Olympic Equipment

2012 Olympic Equipment

A submission from the International Hobie 14 Class Association
International Hobie 16 Class Association
International Hobie 17 Class Association
International Hobie 18 Class Association
International Hobie Tiger Class Association
International Hobie Dragoon Class Association

Proposal

If an 11th medal is available at the 2012 Olympic Games, the International Hobie Tiger should be considered as the Olympic Equipment for the 2012 Olympics.

Current Position

Reason

The International Hobie Tiger is a fast one design boat that has world wide appeal. With Hobie dealers throughout the world it has a good distribution to all countries. With only one boat builder in the world the boats are strict one design. The International Hobie Tiger remains one of the most competitive and cost effective boats of its type.

The manufacturer will supply identical equipment for the Games.

Boat Dimensions

**Specifications**

- Length: 5.51 m
- Width: 2.60 m
- Mast height: 9 m
- Weight (with spi): 180 kg
- Mainsail area: 17 m²
- Jib area: 3.45/4,15 m²
- Spi area: 19/21 m²
- ISAF International Class
- Crew: 2

**Standard Equipment**:  
- Symmetric white hulls in polyester  
- Daggerboard  
- Anti-skid neoprene  
- Jib furler  
- Fibreglass tiller extension  
- Harken Race mainsheet system  
- Mesh trampoline with pocket  
- White Knight rudder blades  
- Fredericksen main traveller  
- Square Top Mylar main sail and Foc radial cut white or colour  
- self-tacking jib

Measurement

As a strict one design boat the Hobie Tiger the Hobie Tiger needs very little in the way of measurement controlled as it is manufacturers equipment. At our World Championships an event equipment inspection is done on sails and the boats are weighted. It is a very simple procedure that takes less than 1 hour per boat.
Hobie Cat Europe has agreed to supply identical equipment for the 2012 Olympic Games

The International Hobie Class Association has been in discussion with ISAF to write the Hobie Tiger Class Rules into ISAF Standard Class Rules format. The ISAF Technical Staff believe this will be a simple transformation as the Hobie Tiger is a strict one design manufactured boat as it is now in its final draft.

Builder / Production Quality Control


Sailor Demographics

The Hobie Tiger has a minimum combined crew weight of 140 kg. This allows a combination of male/male, male/female, female/male and female/female all these combinations have raced successfully on the Hobie Tiger. For the sailors under minimum weight they are allowed to add extra weight to maintain the minimum weight. At the 2006 Hobie Tiger Worlds the winner was 19.9 kilos over minimum weight, second place was 4.3 kilos over minimum weight and third place was 2.7 kilo under minimum weight. This demonstrates the variance in weight that the Hobie Tiger can handle to be competitive.

Fleet Locations / Boat Numbers

The Hobie Tiger is raced in most of the European countries with France, Germany, Denmark, and Netherlands being the strongest countries with over 100 Tiger members in each country. The Hobie Tiger also has a strong presence in South Africa and is raced in Botswana and Tanzania. In the South Pacific it is raced in Australia and New Zealand. Asia the Hobie Tiger has a strong presence in Thailand, Hong Kong and Philippines. North America has a strong Hobie fleet in the United States, Canada and Puerto Rico. There are a few Hobie Tiger racing in South America but the numbers are not as strong.

The Hobie Tiger has had five very successful world championships since gaining ISAF Status in 1999. The first two world championships were held at Lake Garda, Italy. These championships gave good numbers; both world championships attracted more than 75 teams from 17 countries. The first worlds gave a good coverage from countries with France first, South Africa second and Papua New Guinea third.

The third Hobie Tiger Worlds moved to Singapore. The fourth world championships were held in the USA. It attracted 87 teams from 15 countries. Again the results were spread around the world with Puerto Rico first, Australia second and France third. The fifth world championships moved back to Europe, this time to Spain. Again the world championships attracted 11 Countries. The sixth Hobie Tiger worlds were from the first week in March in South Africa. We had the top three competitors from Australia, Nederland’s and Australia. Sailor’s form fourteen countries competed. This time we have seen new fleets from Botswana, Tanzania competing.

Cost of Equipment

The Hobie Tiger is sold as a complete package ready to sail. No additional expense is needed from the initial purchase. See Standard equipment list*

All Hobie Tiger sails are made from the highest quality. Most sailors will use on one main and keep that sail for at least three years. A jib may last one-two years with sailors using one jib for their
normal sailing and another jib for major championships. The spinnaker lasts about 40 races. Again most sailors will keep one spinnaker for major championships and their other spinnaker for club racing.

The hulls are of a high quality and most sailors are still competitively racing their hulls that are seven–eight years old.

Transportation

The Hobie Tiger can be easily transported on a trailer. It can be trailed either singularly or very easy modifications to a tandem trailer. The Hobie Tiger can easily be dismantled and 12 Hobie Tigers sail boxes, beach rollers and extra equipment can be transported in a standard 40 ft shipping container.

Administrative Strength of Class Association

The very first Hobie Class Association regatta took place on July 4th, 1968 off Poche Beach, Capistrano, California, a local surfing paradise. A grand total of six Hobie Cat 14s took part! There would have been more but there were no more boats available - these were the first six boats made and they had to race!

From this humble beginning grew one of the world's largest one-design sailing class associations with over 500 fleets in close to 100 countries on every continent, ocean and sea in the globe. We have a lot to thank those early Poche Beach sailors - the pioneers to literally thousands of joyful Hobie races and regattas and the founders of true sailing FUN and today's International Hobie Class Association.

From the beginning to the present, the Hobie Class has been innovative and aggressive in its pursuit of better sailing. The Class in the early '70s pioneered widespread use of the alternative 720 degree penalty turn (later modified to a single 360 degree penalty turn), enforced strict one-design (no changes) rules, encouraged multiple skill level racing (A, B, C, and Novice) so more could "win", and through the help of its licensed manufacturers, supplied new boats for World Championships and other major events held worldwide. Truly, sailing skill is the ONLY common denominator in a Hobie World Champion crew!

The International Hobie Class Association has a President and 3 Vice presidents who represent the 3 main Regions of the world. The IHCA also has a full time paid Executive Director and part time paid Treasurer.

Sailor Appeal

The Hobie Tiger is available throughout the world at a very competitive pricing allowing easy access to all sailors. As an international class but itself the Hobie Tiger competes in both a strict one-design class and as a Formula 18. The Hobie Tiger is one of the fastest Formula 18 catamarans winning four out of the six Formula 18 world championships. As an international class but itself the Hobie Tiger competes in both a strict one-design class and as a Formula 18.

The racing is done on a windward/leeward course with downwind finishes. This is particularly spectacular for the media with many close finishes with spinnakers flying. The racing is conducted with wind speeds from 5 knots to 26 knots. The Hobie Tiger comes “alive” and almost doubles its downwind boats speed when the breeze increases from just 9 knots to 11 knots. People are single trapezing from 6 knots and double trapezing from just over 7 knots. While the Hobie Tiger does develop a lot of speed and power early with many adjustment allowed all weights can easily control the boat in the upper wind strengths.
Media Appeal

The Hobie Tiger being a strict one design boat with all boats being identical ensures that all racing is very close. With their colourful sails and big spinnaker ensures the Hobie Tiger attracts the media. The Hobie Tiger develops speed and excitement at a very low wind range. The Hobie Tiger with their sail colours makes an extremely attractive boat for media promotional material. With the close racing on a windward/leeward course makes it very easy for the media to see who is leading the racing and follow the competition. With sail pockets (optional extra) it is easy for competitors to slide in national letters while rotating boats. By allowing competitors to rotate boats during a championship it again allows the best sailors to win and eliminate any equipment development costs.

Additional Information:

The Hobie Cat Tiger was developed in 1994 by Hobie Cat Europe, as a high performance, twin trapeze, asymmetrical spinnaker 18 foot catamaran to compete in the new Formula 18 class, which was a new open class with regulations allowing different brands and 18 foot cats to compete together with the fastest winning as opposed to a yardstick calculation for the different boats.

From the outset, the Tiger became a success initially in Europe, but quickly in the US, Australia, and South Africa, when the class received international ISAF status following the first Tiger Worlds on Lake Garda, Italy. At that initial event, 75 teams, with 17 countries and 5 continents were represented. The IHCA was excited about this dynamic new class which grew very rapidly in popularity.

This strict one design, built exclusively by Hobie Cat Europe had evolved to be a winner, not only as a class boat, but in addition to most all the major F 18 events, including Worlds hosted yearly by the F 18 Association. The minimum crew weight rule of 140 kgs has in addition allowed not only mixed crews to compete, but equally a growing number of all female crews are showing up on the regatta circuit.

A strict controlled production is Toulon, France has continued to maintain the largest production of this type of boat worldwide. Distribution has been assured by the authorized dealer network worldwide, with over 1500 Tigers being sailed in over 27 countries on 5 continents.