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Holder[®] 14

Assembly Instructions



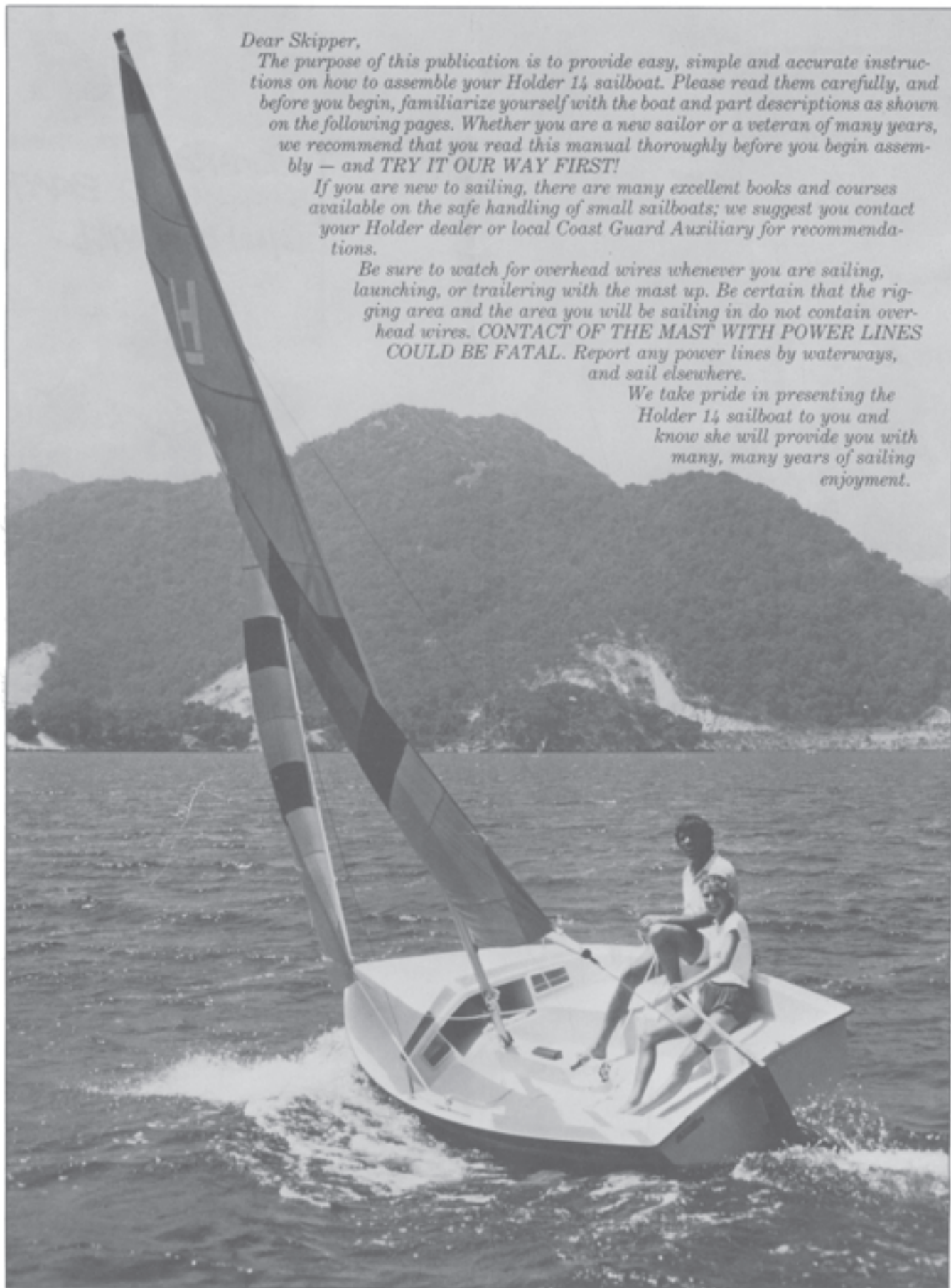
Dear Skipper,

The purpose of this publication is to provide easy, simple and accurate instructions on how to assemble your Holder 14 sailboat. 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!

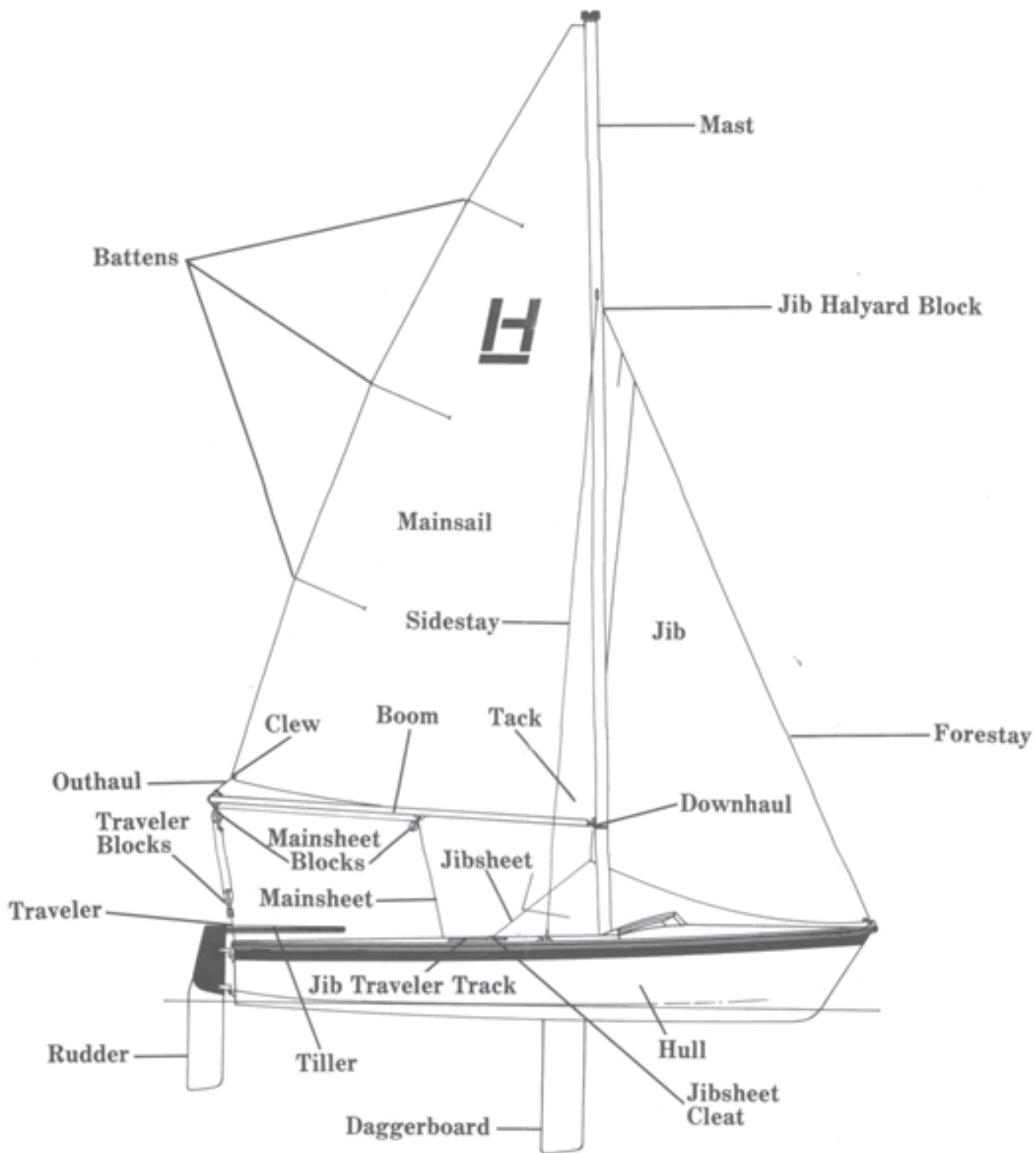
If you are new to sailing, there are many excellent books and courses available on the safe handling of small sailboats; we suggest you contact your Holder dealer or local Coast Guard Auxiliary for recommendations.

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 14 sailboat to you and know she will provide you with many, many years of sailing enjoyment.

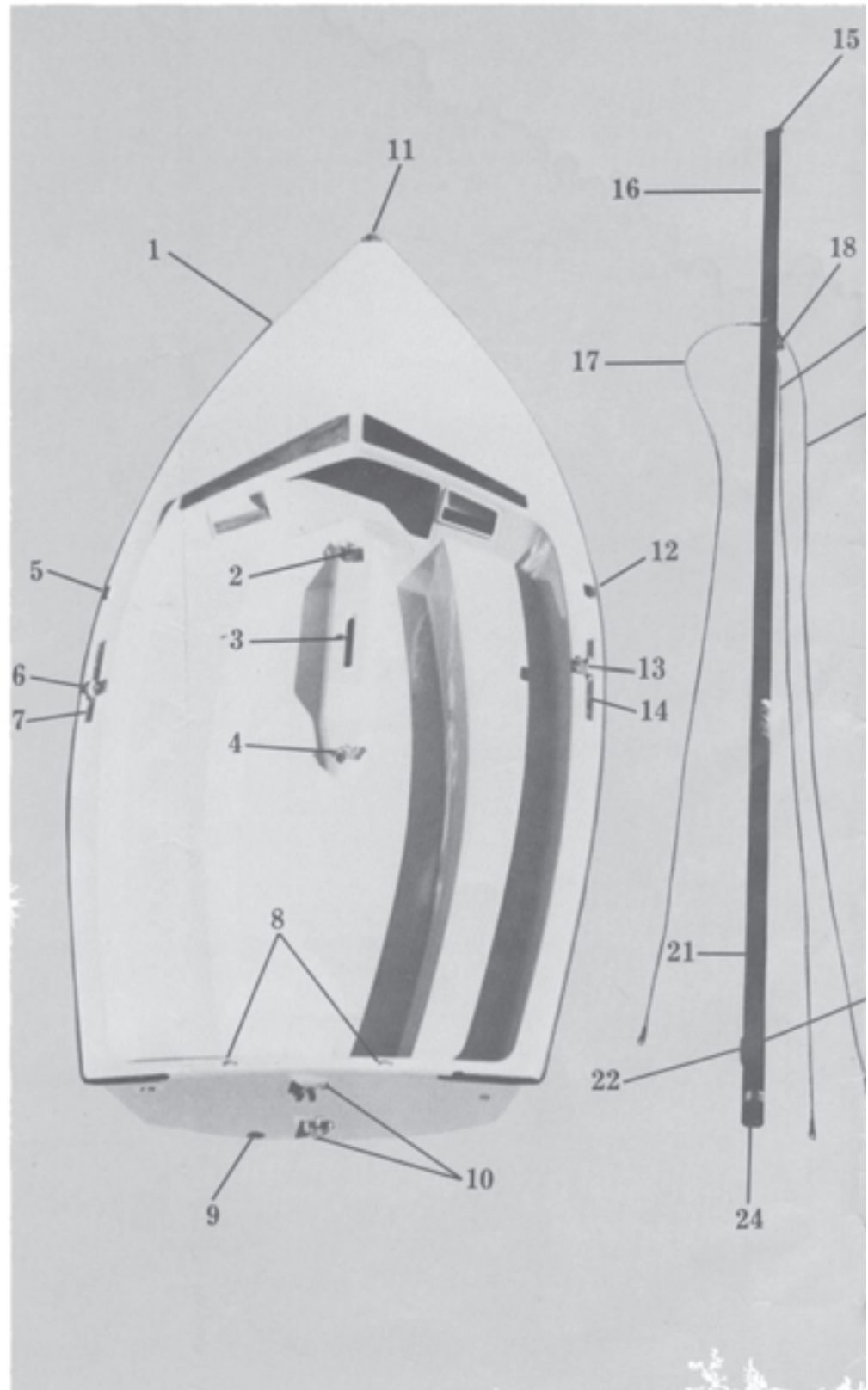


Holder[®] 14

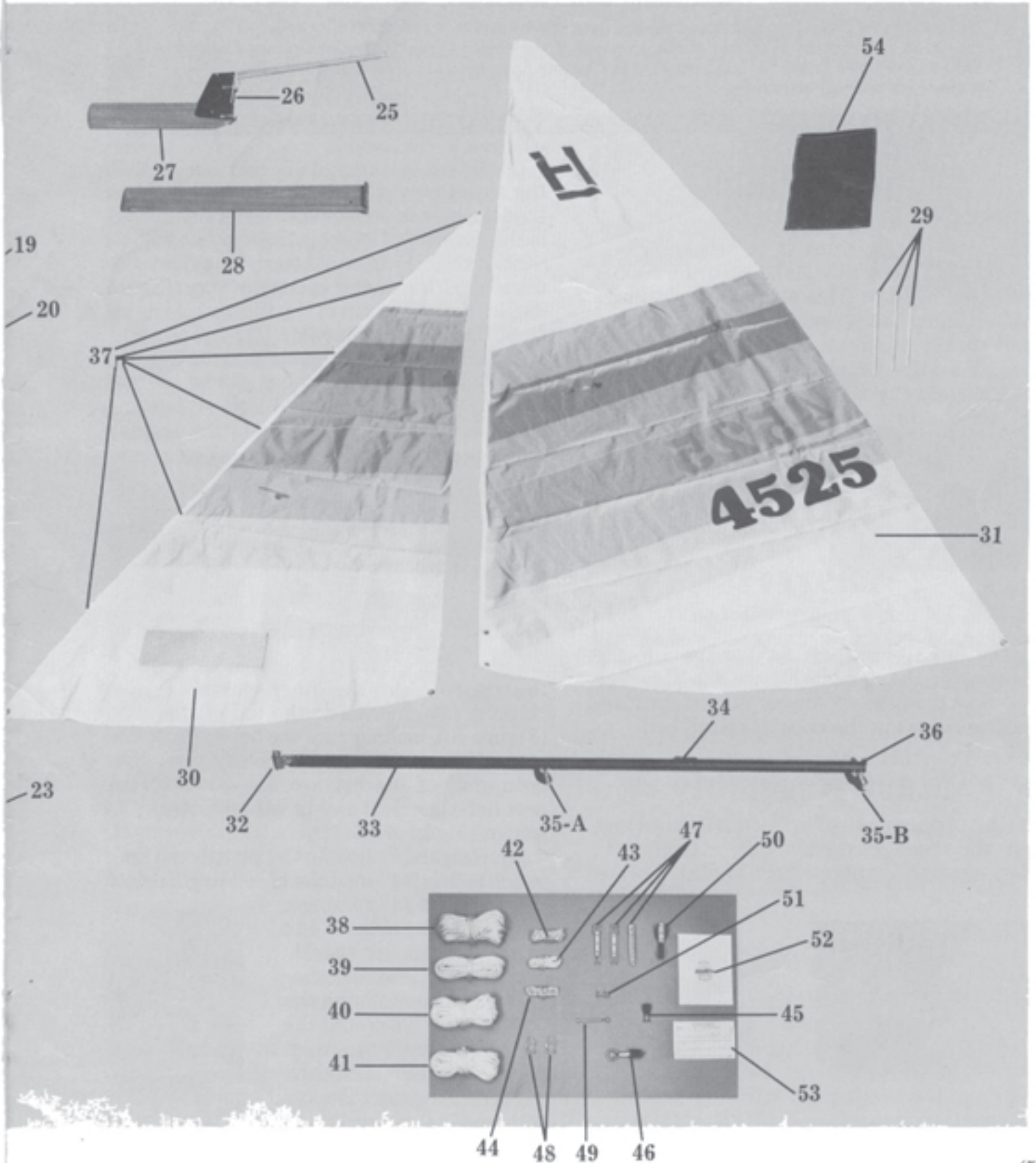


Parts ar

- 1) Hull
- 2) Mast Step
- 3) Daggerboard Well
- 4) Mainsheet Swivel Cleat
- 5) Port Stay Chainplate
- 6) Port Jibsheet Cleat
- 7) Port Jib Traveler Track
- 8) Traveler Padeyes
- 9) Hull Drain Hole
- 10) Rudder Gudgeons
- 11) Forestay Chainplate
- 12) Starboard Stay Chainplate
- 13) Starboard Jibsheet Cleat
- 14) Starboard Jib Traveler Track
- 15) Masthead
- 16) Mast
- 17) Starboard Stay
- 18) Jib Halyard Block
- 19) Forestay
- 20) Port Stay
- 21) "V" Jam Cleat
- 22) Starboard Bar Cleat
- 23) Port Bar Cleat
- 24) Mast Base
- 25) Tiller
- 26) Rudder Housing
- 27) Rudder
- 28) Daggerboard
- 29) Battens
- 30) Jib
- 31) Mainsail
- 32) Gooseneck
- 33) Boom
- 34) Outhaul "V" Cleat
- 35-A) Mainsheet Block
- 35-B) Mainsheet Becket Block
- 36) Outhaul Sheave
- 37) Jib/Forestay Attachment Clips
- 38) Main Halyard
- 39) Jib Halyard
- 40) Mainsheet
- 41) Jibsheet
- 42) Outhaul Line
- 43) Traveler Line
- 44) Downhaul Line
- 45) Hull Drain Plug
- 46) Cockpit Drain Plug
- 47) Stay Adjusters (3)
- 48) Halyard Shackles (2)
- 49) Mast Hinge Bolt & Nut
- 50) Traveler Blocks
- 51) "D" Shackle
- 52) Class Racing Rules
- 53) Warranty Card
- 54) Sail Bag



and Components



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 by waterways and sail elsewhere.

Report Power Lines To:
Hobie Cat Bounty Program
P.O. Box 1008
Oceanside, CA 92054

Drain Plugs

Screw the small plug (part #46) into the hole beneath the transom on the outside of the boat (Figure #1). Make sure the rubber gasket is in place. This plug allows drainage of the inner hull, and should be removed periodically to check for water within the hull. We also recommend that you remove this plug during storage.



Fig. 1



Fig. 2

The large plug (part #45) snaps into the hole inside the cockpit (Figure #2). This plug should be removed during heavy weather sailing, allowing the cockpit to self-bail.

Mast Assembly

Stay Adjusters — Lay the mast down and run the three wire stays out, making sure they are not overlapped or tangled. Locate



Fig. 3



Fig. 4

the three stay adjusters (parts #47). Note that the hole in one end has a slot in it — this is the **lower** end of the adjuster that will attach to the chainplate. Attach an adjuster to the loop at the end of each wire stay (Figure #3), inserting the pin in the fourth hole down from the top (Figure #4).

Main Halyard — Locate the main halyard line, which is 40'x1/4", and one of the halyard shackles (part #48.) Using a bowline knot, tie one end of the line to the shackle



Fig. 5



Fig. 6



Fig. 7

(Figure #5). Run the other end of the line through the sheaves at the top of the mast (Figure #6), making sure the line exits on the side of the mast opposite the groove. Run both ends of the halyard line down to the port (left) bar cleat and tie off temporarily as shown (Figure #7).

Jib Halyard — Locate the jib halyard line, which is 26'x1/4", and the remaining halyard shackle (part #48). Using a bowline knot, tie one end of the line to the shackle (Figure #5). Lead the other end of the line through the jib halyard block on the mast (Figure #8), then down to the starboard (right) bar cleat. Tie off both ends temporarily.



Fig. 8

Mast Raising

Place the base of the mast into the mast step (part #2), aligning the slot in the step with the hole in the mast. Insert the mast hinge bolt (part #49) as shown (Figure #9). Secure with the nut, but **do not over-tighten**.



Fig. 9

Attach the port and starboard stays to their respective chainplates (parts #5 and #12), aligning the lower holes in the stay adjusters with the forward holes in the chainplates (Figure #10). Make sure the pins and rings are properly secured.



Fig. 10

ONCE AGAIN, CHECK TO BE SURE THE AREA IS CLEAR OF OVERHEAD WIRES AND POWER LINES! Now raise the mast (Figures #11 and #12). Attach the forestay wire by pinning the adjuster through the center hole of the chainplate on the bow



Fig. 11



Fig. 12

(Figure #13). The first time you raise the mast the stay adjusters may not be set properly. The mast should lean aft about 3 degrees and the wires should be taut. Now is the time to adjust the rig by lowering the adjuster pins down one or two holes.

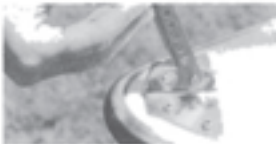


Fig. 13

Depending on the wind conditions, you may need to adjust the rig tension before sailing — looser in light to moderate air, and tighter in heavy air.

Boom and Downhaul

To attach the boom (part #33), insert the gooseneck slide (part #32) into the wide opening in the groove on the back of the mast (Figure #14) and push down. Locate the downhaul line, which is 2'x3/16". Using a



Fig. 14



Fig. 15

bowline knot, tie one end of the line onto the fitting on the bottom of the gooseneck. Slip the other end of the line through the top of the "V" jam cleat on the starboard side of the mast (Figure #15). Tie a figure-8 knot in the end of the line.

Traveler

Locate the traveler line, which is 3'x1/4". Using a bowline knot, tie one end of the line to one of the padeyes (part #8) on the transom. Locate the traveler blocks (two attached blocks — part #50). Hold the blocks with the large block on top, and run the traveler line through the small block (Figure #16). Using a bowline knot, tie the end of the line to the remaining padeye.



Fig. 16

Mainsheet

Locate the mainsheet line, which is 27'x5/16". Place the line in the cockpit and lead one end forward through the mainsheet swivel cleat (part #4). Enter through the cleat end, go under the pulley, and exit upwards (Figure #17). Now lead the mainsheet

line up to the boom and through the forward mainsheet block (part #35-A) in an **aft** direction. Continue aft and run through the mainsheet becket block (part #35-B) on the end of the boom. Now lead the line down through the large traveler block and back up to the becket block (Figure #18). Using a bowline knot, tie the end of the line to the eye on the bottom of the becket block. Tie a figure-8 knot in the opposite end of the mainsheet line.



Fig. 17



Fig. 18

Outhaul

Locate the outhaul line, which is 5'x3/16". Lead one end aft through the outhaul "V" jam cleat (part #34) located on the top of the boom. Continue aft and lead the line up through the sheave (part #36) at the end of the boom (Figure #19). Tie a figure-8 knot in



Fig. 19

the end of the line exiting the "V" jam cleat. The end of the line exiting the sheave will *later* tie to the mainsail (as shown in photo).

Rudder

Position the blade in an "up" position and slip the tiller arm under the traveler line. Align the pins on the rudder housing with the holes in the rudder gudgeons (part #10), and push down (Figure #20).



Fig. 20

Daggerboard

The daggerboard should be left in the cockpit until the boat is in the water. When you have enough depth clearance, insert the daggerboard into the well with the sharper edge facing aft (Figure #21).



Fig. 21

Rigging the Jib

Using the "D" shackle (part #51), attach the tack (lower front corner) of the jib to the aft hole in the forestay chainplate (Figure #22). The luff (the forward edge of the sail directly above the tack) attaches to the forestay wire with the clips on the sail (parts #37). To do this, insert the clips onto the fore-



Fig. 22

stay in a sideways position (Figure #23) and then twist into a vertical position (Figure #24). Begin clipping the jib on at the bottom



Fig. 23



Fig. 24

and work up to the head of the sail, stacking it as you go.

Now locate the jibsheet line, which is 25'x5/16". This line attaches to the clew (back corner) of the jib. Begin by folding the line in half and pushing the loop through the



Fig. 25



Fig. 26

grommet in the sail (Figure #25). Now take the two loose ends of the line and put them through the loop (Figure #26), pulling them through all the way until the loop is tight (Figure #27). Take one side of the line and lead it aft **outside** the side stay wire, through the lead to the jibsheet cleat, and tie a figure-8 knot in the end (Figure #28). Repeat this procedure with the remaining line on the opposite side.



Fig. 27

Attach the jib halyard (which you previously tied off to the bar cleat on



Fig. 28



Fig. 29

the mast) by hooking the halyard shackle to the grommet in the head of the jib (Figure #29). The jib is now ready to raise, but we recommend that you wait until you have raised the mainsail and are preparing to leave the dock.

Rigging the Mainsail

Insert a batten (part #29) into each of the three batten pockets on the back edge of the mainsail (Figure #30). Slide the batten in and push down with your forefinger until it slips into place.



Fig. 30

Attach the main halyard (which you previously tied off to the bar cleat on the mast) by hooking the halyard shackle to the grommet in the head of the mainsail.

Slide the luff (forward edge) of the sail into the groove in the back of the mast (Figure #31). Pull the sail up with the halyard line while feeding it into the groove. When the sail reaches the top of the mast, tighten it up as much as possible and secure the halyard line with a hitch knot



Fig. 31

onto the bar cleat at the base of the mast (Figure #32). Coil the halyard line and store it forward.



Fig. 32

gooseneck fitting (Figure #33). Tighten the downhaul line slightly. Now attach the outhaul line on the end of the boom to the clew (bottom aft corner) of

Slide the boom up the mast groove and attach the tack (bottom forward corner) of the mainsail to the twist pin on the



Fig. 33

the mainsail with a bowline knot (Figure #34). Adjust the outhaul tension until the sail is about six inches off the end of the boom. In

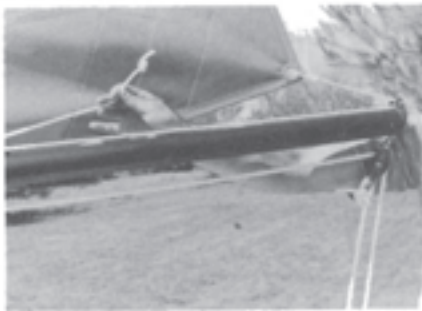


Fig. 34

moderate to heavy winds tighten the outhaul a bit; in light airs, let it out slightly.

Use of the Kick-up Rudder

The unique kick-up rudder on the Holder® 14 sailboat works on the principle of the over-center cam. Snapping up on the end of the tiller starts the rudder in motion, and the rudder carries itself the rest of the way up or down. The action is the same to raise or lower the rudder. Start the rudder moving with a slight jerk at the end of the tiller. Then let the tiller carry up and back down by itself. **DO NOT TRY TO FORCE THE TILLER UP OR BACK DOWN. IF YOU FAIL, LET GO! THE RUDDER WILL GO BACK TO THE ORIGINAL POSITION AND YOU CAN TRY AGAIN.** Practice this on the trailer or at the dock until you get the "feel" for it.

Use of the Daggerboard

The daggerboard system on the Holder® 14 sailboat is the simplest type you can have. There are no moving parts. When launching from a beach, place the daggerboard in the slot, but do not push it below the bottom of the boat. Make sure the boat is pointed in the desired direction so as not to tangle the dag-

gerboard with the boom. Lower it slowly as you leave the beach, pushing it down all the way once you are in deep enough water. Before approaching the beach, raise the daggerboard about 6 to 8 inches to provide a good "handle" to raise it up with. As you approach the beach start pulling it up slowly. The daggerboard is easier to raise and/or lower if the pressure of the wind is removed from the sails while doing so.

The daggerboard retaining spring may require adjustment to allow the daggerboard movement or to apply more tension to keep it from "floating". If so, remove the screw holding the spring in place and either bend the spring more or straighten it slightly to increase or decrease the tension. Then replace the screw, using some sealant.

General Maintenance Tips

The rings on the pins of the stay adjusters are subject to being pulled out. Protect them by using a stay adjuster boot, available at your dealer, or by wrapping plastic tape firmly around the rings and pins. A boot can be made by slipping a section of plastic hose (about 8" long) up the stay wire before attachment, and then slipping it down over the stay adjuster.

The cams in the jib track slides may be loosened by transporting or during use. Check to see that the screws are tight. If, when tightened, the cams won't move easily, remove the screw and flip the washer over and re-install the screw. Check all hardware, pins, fasteners and fittings each time before you sail. This includes mast, boom and all hardware on the boat.

The teak wood can either be left natural and oiled, or be sanded and varnished. The finish on the daggerboard and rudder is natural varnish and may be sanded and varnished directly.

The gel-coat surface of the boat is susceptible to the effects of sunlight and usage. For this reason try to keep the boat covered when not in use. Contact your dealer for a booklet on how to care for fiberglass boats.

Knots to Use



The Bowline

The Figure-8



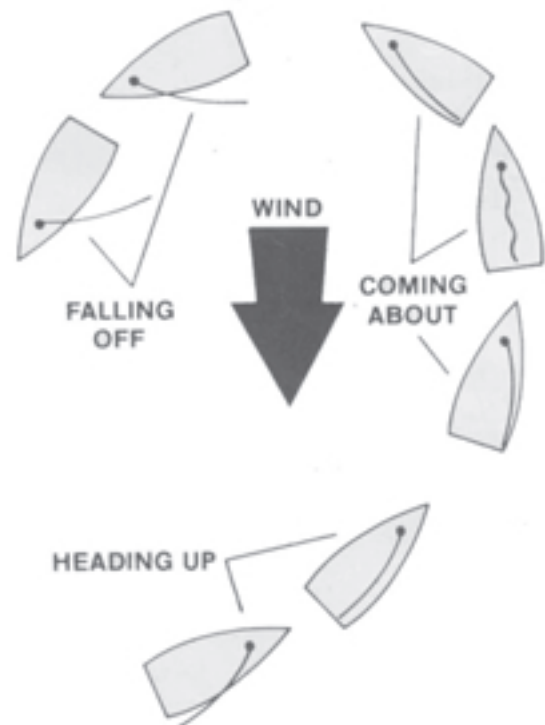
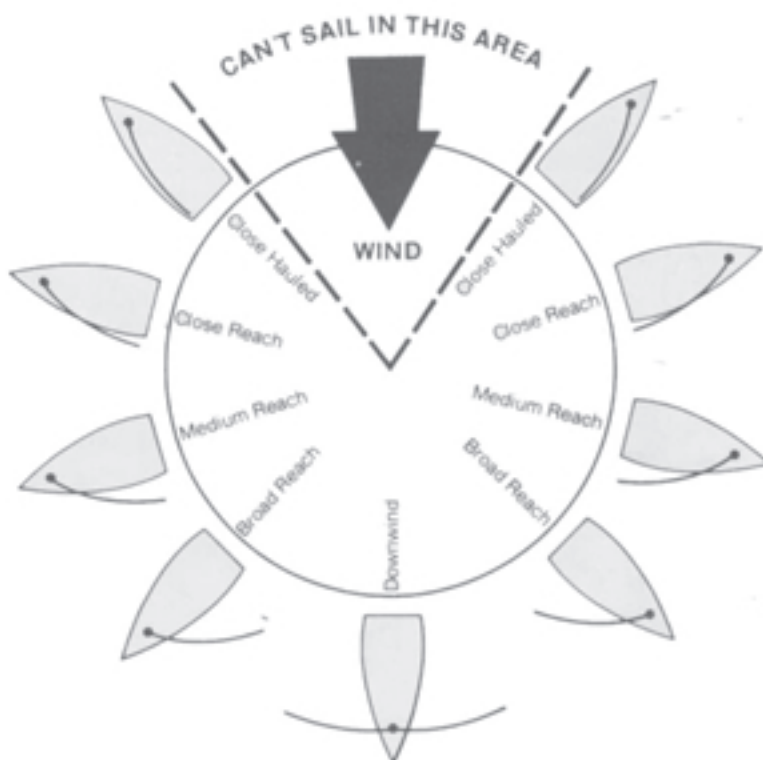
Safety Tips

- Sail to your experience. Do not try to do more than you can.
- Do not take your Holder® 14 sailboat 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.



The Hitch

Basic Sailing





Holder[®]
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