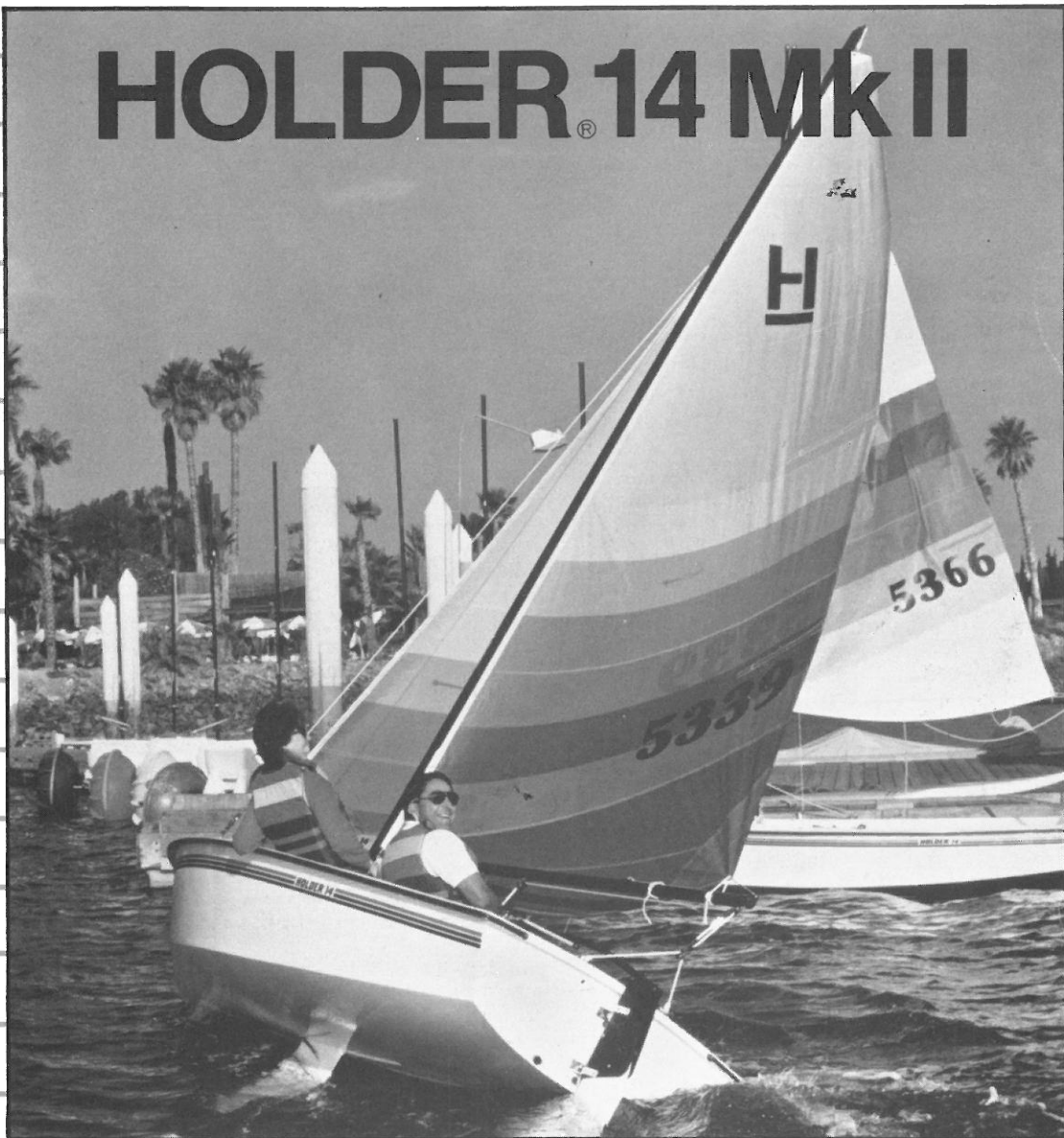


HOLDER[®] 14 Mk II



ASSEMBLY MANUAL



Introduction

Welcome to the Holder® family of sailors. Thanks for joining us. By purchasing the Holder® 14, you are treating yourself to the ultimate in sailing enjoyment.

Even if you have long experience with sailboats, please read this manual thoroughly. It will give you easy, accurate instructions on assembling your new boat. We suggest reading through the manual completely before you begin assembly. Pay special attention to the boat and parts descriptions shown on the following pages.

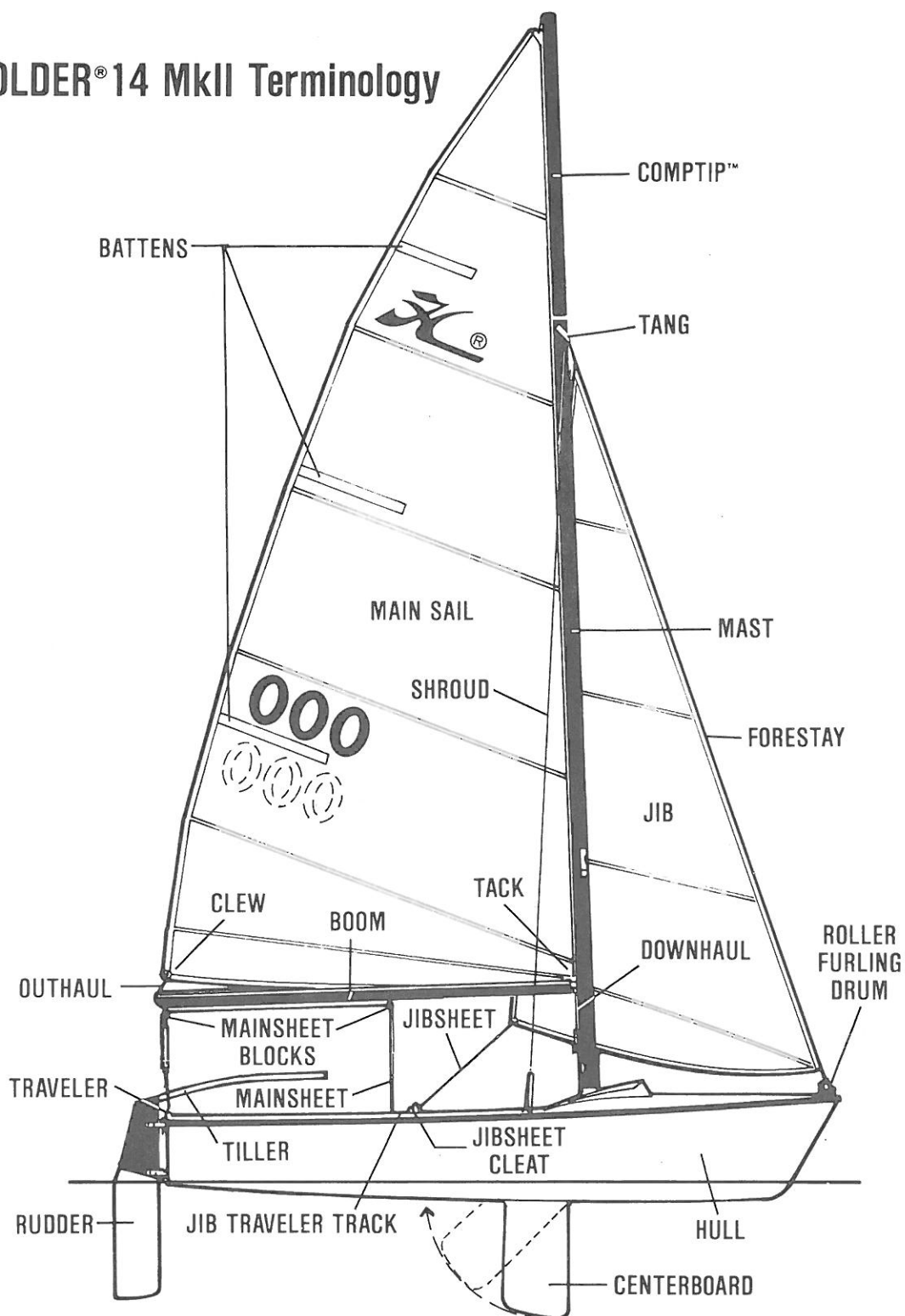
If you are new to sailing, this manual will not teach you how to sail. There are many excellent courses and books available on the safe handling of small sailboats. Contact your Holder® dealer or local Coast Guard Auxiliary for recommendations on courses in your area. They'll be happy to help.

Please remember to obey the most important rule of all when assembling your boat — stay away from overhead power lines! Before starting to rig your boat, thoroughly examine the area for power lines and report any potentially hazardous power line that you see by writing to the responsible utility company, send a copy to Hobie Cat Bounty Program, P.O. Box 1008, Oceanside, CA 92054 and sail elsewhere. Remember, CONTACT OF A MAST WITH A POWER LINE COULD BE FATAL.

The Holder® 14 is made with the innovative Comptip™ mast tip (U.S. Pat. No. 4,597,346). This is an essentially non-conducting composite tip which can help prevent electrocution and boat damage from mast/power line contact. Hobie Cat worked many years to develop this new tip so that it would be as effective as possible. Still, nothing can provide total protection at all times, so it's best to avoid wires. Be sure to read the "Maintenance" section to find out how to protect the tip's insulating ability.

By following the instructions, maintaining your new boat properly and observing safety rules, we're confident you'll receive many years of sailing enjoyment from the Holder® 14.

HOLDER®14 MkII Terminology



WARNING

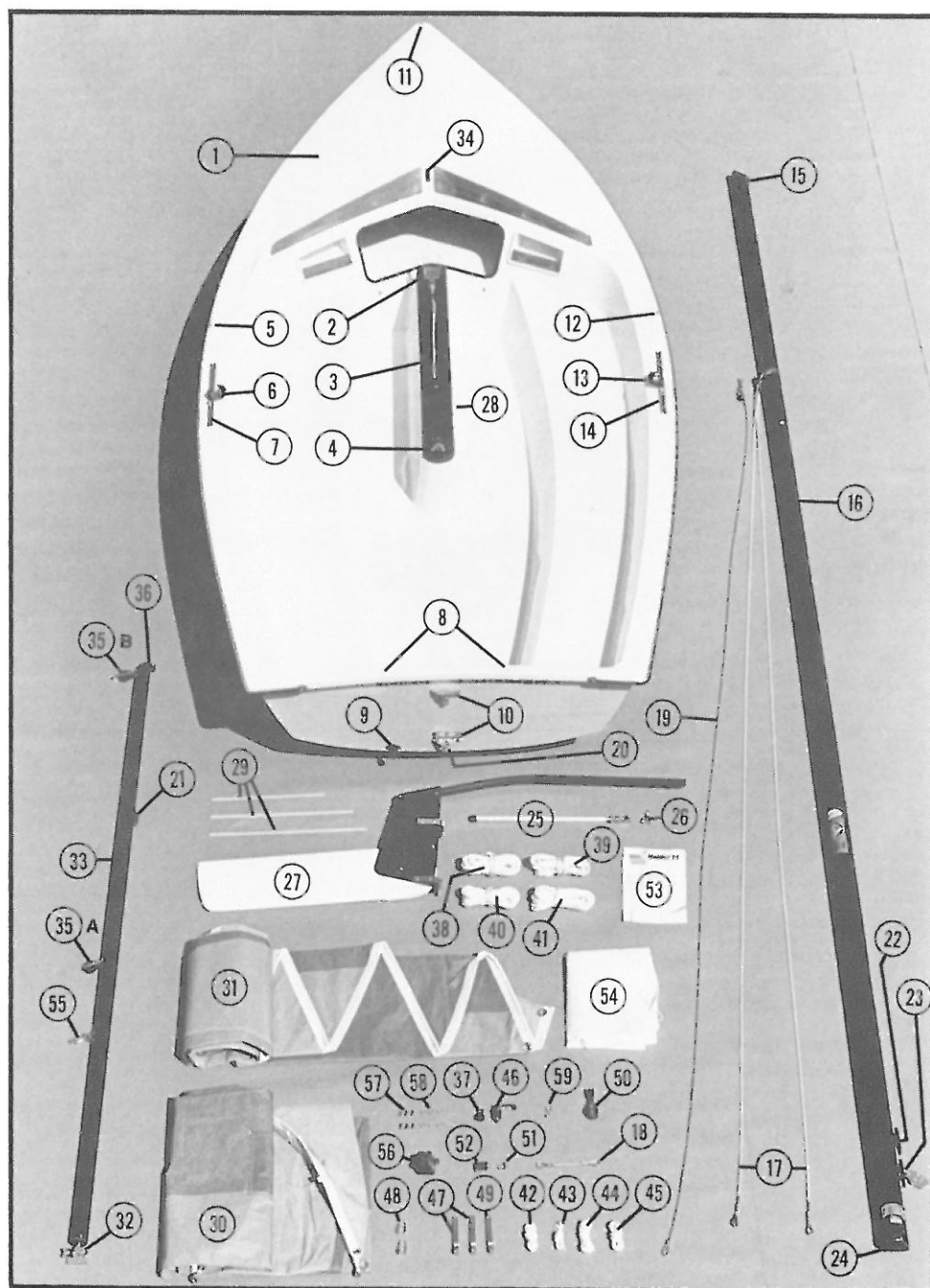
Before starting assembly, be sure the area in which you plan to work is free from overhead power lines. Contact of a mast with a power line could be fatal.

- 1) Hull
- 2) Mast Step
- 3) Centerboard Trunk
- 4) Mainsheet Swivel Cleat
- 5) Port Stay Chainplate
- 6) Port Jibsheet Cleat
- 7) Port Jib Traveler Track
- 8) Traveler Holes
- 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) Shrouds
- 18) Pigtail
- 19) Forestay
- 20) Cockpit Drain Hole
- 21) "V" Jam Cleat
- 22) Halyard Cleat
- 23) Vang Cleat
- 24) Mast Base
- 25) Tiller Extension
- 26) Connector
- 27) Rudder Assembly
- 28) Centerboard (Inside trunk, not shown)
- 29) Battens
- 30) Jib w/Headstay
- 31) Mainsail
- 32) Gooseneck
- 33) Boom
- 34) Roller Cleat
- 35-A) Mainsheet Block
- 35-B) Mainsheet Becket Block
- 36) Outhaul Sheave
- 37) Hull Drain Plug (May be installed)
- 38) Main Halyard 1/4" x 40'
- 39) Jib Halyard 1/4" x 26'
- 40) Mainsheet 5/16" x 28'
- 41) Jibsheet 5/16" x 25'
- 42) Outhaul Line 3/16" x 4'6"
- 43) Traveler Line 1/4" x 3'
- 44) Downhaul Line 3/16" x 3'
- 45) Vang Line 1/4" x 11" (May be attached to boom)
- 46) Cockpit Drain Plug
- 47) Shroud Adjusters (2)
- 48) Halyard Shackles (2)
- 49) Shroud Adjuster w/Shackle
- 50) Traveler Blocks
- 51) Shackle for Roller Swivel
- 52) Roller Swivel
- 53) Warranty Card & Hotline Subscription Info.

- 54) Sail Bag
- 55) Vang Block
- 56) Roller Drum
- 57) Clevis Pins
- 58) Rings
- 59) "S" Hook
- 60) Roller Furling Line (Not shown) #200 - 10'

HOLDER® 14 MkII

Parts & Accessories



ASSEMBLY INSTRUCTIONS

I. Drain Plugs

Screw the small plug (part #37) 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.

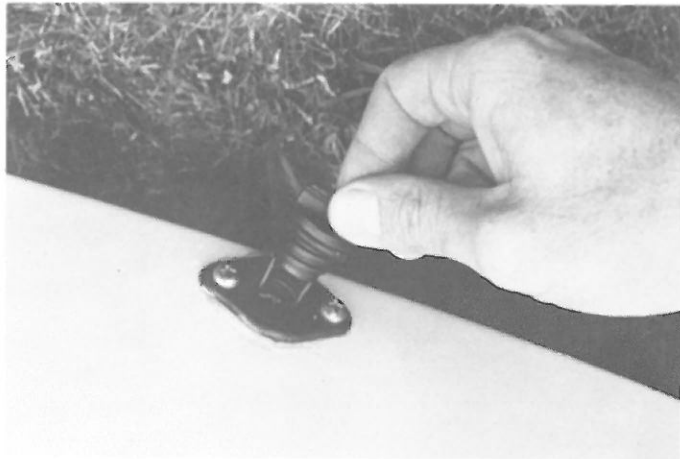


Fig. 1

The large plug (part #46) snaps into the hole inside the cockpit (Figure #2). This plug should be removed during heavy-weather sailing, allowing the cockpit to self-bail.

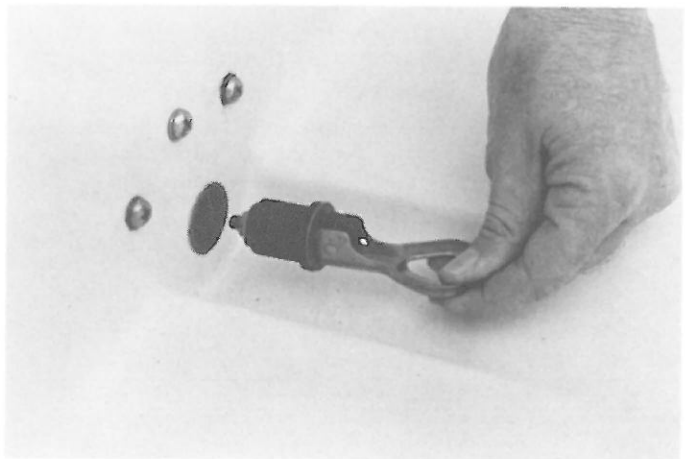


Fig. 2

II. Mast Assembly

SHROUDS AND JIB/FORESTAY — Lay out both shrouds along mast with either rolled-up jib, swivel and pigtail (Figure #3) or forestay with pigtail and block (Figure #4). Connect the three to the mast tang with large shackle (already in place on tang), keeping the shrouds on the outside and the forestay or the jib in the middle.

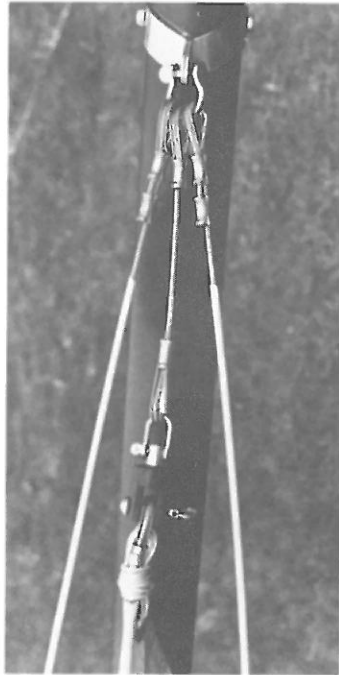


Fig. 3

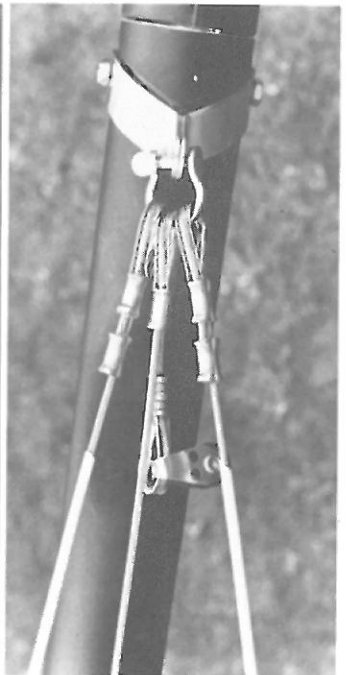


Fig. 4

MAIN AND JIB HALYARD — Locate main and jib halyard (part #38, 39). (Note: Roller furling rig will not have jib halyard) and halyard shackle(s) (Part #48). Using a bowline knot, tie the shackle(s) on one end (Figure #5) of

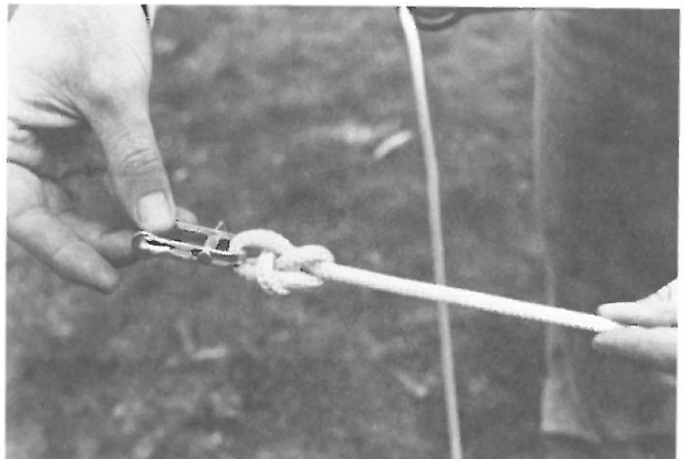


Fig. 5

the halyard. Using the longest line (main halyard) run it through the mast head sheaves, making sure that it exits on the front of the mast (Figure #6) run both ends of the halyard line down to the bar cleat and tie off temporarily as shown (Figure #7).



Fig. 6

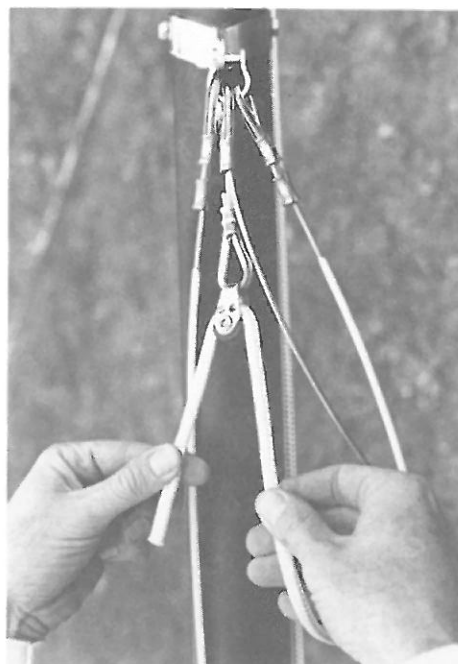


Fig. 8

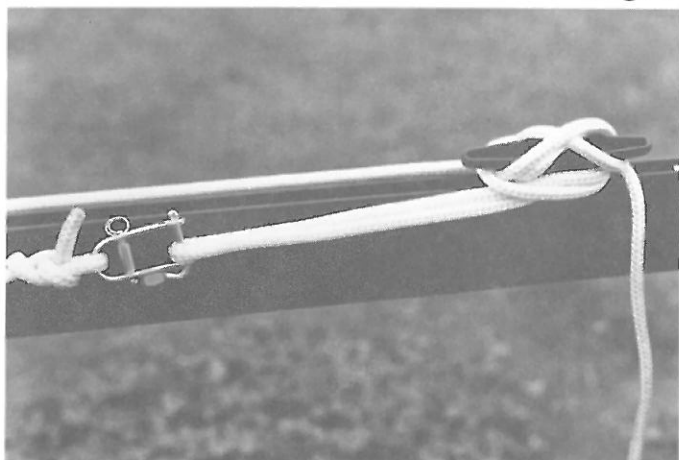


Fig. 7

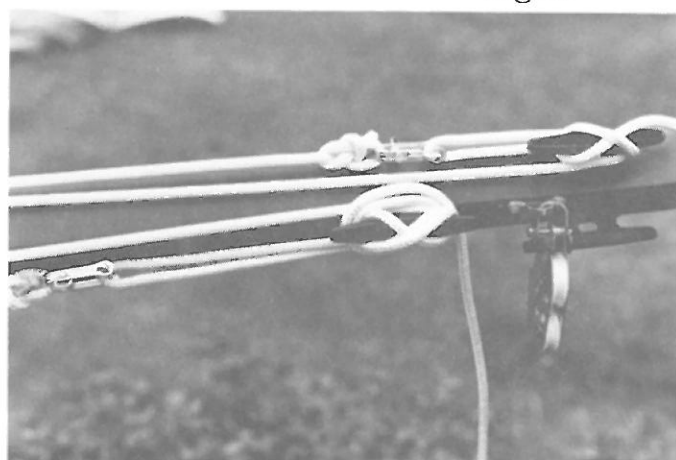


Fig. 9

STANDARD ONLY—Run the jib halyard through the block on the pigtail connected to the forestay, exiting on the side facing the mast (Figure #8), and tie off temporarily as shown (Figure #9).

Before raising mast, please read ahead to Section IV on the next page. Depending on what jib system you're using, you will want to connect either the furling drum or the adjuster before you raise the mast.

III. Mast Raising

Place the base of the mast into the mast step (part #2), aligning the pin at the mast base with the slot in the mast step. Push it forward until it stops (Figure #10).

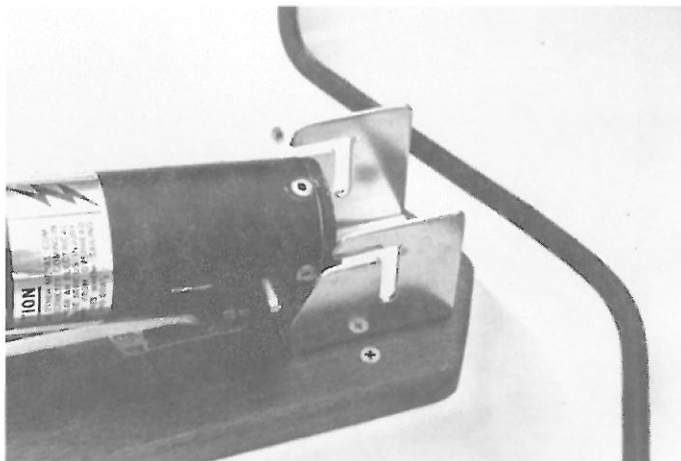


Fig. 10

Attach the shroud adjusters (part #47) to the port and starboard chainplates (Figure #11). Connect the two shroud ends to the adjuster, using the second or third hole down (Figure #12). Make sure the pins and rings are properly secured.



Fig. 11



Fig. 12

Once again, check to be sure the area is clear of overhead wires and power lines.

Now raise the mast, making sure that the shrouds are clear of the transom corners (Figures #13 & 14).



Fig. 13



Fig. 14

IV. Connecting the Jib/Forestay

FOR THE ROLLER FURLING JIB, attach the roller drum (part #56) to the chainplate (Figure #15), then take the end of the jib with the thimble and attach it to the roller drum fork (Figure #16). Run the roller furling line (part #60) through the barrel cleat (part #34) on the splash rail (Figure #17). Note: Refer to Jib Sheet Section for attaching sheets.



Fig. 15



Fig. 16

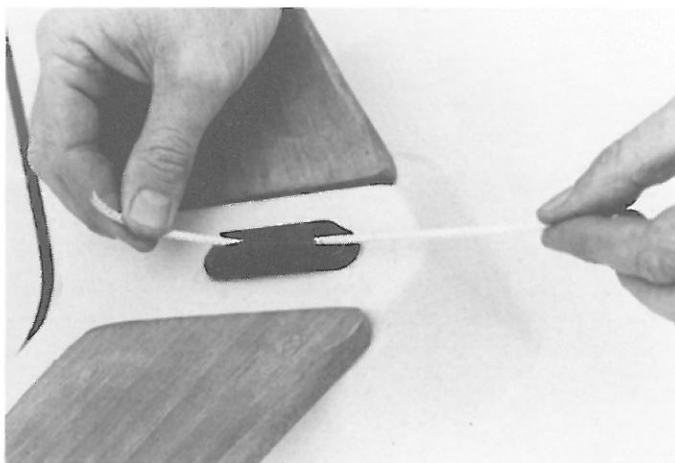


Fig. 17

FOR THE STANDARD JIB, connect the adjuster (part #49) to the forestay chainplate (part #11) (Figure #18). Take the end of the forestay and connect it to the adjuster (Figure #19).

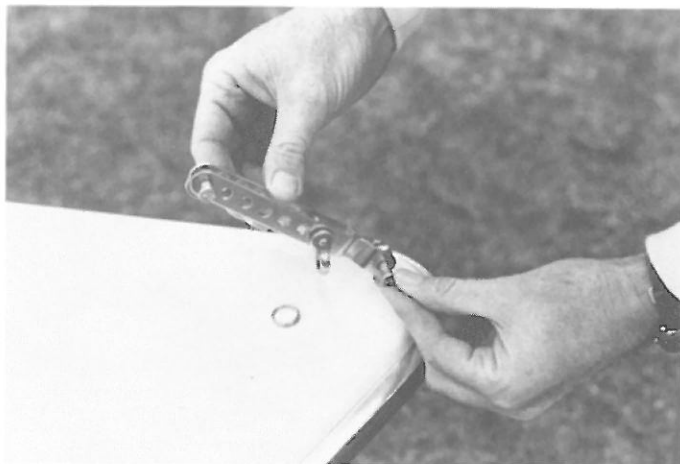


Fig. 18



Fig. 19

V. Boom, Downhaul

To attach the boom (part #33), insert the gooseneck slide into the wide opening in the groove on the back of the mast (Figure #20) and push down. Take the downhaul line (part #44) and, using a bowline knot, tie it on the bottom of the gooseneck. Run the line around the cleat and back through the eye and cleat off (Figure #21).

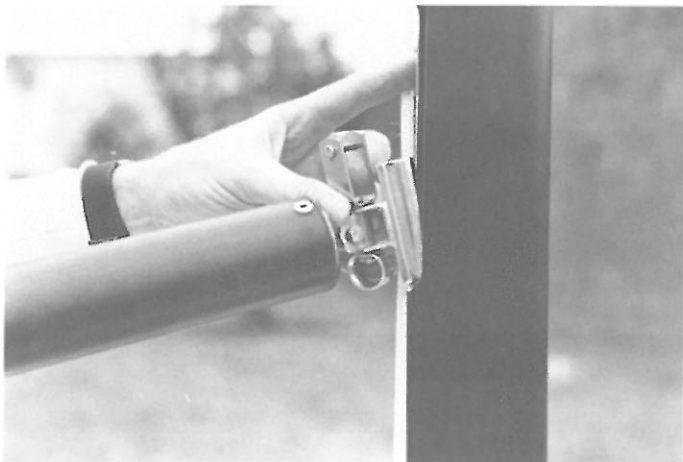


Fig. 20

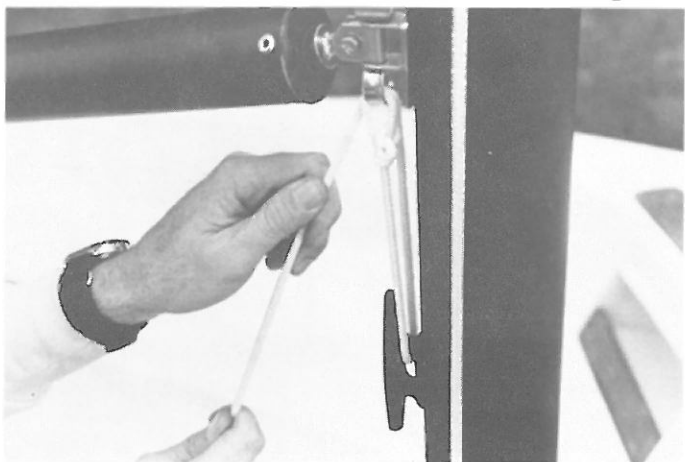


Fig. 21

TRAVELER — Locate the traveler line (part #43) and, using a figure 8 knot, tie off one end. Run the traveler line through one of the holes on the transom, coming in from the underside of the flange. Locate the traveler blocks (part #50). Hold the blocks with the large block on top, and run the traveler line through the small block (Figure #22). Run the line through the other hole in the flange and tie off with a figure 8 knot.

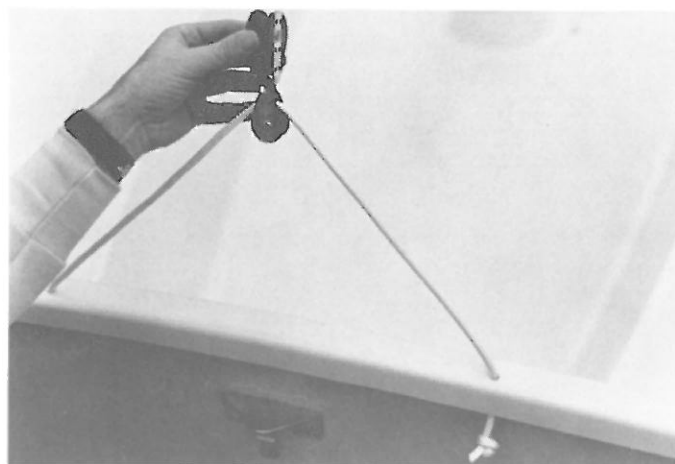


Fig. 22

VI. Outhaul

Locate outhaul line (part #42). Lead one end aft through the outhaul barrel cleat (part #21) located on the top of the boom. Continue aft and lead the line up through the sheave at the end of the boom (Figure #23). Tie the "S" hook (part #59) on to the end with a bowline and a figure 8 on the cleat end of the line.

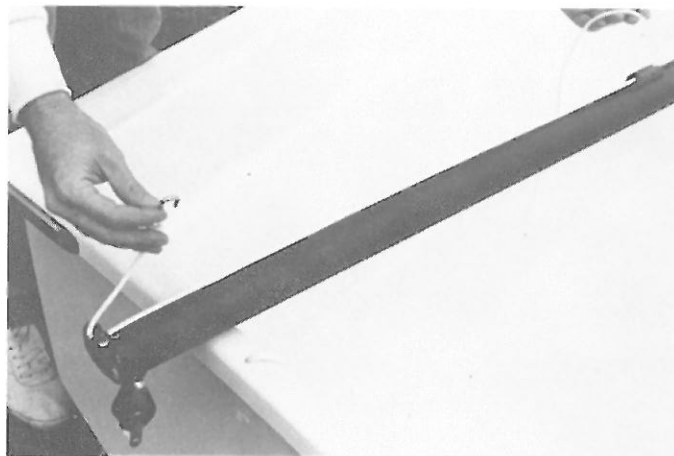


Fig. 23

VANG — (Special edition only) — Run line as shown (Figure #24).

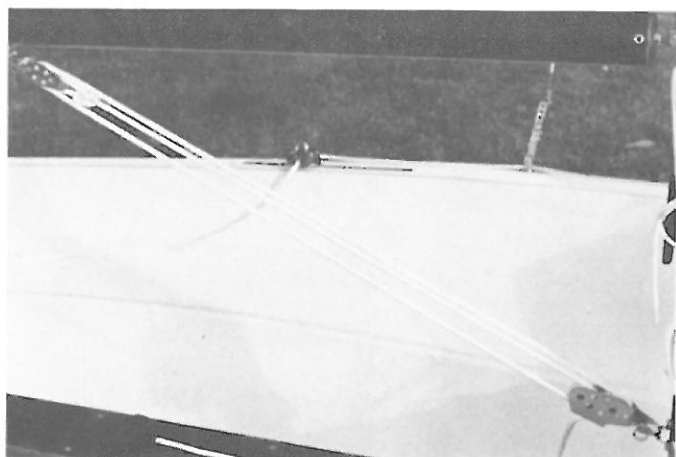


Fig. 24

VII. Rigging the Mainsail

1. Insert a batten (part #29) into each of the three batten pockets on the back edge of the mainsail (Figure #25). Slide the batten in and push down with your forefinger until it slips into place.

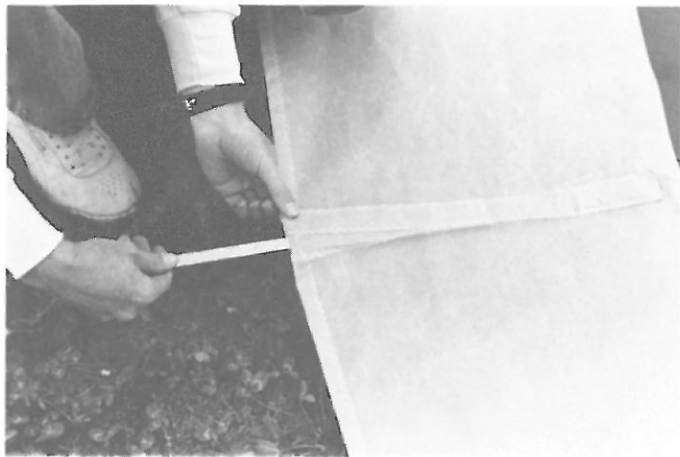


Fig. 25

2. Before beginning this step, point the bow of the boat into the wind. 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 #26). 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 onto the bar cleat at the base of the mast. Coil the halyard line and store it forward.



Fig. 26

3. Slide the boom up the mast groove and attach the tack (bottom forward corner) of the mainsail to the twist pin on the gooseneck fitting (Figure #27). Tighten the downhaul line slightly. Now attach the outhaul

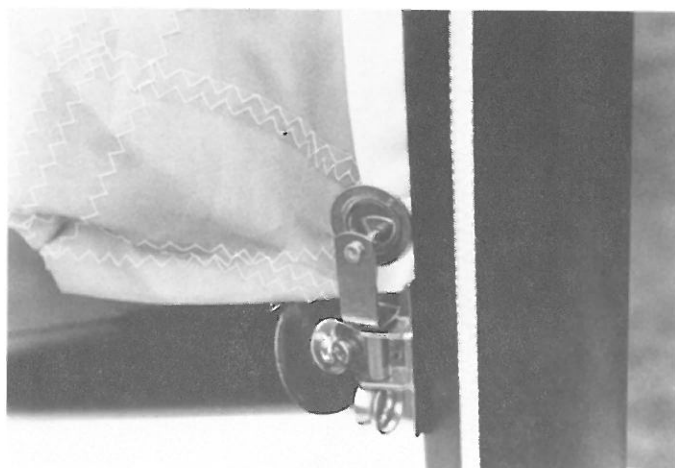


Fig. 27

line on the end of the boom to the clew (bottom aft corner) of the mainsail with the "S" hook (Figure #28). Adjust the outhaul tension until the sail is about six inches off the end of the boom. In moderate to heavy winds, tighten the outhaul a bit; in light airs, let it out slightly.

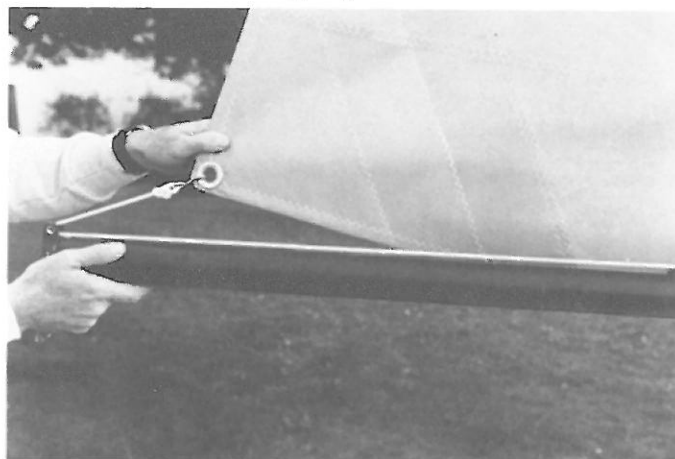


Fig. 28

VIII. Attaching the Jib Sheets, Raising Standard Jib and Running Jib Lines to Cleats

Locate the jibsheet line (part #41). This line attaches to the clew (back corner of the jib). Begin by folding the line in half and pushing the loop through the grommet in the sail (Figure #29). Now take the two loose ends of the line and put them through the loop, pulling them through all the way until the loop is tight



Fig. 29

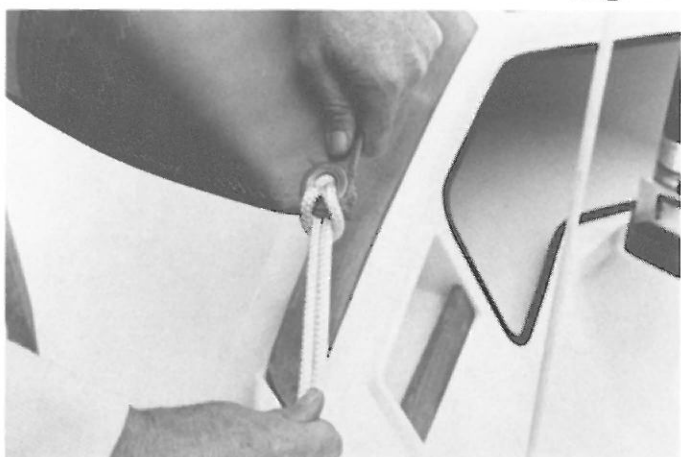


Fig. 30

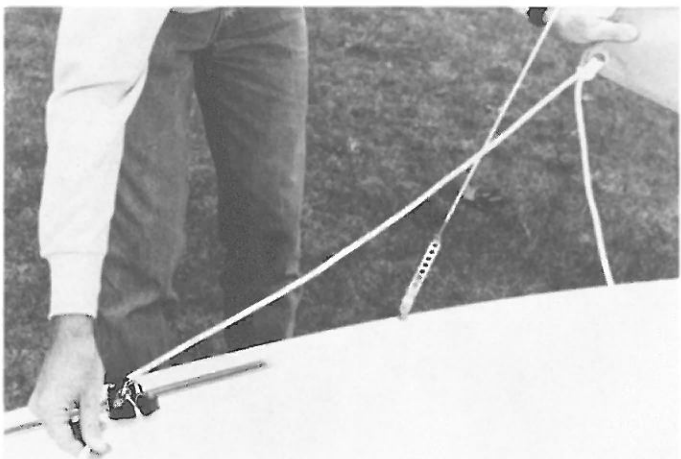


Fig. 31

(Figure #30). 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 #31). Repeat this procedure with the remaining line on the opposite side.

RAISING THE STANDARD JIB

Connect the jib hanks (your dealer should have installed them) on the forestay (Figure #32). Connect the jib halyard to the head of the jib and attach the tack on the shackle on the adjuster (Figure #33). Now hoist the jib, when it is up, loop the halyard around the cleat, give it a good tug holding the tension, cleat off the halyard.



Fig. 32

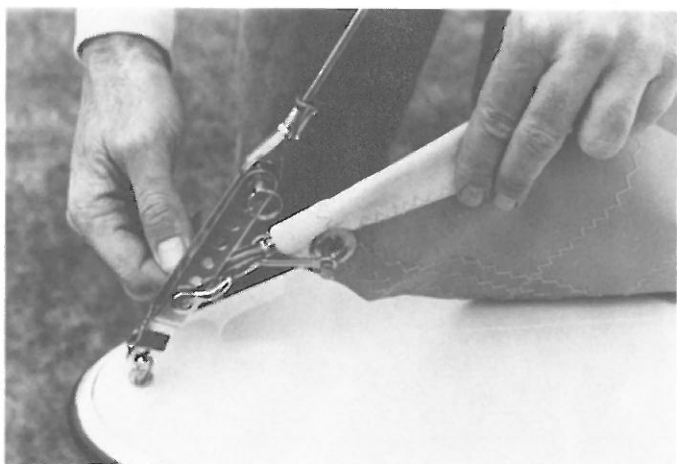


Fig. 33

UNFURLING ROLLER JIB

With the jib already up and/or in the furlled position, run the jib lines on the outside of the shrouds and into the cleats, as previously mentioned. To unfurl the jib now, pull firmly on the jib sheet. Jib will unfurl provided all is attached correctly (Figure 34).

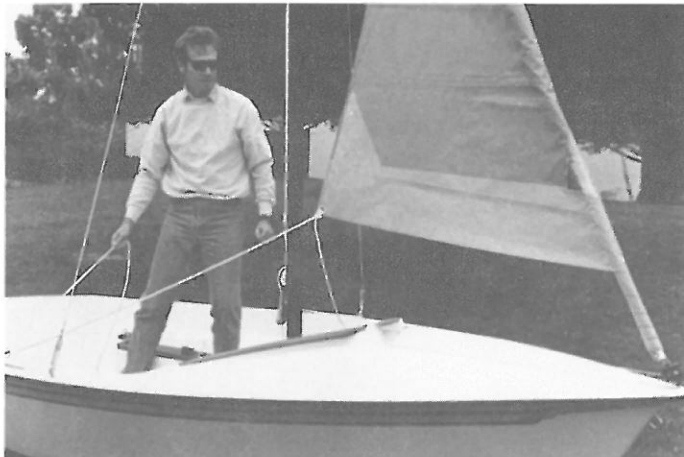


Fig. 34

IX. Mainsheet

Locate the mainsheet line (part #40). Tie a bowline on the becket block on the end of the boom. Continue to run the line as shown (Figure #35). After running line through the mainsheet jam cleat (part #4), tie a figure 8 knot at the end of the line.

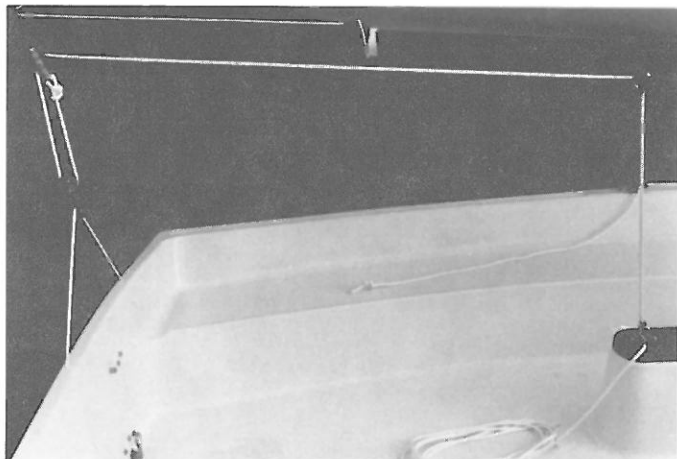


Fig. 35

X. Rudder

Position the blade into the "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 #36).



Fig. 36

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. UNDER NO CIRCUMSTANCES SHOULD YOU HAVE TO FORCE IT TO OPERATE!

XI. Centerboard

Your Holder® 14 Mk II is equipped with the latest retractable centerboard system. It is already installed in the boat, in the centerboard trunk.

When a boat is either on a trailer or on the beach, the centerboard should be in the retracted position (line full back in the cleat, Figure #37). Once in the water, release the line and the centerboard will automatically extend. When sailing, you will want full extension. Upon beaching, the centerboard will retract, but it is recommended that you raise it fully before coming in to the beach.

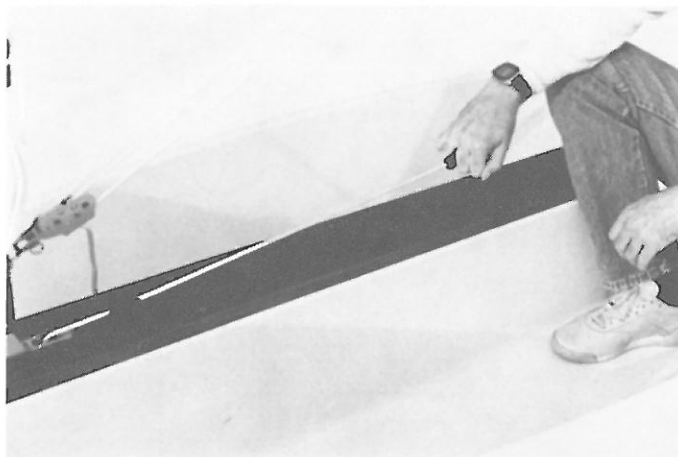


Fig. 37

CAUTION

BOAT WILL BECOME "TIPPY" WHEN CENTERBOARD IS NOT FULLY IN THE "DOWN" POSITION.

XII. Trailering

In addition to following all the instructions included with your trailer and obeying the relevant state laws concerning trailering boats, several safety tips should be included in your normal routine to assure the safe passage of your Holder® 14.

1. Use an extra length of line to tie the centerboard control line back to the traveler to prevent the line from slipping and allowing the centerboard to fall onto the trailer or roadway.
2. Before starting on your way with the boat on the trailer, make sure that the boat is securely strapped/tied down. Make sure that the mast is tied down securely at the fore and aft locations, preventing the mast becoming loose during transport.

IMPORTANT

NEVER trailer your Holder® 14 so that the plastic luff track of the Comptip™ mast is allowed to touch the transom. This will result in damage to the luff track. For more on the Comptip™ mast, see the maintenance instructions which follow.

IMPORTANT

DO NOT USE THE WINCH LINE FROM YOUR TRAILER TO TIE THE MAST YOKE, IF SO EQUIPPED.

XIII. 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 teakwood can either be left natural and oiled, or be sanded and varnished.

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.

XIV. Maintenance

A. Comptip™ Mast

(U.S. Pat. No. 4,597,346)

To be sure your mast is providing maximum protection, it has to be periodically maintained and examined. The following simple steps should be undertaken after each sail.

1. Because surface contamination can allow the Comptip™ to conduct electricity, the fiberglass tip should be carefully and thoroughly cleaned with fresh water after each use. In the event fresh water will not remove surface film or other contamination, use soap and water only. DO NOT attempt to clean the Comptip™ mast with any type of solvent. Acetone or other solvents will damage the luff track.
2. Do not leave the mast tip in direct sunlight for extended periods. Cover the tip whenever it is not in use so ultraviolet rays will not impair its effectiveness.
3. Always trailer the luff track facing up. Do not allow mast tie-downs to touch the luff track. Use a minimum of 1-1/2 inches of soft padding around the mast tip and place the padding between the luff track and any tie-down lines.
4. When storing the mast, be sure the luff track is facing up. DO NOT apply any pressure to the luff track during storage.
5. Please remember that the Comptip™ mast is not a total guarantee against injury or death in the event of a mast/powerline contact. If the surface or luff groove is contaminated with moisture, salt, dirt or other foreign matter; or, if the mast touches a line carrying extremely high voltage, an electrical injury could still occur. Additionally, the protection is, obviously, confined to the tip area only. A contact of the aluminum portion of the mast, shrouds or forestay is still extremely dangerous. The only sure protection for any sailor on any boat is a complete avoidance of electrical powerlines.

B. Appearance

It's very easy to keep your new Holder® 14 fresh-looking. Just follow these minor steps.

1. After each sail, especially a salt-water sail, thoroughly rinse your boat with fresh, clean water to remove salt, grime or other

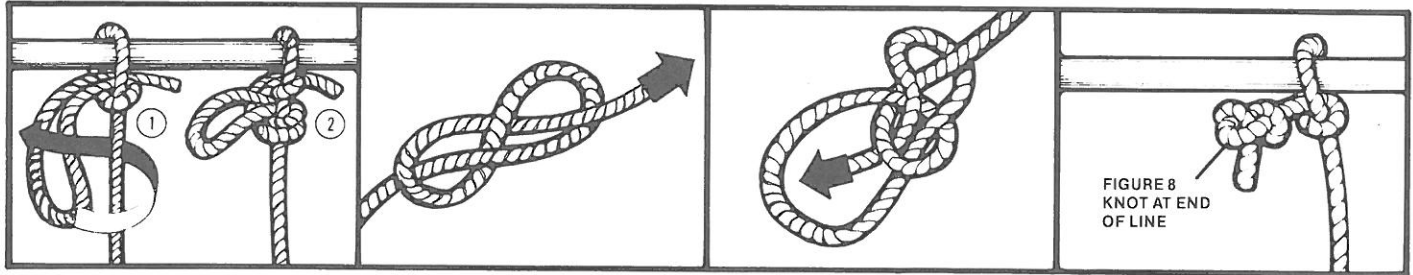
foreign material. This will help prevent your metal parts from corroding.

2. Carefully inspect all metal parts, fittings and wires for signs of stress and wear as you rig your boat **before each sail**. If a wire looks frayed or corroded, have it replaced.
3. When storing your boat for the winter, cover it with an opaque sheet of plastic. Form the plastic into an A-frame. By tenting your boat, you will prevent snow, leaves and other debris from accumulating on the hull. Be sure no water is in the hull. Freezing water could cause hull damage.

For More Information

For more information about boating or available classes and seminars in your area, call the toll-free boating education hotline at 1-800-336-BOAT. Or, write to your state boating authority, local power squadron, or the U.S. Coast Guard, Office of Boating, Public and Consumer Affairs, Washington, D.C. 20593.

Knots to Use

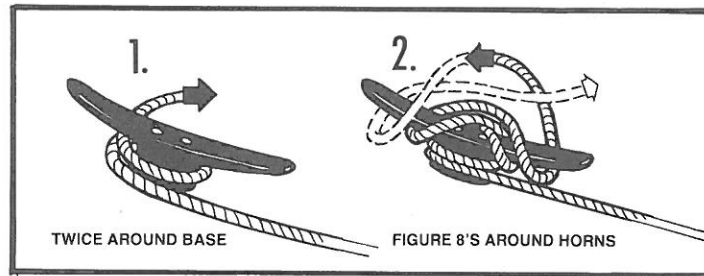


DOUBLE HITCH KNOT

FIGURE 8 KNOT

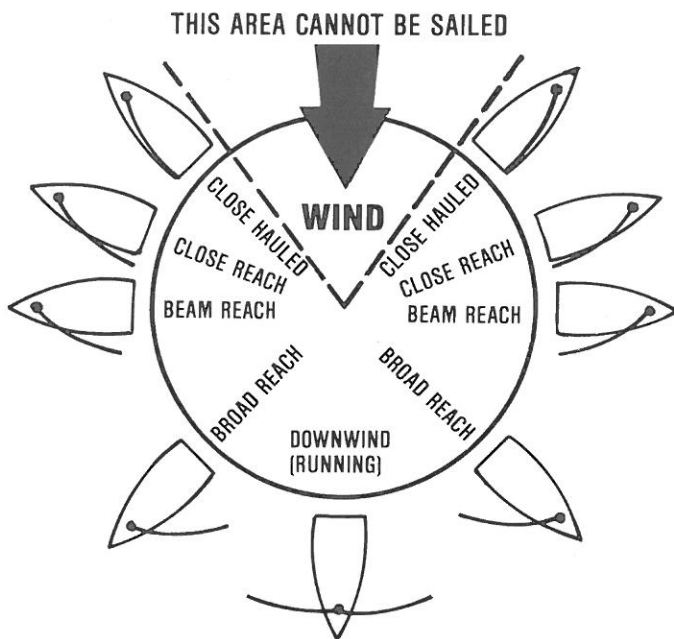
BOWLINE KNOT

HALYARD KNOT

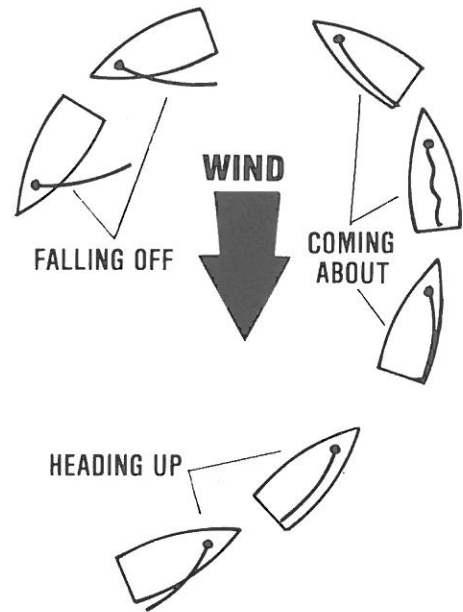


CLEATING OFF A LINE

Basic Sailing



Points of Sail



Changing Direction

REMEMBER
Send in your warranty card.



Remember

Watch for overhead wires whenever you are sailing, launching, or trailering with the mast up. The mast sticks up there a long way and shock or death could result if it comes in contact with overhead wires. So look up when moving the boat around or even stepping the mast, and give any wires a wide berth.

HOLDER

by **HOBIE CAT** A **Coleman** Company

P.O. Box 1008
Oceanside, California 92054
619/758-9100

Part No. 92450001