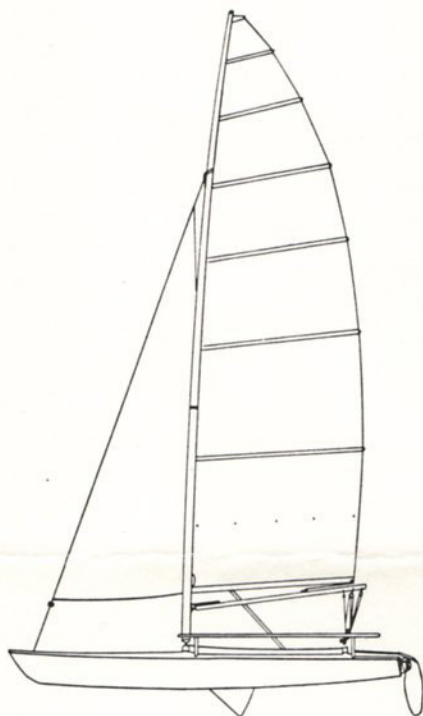
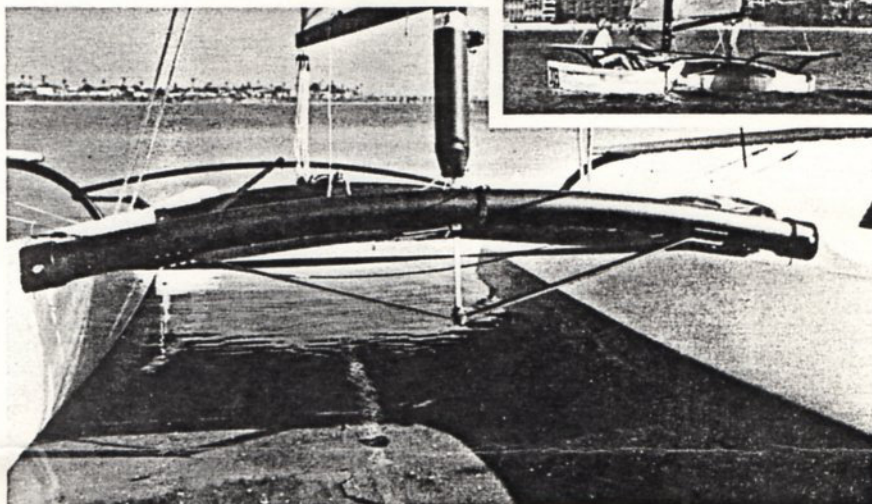


## Hobie 21

### Powerful New Cat



LOA	21'3"
Beam	8'2.5" trailer 9'6.5" hulls 13'9.5" wings
Draft	6" boards up 2'2" boards down
DSPL	565 lbs.
SA	300 sq. ft.



The Hobie 21 carries a tall rig and 300 sq. feet of sail area. There are also options for a 300 sq. foot spinnaker and a reacher-making the Hobie a serious speed machine. Note the gracefully curved crossbeam, sturdy dolphin striker, and stainless steel pins fixing the hulls at their sailing beam.

If you've spent time with Hobie 14s and 16s, your first thought on seeing the Hobie 21 is that it's a *big* catamaran. At more than 21 feet, with a beam stretched to 13'9.5" by wings, and a mast height of 33 feet above the deck, it is a big beach cat. When you climb aboard, the impression of size is augmented by another sense—that of power. We had an opportunity to sail boat No. 3 on San Diego's Mission Bay, and the 21 turned the typically light Southern California breeze into a lot of boatspeed. The bows wanted to lift, and the hull and rig translated even the tiniest puff into increased speed. The boat is big enough to let you get up and walk around, but she's still sensitive to weight placement.

Our test 21 arrived, looking long and narrow, on a standard Hobie 18 trailer. Extensions were added to the trailer support arms and each hull was pulled out eight inches, increasing the legal flat-trailer beam of 8'2.5" to the 9'6.5" sailing beam. The telescoping cross-

beams are an engineering feat. Each corner rides on a pair of bearings, and when the hulls are in position, a tapered stainless steel pin holds each in place. The Hobie people say the system has no slop. We certainly didn't experience any.

The 21 follows much of the tried and true Hobie construction philosophy: The hulls are basic fiberglass/foam sandwich, though certain areas have been reinforced with E-glass and Kevlar, and there are foam bulkheads for added strength. This construction produces an unsinkable and strong, albeit slightly heavy boat. The crossbeams seem extremely strong and have an esthetically pleasing curve. The kick-up rudders appear similar to those on other Hobies, and the spring-loaded centerboards operate the same as those on the 17. Another carryover from the 17 (and the 18 Magnum) are the drop-in wings, or racks, which maximize the beam. The rigging is more advanced and tuneable than on any previous Hobie.

Like the rigging, the sail controls

and hardware show the design maturation of the 21. The 8:1 mainsheet system is by Harken, and it moves easily in its traveler, unlike some of the systems on earlier Hobies. There is also a 3:1 outhaul, powerful downhauls, genoa tracks, barberhaulers, and double trapeze. Most of the hardware was designed for the boat, and the attention to detail shows.

There are some creature comforts on the 21, also something new for Hobie. Each hull features a watertight compartment accessible through a mid-deck inspection port. There's also a permanently mounted cooler in the starboard hull.

As she's delivered from the factory, the 21 is an exciting, powerful, well-designed and built beach cat. It would be hard to imagine a performance sailor who would not enjoy the boat.

—Bruce C. Brown

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Bruce C. Brown photos