

Comments

minimum weight becomes challenging for youth and women - if they have a separate weight (as with H16) and wish to compete in the open division this may hinder their ability to sail to the best of their ability or effectively compete against youth if they also wish to participate in open weight. However since this is a part

The minimum weight should only ever be discussed as a safety issue. All the other chatter regarding racing is purely self-interest and fuelled by the fact there are sailors in this world that have no capacity for inclusion in what is the most diverse, multicultural and accessible class in the world. Instigating a minimum weight on the Hobie 14 will take away everything the class has to offer.

I am 10/15 kg lighter than my old-man and I am faster in 'just-trapping' conditions. He is ALWAYS faster once fully trapped. It does not matter who's condition it is, that person has to start/tack/strategise and round marks really well to stay in front.

Over the weekend 14/15 October, MB won in an 18 boat fleet, beating me on count back. It was light, flicky and shifty all weekend. And MB sailed smarter. Rod came third, and Andrew McKenzie came fourth. These are the best Hobie 14 sailors in the world. This regatta also saw two females, 17 year old Bridget Raftery and Kerry Waterhouse (greatest Hobie 16 crew of all time) compete in their first regatta as a helm on a Hobie 14. Check out the results here:

<https://hobiecat.asn.au/australian-hobie-class-rankings/>

Adding 10-20kg to the boat for someone 45kg is completely hazardous in any conditions. I have trialled righting a Hobie 14 with 6kgs on the boat (meeting 68.1kg), and it was impossible without assistance. Every other time, it was never a problem. Now imagine a young girl, getting the opportunity to helm for the first time in a regatta, how is this in any way inclusive for the future of our class?

We choose 55kg as I know that it's the minimum weight where a competent skipper has a real chance of righting the boat in just white cap conditions.

Lighter weight sailors should be encouraged and assisted to sail with righting assistance devices on board. In fact, a righting system should count towards weight carried to meet minimum.

In Italy, we were shown an aluminium frame that swings up under the tramp and can be deployed to allow someone under 50kg to easily right the boat. It weighed around 5kg.

e.g. skipper 48kg, frame with lead attached 7kg. Minimum class weight 55kg, boat is class legal and safer.

Not allowing non-Hobie 14 sailors to have input in this survey is ludicrous. Many of our sailors, myself included, will one day have kids who we will encourage to sail the Hobie 14. Additionally, many of our current Hobie 16 sailors are looking to compete on a Hobie 14 in the future (Suzzi Ghent, Bridget Bolewski [Waterhouse], Elisabeth Smith [Darren & Claire's daughter]) Why should the IHCA refuse the input of members and future sailors?

Lastly, check out what Rod Waterhouse had to say when we interviewed him prior to the Hobie 14 World Championships. <https://hobiecat.asn.au/waterhouse-the-butler-boys-hobie-14-world-championships-italy/>

"Being a one-design class with a singular rig, every helm is on the same level. Unlike the Laser 4.7, Radial etc. [ILCA 4, 6 & 7], every skipper is on the same playing, and there will always be someone of the same experience to race against.

"I've been telling everyone that it's the best single handed boat on the market. Women, Youth and all the Oldies will all have their day. It's the only class on the water that allows sailors of such variety, be it age, weight and experience, the opportunity to be competitive in all conditions. The big-fellas will have their day in

The Hobie 14 minimum weight elimination was intended to allow women and youth sailors to compete without the potential risk of carrying 20+ pounds of dead weight. This change spurred women and youth sailors to attend more H14 events.

Leave the crew weight open.

I see no need to change back. As some one who had to carry weights years ago while sailing the Hobie-16 and Hobie-18 , it was always a pain. I am all for making it as easy as possible for our women and youth sailors to join in the fun. The Hobie-14 class especially needs more youth sailors here in the USA. They are our future and that does not look bright. The average age of Hobie sailors should be a major concern.

Wenn you count all regattas (germay,Sees and lakes) you will have 6-12 knots in the middle.bitter Chance for a 80 + sailor against a good lightweight sailor!

The weight should be based on the weight required to right a Hobie 14 for a person 5' 8" (1.73 meters). The height is based on the average male. If that weight and height combination results in a sailor 150 pounds (68.1 Kg) safely righting a Hobie 14, it is acceptable to use 68.1Kg. The weight should be based on some scientific and safety-related information and not a haphazardous number.

I will never sail a hobie 14 if this rule is reinstated because quite frankly I feel that carying 16kg would make it incredibly unsafe for me should I capsize the boat. Other contestants have a huge advantage over lighter sailors as the wind gets up, so forcing lighter sailors to carry such excessive amounts of weight (more than a quarter of their total weight) to compete makes things quite unbalanced in my view.

It's about being able to right the boat with a minimum weights of 150 lbs.

attract low weight youth and women

Should be slightly heavier than hobie wave minimum weight for safety reasons. Waves are more stable and easier to right. 135lbs would make a good safe minimum weight for the hobie 14. This would allow some youth and most women to race.

Original is Original.

Not a Hobie 14 sailor but for safety and fairness I think this minimum weight is necessary

I sailed the 14 in 1968 as a youth, and it took 2 of us youths to get up to 150 lbs, which is how the rule read. Once i hit 120lbs years later, i was allowed to carry 30lbs and race solo. I think it would have been really unfair for the others if i had been allowed to race without weights all those years. Later on in the early 80's i got 3rd in the 14 nats.,so that shows i have a fair amount of experience on the boat.

I am guessing that the youth that recently won the worlds maybe was under 150 lbs. Down wind it is an advantage to be light on the H14. These days the majority of racing is not in the 20-25 knt range when the light weight would be a disadvantage. Also the trapeze takes away some of that disadvantage.

With no weight limit the H14 class will be raced by small ppl. Maybe even all youths.

option ... a heavier weight class. so all can participate...everyone gets a trophy,,,

The average age of Hobie 14 sailors, globally speaking, has grown significantly.

80% of sailors are over 75 kg.

I see that many left the class as a result of the extinction of the minimum weight. And we don't see new young sailors entering the class. Most new sailors are heavy and over 25 years old.

I believe that if we return to the minimum weight, it would be a great opportunity for the growth of the class in Brazil and worldwide.

The 14 is very weight sensitive, most sailors about the same weight keeps the racing competitive.

O Hobie Cat 14 é uma excelente opção para jovens conheçam o estilo hobie de viver. Sei que temos o Hobie Wave, mas de longe nem se compara ao prazer de velejar que o 14 proporciona.

Não creio que estabelecer peso mínimo acima do original seja uma boa ideia. Se for para estabelecer peso mínimo, que seja o original 68,1 kg, o mantém liberado.

I would like to see the trapeze removed from the boat. The boat was never designed for/with a trapeze.

What is this on about? You say there is no current minimum weight for the H14 but the current IHCA Class rules as displayed on the hobieclass.com site state that the H14 minimum crew weight is 150 lb (68.1 kg). REF: https://hobieclass.com/wp-content/uploads/2023/09/R_Book_08092023.pdf page 17, section 10. In any case, some sort of minimum weight should be specified for the H14, but I would suggest matching it to the Hobie Wave, "8. MINIMUM CREW WEIGHT. The Hobie Wave shall have a minimum crew weight of 120 lbs. (54.43 kg)"

Older bigger Hobie 14 sailors are obviously disadvantaged by any low minimum weight ruling. Young fellas can carry weight on their boats, so it's a great equaliser and way to increase the fleet numbers via attracting older, single sailors. Makes simple sense. The higher you go within reason, the more you attract.

The original minimum weight (68,1 kg) doesn't involved people of a lower weight (u21 and women) to do regattas. It's better without it but if we must have a minimum weight, we have to think to divided in classes like u21 & women, men.

The inclusion of a minimum weight will allow true competition for all competitors. Going back to the history of sailing of the last 200 years, where the British and the Americans competed to create the perfect formula to compare the times of different yachts, the idea in sailing from the beginning was to determine the skipper who is the best sailor, without the influence of external factors. Of course, designers tried to outdo each other in creating yachts that would balance the speed and the amount of handicap calculated on the basis of the existing formula. Only later was it understood that the ideal formula does not exist, and the real test for sailors is to compete in sailing classes. From the beginning, however, until today, the key factors for victory have been the ability to steer efficiently, trim the sail, understand wind conditions and think strategically. And this is what we should also be guided by. In a boat relatively small among catamarans, with a weight (depending on materials) of about 100kg, every kilogram matters. Of course, this also applies to the weight of the competitors themselves. Extremely annoying is the fact that, despite making fewer mistakes, it is impossible to establish a rivalry with a competitor lighter by 20kg, because despite his mistakes, he is sailing faster. I believe that minimum weight should be introduced to restore the possibility of sports competition in the spirit of the sailing brotherhood. Such a minimum weight also has the effect of improving competition among the young, since in my opinion most of them at the age of starting their HC 14 adventure, that is 14-17 years old, weigh in the range of 50-70kg. Personally, I don't see the point of keeping the HC14 class as exclusive to lightweight sailors, it's a beautiful class that

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Patrick is 10/15 kg lighter than me and surprise surprise, he is faster in non-trapeze/just trap conditions. I am faster once fully trapped. It does not matter who's condition it is that person has to start/tack/strategise and round marks really well to stay in front. Recently at the worlds head to head Pat beat me 9/5 in non-trapezing and it was 1 all on the wire. Not exactly a whitewash. The only way to make everyone even is to have an even range of wind. Good Luck with that.

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In Italy, we were shown an aluminium frame that that swings up under the tramp and can be deployed to allow someone under 50kg to easily right the boat. It weighed around 5kg.

So skipper 48kg ,frame with lead attached 7kg

Minimum class weight 55kg, boat is class legal and safer.

a minimum weight decreases the big differences in crew weight I have seen in in the worlds in lake Garda 2015.

As a wife of a H14 sailor who is under 65kg, it is great to see him able to compete at his weight. We sailed the H16 together and carried 17kg so for him to find a boat that suits his weight is fantastic. He does not have the advantage in the heavier breeze, so the lighter weight sailor maybe quicker in the light breeze and the heavier sailor is faster in the heavier breeze or they have the choice to comfortably move up to a bigger boat. I also sail the H14 on occasion and have two junior dragoon sailing children (a boy and a girl) who are also around 50kg who want to move on to the H14 soon. Why disadvantage sailors when we have the opportunity to have a competitive mixed open class for all without handicapping the smaller adults, the youths or the women.

I think it is important to at least have a rule in place. At smaller regattas, participants can wave a min weights amongst themselves, at larger regattas it would be nice to have the min weight rule back in place. The h14 has made a great resurgence, not having this rule in place to be able to reference at regattas could hurt the

I agree with the decision in the 90s to remove the minimum weight for the same reason. I would not have been hobie sailing at 14 years old and 95lbs if this rule was not removed. Many H14 sailors I know started 14 racing when they weighed less than 68kg. To reinstate this rule I believe would be detrimental to the already Raced #2966 from 1970 to 1980. Ideal weight was about 77 kg. If you were less than 68 kg, you would be faster downwind and in light air, but slower upwind. Very few women could hold the boat down.

I think that is fair having no weight for a hobie 14. The light weight sailors go well in the light breeze but can struggle in the heavier wind and the opposite for a

Over the last 10 years we have seen a massive resurgence of the h14 fleet in Australia. We are talking about fleet sizes at nationals and state championships being similar to that of the pre 1990s era. By reinstating a minimum weight for the h14 this would only act to destabilise and discourage the growing nature of this fleet. This is because Almost half of our current h14 fleet in Australia would most certainly be women and youth athletes, those of which would not meet the minimum weight of 68 kg. The argument is that light crews carrying extra weight to reach 68 kg would be disadvantaged in both light and heavy wind conditions. Overall, we have no issue with there being no minimum weight for the h14. The way it is at the moment encourages all genders and ages to get involved. Any change to the minimum weight rule would be damaging for the growth of the class as a whole.

Being a h 14 sailor myself who has just aged out of youth I would like to see as many other youth sailors as possible getting involved as this will form the next

Minimum weight for all classes should be the amount required to right the boat after a capsize

58.9 still allows light people to race without adding too much weight to make it dangerous for righting and moving the boat

Thank you

On one hand, if we set the minimal weight requirement too high, we risk discriminating lighter sailors who may struggle to meet these criteria. This could deter talented individuals from participating in the class. On the other hand, having no minimal weight requirement could inadvertently create an imbalance that favors lighter sailors, compromising fair competition. In this scenario, the advantages of lighter sailors limits the competitiveness of those who do not meet these weight advantages. In the pursuit of inclusivity, we must not inadvertently create a new form of discrimination. The key, as I believe, is to strike a perfect balance that accommodates the diversity of sailors while ensuring fair and equitable competition.

Ultimately, our goal should be to create a sailing environment where skill and strategy are the driving factors behind success, rather than weight. By finding this equilibrium, we can ensure that the hobie 14 class remains inclusive for all sailors, regardless of their physical attributes.

In summary, our shared mission should be to maintain a field where every sailor can compete knowing that their skills and expertise(not their weight) are the determining factors in their success.

Let's imagine a situation in which young sailors weighing, for example, 65-75kg, have to compete with someone who weighs 30 or 20kg less. This weight difference creates an unfair playing field.

In the pursuit of true fairness, it is clear that reinstating the minimum weight rule is a necessary step. This rule is not intended to penalize lighter sailors but rather to ensure a certain degree of equality in which every young sailor can compete without the shadow of unfair advantage.

Think about the consequences of lacking this rule. Young sailors who are in significant weight disparity may become discouraged or lose motivation, wondering if they can really compete on equal terms. Is it fair to undermine their enthusiasm and potential by not taking action to ensure fair and balanced competition?

Furthermore, this issue extends beyond youth sailing. It's about supporting the talents and skills of the future generation of sailors. An environment must be created where young sailors have equal opportunities, regardless of their weight, to develop and showcase their abilities.

Only recommended crew weight

Let the women and youth have a simple cat class they can compete in

Adding a weight limit only help fat overweight men like me.

It will discourage youth and female sailors.

It is discriminatory in nature, and intent and certainly not the nature of our class.

Having seen a revival in South Africa followed 5 years later in Australia where kids would beat their dads has enthused a whole new generation. A weight limit would discourage and destroy this new swell in sailors.

Light weights win in light conditions, heavies in heavy. Over a regatta the best sailors still win, but with no limit every sailor can 'have their day' over a regatta and

We should not penalize youth or women for the benefit of heavier people.

Wind conditions will mean that lighter crews will be overpowered earlier and heavier crews will have a tougher time in lighter weather.

Heavier crew can proceed to the FX1 or other bigger boats, lighter crews have no where to go.

Each major championship should be an Open, under 69.9kg dry weight for the skipper. As well as over 70kg dry weight for the total crew weight. A lot of returning HC sailors are over 40yrs of age and have no desire to starve themselves to get close to 68.5kg and are on very old boats. Allows them to be steeking for results against like for like sailors.

This will even allow 2 x youngs sailors to compete in a class rather than be disadvantaged in their learning to compete against single crewed heavier sailors.

As population are getting bigger, I think Hobie 16 should also go to 135 KG minimum to allow more normal size crews and skippers to be competitive, so many skippers are dropping out because they can't get small enough crews that can handle the boats.

Many women and youth sailors who currently soap a Hobie 14 will be put at a disadvantage because of this. Having less weight isn't an advantage over 15 knots anyway. Hobie 14s simply aren't designed for big boned people.

Everyone who knows me knows that love sailing my Hobie 14. I have competed in Club, state, National and World regattas. At my size it is a challenge to push my boat around the beach and to launch and retrieve my boat from the water, but I manage. If 10kg weight was added to my boat I would not be able to do this effectively or safely which would STOP me from sailing. I believe that the IHCA decision 30 years ago to encourage youth and women to sail Hobie 14s was successful, inclusive and progressive. It was a good decision for the future of the class. Numerous olympic, sailgp,americas cup and world champ catamaran sailors got their start as youth on the Hobie 14. It would be devastating for me personally if Hobie brought in this rule as it would seriously challenge my physical ability to participate in regattas. It would be sad for Hobie Class in general regress 30 years and choose unsupport youth and women.

I sail several years HC14 and I started when I was 16 years old carrying 25kg of lead attached to my trampolim.

When the boat capsized, there is no way I could get the boat back in the races. I needed to wait to see when someone could help me.

Now I am more than 50 years old and I still have less than 55kg meaning I would need to carry 11 kg on the trampoline.

I cannot see any advantage for the class to reinstate the weight other than benefit the heavy sailors.

It will serve the future of youth to encourage youth and women to sail because without a weight limit will be less restrictive for them.

The average weight of people has generally increased. If you ride in an elevator (lift), the load notice mentions the number of people in the lift car and the total weight, for example, 750 kg for 10 people. The average weight the lift industry uses is 75 kg, and that was increased about 15 years ago.

It isn't perfect but its a very good mid point.

The ultimate weight should include a combined boat and Skipper to make it fair and square.

There is a reason why the sailing sport is male dominated. There are discriminatory exclusions in place which prevent women and young people competing.

If you want women and youth to sail in the hobie 14 class do not discriminate them on their weight.

You will not grow the class unless you allow young people and women who are generally lighter in weight to sail.

As a coach at a catamaran club, the H14 has proved to be an excellent gateway boat. It is particularly good because it also affords the opportunity to remain in the excellent and highly competitive class for life.

We have H14 sailors of both sexes aged from 10 years of age upwards. The only criteria applied is that they have sufficient weight to right the boat from capsized.

In these days where sailing is a dying sport in most parts of the world, I see no valid reason for a class to restrict access.

I think the class needs to evolve with youth and women sailors and that a minimum weight would be counter productive to this goal.

Reinstating a minimum weight would kill the class, by excluding most women and youth.

If a boat is not designed for your weight, you can switch boats

Heavier sailors have plenty of other Hobie options. I, a 53kg 32year old woman, do not.

Keep Hobie sailing inclusive.

It would not serve the future of the class to reinstate a minimum weight. Youth and women sailors have been greatly encouraged and included as we typically fall well below the proposed minimum weight. Our divisions are able to sail in the open category and see great success because it is open weight.

Personally I would have to carry at least an additional 10KG which would make righting the boat, and I have an old boat, after a capsized significantly more difficult than it already is. The only reason I can imagine instating a minimum weight would be for safety but this isn't the case.

Even while the H16 has weight requirements, as the H14 is a different boat it cannot be compared. Sailing a double handed is very different to a single handed especially while righting.

I believe instating a minimum weight can assist with evening the playing field but I also remember looking at my H14T with 13 kg of chain wrapped around it and decided to not compete in a state title as I believed I would not be able to right the boat in the event of capsized! (at that time I was a new competitor of 55 kg)

If this is reinstated, this will completely undo all the work that has been done to get youths and women into the class. Having such a ridiculous minimum will cut the resurgence off at the legs, and make it virtually impossible for youths and women to compete.

If you don't want to class women out of this then do not do this- the 14s have only just started to make a great comeback and this will mess it up. Most female sailors are not 68kg, they are also typically not as strong so it's a trade off. If the heavy blokes want to do better tell "em to lay off the beers!

Will discourage female sailors, as recovery from a capsized would be near impossible without outside assistance

I'm female and have sailed as a crew on the Hobie 16 for several years. Recently we purchased an old Hobie 14 and it's given me the opportunity to learn how to skipper. The H16 is too big for me to learn as its too quick and heavy but the H14 is not. I plan to learn how to race on the H14 not just how to sail. I think this will make me a better crew for the H16. But needing to add nearly 10kg to the H14 to compete does suck the joy out of the idea.

High minimum weight knocks out many competent female junior sailors

Allow or better oblige light sailors to attach the missing personal weight to the Cat !

Just to equalize chances at light winds

Realistically, just be glad people came to an event. We are seeing 50 to 75 catamaran and trimarans showing up to open class events vs. less than half of that number for HCANA events in and around Texas. The one exception being the MID-AMERICAS 50th this year. I vote for take their money and be glad if more than 10

Being lighter than 150lbs on a 14 is not an advantage in anything but the lightest conditions. People under that weight already have the significant disadvantage of difficult capsized recovery. I don't think someone should be penalized for being a lighter sailor, especially since this disproportionately affect women and youth

It will destroy the Hobie 14 for youth and woman, the build up or increase in sailors sailing here In Australia has come from the development of youth and woman and family involvement and increasing participation levels.

For this to happen we need an entry level boat you can have fun on and learn the basics.

We will not attract younger kids to the sport if they are handicapped by a weight disadvantage, we will only turn them away.

The growth of this sport is not in the more mature age bracket it is held up and sustained by the continual influx of the youth, please I beg you do not impose a handicap and turn the future of our beloved Hobie 14 away.

In Australia the unrestricted weight limit has seen a surge in teenagers, women and past sailors return to the fleets. The fleets have grown in numbers providing opportunity for everyone to race. I suggest fleets could choose to offer a weight class as a handicap class. The limitations currently is the availability of parts and

I'm against the min. weight however I concerned about the safety issue to right back the boat from a capsize were the weight is the important and do we want to have safety boat all around to help those in needs.

So again, I'm agaisnt the rule and happy to see youth and women around.

I have raced at regattas with youth on 14s that this rule would exclude. I can't see how this would work. I think that as long as the individual can right the boat using standard techniques then they should be allowed to race. If a challenge to the individuals weight arises maybe turn the boat on its side on ground and see if they can lift the tip of the mast using a righting line, thus defeating the challenge.

if the fleet was as big as it was in the 80s one could simply have weight classes under 150 and over 150

Most regattas these days are sailed in light to moderate breeze which is a disadvantage to us heavier skippers.

With the advent of trapeze, this has compounded the issue. Where as most youngsters would be the up and coming future backbone of the fleet,one still would not like to looze the heavier skippers, who might get tied of being continiously beaten due to their weight.Cheers.

Not having a minimum weight does make the class attractive to youth sailors.

You should rather look at having a maximum weight limit like 90kg for safety reasons in strong winds. Because if you get out on the trapeze in strong winds, the one null becomes like a submarine.

It simply doesn't have enough buoyancy for a heavy weight sailor.

I stopped racing 14,s when weight was dropped

My view the magic of the Class is the standardization. Part of keeping it standard and competitive for all sailors is at least a reasonable minimum crew weight. The H14 is very sensitive to weight in light and medium conditions, especially downwind, ...in my experience.

If we add a minimum weight we will loose a-lot of younger sailors that will no longer get an opportunity to sail in hobie 14 events.

I consider the hobie 14 to be a single handed yacht, and to put a minimum weight on a single handed yacht that the sailor does not meet is basically banning them.

I could consider a minimum weight only for skippers who decide to sail as turbo

My only comments are to let results and data drive this decision. Can you show definitive proof through regatta results that lighter sailors have a big enough advantage over heavier sailors that this rule is needed? Remember, the advantage goes both ways. In big air, a heavier sailor likely has an advantage over a lighter sailor. If, over the span of several regattas, you can track weight and show that a lighter sailor is consistently winning over a heavier sailor given similar skill and conditions, then it makes sense. However, this is challenging to prove, but I would ask the rules committee to at least analyze some data to show reason and

The class is taking off as no min weight so don't try and fix something that is not broken

I am not light but love the fact that all types can have their day

Great for youth

Great for women

Great for oldies

And everyone in between who wants good fun racing without too much pressure

If there is a minimum weight it will still be a problem for heavier sailors. The minimum weight must not be so high that it prevents young people and women from entering. On the contrary - it has to be so low that the HC14 class is interesting for them. And then the regulation should also be adhered to that there should be no regattas over 22 kts.

The mix of women and men - young and old in one class is the great thing about the HC14 class. This is the Hobie family!

If you're too heavy and think you can no longer have fun with the HC14, you have to look for another alternative and don't want to take away the fun from others!

This class suits the up and coming kids. If you make them carry weight then when they tip they will never get it upright. Light crew do well in light winds but struggle in heavy wind. Heavy crew struggle in light wind but do well in the heavy wind. Balances out in the end.

When I started sailing Hobie 14s, I was 10 and so far below minimum weight that I required an additional crew member to sail with me, as it was considered unsafe to carry the amount of weight that I needed. This made my sailing days challenging as I battled to find crew. By age 12 I had enough weight to carry the maximum allowance of weight before requiring another body on board. If I capsized, it was further complicated by the weight that I was required to carry. The requirement of carrying weight while sailing a Hobie 14 kept other sailors from starting on Hobies until a later age, or not at all and I believe that this negatively impacted the class.

When something is not broken don't try to fix it. The hobie 14 in Australia has attracted very good numbers of young people and they are having a great time racing. and just having fun. Sounds just like it was when I sailed hobbies in the 70s. The reason is that some good people are working hard to make the class great again. If you want to win races you just have to do the work.

Putting a minimum weight on the boats won't do anything. Have a hobie day.

Hobie 14 is a good boat for younger sailors. A minimum weight would discourage youth to join the class as they would most likely be unable to participate.

Our sport needs to encourage more people to race and not discourage, especially youth and women. By putting a minimum weight that excludes many in these two groups is simply shooting ourselves in the foot! Also, adding weight to the boat is often dangerous in heavier breeze.

Thank you for considering my opinion.

Adapting the sail surface to a weight category (3max) seems to me the easiest to manage

<p>It will be a hugely detrimental step to reinstate minimum weight for the Hobie 14. Let's face it for all the gang like me 80kg + we are not in the game anyway. It's important to make the Hobie 14 class accessible to women and youth. A weight limit will impact that. Could always have a heavy weight division 80kg+</p>
<p>No minimum class crew weight, just create heavy weight divisions within the class. My daughter and partner both wish to participate in this class and I look forward to racing against them.</p>
<p>Instead of imposing weight restrictions, the emphasis should be on promoting overall fitness among sailors. Encouraging fitness routines and healthy lifestyles can improve performance without discriminating based on weight. Unfortunately there is always a problem with the minimum weight from people who are overweight, interesting that it not an issue when the wind conditions are suitable for them...</p>
<p>Have no minimum weight. Light crews will suffer in strong wind. Heavy crews will suffer in light wind. Having no minimum crew weight allows anyone and everyone to compete.</p>
<p>Boat weight is more important than crew weight. The H14 boat weights vary a lot and this will be nearly impossible to address. If you want to implement a minimum crew weight then I recommend having a minimum total sailing weight (skipper and boat).</p>
<p>Lighter sailors (under 63kg) have an advantage in the 6 to 12 knot range, and because of the addition of the mast rotator to the hobie 14 are still equal to heavier sailors up to 20 knots. If you removed the mast rotators from the 14, it would reduce the wind range where lighter sailors have an advantage, i.e. once it gets over 15 knots the advantage would favour heavier sailors. At the moment most regattas will stop sailing at around 23 knots. Hence currently weight favours the lighter sailors in the 5 to 20 knots range and only in 20 to 23 knots is it better to be heavier. If you removed the mast rotators it would be more balanced, i.e. 6 to 12</p>
<p>No minimum should exist to promote woman and youth. My fiancée only weighs 60kg.</p>
<p>Let it as is, allowing also for younger kids to compete. In strong winds light skipper have a strong disadvantage.</p>
<p>Drop it completely Need to keep interest for youth and females that want to sail the 14'</p>
<p>I am a woman and totally opposed to that. Let me explain few facts. The question of the difference in sports performance between men and women is a chestnut. According to research by Israeli physicist Ira Hammerman, the best female performances generally come in at 90% of male records. Muscle mass constitutes on average 35% of a man's total mass compared to 28% in women. Furthermore, women are also more "fat" than men so lighter ! A woman's body fat reaches on average 20% compared to 13% in a man.</p> <p>Knowing that muscular activity is the source of energy expenditure during exercise, women have a lesser capacity to produce energy and therefore less strength and endurance. So why should we add to us a new problem with extra weight? The main argument in favor of adding weight is that when there is light winds lighter weight go faster. We forget that the opposite is also true with two additional constants, heavy weights can produce inertia and can stabilize boat and as muscular mass facilitate the resistance against strong winds and gusts. Lighter weight lack those.</p> <p>We also forget that it was voted in order not to penalize anyone that there would be no regattas above 22 knots and this was never applied. As proof last year in Travenmünde where we had 25 knots established, part of the fleet remained on land. I went out on the water and had to fight to stay on my boat and maneuver.</p>

Please no weight limit... attract young sailors instead.

Reinstating will kill the class and the Hobie class in general for new blood is needed desperately!

Regards,

Thorin Zeilmaker

or their poor results. Observing some players, I believe that the problem with being overweight is theirs and they should be the first to take care of their physical conditions and not look for excuses. that the lighter one beat him. Watching what is happening in our club, which in two years has raised 3 competitors taking part in international regattas and another 5 people who are currently being trained in this class at the age of 13-14, I am sorry to see that At this stage, my friends may have weight restrictions at the beginning of their adventure, which will affect their willingness to sail in this class. the biggest problem is that I am actually weighing the boat and not the competitor, so the weight is not movable, which affects the yacht, which no longer has the same sailing properties. In my case, I am not able to put on a 20 kg life jacket because it would be too much. aggravating for my age and too dangerous. If it goes this way, I will have to seriously consider changing the

What would the maximum weight a 14 would be allowed to carry?

I would make separate weights for women/kids (youth) and men due to the fact that women (youth) are lighter and smaller than most of the men. And in big events there's a separate ranking for women.

I think that if there'd be a general minimum weight it would be much harder for kids and women to compete and I'm not sure if the class would lose the attraction

People are a lot heavier today new and old and it's not hard if you're underweight to add the difference

The reason for eliminating the min weight no longer exists in my sailing area (North America) as participation at the racing level of youths is nearly non-existent.

There are 3-4 women who might compete however there are at least 3 times that number of sailors in the 90kg who are disadvantaged in our predominantly light

This is typically a junior class it should only have weights if you struggle to right the boat why yourself.

None

Having only sailed a Hobie 14 once last week (started out on a Maricat then Hydra) after decades then of sailing trailer sailors, keel boats and larger multis ect. The H14 is a fun boat and I did notice it is very weight sensitive to position and no doubt performance would be affected dramatically by crew weight. With many years of racing (especially on weight sensitive boats) I feel I can at least contribute to the survey in some way. I looked up "average" weight for males (nothing against females which would increase the weight spread) across ages and height. An example of say a 15 yo male 165cm – 50 kgs to a 60 yo male 178 cms – 85 kgs. Bear in mind this is average – usually understated. The average weight spread is significant at 35kgs on just these 2 comparisons. I do not know the average age or size of sailors coming back to the 14's so it is not for me to comment as to what the min weight should or should not be nor the speed difference in average conditions to consider. I have sailed one design boats that have had min weight requirements from 1 to 3 crew. In my opinion if you want to encourage a "wide" range of sailors to regattas for one design based racing then a minimum weight requirement would certainly boost racing numbers as the whole fleet has a more level playing field. Otherwise you will find some bigger guys discouraged, not racing or moving to another boat. Knowing you are out the back door before you even start a race is far from encouraging. I was conscious of my weight as a factor for my decision to get a H14. Currently at 90kgs and on the way to my optimum weight of 84kgs. I am average build 178 cms and 65 yo. My decision to get the Hobie 14, even though heavy was finally determined that on my own I can rig and de-rig plus right the boat in the situation of a capsize and have friends racing them. I like racing as it hones your skills, it's a truck load of fun. I hope this is of some help.

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The ability to right a capsized H14 depends more on the sailor's height than their weight (taller is easier). Fixed weights carried on the boat never made a meaningful difference when I was racing at 60 kg in the 1970's to 1990's (offshore, not inland, 90% of the time). For racing, the organizing body should have the authority to impose safety limitations, according to the prevailing conditions. Sailing ability is statistically a much better criterion than weight in determining limiting

I think it would be good to have two bands

Over 80k and under 80kg

Maybe with a minimum of say 50kg.

14 needs a minimum weight above 75 kg and the 16 needs to be upped by at least 10 - 15 kg to be inclusive otherwise its a competition for a select few of the making the boat heavier could have safety problems in the event of capsizing. Already now crews weighing around 60kg struggle to right the boat (in Italy they all have a water bag to increase the weight), adding weight would make the maneuver more complicated, especially bringing the boat from 180 to 90 degrees.

Will Be a great thing and equalize a bit the performance

Below 10 knot conditions offer too significant an advantage to particularly light helms. Some levelling of this advantage is required. Lighter helms do not seem to suffer the same disadvantages in trapezing conditions.
Remove minimum crew weight for youth class or youth regattas Instate minimum crew weight between 60 to 70 KGs for open classes racing and handicap racing
We've used the H14 successfully in the past at ELYC, East London South Africa for youth sail training, next step up from the optimist class.
The hobie 14 should have weight divisions as they are so weight critical. Maybe Under 60kg, 60-80kg, above 80 or similar. This would make the class appeal to a much wider group of sailors. Windsurfer LT is similarly very weight sensitive. They are hugely successful and they run multiple It is pointless someone at my weight sailing a 14 which is why I won't sail one. Too much advantage in being light. 68 seems a good middle ground.
The 14 class has grown well over the past years. Let it continue to grow. It has brought a younger generation into the class which is super important. If individual Hobie country associations want to think about introducing weight categories within the class which will allow them to still sail together that would be a better option. The precedence has been set in the 16 class with youth, women, masters ect. ECT. I feel a weight limit would have a significant affect on people looking to join in the fun. Keep it affordable too.
Having sailed the hobie 14 for a decade now competitively and teaching countless other women and youth, I've found that the 55kg mark seems to be when people are able to right the boat in 15-20knots sometimes with the assistance of a small water bag. Under this weight outside assistance is often required. Also given a range of conditions being at 55kg and above you have the capacity to sail in most conditions, although I will admit at 15knots +, sailors at this end of the spectrum may not be as competitive as heavier sailors. However, the opposite is true in the 8-12knot range. So over the range of conditions as is often expected there are variations in the advantage. In light winds I have found heavier sailors have had a slight advantage particularly if choppy, whilst the 12-15 range I would say it's pretty even.
By raising the weight back to 68kg (which I thought was the hobie 14 turbo minimum (?)) this would exclude many women and youth from this division and even It's a light weight boat for light weight sailors why limit who can enjoy the class?
Weight limit won't apply to me however my view is if a young person or lighter adult sailor (male or female) are skilled enough to race they should be able to test those skills in the Hobie Cat 14 class. Equal opportunity should apply.
Weight classes or different divisions within the fleet for older/newer boats
I think there should be different weight classes A fleet 63.5 and above B fleet 63.5 and below
We still have the objective of maximizing participation, why exclude lighter sailors? The only justification for a minimum might be for safety, i.e. being able to right