** Stability and buoyancy assessment and categorization

**ISO 10087:1995** Hull identification -- Coding system

**ISO FDIS 14945** Builder's plate

**ISO 10240:1995** Owner's manual

**ISO FDIS 8666** Small crafts - principal data



- 1 Hulls with hardware (2)
- 2 Front Crossbar
- 3 Rear Crossbar
- 4 Spreader bar (bow)
- 5 Trampoline + rod
- 6 Rudder assemblies (right & left)
- 7 Tiller crossbar
- 8 Tiller extension
- 9 Main sail
- 10 Jib sail
- 11 Main batten set
- 12 Mast

Rope bag  
Wire bag  
Part bag

**Option :**

- 13 Front trampoline + rod + lacing
- 14 Mast head float



**1** Lay the hulls on the ground, on their sides with bottoms to the center (graphics down), as shown above. A tarpoline or pads under the hull may be desirable if the ground surface is rough. Place the hulls about seven feet apart. Position the front crossbar between the hulls near the forward crossbar sleeve in each hull. The two trampoline halves can be inserted into the top slot of the crossbar now if desired. If the optional front trampoline is supplied, it can be inserted into the bottom slot of the crossbar. The rear crossbar has the main sheet traveler car and swivel cam cleat installed. Position it near the aft crossbar sleeve in each hull.

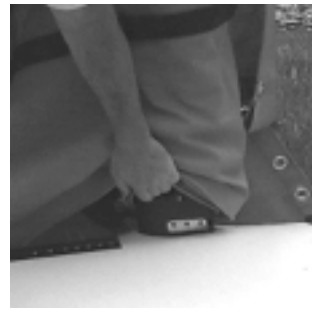


**2** Position the bow spreader bar near the recesses on each bow.

Remove the bolt that is threaded into the plastic block on each end of the bow spreader pole.



**3** Insert the crossbars into one hull. See that the crossbars seat fully into their sockets in the hull.



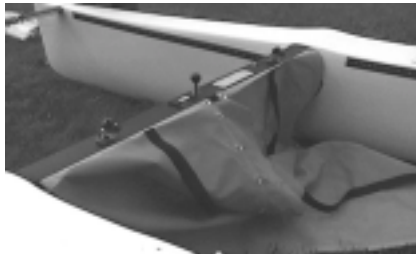
**4** Using a cross bar as a lever arm, pull the hull to an upright position so that the crossbars are horizontal.

Slide the other hull onto the crossbars until the hulls come in contact with the stop plates (located on the underside of the main and aft crossbars).



**5** Be sure the forward spreader is fully seated in both hulls. Re-Install the screws into each end from the outside of the hull. Do not over tighten or compress the plastic hull material.





**1** Slide the main trampoline bolt ropes into the hull trampoline tracks. Soapy water can be used as a lubricant (Do not use an oil or silicon lubricant on the trampoline track or the bolt rope). Sliding the bolt rope into the track is a 2 person job. One person should pull the trampoline and the other feed the bolt rope into the track.



**2** Tie a bowline knot to the forward left/port grommet in the trampoline. Pass the line through the opposite grommet, top/down and then through the lacing flap. Come up through the next (left) grommet and then continue to lace towards the aft of the trampoline following this pattern (down through the right grommets and up through the left grommets). Keep the laces loose at this time. Lace as far aft as the line will go.



**3** Locate the aft lace rod. Feed the rod through the rear pocket as shown. Center the rod, from left to right, in the pocket. Locate the aft lace lines. Tie to the rear grommets using a long looped bowline as shown (left and right sides). Let the tramp hang below the aft crossbar.



**4** Pull the lace lines under the cross bar and tight. Begin the aft lacing by routing the left line up and over the first lace peg. Cross over to the next peg then down and around the rod. Pull the lace line tight then up and over the peg and then over to the next one and so on... Then start with the right side and work towards the center. When you reach the center, the pattern must be changed slightly. Pass up and over the last peg, before the center, and then down around the rod in the gap between tramp halves. Then, come up and through the trampoline grommet on the opposite side. Once tied off loosely at the center, cinch the line tight from each side working towards the center. Tie off to the main trampoline grommets just forward of the aft cross bar.

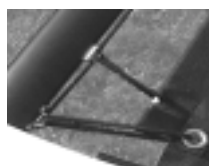




**5** Once the aft lace is tight, begin cinching the center lace tight from forward to aft. You will notice that as you get the trampoline tight you will have more lace line aft to complete the lacing. Work your way aft until the entire trampoline is tight. Tie off the line with a few half hitches. Tuck the lace flap into the opposite side lace line. The flap will help keep you drier while sailing and keep lines from slipping into the water between the laces.



**6** FRONT TRAMPOLINE (option) : Install the forward trampoline following the same technique as with the main. Except, because the forward trampoline is one piece, it is necessary to alternate from side to side while feeding it into the tracks. Once the forward trampoline is nearly all the way into the track it may be necessary to use the Bow Spreader Pole for leverage to pull it taught. Tie a lace line to the grommet. Wrap the line around the beam and then pass it back through the grommet again. This will create a 3:1 purchase to help pull the trampoline forward. Once again, alternate from side to side to keep the trampoline even. Carefully feed at the opposite end to prevent the trampoline from getting wedged in the track opening. Pull the trampoline all the way tight.



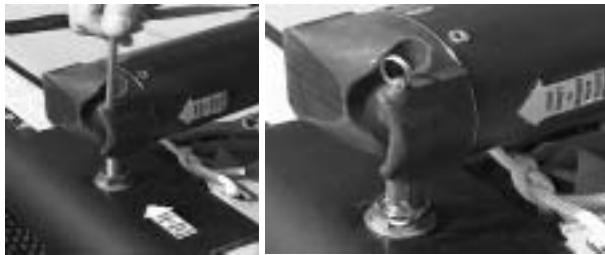
**7** Slide the longer (of the two provided) lace rod into the forward trampolines pocket. Tie the lace line to the eyelet. Pass the line through the grommet in the trampoline. Pass the line back through the eyelet, then over to the first slide. Pass the line to the first cutout and around the rod. Then back to the first slide. Continue to each slide and cutout across the tramp. Come back to the starting point and begin tightening the lace line to pull the trampoline tight. Work your way across the trampoline to the other side, then tie off with half hitches.



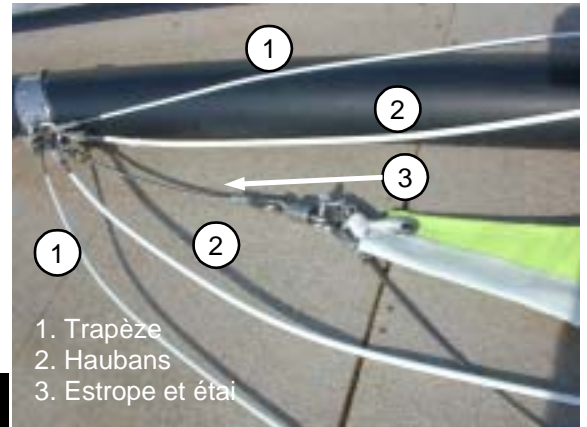


**MAT EN ALUMINIUM - ATTENTION RISQUE DE MORT EN CAS DE CONTACT AVEC LIGNE ELECTRIQUE** - Vérifier qu'il n'y a pas de ligne électrique à proximité de la zone où vous montez le mât.

**1** To step the mast upright, position the mast base next to the mast step ball. The mast top and float should be positioned to the rear of the boat in the center of the rear crossbar. The arrow stickers on the mast and main crossbar must be aligned. Turn the mast onto its side to align the arrows.



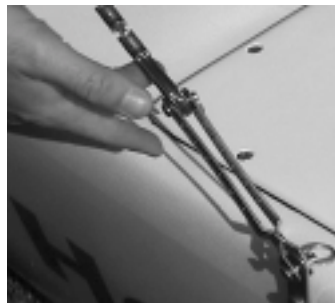
**2** Connect the mast base to the step ball by positioning the step ball inside the mast base cup. Pass the pin through the mast base as shown. Pass the ring through the pin to keep it captive. This pin should remain in place while sailing.



**3** Remove all the wires from the wires bag and unroll them. Ensure that all twists are removed. Locate the 8 mm tang shackle and shackle the 5 wires to the mast tang, as per photograph above. Ensure that the shackle is tightened securely.



← Shackle the forestay and the top of the jib to the pigtail swivel.



**4** Attach the furler to the two bridle wires. Make sure the hole in the furler housing points towards the front crossbar. Wind some line onto the furler drum - 10 turns or so. Attach the adjusters to each hull as shown. Be sure the adjuster cover boots are installed on the wires first. Attach the side stay (shroud) wires to the top hole on each side of the boat. Slide the boots over the wire and adjusters.



**WARNING : ALUMINIUM MAST - MAST CONTACT WITH POWER LINE  
COULD BE FATAL** - Watch for overhead power lines. Never rig, trailer or sail the boat near overhead power lines.



**1** Ensure that the wires fixed on the mast are well positioned and not twisted. Stand on the trampoline near the rear crossbar and lift the mast to your shoulder. Walk forward while lifting the mast until the side shrouds go tight preventing the mast from further forward movement. Lean your weight against the mast to hold it in this position.



**2** Insert the forestay adjuster into the furler drum one or two holes and pin in place. Fasten the jib luff wire to the forestay adjuster.



**4** Now, attach the trapeze handles and kits to the trapeze wires. Run the trapeze shock cord under the trampoline and up through the two grommets on either side of the trampoline.



**3** Run the furling line from the drum to the cleat next to the mast. Pass the line through the cleat and tie a small figure 8 knot in the end of the line to keep it from slipping back through the cleat. At this time, pull the furling line to unwind the drum completely. The drum will be rewound when the sail is unfurled.

**5** At this time adjust / tension the shroud wires lower in their adjuster plates, one side at a time. Use the trapeze to hold the mast up while your crew makes the adjustments. Once the proper adjustments are made, you will not have to repeat this process again, unless you want to make adjustments to the mast rake angle.

**!** Take care to run the adjuster lines through the rope locks correctly - if not done properly, they may slip.






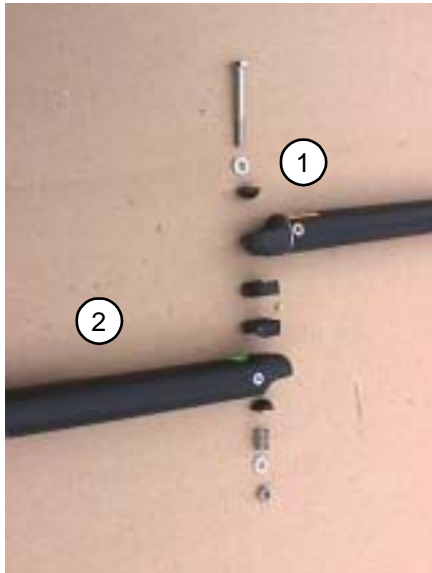
**2** Insert the retainer pins to lock the rudders in place. The pins will prevent the rudders from falling off the boat in the event of a capsize.

**1** Locate the left rudder (red tap) and the right one (green tap). As shown, line up the rudder pintles (metal pegs on the hulls) with the rudder castings (holes with plastic bushings). Push the rudder cas-

The rudders are locked in the down position by pushing the rudder arm aft which will seat the rudder. Push the arm down to engage the locking cam. To release, lift the arm, then pull the arm forward until the rudder is in the "up" position. Place the arm down to engage the upper casting with the lower casting. Beaching will automatically release the rudders.

 Keep a small amount of lubricating grease on the plunger and cam mechanism. If this assembly becomes dry, it will inhibit proper function.

**TILLER CROSSBAR & EXTENSION**



**1** Locate the tiller crossbar and identify the left and right hand ends. NB: the tiller crossbar (1) locates on top of the tiller/rudder arms (2).

Locate the tiller connector kits and install as shown on the photographs.




**3** Locate the tiller extension and secure it to the tiller crossbar using the clevis pin and ring clip provided.



**1** Unfold the sail on the trampoline. Insert the battens into the batten pockets. Fasten each batten as shown on the photos above. To tension the battens, pull tension on the line forcing the batten into the pocket and cleat it. Tension each batten so that the wrinkles in the batten pockets are removed, but not excessively otherwise the sail may be more difficult to handle. Release the tension at the end of the day to avoid stretching the sail while it is not in use.



  
 The boat must face the wind before hoisting the mainsail



**2** As shown, shackle the halyard to the top of the sail. Feed the top portion of sail into the mast track opening. Begin pulling on the halyard line. Use caution to be sure the sail feeds smoothly into the mast while raising. When the sail is all the way up, position the stopper on the wire halyard so that it engages in the halyard lock. Attach the main halyard rope to one of the white cleat at the bottom of the mast.



**3** Tie the downhaul line to the grommet at the bottom of the main sail nearest the mast. Use a bowline knot. Pass the line down and through the downhaul cleat located in the mast track. Pass the line back up and through the downhaul (tack) grommet. Using the 3:1 purchase this creates, tension the luff of the sail until the sail looks smooth and horizontal wrinkles are removed. Tie off the line at the cleat.



**1** Connect the main sheet block to the traveler car. Attach the shackle that is part of the block through the clevis pin on the traveler car. Hook the mainsheet to the clew grommet at the rear of the main sail.



**2** The tail end of the main sheet line is used for traveler adjustment. Pass this line end through the swivel cleat jaws (from forward to towards rear of the boat) then eye. Pass the line through the traveler car and then through the stainless eye on the rear side of the crossbar. Tie a figure 8 knot in the end of the line to keep it from coming out of the eye. When sailing upwind, cleat the traveler more to the center of the boat. On a reach across the wind or when sailing downwind adjust and cleat the traveler further out the track. When sailing in strong wind you can move the car further out to help keep the boat more level and limit heeling or tipping.



Keep the mainsheet loose when the boat is on the beach to prevent an accidental capsizes.

## RIGHTING LINE



Take the righting line from the rope bag and attach it to the front crossbar as indicated on the picture. Store the excess line in the trampoline pocket.

Thread the jib sheet line starting from the eye next to the starboard (right side) swivel cleat. Pass the line through the stainless eye and tie a figure 8 knot. Thread the other end through one of the jib clew blocks and then through the swivel cleat. Pass the line through the swivel eye and then the jaw and onto the main trampoline. Cross over to the port (left) side and repeat the process in reverse ending at the stainless eye with another figure 8 knot.

1



2 The jib is furled on the forestay and covered by a snorkel. To remove the snorkel, simply unzip as it is pulled down.



4 There is a luff adjustment line that needs to be installed and adjusted. Tie the line to the jib tack grommet using a small bowline knot. Pass the line down through the shackle on the adjuster plate. Then back

through the tack grommet. Repeat until there is just enough line to pull tension and tie off with a few half hitches. Pull just enough tension to smooth the sail and remove the horizontal wrinkles at the luff. Too much tension can damage the sail or pull the grommet out when under sailing loads.



3 To furl the jib, pull on the jib furler line, with the jib sheets released from the swivel cam cleats. Keep light tension on the jib sheet as the sail is being furled to get a nice tight wrap. Cleat the furler line in the furler cleat to keep the sail furled.



5 If the boat is being put away for the day, the snorkel should be installed. To do so, unhook the jib clew blocks and snap the hook onto the loop sewn into the sail. This will keep the sail tightly furled while the snorkel is installed. Re-attach the zipper and slide the snorkel up the sail as it is zipped up.



- ⚡ ♦ 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**. ⚠️
- ♦ 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 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.  
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.

## INFORMATIONS COMPLEMENTAIRES

Les propriétaires de Hobie Cat sont regroupés dans une Association de Classe : l'IHCA (International Hobie Class Association).

Pour l'Europe, vous pouvez contacter l'EHCA (European Hobie Class Association)

Geert Schouten (Président)  
 Ambrozijsberg 161  
 NL-4707 MP Roosendaal, NED  
 Phone : + 31 165 570 223  
 Fax : + 31 165 570 225  
 Email: geert.schouten@haveahobieday.com

et consulter le site <http://www.haveahobieday.com> pour trouver les coordonnées de l'association dans votre pays.

**LIMITED WARRANTY OF HOBIE CAT EUROPE**

This warranty applies to customers of Hobie Cat Europe.

The boat is warranted to the original retail customer **for one year** from the date of retail purchase against defects in materials and workmanship.

The spare parts are warranted for one year.

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:**

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