

HOBIE 21 CLASS RULES

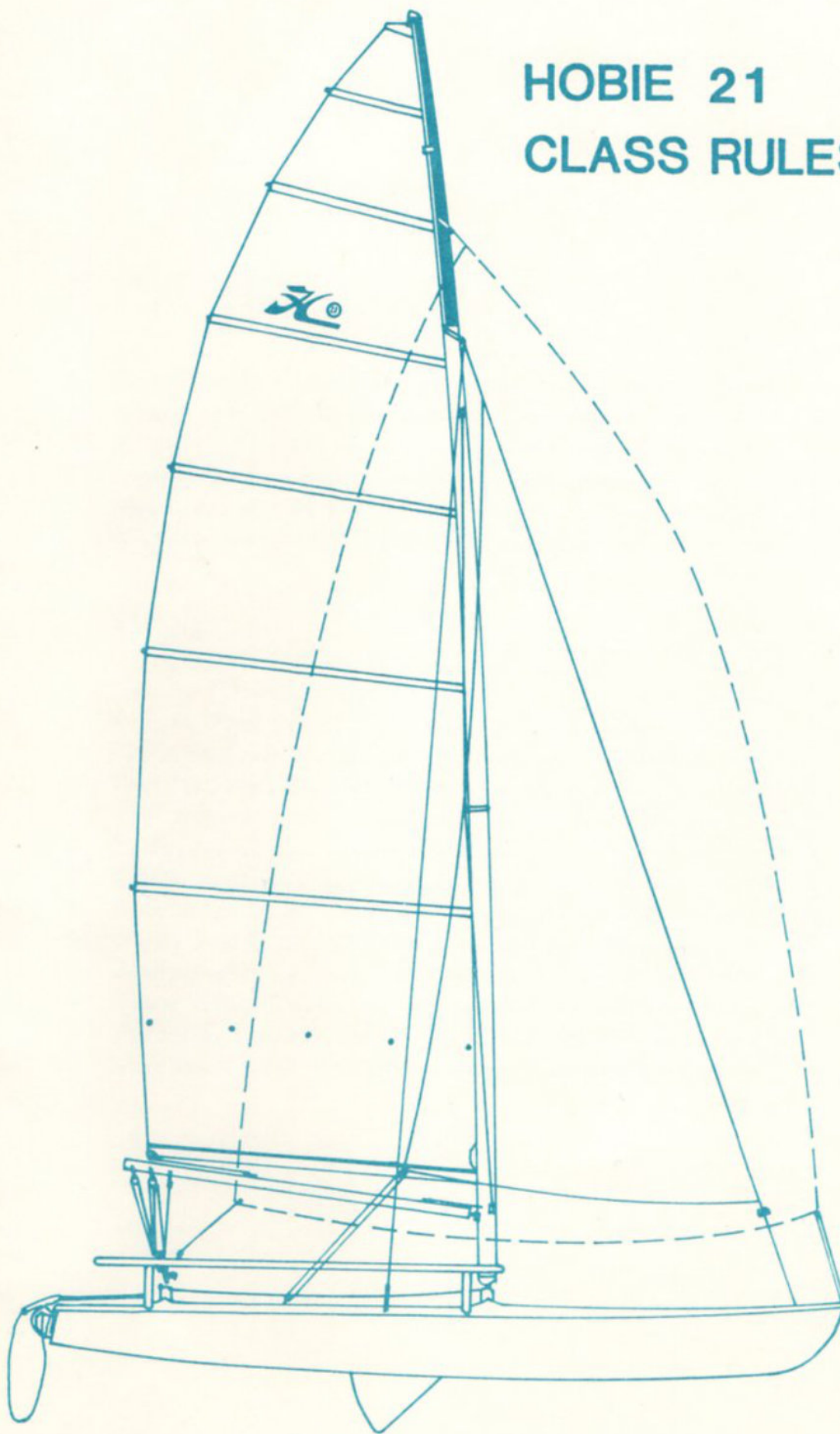


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I. GENERAL

1. ONE-DESIGN CLASS RACING

The design of the Hobie 21 was directed toward the creation of a one-design class. Any alterations to the hull form, construction, equipment, spars, sail or running rigging as supplied by the builder, except as is specifically authorized by these rules, are a breach of these rules, both in spirit and in substance, and are prohibited.

2. INTENT AND OBJECTIVE

The Hobie 21 was designed to be a high-performance catamaran that can be sailed in a wide variety of wind and water conditions on a competitive basis. Only changes which are permitted in these rules will be allowed when sailing competitively. The intent and objective of the World Hobie Class Association Rules are:

- 2.1 To keep each boat as equal as possible by rigidly maintaining, without deviation, the Hobie 21 rules for class racing.
- 2.2 To encourage the development of equipment, racing tactics, and sailing skill to increase boat speed.
- 2.3 To encourage innovation in those areas permitted by the Hobie 21 rules to increase boat speed.
- 2.4 The Hobie 21 shall be sailed on water surfaces greater than four hundred acres (160 hectares) in open area.

3. RIGHT OF PROTEST

A skipper or Race Committee has the right to protest. The World Hobie Class Association has the right to declare ineligible any Hobie 21 which does not conform to the spirit, objectives and intent as well as the letter of these rules and official drawings and specifications held by Coast Catamaran Corp., Oceanside, California.

4. LOOPHOLES

IF YOU THINK YOU HAVE FOUND A LOOPHOLE, TAKE A LOOK AT THE ABOVE STATEMENTS. THESE ARE THE BASIS OF THE RULES AND COVER ALL AREAS NOT COVERED IN THE RULES. GENERALLY, IF YOU CANNOT FIND IT LISTED IN THE RULES, IT IS NOT CLASS LEGAL. BUT IF YOU ARE IN DOUBT, CHECK WITH THE WORLD HOBIE CLASS ASSOCIATION FIRST. APPROVAL MUST BE IN WRITING.

5. MANUFACTURE OF THE HOBIE CATS

Only boats manufactured by Coast Catamaran Corp. or a Hobie Cat licensee in good standing are legal for class racing. The manufacturing origin of all boats must be readily identifiable either through serial numbers, hull numbers or copies of invoices. Proof of origin will be submitted to the World Hobie Class Association or its authorized representatives for verification upon demand of the Race Committee and/or Protest Committee. Skippers or owners of boats who have had the manufacturing origin of their boat officially questioned must be warned in advance of the manufacturing origin request and given reasonable time (maximum two weeks) to produce acceptable proof of origin.

6. MANUFACTURERS OF EQUIPMENT

Manufacturers of equipment for the Hobie 21 must obtain written approval from the World Hobie Class Association prior to the equipment being designated as "Class Legal".

II. RULES

7. DESIGN FEATURES AND CHANGES

- 7.1 Nothing may be changed, added or removed from any Hobie 21 that will in any way alter the structural integrity, design function or built-in safety features of the boat except as outlined in these rules.

8. SAFETY EQUIPMENT

- 8.1 There must be on board approved life saving PFDs (Personal Flotation Devices) and other safety equipment as required by the governing authority having jurisdiction. PFDs must be worn by the crew when Code Flag "Y" is flying at the start of a race. Note: The World Hobie Class Association recommends that PFDs be worn at all times in all sailing conditions.

- 8.2 a) A minimum 3/8 in. (9.5 mm) diameter righting line consisting of at least one 20 ft. (6.1 meters) length of line or two 10 ft. (3.1 meters) lengths of line minimum, shall be securely attached and readily accessible from each side of the boat. The righting lines shall be in addition to all other required equipment.

- b) Righting water bags and/or shroud lengthening devices are required to be carried. They must be returned to normal storage position after use before continuing to race.

- c) Maximum extension on the shroud lengthening device is 19 in. (483 mm).

- 8.3 A paddle is recommended but not required.

- 8.4 An anchor is not required.

- 8.5 Any additional equipment which is required by the governing authority having jurisdiction must be on board.

9. HULLS AND DECKS

- 9.1 No changes may be made to the hulls that decrease weight or hull strength by removing flotation or standard factory fiberglass reinforced plastic (FRP) lay-up.
- 9.2 Hulls may be rubbed, waxed, sanded or buffed in the normal process of maintenance.
- 9.3 No friction reducing agents or materials may be employed on the hulls, rudders or boards.
- 9.4 Hull bottoms which wear down may be rebuilt. Rebuilt hulls must conform with the original shape. Official templates are available from the World Hobie Class Association.
- 9.5 No portion of the hull/deck glue seam may be removed, cut down or in any way modified.
- 9.6 Hull flotation blocks as supplied by the factory must not be removed, reduced in size or relocated.
- 9.7 Decks shall have non-skid surface at least equal to the original design area and location.
- 9.8 Advertising and commercial messages are not permitted on the genoa (jib) or hulls forward of the front crossbar. These spaces are reserved for the Class Association. All other boat surfaces and sails may carry advertising and commercial messages.

10. RUDDERS AND RUDDER ASSEMBLY

- 10.1 Factory supplied rudder assemblies and rudder blades shall not be modified except for minimum filing to improve fit and function.
- 10.2 Shims may be installed between the rudder blade and housing.
- 10.3 Shims may be installed between rudder pins, gudgeons and castings.
- 10.4 Shock cord may be tied around the rudder to help control rudder kick-up.

11. TILLER ASSEMBLY

- 11.1 The tiller extension may be either an extendable or non-extendable design but must be a single tiller with one end connected to the tiller crossbar in the same location as the factory supplied tiller. THE TILLER EXTENSION SHALL BE MADE OF A NON-ELECTRICAL CONDUCTIVE MATERIAL.

12. SAILS

- 12.1 Only main and jib sails manufactured for or by Coast Catamaran Corp. or an authorized Hobie Cat licensee and distributed through the same are legal for class racing.
- a) A sail may be recut slightly provided that the original area is neither increased nor altered significantly from the original shape.
- b) Windows and telltales may be added as desired.

- 12.2 Battens of any type may be used. They may be cut, shaped and tapered as desired.
- a) Any type of batten caps may be used.
- 12.3 Teams shall not replace main and jib sails during a race or regatta unless they are damaged and no longer usable. Permission to replace a sail must be received from the Race Committee PRIOR to changing sails.
- 12.4 All mainsails and optional sails shall have a sail number registered with the Class Association (duplicate numbers will be assigned to only one individual).
- a) Sail numbers shall be no less than 12 in. (305 mm) and no more than 24 in. (610 mm) in height.
- b) Sail numbers must be distinguishable on both sides of the sail.
- 12.5 All mainsails must bear the Hobie "H" trademark logo, which is the Class emblem.
- 12.6 Friction reducing devices may be applied to or attached to the luff rope to help with raising the sail.
- 12.7 Any grommet on a Hobie sail may be replaced as long as it is with an equal size or larger grommet and in the same general location within 3 in. (76 mm).
- 12.8 a) Mainsail downhaul purchase shall not exceed 6:1 and may be rigged in any manner.
- b) Jib sail downhaul purchase shall not exceed 4:1 and may be rigged in any manner.

- 12.9 Advertising may be applied on sails either permanently or temporarily as permitted in Section 9.8.
- 12.10 Third sails of open design may be carried on board and used on any point of sail. Fittings and equipment to fly the sail are the owner's and designer's choice. The following limitations apply to the third sail design:
- a) The open design sail cannot be attached to the mast above 28 ft. (8.5 meters) measured from the bottom of the mast extrusion.
- b) Fittings and equipment for sheeting the open sails must be attached to or mounted on existing aluminum extrusions.
- c) Only two open sails may be carried on board and shall not be replaced during a race or regatta unless damaged and no longer usable. Permission to replace an open sail must be received from the Race Committee PRIOR to replacing the sail.
- d) Open sails must be registered and identified before the start of each event. (Race Committee member signature on the sail is acceptable identification.)
- e) A spinnaker pole no longer than the distance from the center line of the front crossbar to either bow may be used to fly the open sails. The pole must be attached to an existing aluminum extrusion. Rigging is of open design.
- f) No more than one open sail may be flown at any one time.
- g). Third sail parameters:
Maximum luff 30 feet (9.15 meters)
Maximum foot 20 feet (6.1 meters)
Minimum mid girth (SMG) 15 feet (4.58 meters)

12.11 Reefing of any sail is permitted. Reefing design shall be left to the owner's and designer's choice provided it does not structurally weaken the boat or interfere with the basic functions of factory supplied components.

12.12 a) Barber haulers and open sail twings are permitted. Design choice shall be left to the owner and designer provided it does not structurally weaken the boat or interfere with the basic functions of factory supplied components.

b) Barber haulers and open sail twings must be attached to existing aluminum extrusions.

13. MASTS

13.1 The mast design shall not be altered in any way except for the attachment of fittings and equipment for flying sails or reefing as permitted in Sections 12 and 13.

13.2 No internal devices are allowed except as supplied.

13.3 All halyard lines running above the hounds must be non-electrical conducting.

13.4 A preventer may be added to keep the mast in rotation.

14. BOOMS

14.1 The section of the boom extrusion shall not be altered in any way except for the attachment of fittings and equipment for flying sails or reefing as permitted in Section 12.

14.2 No internal devices are allowed except as supplied.

15. WIRES AND RUNNING GEAR

15.1 Wires and running gear of any type may be used provided they are equal strength or better than factory supplied equivalent components.

15.2 Shrouds and forestays shall connect to the factory supplied shroud adjusters.

15.3 Additional shroud adjusters may be added to the forestay bridle.

15.4 The clevis pin and ring, as provided by the manufacturer, may be replaced by a quick-release pin, shackle or the like on the forestay adjuster.

15.5 Bridle wire lengths shall not be shorter than 55 in. (1.4 meters).

16. EQUIPMENT

16.1 The Hobie 21 must be raced with wings.

16.2 Equipment may be added to conform with current factory supplied equipment or specifications.

16.3 Compasses, radios, navigation, and speed metering equipment of any type are permitted.

16.4 Additional safety equipment of any type is permitted.

16.5 Main sheet blocks of different design or make may be used provided the purchase advantage is equal to or less than 10:1.

16.6 Genoa sheet blocks of different design or make may be used provided the purchase advantage is equal to or less than 3:1.

16.7 Hiking straps may be added provided they are attached to existing aluminum extrusions.

16.8 Foot straps may be added to the wings.

17. CREW WEIGHT

17.1 The Hobie 21 shall have a minimum crew weight of 315 lbs. (143 kg.).

17.2 The same crew shall be used throughout the race or regatta. Crew shall not be added, deleted or changed without permission of the Race Committee.

17.3 If a crew change is required due to injury or other special circumstances, the crew weight shall be not less than the original weight and not more than 10 lbs. (4.5 kg.) over the original weight.

a) Weights may be carried to maintain the original crew weight provided the provisions of Rule 17.4 are met.

17.4 A maximum of 50 lbs. (22.7 kg.) of dead (solid), dry weight may be added to bring crew weight up to the minimum.

a) Weights may be movable but shall be attached to the boat.

b) If more than 50 lbs. (22.7 kg.) are needed to make minimum weight, additional crew shall be carried.

17.5 Minimum crew weight for the class is based on the body weight of the crew dressed in lightweight clothing.

a) No shoes or heavy clothing shall be used in determining crew weight.

b) It is the team's responsibility to maintain minimum crew weight at all times. If required, the crew shall add weight during the regatta to maintain crew weight.

c) Boats can be protested at any time during the regatta for minimum crew weight infractions.

17.6 Weights needed for meeting minimum crew weight shall not be usable for any other purpose.

18. PERSONAL BALLAST, CLOTHING & EQUIPMENT

18.1 The World Hobie Class Association permits a maximum 22.0 lbs. (10 kg.) of wet clothing and equipment per crew member to be worn under IYRU Rule 61.

a) Any competitor wearing such movable ballast is required to also wear a personal flotation device capable of floating both the wearer and movable ballast.

19. MINIMUM BOAT WEIGHTS

19.1 The minimum boat weights of the Hobie 21 shall be the following:

a) Platform (less mast, boom, rigging, trapezes, wings, sails):

420 lbs. (190.7 kg.)

b) Mast, boom, double trapezes, standing and running (blocks) rigging:

100 lbs. (45.4 kg.)

c) Wings with wing trampolines:

45 lbs. (20.4 kg.)

Displacement weights exclude cushions, personal flotation devices (PFDs), trapeze harnesses, personal clothing, electronics and required safety equipment.

19.2 All weights needed to bring your boat to minimum weight shall be permanently attached during the regatta and shall not be usable for any other purpose.