

June 10, 1996

Hobie TriFoiler Owner's Manual Update

Mast Stepping Technique

We have switched to a better technique for raising the starboard mast. The change involves stepping the starboard mast from the rear as opposed to the front. The advantage is the starboard mast will not interfere with the tow vehicle and there is no need to unhitch the tow vehicle to step the starboard mast. The port mast does not interfere with the tow vehicle. The only physical change to the boat is the mast base bracket on the starboard ama is pointed aft as opposed to pointing forward.

With a little bit of effort any boat can be switched to the other style. The staying angle on the forestay is much smaller than with the backstay; hence, the forestay will typically have more tension. If the boat is pointed up an incline while being rigged there might be a lot of tension on the forestay. If you have a small tow vehicle or you always rig with two people you may want to step both masts from the front.

If you have two people there is a quick and easy technique to raise the masts from the front with out unhitching the tow vehicle. Basically connect the compression strut to the starboard mast before you connect the mast base to the ama. With one person holding the starboard mast base the second person will connect the compression strut. Then connect mast base to the ama while raising the mast as necessary to clear the tow vehicle. When the mast base is connected raise the mast in the standard way.

MAST STEPPING PROCEDURE

The port mast is stepped as described in the owner's manual; however, the starboard mast will be raised from the rear. Once the port mast is up and is supported by the boom, position the starboard mast so that the top of the mast is laying across the cockpit and then pin the bottom of the mast to the mast base socket on the starboard ama. Then connect the compression strut to both mast as before, make sure that the starboard back stay is connected and then raise the starboard mast. Walk around to the front of the ama and grab the starboard forestay. Connect the shackle on the starboard forestay with the plate on the bow of the main hull. Check to make sure that no wires are twisted and no shackles or thimbles are capsized and then tighten the starboard back stay. Tighten the starboard backstay as much as possible and then cleat the line. Put some hitches in the line to take up the extra line.

THE WHOLE RIG MUST HAVE TENSION OR ELSE THE MASTS WILL FALL.

CAUTION -- INSTALLING THE COMPRESSION STRUT -- While connecting the compression strut to the starboard mast make sure that the threads on the pin are started right away. If the threads are not started and you continue to turn the compression, it is possible to completely unthread the pin from the port mast and the compression could fall from the port mast. It is a good idea to pull on the compression strut after one turn of the compression strut to see if the threads are started.

BEACHING AND LAUNCHING

ALWAYS KEEP THE BOAT INTO THE WIND WHILE HANDLING THE BOAT NEAR THE BEACH

Beaching and launching is the trickiest part of sailing the TriFoiler. It is extremely important to be very aware of where the wind is coming from and keep the bow of the boat pointed in that direction while the boat is near the beach.

When the boat is floating it is safe to hold the boat from the front (ie. the bow, the sensors or the masts) because the boat will naturally turn into the wind.

At times it is necessary to hold the boat near the stern or at the cockpit and at this point **THE BOAT IS UNSTABLE AND WILL NOT STAY POINTED INTO THE WIND.** This is like pushing a canoe upstream. There is a technique that should be learned and practiced to keep the bow pointed into the wind. There is two parts to this technique that need to be used together to keep the bow into the wind; 1) Push the stern of the boat to the left or right to make the boat turn. 2) Push the sail link to make the sails push the bow of the boat in the desired direction. ie. If the bow begins to move to the left and the boat is threatening to sail off to the left then push the stern and the sail link to the left. This is contrary to most people's intuition. When most people see the boat moving to the left they want to pull the boat and the sail link back to the right. This is the exact opposite thing to do and you must practice the proper technique to make it second nature. Pushing the stern to the left will make the boat rotate back to the right and pushing the sail link to the left will make the sails push the bow to the right.

BE AGGRESSIVE. It is easy to turn the bow back into the wind at first, but it gets more difficult the further away the bow gets away from the wind. Imagine pushing a canoe up a fast moving river. There is a point of no return which depending on wind strength and other factors will be somewhere around 45 degrees.

Ideally you will never get to this point unless you are ready to sail away, but if you do there are two options; 1) Jump on the boat and sail away. 2) If that is not an option, let go of the boat and grab the clew of the sail or the boom. This will point the trailing edge of the sail into the wind and depower the sails. Now you need to get the bow back into the wind. Try and get the boat 90 degrees to the wind and let go of the clew and quickly grab the mast. The sails will quickly whip around and when you hang onto the mast the boat will round up into the wind.