

## Hobie 18 Questionnaire Round 2 Comments

R 3.2 don't know how 60mm rake made it into this question. If the rules committee is going to allow an (1) additional hole in the spreader arm it should only the the same distance (centre to centre) from the current holes.

R5.7 again, how does this fit in with one design class racing? I.e. rule 2.a) and 2.b).

I'm voting no for both of these, as unlike the other approved changes which I see make sailing a Hobie 18 easier, I see both of them as performance enhancements which doesn't align with the goal of making the boat easier to sail for women and youth.

Regarding the spreaders rule, crews can already adjust the tension of the diamond wires to suit the weight of the crew and the wind strength. Putting that much prevent into a mast, especially on some of the older masts, sounds like a bad idea.

Regarding moving the jib cars, moving the mounting point to the trampoline will close the slot changing the performance of the boat allowing it to point higher. I don't think any rules should be changed that impacts the performance of the boat, to try and keep boats as consistent to one another as possible, in-line with the one class design.

Rule 3.2. It could be helpful to add clarification about how the rake is measured. "Spreader rake is defined as the perpendicular distance from the edge of the mast luff track to a line extended between the diamond wires where they connect to the spreader arms on each side of the mast." Or something like that. Rule 5.7. Disagree with this change as the boats will no longer be one-design. The skipper will need to decide if he/she wants to keep the original outboard cleat setup which allows fore/aft movement of the car or move the blocks inboard with no adjustability but potentially better upwind performance (that's assuming that you put the grommet in the right spot - is someone going to provide measurements on where to place the grommet before we start cutting holes in our tramps). In my opinion (after 30 some years of Hobie 18 racing), the factory location for the jib blocks is not problematic and it would be better for the class to leave the blocks mounted to the hull. If there is a group in Australia who want to move their blocks to the tramp, they can ammend the NOR/SI's for their regattas accordingly, but I think this class rule should be left alone. Thank you for your consideration.

Repositioning the jib cleat would provide an advantage over those that choose to position their cleat in the standard position.

Why not allow wires - like on the old Hobie 14 Turbo jib cleat system?

What about shimming the spreaders? i think it is unsafe to have so much up and down movement at the tips. i put shims in mine.

Spreader rake having a max measurement makes complete sense, perfect. Not sure what is trying to be achieved with moving the jib cleat block. Moving it in may be better for lighter conditions but potentially worse for heavy conditions. We would move the cleat forward and aft in the track to adjust leech tension for wind strength and forward for downhill sailing. Plus, having it attached to the tramp without a wire underneath to provide support would mean you will struggle to get sheet tension without damaging the tramp. I may be missing something here, but it doesn't seem to make sense. While I list the 16 as the primary class I sail, I did spend many years sailing an 18.

Open up sails and trampolines to be built by any mfg. built to 18 specs.

I still think that the jib cleats on the ramp is not the way to go. There is no reason for this change. In lighter winds this position help pointing and it heave winds the tramp flexes de powering the jib and may over presser the back of main sail causing counter rotation. I think there need to be a specific measurement for this hole to maintain the one rule class.

This rule as written

( If moved, the jib cleat block shall only be mounted to a fixed position to the owner's and skipper's specification) Totally and completely compromises if not violates the "One Design" concept.

It is not an easily effected change, and is completely subject to wild interpretation from region to region based on prevailing local conditions.

I vote a strongly felt NO to this rule change.

I would join the class and sail with my wife

I feel that moving the jib cleats is not going to be a performance factor. No more than selecting mast rake, rig tension, batten tension, downhaul, or many of the other tuneable aspects. I like the option to clean up the seating areas.

Thank you for the additional wording to keep the boat updated yet simple.

If you allow all these changes it will no longer be a one design boat!!

This helps clarify the limitations of the proposed rules and I look forward to the new changes going into affect. Opposition to the spreader rake makes me think some sailors have already gone through enough spreader arms to get the most optimal. Allowing standardization of the rake just makes sense.