

Hobie 18 Questionnaire Comments
Should be able to have 12 to 1 or more to encourage women to skipper
I don't think there should be a limit on the main sheet system
The Hobie 18 reimagined fleet has been highly successful in engaging more youth and women in the Hobie 18 class.
<p>I have been a member of the Hobie class associations since 1981, continuously owned and sailed Hobie 18s since 1985,. At no point over nearly 40 years, have I or any of my family friends, youngsters, female including skippers and crews found the Hobie 18 to be difficult or unsafe to sail.</p> <p>Q1, The PDF document photo of the modified board shows it pushed into the case beyond the point allowed in the class rules, and the photo of the the current standard board shows it well above the class legal lowered point: benefit exaggeration to say the least.</p> <p>Q2. There is no maximum limit to the distance of these 2 holes. It risks breaking the mast if they are beyond the designer and manufacturers tolerance. Also, it allows an owner or skipper to alter a component of a one design class that is not in the spirit of "One Design."</p> <p>Q3. This alteration is needed for Q4 as the mast spreader arms get caught on the jid and will damage the jib when sheeting on to any position inboard of the current jib track.</p> <p>Q4. Allowing an owner or skipper to attach the jib blocks anywhere othecthan a set parameter measurement is not in the spirit of "One Design racing " it encourages owner/skippers to find a boat performance advantage, not sail a boat better where all boats have the same jib sheeting point and adjustment.</p> <p>Q5 The Hobie Tiger comes standard with 8:1, putting 10:1 on a Hobie 18 is not cost effective, risks bending or breaking other components. If this question requested a change from 7: 1 to 8:1, I would have voted yes to a change to 8:1.</p> <p>Q6. I have always found the single traveller car functional, however there are already a lot of boats with a double car installed and this change is consistent with similar rules in the 16 and 17 class rules that allow additionalcar our aftermarket cars. I don't consider installing 2 traveller cars to be a performance enhancement to gain an advantage and if the rules committee where to increase the mainsheet purchase from 7:1 to 8:1 it would be advisable to install a double car as 8:1 can pull a single car with worn-out bearing balls/slug out of the track.</p>
As the current hobie 18 world champion it is my opinion that the hobie 18 class rules should be left unchanged. John Forbes is the reason our fragile Australian hobie 18 fleet no longer exists. John Forbes has never supported the hobiecat brand and never sailed a class legal hobiecat.
As a young, female crew, making some fairly minor changes on the boat could help tremendously as females, including myself, do not always have the same capabilities as male crews do.
We need more diversity in the classes. Bringing in more females into the classes both skippers & crew.

Hi

Thanks for considering these changes

I talk from an Australian perspective

It is a fact that Hobie 18 class racing in Australia is currently dead despite the social media rhetoric
4 boat national titles I no longer consider a viable class and can only exist within the broader Hobie class due to the size of the rest

These changes are a way to move forward with a hope that this will got the class, other Hobie classes or other catamaran classes because that's a win also!

The essence of one design needs to remain

A few wordings that may need consideration

The word cleats rather than pulleys or blocks could be interpreted in various ways?

I think the way it is worded now may make it legal to install a barber hauler?? That's ok but better to h der stand now rather than in the protest room

Those sorts of protests are bad for individuals and for the class

The wording around structural impacts of changes although it exists in the rules already could be problematic as on whose word is this taken etc etc

Probably something we need to live with and understand

One last comment regarding these changes

They can't be seen as John Forbes rules they need to be the class rules and be united in the end

Great initiative to get more boats on the water and make the boats more accessible to a range of sailors.

Once you change these rules the hobie 18 will never be a fair one design boat ever again!

These thoughtful change proposals are simple, not expensive, make the boat much more comfortable and easier to sail for both crew weather or not if they're casual or serious racing sailors.

Yes, rule 5.7 allows a clear upwind speed and pointing advantage and should be disallowed. Forbes says these are all non performance upgrades/changes to make the boat more comfortable and easier to sail. This one opens a huge can of worms that will allow all kinds of F18 style modifications that completely go against the Hobie one design racing I have done for 40 years. I can put in a floating lead system that is adjustable from out on the trapeze. I can adjust the jib lead inboard or outboard, as well as fore and aft. You will see all kinds of crazy mods that will ruin the simplicity of the boat. Please do not allow this rule to go any farther forward as I have and many others have spent alot of time building our 18 fleet back up to great numbers on the West Coast and this could kill the class. All the other mods are simple and not likely to affect the speed of the boat which was his point.

thank you,

As written, I think it would be too much of an advantage to up wind sailing allow the gybe cleat to be moved inboard.

Is there currently a rule in place for one or two-piece with rear lacing trampolines? I noticed that the H18 reimagine version has one piece, instead of the OEM version, and would like more information about it. If it's already legal, then great news! If not, then maybe that can be an additional rule change proposal.

opportunity for class members to weigh in on those proposals.

Rule 3.2 - Spreader Arms. I agree with the intent of the proposed rule however, the number of holes in the spreader arm is irrelevant. I believe that the rule should simply place a limitation on the maximum allowed amount of spreader rake as measured by placing a straight edge across the spreaders and measuring the perpendicular distance from the straight edge to the mast.

I disagree with the proposed change to rule 5.7 as presented - Jib blocks. This is the only rule change proposal that would have a direct impact on sailing performance since it changes the effective sheeting angle of the jib. Boats which do not incorporate this change are likely to have a disadvantage with regard to upwind performance. It is also not clear what changes would need to be made to a stock Hobie trampoline in order to effectively move the jib leads inboard (what reinforcements are needed?) since this change seems to be geared towards aftermarket tramps. Finally, although the PDF description states that the reason for this change is to allow the jib cleat block to be moved to the trampoline, that is not what is stated in the proposed rule wording. The proposed rule allows the mounting of the cleat (note that it only addresses the cleat, not the cleat block) to be at the owner's discretion. This could very well lead to owners installing complex jib mounting systems (similar to the Hobie 20 style four-way jib leads) which I think would be counter to the original intent of the proposed rule.

I am in favor of all of the other proposed rule changes since they will make the boat easier to sail or improve the functionality without directly impacting speed or performance.

The boats sail just fine, we don't need to encourage people to buy boats and then modify them just to race. Keep it simple

18s out there not being raced. My wife and daughter both have sailed with me and love the purposed changes to the boat. We should up grade to the new more crew friendly style and performance of the boat asap .

Most of these changes are convenience and comfort related and do not result in a competitive advantage. However, I vote a heartfelt NO on Question 4 as it involves significant expense of a differently made Trampoline, and may alter the performance of the boat.

I've been sailing John's 18 for several years at regattas and find them easy to sail.

Just wondering if moving the jib blocks is performance enhancing or is there some other reason.

Introduction of newly manufactured hulls to match the growing interest in the Hobie 18.

Improvements on the 18 good.

Rule 5.7. Jib cleats. By moving the the jib cleat system inwards to centerline, it will change the air flow over the main sail and could give unfair advantage to boats that have an OEM traveler system.

One of the mentioned above amendments to the rules class rules would excite those who already race with new opportunities to make the boat faster and most enjoyable. The new rules would also open the door to new skippers and crew who would otherwise prefer a diffeent boat. The 18 is my favorite platform by far but in the majority of the regattas I attend very few if any of the boats are truly class legal, with most breaking one or two rules. Let's open the class up to a bit of innovation and make the 18 a real contender again.

I sailed H18 as both crew and skipper between 2012 and 2021. As a 50kg woman, it became untenable. Not only will these changes permit greater access to the class for women and youth, they will reinvigorate the fleet in Australia, where there are a number of reimagined boats in far greater condition than the rest of the ailing fleet. I only hope IHCA continues to provide parts for the boats!

Some of these changes will reduce class participation. They just help those sailors rabid about the 18 go faster as they make all the necessary upgrades. The casual 18 racers will be less competitive because they failed to put the hours into upgrading their boats. Being less competitive, they will lose interest and switch to day sailing and not casual racing.

Rule #1 is a good one in terms of safety. I am concerned that the upper hole will split off because it does not have enough fiberglass around it. Also, how many Hobie 18 sailors have that kind of fiberglassing skills? Only those with the skills will be able to reduce the weight on their boat. Maybe we make anyone doing the

It has been said that these changes are to make the class easier to sail. The boat is easy enough to sail standard if you now how to tune them. Probably.

Rock on Hobie Hobie 18

Thank you. The women and youth sailors will be happy at Hobie sanctioned regattas from now on.

I am an ex 18 sailor who moved on due to the way this came out a few years back. Some ideas are definitely helpful and others are a performance boost so for the current standard Hobie 18s there may need to be some compensation or help to bring them up to a level playing field if the rules are passed

Leave the hobie 18 the way it is

While I support question 4, I have abstained. It does seem very open to any/all variations not yet considered. Thank you for all the work putting these options forward.

Open sails up to multiple mfgs.

I love everything about this. This changes NOTHING about the true spirit of "one design" it simply makes the boats easier for more different types, strengths and ages of skippers to sail.