

Point number From Q&A PDF	Comment	Additional Question
9.	<p>Q: May the mainsail clew reinforcements exceed the original area?</p> <p>A: <i>In general NO. It violates the letter and intent of Gen. Class Rule 1 & 2. However, subject to approval of the class measurer, it may be acceptable, if it is the result of a repair of a torn sail in the clew area.</i></p> <p>A2: <i>A written interpretation/ruling from the Rules Committee will normally be final unless changing/modifying a rule. In this light, please consider above answer as our final interpretation on this matter.</i></p>	<p>If there is no additional sail area added and existing clew head and Cunningham positions remain unchanged, why isn't it allowable to re-inforce as insurance for potential future tearing. (akin to adding an extra shackle or adding an additional traveller car for insurance as mentioned in Q 4 of your responses)</p> <p>12.1 Class legal sails shall be made from HOBIE CAT CO official patterns and manufactured and distributed by the HOBIE CAT CO or their currently licensed sail makers unless specified differently in individual boat class rules.</p> <p>a) A sail may be recut slightly, provided the overall original size and shape is not increased or altered other than by normal stretch with aging and sail tuning.</p>
10.	<p>Q: May the mast rotator be moved from its original position to the bottom of mast and be adjustable from the wire?</p> <p>A: <i>NO. It violates the letter and intent of Gen. Class Rule 1 & 2 and is outside the provisions of Hobie 18 Rule 5.6. Hobie 18 Rule 5.6 is meant to give guidelines for potential additions to the original system supplied by HCC.</i></p> <p>A2: <i>As said, Hobie 18 Rule 5.6 provides for potential <u>additions to the original system supplied by HCC</u>. It could for example be a system to keep the mast rotated downwind or other fittings to control the mast rotation via the HCC supplied system. The rule goes back to the early days of the Hobie 18 and some may argue it is</i></p>	<p>I don't have this but the wording suggests that anything can be installed to the owners/skippers specification as long as using Hobie specified parts. Can I suggest either a wording change in the rule or ask why the parts can be used in whatever way a skipper wishes (albeit not causing structural integrity issues with the mast or boat)</p> <p>"H18.5.6 Additional mast rotation devices and related control equipment may be installed to the owner's and skipper's specification, provided it does not structurally weaken the mast or the boat or interfere with HOBIE CAT CO. components."</p>

	<i>not as relevant as it may have been early on. However, it still stands.</i>	
17	<p>Q: What is the purpose of the “black band” mentioned in Hobie Cat 18 Rule 3?</p> <p>A: <i>In the old days the “black band” was supposed to indicate max. allowed downhaul as well as it served as a safety label reminding about to watch out for low overhanging powerlines. Nowadays it serves as the latter only.</i></p> <p>A2: <i>The black band ruling was changed for the HC14 and HC16 class back in 2005-2006 to read: “Each mast shall have a warning label around it, as supplied by the HOBIE CAT CO. The warning label shall be located below the opening in the mast track.” Inspired by your input we’ll consider a similar change to Hobie 18 Rule 3. Regardless, the black band/warning label shall still be present.</i></p>	<p>Is rule 3 of the Hobie 18 specific now obsolete and need removing from the rules? In the interim, those that don’t have Black Bands are still deemed illegal?</p> <p>H18.3. MASTS Each mast shall have a black band around it, as supplied by the HOBIE CAT CO. The black band shall be located 27 ft. (8.23m) from the top of the mast not including the mast cap for the 18 and 18 Magnum.</p>