Hobie Cat
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July 6, 1995

Dear TriFoiler Customer,

We have some exciting news. TriFoiler Inc. has merged with Hobie Cat. This is fantastic news for TriFoiler as we will be able to take advantage of Hobie's many resources. The best part for me is I will be able to focus on building and perfecting the TriFoiler and other people here will get involved with marketing, shipping, taxes and all of that other stuff.

Here at Hobie Cat we will continue striving to improve the TriFoiler and service. We greatly appreciate hearing from you, listening to your suggestions, and passing on to our other TriFoiler enthusiasts improvements which can be made. While in the near future we will have a newsletter for passing on tips and suggestions, there are some issues which require immediate attention so that you can enjoy a safe, fun sailing experience. We very much wish to thank you in your cooperation and ask that you call us if you have any questions or comments.

The enclosed kit includes;

item #	Qty	
1	2	stamped metal pad eyes which go on top of the sensor bow.
2	4	#10-32 x .5" round head machine screw.
3	2	slightly modified forged pad eye for # 8 screws.
4	8	#8 x .5" phillips head sheet metal screw.
5	2	forged pad eye for #8 screws.
6	2	lengths of grey spectra line with a brass hook on one end.
7	4	black rubber inserts.
8	4	warning labels
9	1	rudder hold up clip with steel wire

Item #1 - Sensor Bow Line

Recently we have encountered a couple of occurrences of a problem which we call sensor diving. We encountered this problem early in the development, but we thought we solved the problem with our latest sensor design. We suspect that the sensor retraction line is causing the problem, because the sensor retraction line is pulling up on the stern of the sensor which forces the bow down.

Even though the occurrence of sensor diving is rare the consequences are very serious; therefore it is very important that you make this change to your boat. If something does not make sense or you need some help, please give me a call. We feel very confident about our solution which is something we call the "Sensor Bow Line".

The sensor bow line is spectra line which goes from a pad eye on the bow of the sensor to a pad eye 12" up from the bottom of the mast. This line positively keeps the sensor at a positive angle of attack even when the ama is pitched way down. We are very happy with this solution as the

angle of attack of the sensor will actually pitch up slightly relative to the main hull when the ama pitches way down. In the past we had a spring which created a force to keep the bow of the sensor up, but it was just a spring force which could be over come. The sensor bow line will not allow the bow of the sensor down.

The first thing we will have you do is cut the 3/32 cable off the sensor and remove the spring and the cable. The spring and cable are no longer needed. The sensor retraction line will be connected to a pad eye on top of the sensor arm.

Then please install a pad eye (item 5) to the top front of the sensor arm. Begin by drilling a 9/64" hole in the top of the sensor arm as shown in the drawing. Install the first screw (item 4) through the pad eye and into the arm. Drill the second hole and install the second screw (item 4). Instead of attaching the sensor retraction line to the cable we will attach it to the pad eye on top of the sensor arm.

Next please install the pad eye (item 1) on top of the bow of the sensor. Drill a 3/8" hole at the dimension shown on the drawing. Use the rubber insert (item 7) to install the pad eye using a screw (item 2). Mark the location for the second hole and drill it. Use a little silicone glue or other sealant and install both screws.

Next install a pad eye (item 5) on the mast. This pad eye is slightly modified to fit the curvature of the mast. At 12" up from the bottom of the extrusion locate the pad as shown and drill a 9/64" hole. Install the screw (item 4) and drill the second 9/64" hole and install the second screw.

Now tie the spectra line (item 6) to the pad eye on top of the sensor bow. The length of the line is somewhat critical so when the boat is rigged and the main hull and ama are horizontal the bow of the ama should be 7" above the stern as shown in the drawing. The line will see a lot of shaking so to make sure that the knot does not come undone please put some super glue on the knot. Super glue works great if you never want the knot to come out.

Item #2

Extreme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal. Please put the enclosed warning labels on your mast. There are two labels per mast. Please be extra careful when ever you exploring remote areas to launch and sail.

Item #3

We have a new rudder hold up clip (item 9) that requires a little more attention, but it will prevent the rudder from falling accidently. Please replace one of your clips with this new style. Once the rudder is up then slide the hoop of wire over and that will lock the rudder up more positively. Be sure to push the wire out of the way when you are going to deploy the rudder. If the rudder is forced down and the hoop of wire is engaged, then something will fail.

Item #4

With our factory boat we often do things that we know are not really smart and I have let some of the employees here take the boat out with very little instruction to see what could go wrong. Well now we know and I provide this caution because we had a mishap that ruined our day. It

reminds me to caution you about handling the boat on the beach in gusty and shifty conditions. Remember it is very important to keep the boat pointed into the wind. The nature of the bi-plane rig and the light weight of the TriFoiler makes it easy to pitch pole on the beach if you are not careful. Be especially careful when non sailors are helping you.

Be careful and have fun.

Sincerely;

Greg Ketterman Ext. 203