

# Hobie Adventure Island

Assembly Manual





## **WELCOME TO THE HOBIE WAY OF LIFE**

*Congratulations on the purchase of your new Hobie Adventure Island and welcome to the Hobie sailing family. The Hobie Adventure Island cannot be outgrown (how do you outgrow fun?) and will provide years of enjoyment for everyone, from children through senior citizens. A single adult can sail it at top performance or 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, accurate instructions on how to get your Hobie Adventure Island ready for the water and use it safely. Please read the instructions carefully and familiarize yourself with your boat and all its parts.*

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

*Watch for overhead wires whenever you are rigging, launching, sailing or trailering with the mast up. MAST CONTACT WITH POWER LINES COULD BE FATAL! Be certain that the rigging area and the area 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 Hobie Adventure Island to you and hope that you'll take as much pride in owning her.*

**Fair winds and good sailing!**

***Hobie***

# HOBIE ADVENTURE ISLAND INSTRUCTION MANUAL

This assembly manual takes you step-by-step through the set-up and sailing of your new Hobie Adventure Island, and will help you understand each part in detail.

## Setting up your *Hobie Adventure Island* PAGE

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**Adventure Island Specs**  
 Length= 16' / 4.88m  
 Main Hull Width= 27.5" / .70m  
 Width Amas Out= 112" / 2.84m  
 Width Amas In= 42" / 1.06m  
 Total Rigged Weight= 115lbs. / 52.16kg

**BATTENS**

Battens are long thin pieces of fiberglass rod. These rods give the sail stiffness and help maintain sail shape. The unique angles of the battens allow the sail to easily roller furl.

**MAST**

The mast is a two-piece design for easy trailering and storage.

**AKAS**

The Akas are the pivoting arms that connect the Amas to the hull.

**MAINSHEET SYSTEM**

The mainsheet is designed with a pulley system to allow the sailor to trim the sail with minimal effort.

**Daggerboard**

The daggerboard enhances your upwind performance.

**V-FRAME** (not shown here)

The V-frame is an internal structure that gives support to the bottom of the mast.

**SAIL**

The sail is a "square-top" design, utilizing the latest technology in sail design.

**TELL TAILS**

Tell tails are small ribbons to help determine the trim of the sail. They will tell you whether you need to sheet your sail in or out.

**ROLLER FURLER**

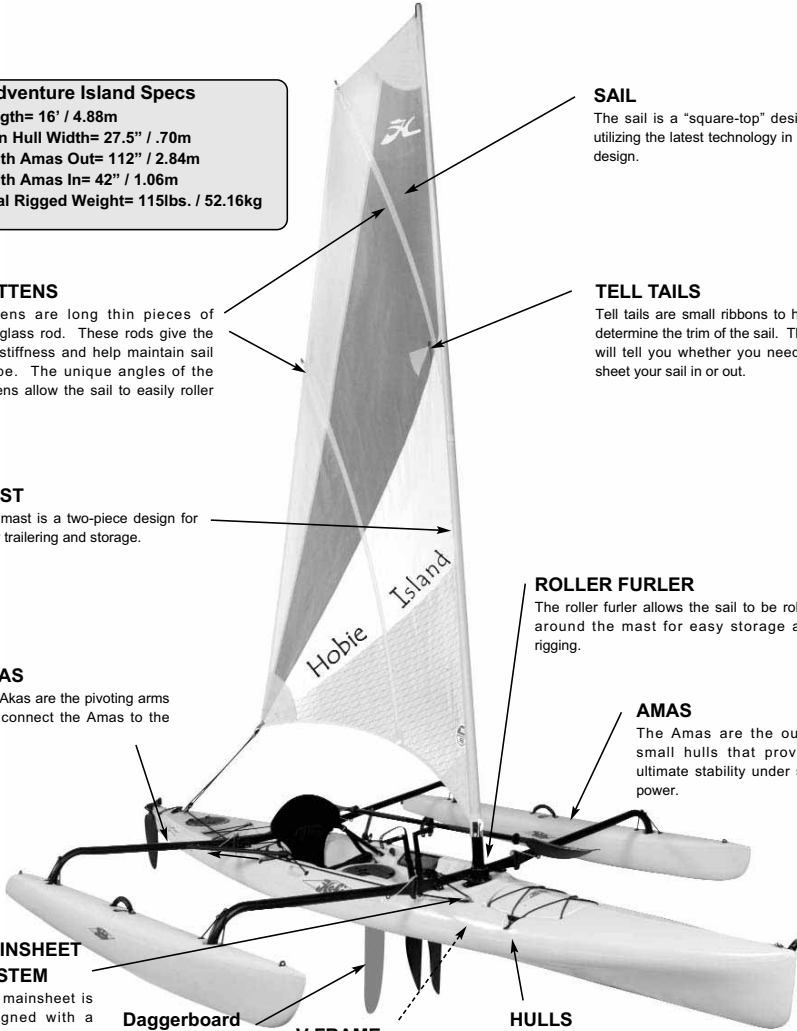
The roller furler allows the sail to be rolled around the mast for easy storage and rigging.

**AMAS**

The Amas are the outer small hulls that provide ultimate stability under sail power.

**HULLS**

The Adventure Island hulls are constructed from Super Linear II Polyethylene. Polyethylene provides an extremely durable hull that is quite resistant to dings and scratches.

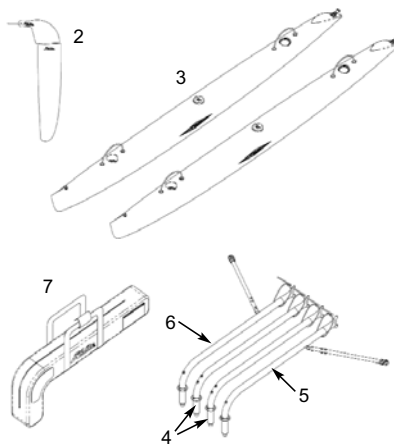


## List of Parts

When opening your new Hobie Adventure Island, be sure to check that all parts are present and that the boat is in good order. Find a good clean spot, lay out all of your components and run through the checklist.

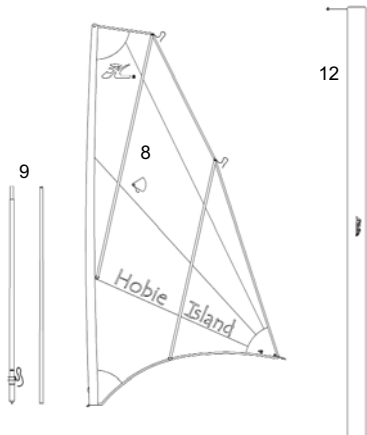
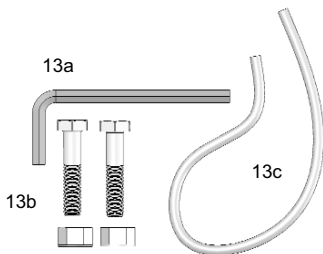
### Hull and Crossbars

1. One Hobie Adventure Island Hull with Deck Mounted Crossbars and Mainsheet
2. One Daggerboard
3. Two Amas
4. Two Forward Akas
5. One Right Rear Aka
6. One Left Rear Aka
7. One Aka Carrying Bag



### Sail Components and Small Parts

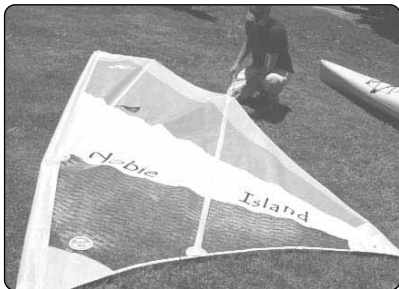
8. One Adventure Island Sail
9. One Two-Piece Mast
10. Two Battens (not shown)
12. One Full Length Mast/Sail Bag
13. One Bag of Small Parts (not shown)
  - a. One Allen Wrench
  - b. Two Nylon Screws and Nuts
  - c. One Small Line for Downhaul



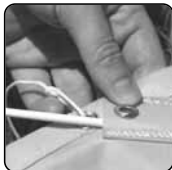
# Pre-Assembly Instructions

## Mast and Sail Assembly

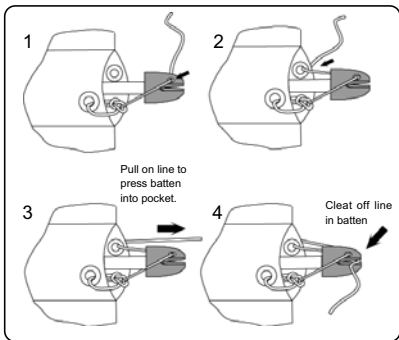
1. Find a large clean area where you can lay the sail flat.



2. The sail battens are the long flexible white rods which are inserted into long pockets on the sails. These pockets run diagonally along the face of the sail. Simply insert the battens into the pockets and run them all the way to the bottom. The longer of the two battens goes into the upper batten pocket.



3. Once the battens are fully installed, apply tension to them to keep them in the pocket. Follow the diagram below for the proper lacing procedure.

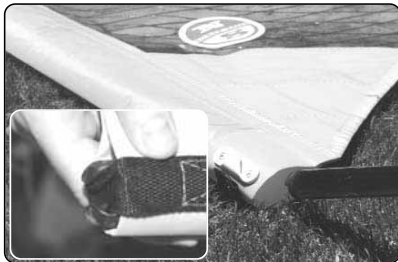


4. Tie a knot at the end of the line to prevent it from falling off the batten.

5. The Island's composite mast is 2-piece, so simply slide the top of the mast into the lower end.



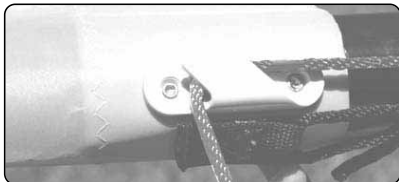
6. Now slide the small end of the mast into the mast sleeve all the way to the top of the sail. Once the mast gets to the top of the sail, make sure the webbing gets pressed into the fitting at the top of the sail, as shown below.



7. In the small parts bag, there is a small length of line that is used to apply a "down" force along the sleeve of the sail. Tie one end of the line to the small webbing loop at the base of the sail sleeve.



8. Now rotate the base of the mast so that the hole on the mast collar aligns with the line. Feed the line through the hole and pull back up to the sail sleeve. Pull some tension in the line and cleat off the end of the line into the jam cleat on the sail sleeve.



9. Roll the sail onto the mast. If the sail is in the same orientation as shown in the image below, rotate the mast counterclockwise.

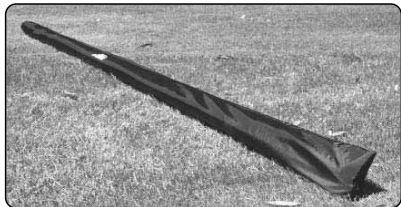


10. Once fully rolled, take the small line with the knot and wrap it around the hook sewn to the sail.



#### **IMPORTANT**

To keep your sail in good condition, we highly recommend that you store the sail rolled around the mast and inside the full length storage bag included. It is also important to bag the sail and mast when transporting on a car top or trailer.



#### **!CAUTION!**

**WATCH FOR OVERHEAD POWER LINES WHEN HANDLING THE SAIL AND MAST. NEVER RIG, TRAILER, OR SAIL THE BOAT NEAR OVERHEAD POWER LINES. MAST CONTACT WITH A POWER LINE COULD BE FATAL!**

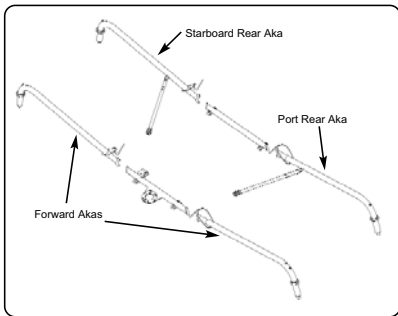
# Island Assembly

The instructions below will help guide you through the most efficient way to assemble your Adventure Island. Depending on how you transport your kayak (roof racks/trailer), you may be able to eliminate some steps.

## Installing the Akas

1. Lay the basic Adventure kayak hull on flat dry ground. If you are planning to transport the kayak after it is assembled, now is a good time to plug in your heavy-duty plug-in cart. (Assembling the Island on the cart is much easier).

2. Remove the akas from the carrying bag and install them on the deck-mounted bars. It is important to differentiate the rear bars from the forward bars. The rear bars have an additional smaller tube that can swivel. With the rear akas, it is also important to note that there are port and starboard bars. The diagram below will help show you how they should go.



3. To install the akas, locate the bracket over the tubes on the end deck-mounted bars. Once they are in the proper location, slide the pin through the hinge assembly, making sure it passes all the way through.



## Installing the Amas

1. Both amas are identical, so they can go on either side. Simply install the end of the aka into the scupper holes on the ama. Keep the Bungee on the ama on the outside of the scupper.



2. Once completely installed, stretch the Bungee cord over the eyelet posts on the akas.



3. When transporting the Island, it is easier to keep the amas folded along the side of the hull. Pivot the bars back and stretch the paddle holder Bungee over one of the available eyelet posts on the forward aka.



## Installing the Mast

*Note:* Installing the mast can make the kayak a little tipsy when transporting on the wheels. If you are going to wheel your Island a long distance, we recommend that you lay the mast down on the deck until you reach the water and can take the kayak wheels off.



### 1. IMPORTANT!

Before raising the mast, look overhead for powerlines.



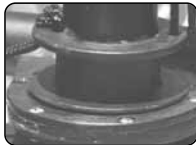
### **!CAUTION!**

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2. To install the mast, take the end with the pin and insert it through the bearing on the forward deck-mounted crossbar and into the fiberglass cup. It is important to have good control of the mast as you install it so it goes straight into the hole.



3. As the mast collar goes into the bearing, you should hear the lock snap over the collar. When installed, there should be a 1/8"-1/4" gap between the collar on the mast and the plastic bearing ring.



**IMPORTANT:** The mast cup must be completely clear of sand that can collect at the bottom. Having sand collecting will prevent the mast from fully going inside of the cup. To rinse the mast cup out, lay the boat on its side and splash water into the cup to allow it to rinse out.

4. Unwrap the furling line from the mast and feed it through the cleat as shown in the picture below.



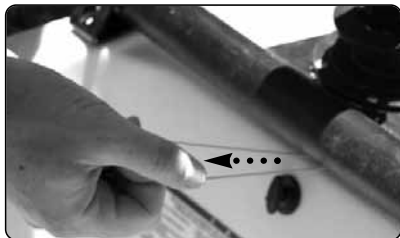
5. Feed the mainsheet hook through the grommet at the corner of the sail. For the best performance, make sure the line isn't twisted around itself.



### Removing the Mast

When storing or transporting the boat, be sure to take down the mast. **Before pulling the mast out, look overhead for powerlines that could make contact with the mast.**

1. Pull on the line that runs underneath the forward deck-mounted crossbar. By pulling on this line, you are releasing a leaf spring which holds the mast down.



2. Apply a little forward pressure on the mast as you lift it out. As soon as the mast is free, grab it with both hands and pull the mast all the way out. Always pull the mast straight out.



# Understanding the Working Features of your Adventure Island

Now that your Island is assembled, it is important to familiarize yourself with how some of its features work before taking it on the water. We recommend that you practice the following procedures before launching.

## Pivoting Akas and the Locking Crossbrace

The Adventure Island is equipped with pivoting akas to make it easy to get on and off the boat from a dock. As the akas fold in, they also move down to give you plenty of stability even when folded in. *Do not sail the boat with the akas folded in.*

To keep the akas in the "out" position, you will need to lock them using the pivoting crossbrace and ball locking system. With the akas in the "out" position, press the spring-loaded sleeve on the end of the diagonal locking brace and place it over the small ball that is next to your seat along the kayak's rails.



Position the sleeve over and on top of the ball and release the sleeve. Lift up on the brace a little to make sure it is properly locked on the ball.



To fold in the akas, press in on the sleeve and pull the crossbrace off the ball, then fold the akas in.

## Furling and Unfurling the Sail

Furling and unfurling the sail is the process of rolling and unrolling the sail around the mast.

Before attempting to unroll the sail, make sure the furling line is uncleated.



To unroll the sail, grab the corner and pull it straight back toward you. As the sail unrolls, the furling line will wrap around the mast collar.



To roll up the sail, pull on the furling line and the sail will wrap around the mast. Pull the furling line into the jam cleat to hold it in place. If it is difficult to pull or the sail isn't furling, you probably have the mainsheet cleated. The mainsheet must be uncleated for the sail to furl.



## Reefing the Sail

When a sail is reefed, it is in a semi-furled state to reduce the sail area. By doing this you reduce loads on the boat that could be dangerous in squall or high wind conditions. To hold the sail in a partially furled position, adjust the sail to the desired size and cleat the furling line in the jam cleat.



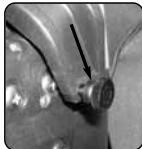
Full Sail



Half Sail

## Rudder Lock Down Screw

For extreme wind conditions, your rudder is equipped with a lock down screw. With the rudder in the down position, thread in the screw on the side of the rudder housing to lock it into the blade. This screw must be installed or removed in at least 18" of water because the locking screw will prevent the blade from kicking up if you run aground. Extra screws are located under the lid of the rear 8" hatch.



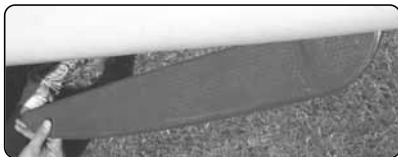
## Daggerboard

The daggerboard provides more sideways resistance to keep the boat from sliding sideways on the water. To install it, simply slide the board into the small elongated hole near your mesh covered pockets. When it is all the way down, stretch the Bungee cord and loop it over the eyelet post near the right hand side of your seat.



The design of the daggerboard is such that it will pivot back if you run aground or hit floating debris. **In order for the pivoting feature to work properly, the daggerboard must be all the way down.**

You should remove the board from the well when beaching to keep the surface quality of the board in good condition. To avoid losing the daggerboard, you can tie a small lanyard line to the board and tie it off to any surrounding padeyes.



## Aka Storage Bag

Use the crossbar bag to keep your akas and daggerboard in good condition. Each bag comes with foam holders to keep the akas in order and to prevent them from scratching one another. The best way to use the bag is to:

1. Insert two akas and press the foam holders over them.



2. Press the other two bars onto the foam holders and slide the daggerboard along the side of the bag to store it along with the bars.



Note how the top bars fit in front of the bottom bars.

# Sailing Basics

You are now ready to go. Please review the following pages for sailing and maintenance tips. The manual that comes with the kayak package also contains important information about your boat.

## TRANSPORTING YOUR ADVENTURE ISLAND TO THE WATER

There are many ways to transport your Adventure Island from the car to the water. We recommend that you either use the heavy-duty kayak cart or carry it with another person.

To use the cart, simply plug it in prior to attaching the crossbars. Then roll the boat into the water and remove the wheels, or have someone lift the boat to remove them.



To carry the assembled Island requires two people. For easy balancing and safety, keep the mast down when carrying it. One person should stand in front of the forward aka with the other person standing behind the rear crossbar on the opposite side. Grab the deck-mounted bar and the aka and pick the boat up together. **DO NOT CARRY THE BOAT USING THE AMA HANDLES.**



## Launching

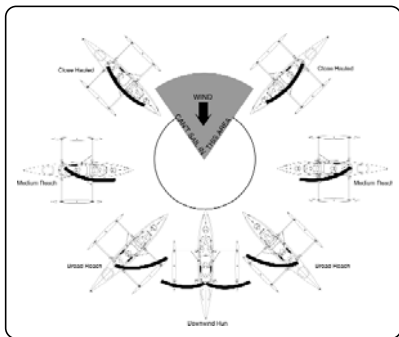
For safety, and to ensure that you have control of the boat at all times, we recommend the following steps when launching. These instructions start with the assumption that the boat is in the water with the Mirage Drive in, the sail rolled up, and the amas folded to the sides. As you become more familiar with the boat, these steps will become automatic.

1. Move the amas into the "out" position and lock the crossbrace to the hull.
2. Lower the rudder.
3. Pedal to deeper water, and drop the daggerboard into the slot and Bungee it back.
4. Before you unroll the sail, make sure there is enough space around you to maneuver as you start to pick up speed.
5. Unroll the sail and trim the mainsheet accordingly.

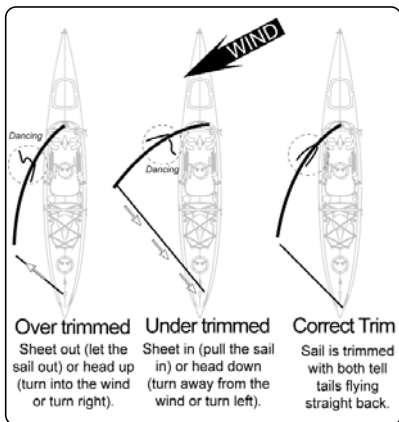
## SAIL POWER

It is important to study the sail and become familiar with its characteristics in order to trim or make adjustments. When the front of the sail just behind the mast luffs, or flutters, in the breeze, you lose power. To start moving, pull the sail in just enough to stop the luffing.

Refer to the sail trim diagram below for approximate sail settings for the different points of sail or directions you will be sailing. Note the "can't sail zone". You cannot sail in this direction as the sail will luff constantly when pointed into the wind. If you get stuck "in irons" (stopped pointed into the wind) you will need to pedal into the zone that you can sail in. Then you can correctly trim the sail and start moving forward.



There are short ribbons (tell tails) hanging on either side of the sail. Follow the diagram below to get optimum performance out of the sail for all angles of sailing. The tell tails react to air flowing over the sail and will help you see if the sail is pulled in too tight or not enough. If you pull the sail too tight you will stall the sail power. Ease the sail out until the tell tails on both sides are flying. You will adjust the trim whenever the wind changes direction or when you change course.



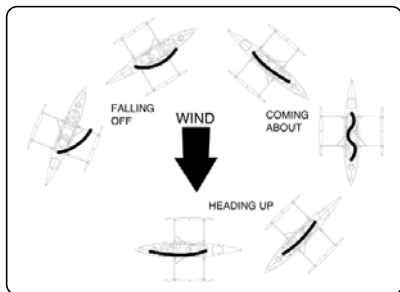
## TURNING

To tack or turn the boat into and across the wind to the opposite direction (also known as "coming about"), follow the points of the sail guide illustration and take the boat to the close-hauled point of sail. This is when you are nearly 35 degrees from sailing straight into the wind. With the boat moving forward and not stalling, turn the boat into the wind. When the boat is pointing straight into the wind the boat will become level. Ease the mainsheet trim out just a little. As the boat comes across the wind and falls off onto the opposite, close-hauled point of sail, turn the rudder back to the straight position and adjust the mainsail back in for the proper sail trim. Once you make the tack and feel that the rudder is fighting the turn, you most likely have the sail sheeted in too tight. Let the sail out a bit and turn the rudder to adjust your course.

When sailing downwind, turning the boat from one point of sail across to the other is called a jibe. The jibe is completed by turning away from the wind (in sailing terms, "falling off") to the opposite point of sail rather

than into the wind as when tacking. Care must be taken when attempting a jibe in high winds as the boat will be at full power and you cannot easily de-power it without turning back into the wind.

To start a jibe, turn the boat away from the wind and let the sail out slowly. Keep the turn going at a steady rate and begin pulling the sail back in as the boat nears the straight downwind direction. This will keep the sail from slamming all the way across when the sail falls from the opposite side. Duck below the sail to avoid getting hit as the wind fills the sail from the opposite side and swings across the boat. Attempt to control the speed of the sail while it crosses the deck by maintaining some tension on the mainsheet, then ease the mainsheet out quickly as the boat turns past the downwind direction onto the new point of sail. Trim the sail correctly for the desired point of sail.



## DOCKING

Properly docking the Hobie Adventure Island will prevent damage. Always furl the sail and approach the dock under power of the Mirage Drive. As you approach the dock, release the locking crossbrace on the outrigger closest to the dock and pull it in next to the main hull. Stretch the paddle holder Bungee over the eyelet post on the aka to hold it in against the hull. Be aware of the water depth as you may want to pull up the daggerboard and rudder.

## BEACH LANDINGS

Landing on a beach is simple. As you approach the beach, furl your sail and pull up the daggerboard. Use the Mirage Drive to propel the kayak toward the beach. As you reach the shore, put one pedal forward to raise the fins and move the rudder into the "up" position. Always keep the boat pointed into the wind while beached and keep the sail furled.

## RIGHTING THE BOAT

The trimaran setup of the Adventure Island makes it extremely stable and nearly impossible to capsize under most conditions. However, unexpected events do occur, so it is important to know how to "right" the boat if it were to turn upsidedown.

*Step 1.* Remain calm and stay with the boat.

*Step 2.* Because it is so stable with the amas in the "out" position, you will need to unlock one of the aka crossbraces to fold in one of the amas.



*Step 3.* Climb up on the hull and reach around to grab the midship carrying handle. Holding onto that handle, lean back to apply your weight to turn it back over. It is important not to pull hard quickly, but to pull with a constant load.



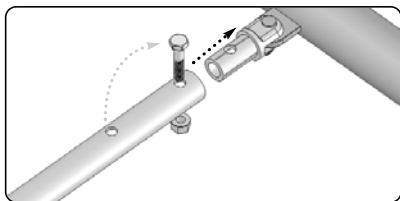
*Step 4.* As the kayak rolls back up, watch for the ama coming over your head. Once the kayak is upright, roll up the sail and fold out both amas so you can climb back into the boat.



## CROSSBAR BREAK-AWAY PINS

The aka braces are equipped with a break-away pin. This prevents any significant damage that might occur to the bars in the event of a strong collision. If you impact something and break the pin, there are extra pins on the aka braces. Before you do anything else, furl the sail to prevent pitching over.

Now remove one of the extra pins and install it through the hole on the end of the crossbar brace and screw the nut onto the threads. Make sure that you go through the aluminum tube and the plastic part. There are extra pins in the small parts bag to replace your reserve breakaway pins.



## TRANSPORTING

### LOADING YOUR TRAILER

The weight of the boat, equipment and additional gear should never exceed the trailer manufacturer's rated weight capacity. Proper distribution of the load is of vital importance. Too much weight on the hitch will cause "tail dragging" of the towing vehicle, impairing steering and raising headlights into the eyes of oncoming traffic. Too little or negative weight on the hitch, and the trailer will sway or "fishtail". The solution to proper distribution is often adjusting movable gear. A more permanent solution is to shift the axle position before taking your boat to water for the first time.

### TOWING

Extra caution is necessary when towing any trailer. The heavier the rig, the more time required to accelerate, pass, and stop. For this reason, in most states the maximum speed for vehicles with trailers is less than vehicles without a trailer. A long rig requires a larger turning radius. Curbs and obstructions should be given wide clearance. Most boats on trailers obstruct the rear view of the driver. When this happens, an additional rear view mirror on the right side of the towing vehicle is required by law.

Be familiar with traffic and highway laws relating to the towing of trailers. Obstacles should be given plenty of room when you are passing them. Tie-down straps or lashings should be of sufficient size and diameter and the boat should be secured to the trailer at all four corners. The carrying handles located at the bow and stern are for carrying only. **DO NOT USE THESE HANDLES FOR TOWING OR AS TIES-DOWNS ON A TRAILER.**

## LAUNCHING AND RETRIEVING

Prepare your boat for launching at the top of the ramp or parking facility. When backing up to the water, avoid dunking wheel bearings wherever possible. Never leave the towing vehicle unattended on the ramp with only the parking brake set. If the vehicle must be left while on the ramp, set the transmission in "park" or first gear, in addition to setting the parking brake. In retrieving your boat, make sure that the boat is properly placed on the trailer. Pull the trailer up steadily to prevent spinning the wheels.

## MAINTENANCE

**Lights:** Most state laws require two red taillights on the rear that may be combined with the stop and turn signals. Vehicles over 80 inches in width require clearance lights. If lights are dunked, waterproof light fixtures should be used. If water is allowed to enter, the lamp may crack and short out the entire system. Water also promotes contact corrosion. Always carry spare lamps. The wire coupling to the towing vehicle should be high enough to stay dry. Never rely on the trailer hitch for ground connection. Four-pole connectors should be used. **The mast should not extend over three feet behind the rear light assembly.**

**Wheels:** Tires should ALWAYS be inflated to the manufacturer's recommended pressure. Always carry a spare wheel and a jack that fit the boat trailer. If wheel bearings are always dunked, waterproof bearings and caps should be considered. If water is allowed into the hub, lubricating grease will float away and bearings will burn out or seize, causing damage and a safety hazard. Waterproofed bearings should be inspected prior to each boating season, others more often. Special care should be given when traveling on unimproved roadways with small diameter wheels.

If a spare wheel is not available, a spare wheel bearing set should be taken on long trips in case the grease seal is broken.

## FRAME AND ROLLERS

Rust should not be allowed to accumulate. Remove rust and repaint with anti-rust paint. Some trailers offer galvanized coating to prevent rust. Rollers should roll freely and should not have cracks, breaks or flat spots.

## TOWING VEHICLE

Most vehicles are limited in towing capacity. Towing heavy loads places extra demands on the engine, transmission, brakes and other systems vital to the

vehicle. Towing "packages" are available through most auto dealers and should be considered for heavy boats.

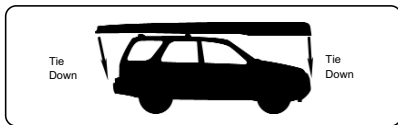
### Caution

**Boat and mast should be securely attached to the trailer with adequate tie-down straps. Failure to do so could cause serious injury and extensive damage.**

## Car-Topping Information

Caution is required when car-topping the Hobie Adventure Island, or any object, on top of a car. Common sense must be followed to ensure that the roof rack being used will handle the weight of the boat. Roof rack manufacturer's weight limitations and tie-down guidelines must be strictly followed. If in doubt, the best course of action is to trailer the boat. **IMPORTANT RULES TO FOLLOW: PLEASE REVIEW THE ISLAND INFORMATION ON PAGE 3 FOR WEIGHT SPECIFICATIONS.**

1. Roof racks that come as standard equipment on cars are not designed to handle heavy loads. Choose an accessory roof rack with weight ratings that will accommodate the Hobie Adventure Island and its parts. If in doubt, consult with the manufacturer. **BE SURE TO CHECK THE HEIGHT OF THE RACKS TO PREVENT ROOF SCRATCHING FROM THE DECK-MOUNTED BARS.**
2. Make sure the roof rack manufacturer's weight limitations are followed.
3. Carefully follow the roof rack manufacturer's directions for attaching the rack to your car.
4. Always securely tie all parts carried on the rack to the roof rack.
5. Always use a good quality line of at least 1/4" diameter for tie-downs. Avoid using polypropylene line as it does not hold knots well.
6. In addition to other tie-downs, always tie the bow and stern to the front and back bumper of your car.



7. Drivers should use extra caution due to the higher profile of the vehicle and additional windage, especially when related to side winds.
8. Always stop and check the tie-downs shortly after beginning any trip and check often on long trips. Check for lines that may become loose or worn.



### CAUTION/SAFETY TIPS

- **Watch for overhead power lines.** Never rig, trailer or sail the boat near overhead power lines. Contact with a power line could be fatal.
- **Be aware of your physical and skill limitations.** Do not take the Hobie Adventure Island out in the surf or head out in the ocean unless you are an extremely experienced sailor.
- **Wear a life jacket.** Wearing life vests while sailing is considered mandatory on any small boat. Wearing a life vest is a smart thing to do and could save your life.
- **Stay with your boat at all times.** A sailboat could sail away by itself if a person were to fall overboard. The best advice to a sailor is to **stay with the boat.**
- **Adhere to car roof rack manufacturer's weight limitations and tie-down suggestions when car topping the Hobie Adventure Island.**
- **When trailering the Hobie Adventure Island, be sure to securely tie the boat and loose parts to the trailer.** Stop and check tie-downs often.
- **Hobie Cat does not recommend leaving the Hobie Adventure Island in the water on a mooring, and doing so will invalidate the warranty.** Accelerated wear to the boat and rigging will occur, and damage to the hull material is possible. If you choose to moor your boat, take the mast down when not in use and inspect rigging often.

For your nearest Hobie Dealer  
or for help and information call:  
**1-(800)-HOBIE-49**  
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[hobiekatyaks.com](http://hobiekatyaks.com)

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