

Hobie 14 rule 3.4, 3.5, new 5.1 d) and Hobie 16 new rule 6.1 d) change proposals:

Comments

The downhaul system on a H14 & H16 is unable to be adjusted from trapeze when the mainsail is sheeted on. There is too much force on the gooseneck and surrounding systems.

Hobie 14 Ruling

If the IHCA is creating and adapting rules to suit the Hobie Cat Company and their legal requirements, then the relevant parts must be made available for sailors. In Australia where we have the largest national fleet, this is still not the case. Many boats that have been purchased second-hand (silver aluminium) already have the hook removed from 20-30 years ago. As a single-handed catamaran, most if not all sailors will rig their Hobie 14 up on their own.

If the IHCA is so worried about legal re. the mast base hook, then what about the countless Hobie 14 masts that will eventually fill up with water? Providing the average sailor with a kit that requires an individual to compromise potentially beyond repair is far more problematic.

Here are some alternative rulings:

Rule 3.5: A mast rotation control kit as supplied by HOBIE CAT CO or IHCA APPROVED MANUFACTURER W/ APPROVED SPECIFICATIONS AND MEASUREMENTS may be mounted. The mast rotation control purchase shall not be greater than 2:1 and the mast rotation kit shall not have controls to permit adjustments while on trapeze. The mast rotation control kit must be mounted as specified by HOBIE CAT CO. Specifications and guidelines are available through the IHCA.

REASON: Wording to allow the 'Macca Plates' (see below) to be made class legal. Wording inline with other IHCA rulings (17', 20' sail manufactures).

Hobie 14 Mast Rotation Upgrade Manual

RULE 3.4: Change the height in which the mast rotation kit is attached. (Appendix A)

Current height for central bolt is: 400mm

Updated height must be no less than 300mm from the base of the mast.

REASON 1: Open height for the mast rotation attachment allows boats that are already set at 400mm from the base, not being forced to change and ruin the integrity of the mast in the process.

REASON 2: Due to the majority of boats competing utilising 80s made 'Performance Racing' Hobie 14 6-batten mainsails, many of these have stretched over the years, so much that the cunningham/boom is 'maxed out' (Appendix B, C). As a result, the mast rotation bar collides with the boom during manoeuvres, and consequently, the mast cannot rotate with maximum cunningham. This will also occur with brand-new 6-batten mainsails, particularly the 'fluro' design seen most recently. (Appendix C).

RULE 3.5: 'Macca Plates'

REASON 1: Current hardware and 'kit' as supplied by Hobie Cat Company has been met with supply issues for a number of seasons.

REASON 2: There have been three occasions in Australia where the 6mm/¼inch bolt has snapped within the mast. This is a key safety issue for sailors and poses a serious risk whilst sailing.

REASON 3: Resealing a mast is very risky for a sailor to achieve on their own, particularly with silver masts manufactured in the 1900s. Completing the current procedure (bolt through the mast, and resealing) is extremely hazardous and poses a serious risk for many sailors, even before they have hit the water. Refurbishing a 1970-90s 14' often requires resealing the mast around the hounds, base and head. The 'Macca Plates' only require four holes of 9 '16' on either side, followed by a silicon sealant and pop-rivet, the same process of attaching a horn cleat, halyard lock and jib halyard system on a Hobie 16.

As long as the single tripled bottom downhaul block is mounted on the back of the mast it is impossible to work from the trapeze even if it rotates

Even if it could be used the loads created on the mast/ gooseneck joint by main sheet load make the tightening and loosening of downhaul whilst on trapeze impossible

Expecting boat owners to look after the retainer supplied with some blocks is unrealistic it is hard to fit and easy to lose and this is a junction that is disassembled after nearly every days sailing

Why is it ok to chop the rotation stopper off the mast step but not ok to chop the stoppers of the mast base

These changes are critical for the growth of Hobie 14 sailing. Its improved boat performance and speed allowing the Hobie 14 to be a faster more competitive boat.

I feel that until hobie corporation can supply parts then no new rules or tightening of existing rules should be considered when this was first announced I contacted my hobie dealer to purchase a mainsail , who contacted hobie Australasia no sails are available in Australia I placed an order to ascertain when they may become available a month has passed with no contact from totally immersed waterspouts. please let the class grow .

My Hobie 14 was delivered on the beach at the worlds at Nordwijk with the mast base cut down.

Enquiring at my Australian and also with old European supplier there are no mast bases or wave balls available.

Can we be informed when material will be available for purchase at any location globally?

The hobie 14 is a SINGLE HANDED boat. Using a mast step fitting in the hole means it is not possible to raise the mast, let go of it and attach the forestay.

The old Australian mast base is slightly different to the more recent European released ones, the old Aussie ones are able to rotate freely without having to make any changes / filing of the hook. (The bulb seems to be a little longer) maybe HC co could utilise the older version going forward reducing /eliminating the need for any filing.

All 4 proposals give good meaning.

I bought my New Hobie 14 from an Hobie Dealer and the mast base was altered with no lowering hole. I have no problems.

We lower the mast without the pin system.

No legal repercussions to Hobie if the boat is moody after the sale.

Erik you are using legal concerns for Hobie cat inappropriately.

With the increasing mast rake requirements for competitive sailing the 14, anything that get's in the way of mast rotation should be allowed to be eliminated. it's where we are now. BC

At Lake Garda we discussed the proposal from xxxxx/France. A study in France has shown that with wind speeds above 6 BFD, material damage and, above all, personal injury increase dramatically. As was also seen on Lake Garda, with the HC14 as a 1-man boat, if something happens to the helmsman, no help is possible.

That's why we suggest limiting the maximum wind speed for the HC14 to 22 kn!

It will no longer be manageable for young sailors and women.

Events in which less than half of the participants can be on the water are uninteresting for the participants, the organizers and the class!

My brand new H14 purchased in 2022 was unsailable due to the mast base hook which did not allow any mast rotation. I'm sure Australian Consumer Law would not allow Hobie to sell a product that's not fit for purpose. If this rule change gets passed, which I hope it doesn't, then:

1. I expect Hobie to provide a suitable replacement mast base at no cost to ensure the boat is sailable at a racing standard.
2. I expect the rule to not be enforced until Hobie provides suitable replacement parts at not cost.

I'm not happy. This is yet another ridiculous proposed change that has been poorly considered and will deter people from buying and sailing Hobies. I could not believe I'd spent AUD14,000 on a boat that was unsailable. It was just embarrassing to sail back to the beach after not even 5 minutes on a brand new boat because the mast wouldn't rotate.

In my opinion, it is appropriate to focus on other types of rules that are much more important to introduce, such as a maximum wind limit for sailing.

The ideal is about 20/22 knots no more.

This proposal was presented during the European Lake Garda Summit this year.

It is also a rule that would allow the class to grow a lot; In fact on HC14 go all kinds of people, from those like me (17 years) to older ones...

Also in my opinion it would be good to adjust the charging system even from trapeze because on this type of boat, there are many few adjustments (battens, rudders, and the circuit of the main sail)

Thank you

Ich vertrete die Ansicht dass die bestehende Regel überflüssig ist. Praxisbedingt wird seit vielen Jahren mit deutlich mehr Mastfall gefahren, als dies bei der Konstruktion des mastfusssystems vorhersehbar war, denn mehr Mastfall garantiert sicheres Raumschotsegeln bei mehr Wind. Unterschneiden und Kenterungen werden vermieden. So haben viele Segler ihre ramponierten Mastfuesse nur geglättet und den Bedingungen angepasst. Daher mein Vorschlag: bei gebrauchten Booten das Feilen und Abfeilen erlauben, denn zum aufrichten des Mastes braucht kein mir bekannter deutscher Segler die Nase am Mast. EBENSOWENIG den Anschlag vorn an der Mast Pfanne, wenn ein Msdtkpmzroller angebaut ist xxxxx, seit 1978 unterbrochen im der Regatta Szene aktiv.
Denkt mal fortschrittlich

Translated to English by Microsoft:

I am of the opinion that the existing rule is superfluous. Due to practical experience, significantly more mast drop has been used for many years than was foreseeable in the construction of the mast base system, because more mast drop guarantees safe spacesheet sailing in more wind. Undercutting and capsizing are avoided. Many sailors have only smoothed their battered mast feet and adapted them to the conditions. Hence my suggestion: allow filing and filing for used boats, because no German sailor I know needs the nose on the mast to erect the mast. THE SAME APPLIES TO THE STOP AT THE FRONT OF THE MAST PAN IF A CYLINDER IS ATTACHED. xxxxx, who has been active in the regatta scene since 1978. Think progressive

I don't think the base mast hook modify any safety or gain an advantage for sailing , I will add a comment regarding the quality of the metal use for the base mast hook I have 2 new boat and I was use the pin for remove /install the mast and in both new boat the hook snap.

We (as a class) can't thinking the people have to change a mast base unit every time the hook snapso I think we need remove any rule regarding the base mast hook , because the mast base hook don't GIVE ANY ADVANTAGE .

Also there is some old boat racing from people race for fun , they don't want spend a lot of money on the boat ,and if we thinking to go in dis direction we going to loose few sailor . Too many restriction especially on stuff don't give any advantage I think are a wrong decision .

I will suggest more important for the safety for the sailor put a maximum wind speed to race also because we have a lot of young sailor and we have to thing about the safety of this people .

we know this is our priority .

I have a suggestion to put 20/22kn of maximum wind sped to race , like in other class where there is a minimum and max .this for me should be the priority for the class , increase the safety .!!!!

I will also propose the use and becoming class legal the use of more than 6:1 in the mainsail sheet block

Mast base rules could be applied to new boats but retro fitting of new lart is prohibitive to participation.

Tuned battens should also be disallowed in the spirit of one design racing.

I am not against the change in rules but they should be be allowed with an appropriate change in handicap

On 14s that have smashed up mast stops on the mast base? Often no mast rotator kit. Can you clarify that these are allowed to be repaired with what ever materials you have floating around to stop the mast rotating over the top of the mast base? le so it rotates approximately to its original factory setting?

Alle 14er Regattasegler benötigen mehr Mastfall als mit der Originalmastfußkombination und Mastpfannenneigung möglich. Als Einhandboot stellen die Segler den Mast von oben in die Pfanne. Es gibt nur für den 16er ein zusätzliches Gelenk, damit der Mast beim Stellen und Legen nicht unkontrolliert herumspringt. Für den 14er ist so ein Gelenk nicht verfügbar. Die beiden Löcher haben also keinerlei Funktion. Vorschlag: Die Werft könnte die Mastpfannenneigung ab Werk mit einer Neigung nach hinten versehen. Da das Kugelsystem eine Veränderung des Mastfalls ermöglicht, die Regeländerung für andere Boote aber dieses verhindert, ist Chancenungleichheit vorprogrammiert. Bei regattaüblichen Mastfall würde ein Mast auf einer Kugel rotieren, ein Mast nach der neuen Regelung gar nicht und somit das Boot unsegelbar machen.

Höhe des Mastrotationsbügels am Mast. Die 300 mm sind durch Nichts begründet und somit abzulehnen. Die korrekte Höhe ist abhängig von der Möglichkeit, den Baum nach unten zu ziehen. Dieses ist beispielsweise abhängig von der Dehnungsbeschaffenheit des Vorlieks des Segels. Im Alter lässt die Spannung nach. Ein Herunterziehen führt dann zu einer Kollision mit dem Baum. Vorschlag: Bereich zwischen 200 und 400 mm.

Translated to English by Microsoft:

All 14-man regatta sailors require more mast drop than is possible with the original mast foot combination and mast pan inclination. As a single-handed boat, the sailors place the mast in the pan from above. There is only an additional joint for the 16, so that the mast does not jump around uncontrollably when standing and laying. Such a joint is not available for the 14. So the two holes have no function at all. Suggestion: The shipyard could provide the mast pan inclination with a backward inclination ex works. Since the ball system allows a change in the mast drop, but the rule change for other boats prevents this, inequality of opportunity is inevitable. In the case of a mast fall, which is customary in regattas, a mast would rotate on a ball, a mast would not rotate at all according to the new regulation, thus making the boat unsailable. Height of the mast rotation bar on the mast. The 300 mm is not justified by anything and is therefore to be rejected. The correct height depends on the possibility of pulling the tree down. This depends, for example, on the elongation of the luff of the sail. With age, the tension subsides. Pulling it down then leads to a collision with the tree. Suggestion: range between 200 and 400 mm.

Hobie 17's are allowed to adjust downhaul from trapeze. Hobie 14, 16, and 18 should all be able to adjust downhaul from trapeze.

nope

I also sail a 14