



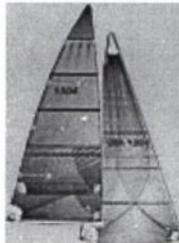
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**The Hobie 33** is a highly competitive one-design / PHRF ULDB racer . Easily trailerable with a retractable keel and deck-stepped mast.

Back in production from:

#### Spartan Marine

Robbie Roberson  
 robbie54@cox.net  
 ph: 949-632-2949

#### Boat Specs:

**LOA:** 33.0'  
**LWL:** 30.5'  
**Beam:** 8.0'  
**Draft:** 5.5'  
**Disp:** 4,000 lbs.  
**SA:** 429 sq. ft.

**I** = 33.83'  
**J** = 12.4'  
**P** = 35.0'  
**E** = 12.5'

**ISP** = 36.25'  
**JSP** = 13.125'

Note: All dimensions are shown in feet and decimal feet.

To learn more about the Hobie 33, class activities or owners success in the race course or cruising adventure, please [contact us](#).

**Have a Hobie day!**

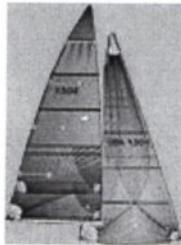
Hobie 33 North American Association  
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## Class Rules

These Class Rules as they currently stand have been modified over time as expected for a boat no longer supported by the manufacturer.

The areas that have been changed are minor and have to do with either purchase on various blocks or equipment carried while racing. No hull, keel, rudder or rigging modifications have been made in the Class Rules. It is still the intent to keep the boat as originally equipped. Class Rules effective November 21, 2004 .

### 1. One Design Class Racing

The design and development of the HOBIE 33 was directed towards the creation of a strict one-design Class where the true test is between sailors and sailing skill, and not boats. Any alterations to the hull form, interior, construction, equipment, or spars as supplied by the builder, except as is specifically authorized by these Rules, is a breach of these Rules, both in spirit and in substance, and is prohibited.

### 2. Intent and Objective

The HOBIE 33 was designed to be simple to sail with the least amount of trouble to the owner. Only changes which have no direct effect on boat speed have been allowed. The intent and objective of the HOBIE 33 North American Class Rules are;

- a) To keep each boat as equal, simple and cost free as possible by rigidly maintaining, without deviation, the one-design features of the HOBIE 33 for Class racing.
- b) To encourage the use of only racing tactics and sailing skill to increase boat speed.

### 3. Right of Protest

a) It is the responsibility of the skipper/owner that the yacht complies at all times with the Class Rules.

b) A skipper/owner and/or Race Committee has the right to protest. The HOBIE 33 North American Class Association has the right to declare ineligible any HOBIE 33 which does not conform to the spirit, objectives and intent of these Rules and official drawings and specifications held by the builder.

### 4. Loopholes

If you think you have found a loophole, refer to above statements. These are the basis of the Rules and cover all the areas not specifically covered in the Rules. Generally, if you cannot find it listed in the Rules, it is not Class legal. If you are in doubt, check with the HOBIE 33 North American Class Association. Approval must be in writing.

### 5. Manufacture of the HOBIE 33

The HOBIE 33 shall be built only by a licensed builder.

### 6. Manufacture of Equipment

a) Equipment and components shall be replaced with similar equipment and components now only available as after market products.



b) Any equipment or components allowed to be added or replaced by these Rules shall not be made of exotic materials such as Carbon Fiber, titanium, etc. except as in Rule 10 B.

### **7. Design Features and Changes**

Nothing may be changed or removed from any HOBIE 33 that will in any way alter the structural integrity, design function, or built in safety features of the boat, except as allowed in these Rules.

### **8. Safety Equipment**

Safety equipment shall conform to the specific regulations as required by the race organizers and the National or local governing authority having jurisdiction. It is the responsibility of each owner or skipper to insure their boat is equipped with the appropriate safety gear and a capable crew.

### **9. Hull , Deck, Rudder and Keel**

- a) Hull may be rubbed, waxed, sanded or buffed in the normal process of maintenance.
- b) No friction reducing agents may be employed on the hull, rudder, or keel other than commercially available anti-fouling coatings.
- c) Damaged hull, keel or rudder shall be repaired to conform to the original shape.
- d) Permanent advertising of any type is not allowed on, or attached to the boat except as permitted by the National Sailing Authority.
- e) Lifeline wire shall conform to minimum O.R.C. standards or greater.
- f) Squaring off the trailing edges of the rudder or keel by flat filing only is permitted.

### **10. Spars**

- a) The spars (mast, boom) shall not be altered except the internal halyards and control lines may be exited at the owner's discretion.
- b) Spinnaker pole maximum length including fittings shall be 13.125' measured with the pole in place from the front centerline of the track on the mast to the pole end where the guy touches the forward bearing surface inside the jaw. The minimum diameter shall be 2". The pole may be constructed of carbon fiber.

### **11. Standing Rigging**

- a) Side shrouds may be adjusted for minor tuning only by fittings supplied.
- b) The upper shrouds shall be fastened to the forward deck chain plate and the lower shroud shall be fastened to the aft chain plate.

### **12. Running Rigging**

- a) Running rigging may be of synthetic rope or wire. Kevlar and/or spectra lines are permitted.
- b) Spinnaker boom foreguy may be rigged with 2:1 purchase.
- c) A boom vang with a maximum 8:1 purchase with an integral jamming cleat is allowed. Solid vangs are permitted providing they are not hydraulic.
- d) Backstay purchase shall not exceed 16:1 and shall be by block and tackle method.
- e) Two mainsheet traveler control lines with a maximum of 3:1 purchase.
- f) Types of mainsheet blocks and cleats are optional but may not be located more than 1.0' from the traveler track.

g) One cunningham control using a maximum of 6:1 purchase, and cleated at the mast. Block and tackle method only.

### **13. Sails**

- a) The use of any material is allowed.
- b) One mainsail, four jib/genoa head sails, and three spinnakers may be used while racing. Two additional spare Class legal sails may be carried while racing in the event of sail failure.
- c) The mainsail, jib and genoa, may be fitted with transparent windows of any material.
- d) The sails shall conform to the ISAF Rules unless specified herein.

### **14. Mainsail**

- a) The headboard may be of any material.
- b) The cross width measurements shall be taken from the three-quarter and half points on the leech, located when the head is folded to the clew for half-height points, and when the head and clew are folded to the half-height point to determine the three-quarter points.
- c) The maximum three-quarter height-width between the leech and the nearest point on the luff, including the luff rope, shall not be more than 4.75'.
- d) The maximum half-height width between the leech and the nearest point on the luff, including the luff rope, shall not be more than 8.0'.
- e) The sail shall have four battens.
- f) The top batten shall not be less than 7.0' below the top of the headboard.
- g) At least one reef may be built into the mainsail. The bearing surface of the cringle, delta ring or reefing devise in the leech shall be fitted not less than 11.5' measured in a straight line, from the clew.
- h) Cunningham holes may be fitted in the luff. A leech tensioning cringle may be fitted in the leech as well as a leech line. Camber line are also permitted.

### **15. Jib**

- a) 100% foretriangle or less jibs may be fitted with reefing attachment points or devices.
- b) A leech line is permitted as well as camber lines.

### **16. Genoa**

- a) The genoa shall not be greater than 155 % of the foretriangle and a minimum size at the owner's discretion.
- b) The leech shall not be convex.
- c) A leech line is permitted as well as camber lines.

### **17. Spinnakers**

- a) The spinnaker shall be a three-cornered sail, symmetrical about its centerline. (Asymmetrical sails may be allowed in non-Class events)
- b) The sail laid out on a flat surface, shall be measured when folded in half about its centerline, with the leeches superimposed. Sufficient tension shall be applied to remove wrinkles and creases along line of measurement.
- c) The length of the leeches shall not be more than 36.625'. D) The maximum girth shall not be more than 23'.

**18. Fixed Fittings and Equipment to be Carried When Racing.**

a ) The minimum standard equipment that shall be carried are: eight floor boards, port and starboard pipe berths, companionway hatches, and safety gear as specified by the organizing authority.

b) Anchor and rode of suitable weight and strength for anchoring vessel must be carried at all times.

c) An engine able to propel the vessel at an adequate speed shall be carried on board at all times.

**19. Crew**

a) The maximum crew of the HOBIE 33 shall be determined by race committee or local sailing authority. For special events where a small number of crew is desired the crew weight is recommended to be 1205 lbs.

b) If a crew change is required due to injury or other circumstances the total crew weight shall not be less than the original weight and not more than 75 lbs. over original weight. Weight may be carried to obtain original weight.

**20. Optional Equipment**

a) Equipment that may be carried while racing are: Radios, coolers, stove, portable toilet, storm sails, navigation equipment, spare tillers etc.

b) Two additional mast support wire may be added while racing for added mast support. They shall attach to the spinnaker pole car on the track, and run outboard and aft to the toe rail.

c) A gasket may be added between the hull and keel to prevent turbulence in the keel well.

**21. Weight Certificates**

The Association requests each member submit a weight certificate for each boat owned and raced as a Class legal boat. Weighing instructions are available from the Association.

**22. Class Dimensions**

P: 35.0' E: 12.50' I: 33.83' IC: 36.60' J: 12.40' SPL: 13.125'

Version 1.5 November 2004

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