



# HOTLINE

SUMMER 2010

VOLUME 39 NO. 3



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





# MAC

## LAKE McCONAUGHY, NEBRASKA NORTH CENTRAL AREA CHAMPIONSHIPS

REVISED 7/14/10

### NOTICE OF RACE

**Organizing Authority:** Hobie Class Association of North America, HCA Division 5 and Hobie Fleet 61

**Rules:** The regatta will be governed by the rules as defined in the 2009-2012 Racing Rules of Sailing (RRS).

**Advertising:** Allowed in accordance with RRS 80 and ISAF Advertising Code (Regulation 20). Boats may be required to display advertising chosen and supplied by the organizing authority.

**Eligibility and Entry:** The event is open to all Hobie One-Design classes. For the NCACs, one member of each crew must be a 2010 HCA-NA member. For the 17/18 NACs, all crew must be 2010 HCA-NA members.

**Racing Schedule:** Registration/check-in for both events will take place on Fri, 9/3 from 1000-1400 and 1700-1900 and Sat, 9/4 from 0800 to 1000 at the venue. A distance race with LeMans start will be held at 1400 on Fri, 9/3. It will be scored separately from the NCACs and NACs. The North Central Area Championships will have 2 days of racing (9/4 - 5) with the objective of 3 to 5 races per day, back to back. The Hobie 17/18 NACs will have 4 days of racing (9/4 - 7) with the objective of 3 to 5 races per day, back to back. The first warning signal for the combined event will be at 1100 on 9/4.

**Registration & Fees:** Hobie 17 - \$150 / Hobie 18 - \$195 / Social - \$50  
NCAC - \$60 (2 person), \$45 (1 person), Social - \$20  
Pre-registration online at [www.HCspace.org](http://www.HCspace.org) or in person at the venue.

**Social Schedule:** Dinners under the Big Top: Fri, 9/3 - Pulled pork dinner, hosted by Fleet 198. Sat, 9/4 - Sloppy Joes. Sun, 9/5 - Burgers & Brats, Mon, 9/6 - Dinner hosted by Division 7. Please wear your name badge, bring your own chair and adult beverage of choice. Water and soft drinks will be provided. Awards banquet at the Haythorn Ranch Event Center on Tue, 9/7.

**Measurement:** Boats will not be weighed at this event. However, computers are responsible for ensuring their equipment is HCA Class Legal. During the competition, any boat may be subject to inspection.

**Sailing Instructions:** The SIs will be available at registration.

**Venue:** The Race Area will be on Lake McConaughy in East Theiss Bay.

**Insurance:** Each participating boat shall have current third party liability insurance with a minimum coverage of not less than \$100,000. Proof of this insurance must be presented at registration.

**Accommodations:** Primitive camping is available at the regatta site for \$7/night. Less primitive is nearby Lone Eagle Campground. Cabins for rent at North Shore Lodge - [www.northshorelodge.net](http://www.northshorelodge.net). Major chain hotels in Ogallala, 20 minutes away. For a smaller local hotel for a few dollars less, try the Plaza Inn. It is off the interstate, in town, a wee bit closer to the lake.

**Information:** [www.hobiefleet61.org](http://www.hobiefleet61.org) or [www.HCspace.org](http://www.HCspace.org)  
Stephen Cooley: [MUST429@aol.com](mailto:MUST429@aol.com), 303-619-0572

# NAC

HOBIE 17 / HOBIE 18  
NORTH AMERICAN CHAMPIONSHIPS



The Official Publication of the Hobie Class Association of North America

**SUMMER 2010  
VOLUME 39, NUMBER 3**

<b>Officers</b>	Membership Chair
Chair	Mike Levesque
Chris Wessels	Secretary
1st Vice Chair	Kathy Ward
Pat Porter	Treasurer
2nd Vice Chair	John Mork
Donna McIntosh	Race Director
Youth Program Dir.	Matt Bounds
Gordon Bagley	

**HOTLINE  
Design and Production by**



<b>Editor</b>	<b>Contributors</b>
Matt Bounds	Bob Curry
	Bruce Krupke
<b>Cover</b>	Barb Perlmutter
Photo by	John Rousmaniere
Ellie Martin	Wayne Schafer
	Chris Wessels
	Theresa White

*The Hobie Class Association HOTLINE* is the official publication of the Hobie Class Association of North America (HCA-NA). Contents ©2010 HCA-NA. All rights reserved: reproduction in whole or in part without permission is prohibited. It is distributed six times a year to HCA-NA Members. Its goal is to keep the North American Region informed of the business of the Class Association. Questions and suggestions should be directed to the address below. The HCA-NA is proud to be a member of the United States Sailing Association (US SAILING).

The purpose of the Hobie Class Association of North America is to establish and promote the highest standards of Hobie Cat sailing/racing in its geographic boundaries in collaboration with the National and International sailing authorities.

**HOBIE CLASS ASSOCIATION HOTLINE**  
Matthew P. Bounds, Editor  
3798 Damas Dr.  
Commerce Township, MI 48382  
hcanews@comcast.net

The name Hobie Cat® and the "flying H" logo are used by permission and are registered and licensed trademarks of the Hobie Cat Company, P.O. Box 1008, Oceanside, CA 92051.

it's all good ...



I am not going to sugar coat it. The past few months have been pretty stressful. As I am sure you are all aware, the Gulf Oil Spill has forced the HCA to reschedule our North American Championships. The decision to postpone these events weighed heavy with the organizers and with us. We agonized over the implications of postponing events that were 'in the books.' The Mississippi Mini Mega location was the closest to the actual spill, and came earliest in the year so it was the first decision to be made. As it turns out, having the entire event at the Ocean Springs Yacht Club was a huge blessing. It made easier to rework the dates, since it was just a few people involved in the food, boats and logistics.

The Hobie 16/20 event was scheduled later in the season and we felt we had time to see how fast the clean up would be. At the urging of the local organizers, we postponed that event too. Both events are scheduled for similar weeks in 2011. We can only hope that this will be a distant memory by the time these events roll around next year ... so keep your fingers crossed.

One thing we have to consider in rearranging these regattas is the economic benefit our events have on the areas we bring them too. Every area is a bit different, but when we bring 100-200 people to town for a week, we leave a significant monetary impact on that community. Taking that away from a depressed area is not an easy choice. I got a few phone calls from less than happy locals in the Gulf Coast that heard of our plan change, and wanted to convey their irritation. They are appreciative of our intentions to return in 2011.

On a lighter note, I want to thank Dave and Ellie Martin, Gordon Bagely, Stephen Cooley, Andy Larson and Ben Wells for coming to our rescue. These people stepped up and organized quality replacement venues for our NACs. So please plan to attend. With the short notice we have on the 16s, 20s and 17/18s, they don't have time to secure major sponsors so the budgets will rely solely on registrations. The 16s will be at the legendary Lake Mojave on the same dates in October as originally scheduled. The 20s will land in Storm Lake Iowa, at the King's Pointe Resort, in late September and the 17/18s will be held in conjunction with the North Central Area Champs in Western Nebraska, on a lake someone referred to as the Caribbean of the Midwest.

**Please** support these events with your attendance and thank the organizers for their impossibly hard work. I have one more person to thank: Pat Porter. Pat went the extra couple miles to find a great location and the right organizers for the Hobie 16 event, and made it happen. Thanks Pat.

Hope all of you are having a great summer!



# contents

- features**
- 14 This Old Hobie**  
Setting Up the Hobie 14
  - 20 Burning Down the House**  
The Heat Was On at the 34<sup>th</sup> Madcatter Regatta
  - 24 The 1979 Worrell 1000**  
A Tribute to Michael Worrell



## photo / illustration credits

Cover – **Ellie Martin**  
 It's All Good – **Clear Lake Yacht Club**  
 Contents – **Slim Johnson, Don Therre, David Driscoll, Ted Lindley**  
 Just in Off the Wire - **IHCA, Chris Wessels**  
 Regatta Reports – **Ted Lindley, Sue Korzeniewski**  
 Hobie History – **Hobie Cat USA / Hobie HOTLINE**  
 Signal Boat - **Stuart Crabbe, Jeremy Leonard**  
 This Old Hobie - **Matt Bounds, Bob Curry, Dave West**  
 Madcatter – **Don Therre, Robert Longo, Bruce Krupke**  
 1979 Worrell 1000 – **David Driscoll, Tim Hickman, Don Wohlgeomuth, Randy Jacobson**

- columns**
- 6 Just In Off the Wire**  
News and Notes
  - 8 Regatta Reports**  
Hobie Cat Gatherings
  - 10 Hobie History**  
13, 23 and 33 Years Ago
  - 12 Signal Boat**  
Abandonment



- resources**
- 4 2010 Regatta Schedule**
  - 30 2010 HCA Council Members and Contacts**
  - 31 2010 HCA Membership Application**
  - 32 HCA Youth Grants**

**on the cover**

**Lake Mohave, NV** – the location of the 2010 Hobie 16 North American Championships. We have it on good advice that this did in fact turn out well.  
Photo by Ellie Martin

# 2010



# regattaschedule

## World Championships [www.hobieworlds.com](http://www.hobieworlds.com)

<b>Hobie 16 Masters/Grand M.</b>	Aug 16–19	Weihai, Shandong, CHINA
<b>Hobie 16 Women/Youth</b>	Aug 20–22	Weihai, Shandong, CHINA
<b>Hobie 16 Open Qualifier</b>	Aug 23–25	Weihai, Shandong, CHINA
<b>Hobie 16 Open</b>	Aug 26–30	Weihai, Shandong, CHINA

## North American Championships [www.hca-na.org](http://www.hca-na.org)

<b>Hobie 17 / 18</b>	September 7–11	Lk. McConaughy, NE
<b>Hobie 20</b>	September 2–6	Storm Lake, IA
<b>Hobie 16</b>	October 10–15	Lk. Mohave, NV

## Area Championships

<b>Northeast Areas</b>	August 7–8	Rochester, NY
<b>North-Central Areas</b>	September 4–5	Lk. McConaughy, NE

## Women's Events

<b>Shegatta</b>	October 2–3	Lake Ray Roberts, TX
-----------------	-------------	----------------------

## HCA Division Regattas (shaded events are non-points, reverse are Area Champs, Boxed are YC OD points or F18)

### Division 1—Hawai'i

Contact: Dan Williams – 808•235•3507, [Rollerskate-hi@clearwire.net](mailto:Rollerskate-hi@clearwire.net)

**Round The Buoys, Hobie 20s only; the second Sunday of each month, Kaneohe Bay, Oahu**

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
Div 1	Sept 18–19	<b>Sand Bar Regatta</b> Kaneohe Bay, Kokohahi Sailing Club (KSC)	Dan Williams	808-235-3507 <a href="mailto:rollerskate-hi@clearwire.net">rollerskate-hi@clearwire.net</a>

### Division 2—Southern CA / AZ / NV

[www.hobiedivision2.com](http://www.hobiedivision2.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
SBYC	Aug 21–22	<b>Wine &amp; Roses Regatta</b> Santa Barbara, CA	Dana Jones	805-965-8112 ext 14 <a href="mailto:racing@sbyc.org">racing@sbyc.org</a>
ABYC	Sept 4–5	<b>Labor Day Regatta</b> Long Beach, CA	Alamitos Bay YC	<a href="http://abyc.org">abyc.org</a>
434	Sept 11–12	<b>Lake Arrowhead Regatta</b> Lake Arrowhead, CA	Chris Dunn	909-336-6769 <a href="mailto:dunndi@charter.net">dunndi@charter.net</a>
514	Oct 2–3	<b>Piñata Regatta</b> Puerto Peñasco, MEX	Barb Perlmutter	<a href="mailto:Skipperbarb36@hotmail.com">Skipperbarb36@hotmail.com</a>
MBYC	Oct 9–10	<b>Catfight II</b> San Diego, CA	Mission Bay YC	<a href="http://mbyc.org">mbyc.org</a>
SBYC	Oct 30–31	<b>Goblin Regatta</b> Santa Barbara, CA	Dana Jones	805-965-8112 ext 14 <a href="mailto:racing@sbyc.org">racing@sbyc.org</a>
ABYC	Nov 20–21	<b>Turkey Regatta</b> Long Beach, CA	Alamitos Bay YC	<a href="http://abyc.org">abyc.org</a>

### Division 3—Northern CA

[www.div3.hobieclass.com](http://www.div3.hobieclass.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
62	Aug 7–8	<b>Mile High Regatta</b> <b>North / South Challenge</b> Huntington Lake, CA	Sean Tomlinson	559-284-0165 <a href="mailto:h16@sbcglobal.net">h16@sbcglobal.net</a>
SBYC	Aug 21–22	<b>Wine &amp; Roses Regatta</b> Santa Barbara, CA	Dana Jones	805-965-8112 ext 14 <a href="mailto:racing@sbyc.org">racing@sbyc.org</a>
RYC	Sept 18–19	<b>Alter Cup Area G Qualifier</b> Richmond, CA	Gene Harris	510-612-2036 <a href="mailto:gene@pedrick.org">gene@pedrick.org</a>
281	Sept 25–26	<b>Shark Feed</b> Bodega Bay, CA	Andy Pollock	707-332-0971 <a href="mailto:sharkfeed2000@aol.com">sharkfeed2000@aol.com</a>
MPYC	Oct 23-24	<b>Turkey Regatta</b> Monterey Bay, CA	Jason Moore	559-906-5336 <a href="mailto:hobie20@comcast.net">hobie20@comcast.net</a>

### Division 4—Pacific Northwest

[www.div4.hobieclass.com](http://www.div4.hobieclass.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
72	Aug 7–8	<b>Smoke on the Water</b> Skamokawa, WA	Monica Fetzer	503-642-7475 <a href="mailto:Commodore@hobiefleet72.com">Commodore@hobiefleet72.com</a>
Div 4	Sept 4–5	<b>Harrison Regatta</b> <b>Division 4 Championships</b> Harrison Hot Springs, BC	Benj Rummen	Commodore@ <a href="mailto:hobiefleet214.com">hobiefleet214.com</a>
BYC	Sept 18–19	<b>Alter Cup Area L Qualifier</b> Bellingham YC, Bellingham, WA	Mike Hensel	206-396-1839 <a href="mailto:mikehensel220@msn.com">mikehensel220@msn.com</a>

### Division 5—Mountain States

[www.division-5.ning.com](http://www.division-5.ning.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
198	Aug 21–22	<b>Division 5 Championships</b> Angostura Reservoir, SD	Paul McQuilkin	605-342-4549 <a href="mailto:fleet198@hotmail.com">fleet198@hotmail.com</a>
61	Sept 4–5	<b>Mac Attack / N. Central Areas</b> Lake McConaughy, NE	John Cox	<a href="mailto:abctherapy@aol.com">abctherapy@aol.com</a> <a href="http://www.HobieFleet61.org">www.HobieFleet61.org</a>

### Division 6—South Texas, Louisiana

Contact: Chris Green – 281•352•1325, [greenj@bp.com](mailto:greenj@bp.com)

### Division 7—Prairie States

[www.hobied7.ning.com](http://www.hobied7.ning.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
84	Aug 7–8	<b>Des Moines Regatta</b> Saylorville Res., IA	Roger Taha	515-262-9497 <a href="mailto:rtaha@mchsi.com">rtaha@mchsi.com</a>
444	Aug 14–15	<b>Leech Lake Regatta</b> Leech Lake, MN	Reb Blanchard	952-240-2603 <a href="mailto:rebcat@frontiernet.net">rebcat@frontiernet.net</a>

### Division 8—South Florida

Contact: Arie van Duijn – 239•770•7248, [ariejacqpt@comcast.net](mailto:ariejacqpt@comcast.net)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
FWYC	Nov 13–14	<b>Alter Cup Area D-South Qualifier</b> Ft. Walton YC, Ft. Walton Beach, FL	FWYC	<a href="http://www.fwyc.org">www.fwyc.org</a>
IWCA	Dec 2-5	<b>IWCA Open, Women, Masters and Silver Fleet Nationals</b> Islamorada, FL	Rick White	305-451-3287 <a href="mailto:rick@catsailor.com">rick@catsailor.com</a>

### Division 9—South Atlantic

Division 9 needs a contact!

### Division 10—Great Lakes

Contact: Gail Stiemsma – 269•760•2666, [gtinker@flowserve.com](mailto:gtinker@flowserve.com)

**POINTS RESULTS GO TO:  
HOBIESCORES@YAHOO.COM**



**Division 11—Mid-Atlantic**

www.div11.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
443	Aug 14-15	<b>Wildwood Classic Cup / 16 Divisional Championships</b> Wildwood, NJ	Rob Wagner	609-923-1355 Rob.Wagner@verizon.net
267	Aug 28-29	<b>Spray Beach</b> Spray Beach, NJ	Ron LaPorta	610-384-8443 ronlaporta@verizon.net
Div 11	Sept 11-12	<b>Shore Acres YC Hobie Regatta</b> Shore Acres, NJ	Rob Wingender	732-673-1772 rawingender@comcast.net
54	Sept 25-26	<b>Rock Hall YC Regatta / 18 Div'ls</b> Rock Hall, MD	Dan Flanigan	410-821-6761 dfp135@msn.com
106	Oct 2-3	<b>Sharkey's Cup Regatta / 17 Div'ls</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@verizon.net

**Division 12—New England**

Contact: Dave Heroux - 401-647-3203, davebarbara448@msn.com

**Division 13—Mexico/Caribbean/Central America**

Contact: Pedro Colon - 787-744-3246, kcario@caribe.net

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
133	Sept 11-12	<b>Series V PRHCA</b> Centro de Vela, Carolina, PR	Gabriel Vázquez ("Cuco")	gabrielvazque45@hotmail.com
133	Oct 30-31	<b>Discover the Caribbean Series I</b> Ponce Yacht Club, Ponce	Gabriel Vázquez ("Cuco")	gabrielvazque45@hotmail.com
133	Nov 6-7	Ponce Yacht Club, Ponce	Gabriel Vázquez ("Cuco")	gabrielvazque45@hotmail.com
133	Dec 10-12	<b>3er Campeonato Nacional Puertorriqueño de Hobie 16</b> Playa Pine Grove, Isla Verde	Gabriel Vázquez ("Cuco")	gabrielvazque45@hotmail.com

**Division 14—N. TX, OK, AR, S. KS**

Contact: Tom Page - 918-232-2598, Tom.Page@hilti.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
27	Aug 21-22	<b>Cat Chase Regatta</b> Lake Cheney, Cheney, KS	Stu Morrison	316-729-8417 sail.826@sbcglobal.net
25	Sept 18-19	<b>Tulsa Cat Fight</b> Keystone Lake, OK	Kenny McIntosh	918-232-7919 kmcintosh@rmi.net
23	Sept 25-26	<b>Daggerboard Divisionsals</b> Lake Tawakoni, Tawakoni TX	Bob & Sue Mirlitch	903-447-4111 sue_and_bob@verizon.net
23	Oct 2-3	<b>SheGatta (WHCA)</b> Lake Ray Roberts, TX	Sheila Holmes	940-637-7485 sheilaholmes@ntin.net

**Division 15—FL Panhandle, MS, AL**

Contact: Brad Stephens - 850-235-2281, brad@sunjammers.com

**Division 16—Upstate NY, Ontario**

www.nahca-div16.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
295	Aug 7-8	<b>Rohrbach Ontario Hobie Regatta</b> <b>Northeast Area Championships</b> Hamlin Beach Park, NY	Mark Gibson	585-533-1531 Gibson@xelic.com
238		<b>Beachin' Cats at Sacandaga</b> Sacandaga, NY	Kim Roberts	518-522-6811 hobiekim@aol.com
CYC	Sept 18-19	<b>Canandaigua Multihull Open</b>		585-469-6161 sharkoops5@aol.com

**"New York's largest Hobie dealer"**  
Serving & Sailing with you for over 30 years!

Parts ordering now available via our new and improved website:  
[www.boatworks-ltd.com](http://www.boatworks-ltd.com)

New Website!

**Boat Works, Ltd**  
230 Bridge St, E Syracuse, NY

[www.boatworks-ltd.com](http://www.boatworks-ltd.com)  
315.438.8915

# justinoffthewire

## News and Notes

### Thomas Poulsen

It is with great sadness the International Hobie Class Association announces the passing of Thomas Poulsen on June 2, in Copenhagen.

Thomas had been sick with leukemia, in and out of the hospital, for over 1 year, and had gone through a bone marrow transplant recently.



Thomas was the former President and the longest serving president of the European Hobie Class Association, former President of the International

Hobie Class Association and Life member of the International Hobie Class Association. He was also a member of the now abandoned ISAF Multihull Committee.

Thomas Poulsen devoted his life to the multihulls and in particular the Hobie Class and the youth sailing. He had a vision on how he saw youth sailing in multihulls. He helped established multihull youth training in his home club in Copenhagen. As the event coordinator for many Hobie worlds he introduced the first youth world championships to the Hobie class.

Thomas was more than a politician with a Hobie vision. He had a wonderful sense of humour that

could break down his strongest critics.

Away from his sailing Thomas was devoted to his daughter Caroline. Thomas bought Caroline to many Hobie regattas. She played in the sand and watched the sailing as Thomas forever worked for the Hobie sailors.

Thomas last appeared at the 2005 Hobie 16 Worlds in South Africa. As usual he entertained all the sailors off the water with his stories. He encouraged the youth teams and gave them motivation.

All the Hobie sailors extend to Caroline our deepest sympathy as we also share in her loss. The Hobie world, multihull sailing and all sailors have lost a friend who dedicated his life to improving sailing.

### Penalty Turns

One of the last things that's done to the **HOTLINE** before it goes to press is the photo credits. Unfortunately, in our haste to get the magazine done last time, we misspelled the name of the photographer who provided us with such great pictures of MidWinters East - Dick Dixon. His photos are available for purchase - just contact him at

Dick Dixon  
9821 Hamilton Creek Dr. N.  
Mobile, AL 36695  
228-369-4748  
DDixon3121@aol.com

### Mini-Mega Sail Raffle Results

Storm Lake Iowa – The drawing for the Mississippi Mini Mega commemorative Wave Sail took place June 19th at Storm Lake. With 70 total tickets sold, the winner is Brad Stephens of Sunjammers Watersports in Panama City Florida. “I have never won anything in my life!!” exclaimed Brad when told of his winning the sail. Brad, an avid kayak fisherman, said he had little use for the sail personally. So he donated the sail emblazoned with the MMM logo to the Ocean Springs Yacht Club’s sailing squadron for use with their Wave Fleet. Congratulations Brad and thank you for your generous donation!





# The 2010 Hobie 20 North American Championships in Storm Lake, Iowa - Sept 21-24

## NOTICE OF RACE

**Organizing Authority** - Hobie Class Association of North America, Division 7, and Fleet 475

**Rules** - The regatta will be governed by the *rules* as defined in the 2009-2012 *Racing Rules of Sailing*.

**Classes and Eligibility** - This event is open to IHCA Class Rule compliant Hobie 20s. Pursuant to IHCA General Class Rule 26, both crewpersons must be current members of the Hobie Class Association. Membership forms will be available at registration.

**Registration** - Registration fee is \$275 for all competitors. A late fee will be charged after September 1st. Online pre-registration is available at [www.hcspace.org](http://www.hcspace.org). Additional social tickets are \$45.

**Insurance** - Each participating boat will need current third party coverage of no less than \$100,000. Proof of insurance will be required at registration.

**Weigh in** - Boat weigh-ins will take place on Monday, September 20th from 11-6.

**Accommodations** - The host resort is Kings Pointe Resort. Kings Pointe features upscale rooms, in-resort dining, and an indoor waterpark (see website below). A block of rooms is currently being arranged for sailors wishing to stay here (866.552.5960 keyword: Hobie). Tent and motorhome sites are also available at Sunrise campground, 5 minutes from regatta site (712.732.8023). Several other motels are located around town as well.

**Schedule** - The first warning signal will be at 12:00 on Tuesday, September 21. On subsequent races days, the first warning signal will be at 10:00. Social events are planned on Monday, Wednesday and Friday evenings

**Meals** - A list of local dining establishments will be provided to competitors for non-banquet nights. Noon sack lunches will be available for purchase via meal ticket at registration.

### Websites of Interest/Contacts

<http://www.hcspace.org>

<http://www.flyingahull.com>

<http://www.kingspointeresort.com/>

<http://www.stormlakechamber.com/>

Event Chair - Ben Wells  
[bmwells23@gmail.com](mailto:bmwells23@gmail.com)  
319-504-8419

Vice Chair - Andy Larson  
[larsona@iw.net](mailto:larsona@iw.net)  
712-661-9236

# regattareports

## Hobie Cat Gatherings

### Cinco de Mayo Regatta

May 8-9, 2010 by Barb Perlmutter

Photos by Ted Lindley

Wind, Hobie Cats, friends, sunsets, and dolphins - does it get any better? The Phoenix Fleet 66

Cinco de Mayo regatta was held over Mother's Day in Puerto Peñasco, Mexico. The small fishing town is quieter these days but sailing on the Sea of Cortez hasn't changed a bit.

The weather is ideal in

May as the temps averaged 75-80 degrees each day. Winds were fun earlier in the week before the regatta but on race day, it quieted down a bit to challenge even the most patient of skippers.

The 16A group was very competitive. Congratulations to Steve Leo and fiancé Jan for winning that class. John and Linda Hauser 2nd, Jeff Perlmutter and Dominic Czegledi 3rd, Tony and Lani Krauss 4th, Roger and Patti Hensler 5th, Rex Miller and Shawn Bates 6th, Barb Perlmutter and Sue Lindley 7th, John Knipp and Donna Ribka finished 8th. Sue and Denny Osburn won the 18A class, Sam Hayes and nephew Justin Bloomquist won 18M, Larry Langer won the Wave class, Greg Stapley and Kambra Lesueur won 16 Novice. Nice hand crafted mosaic tile trophies were awarded to nearly every sailor at the event.

The race committee and chase

boat folks ran two days of very smooth racing. Many thanks go out to Bill Feil, commodore of Fleet 66 for guiding the chase/safety boat panga around the course and resetting marks. The race committee consisting of Dean and Diane Zimmerman (Fleet 514) and Bill and Bea Haneman (Fleet 66) did a great job with calling courses that ended about the same time for all the classes. Not much waiting time. In fact, one race that I finished near the back of the pack, I only had a minute to chug down some water before resetting my watch for the next start.

Sue Lindley, my fabulous crew, was flawless. She helped me so much with calling lay lines and rounding marks and offered up valuable advice at the starts and traffic areas. I was lucky to have her on board. Ted Lindley was a great beach captain and took a lot of good photos of the action both on and off the water. Saturday night's dinner was held at a local restaurant and sailing stories gained more animation as the evening progressed.

The Monday following the Regatta, a group of us sailed southeast to the nearby Estuary/Oyster Bar. I have to admit that was the high point of my week in Rocky Point. We had five dolphins that were racing with us between our hulls! You could see the smile on their faces as we headed to weather. The



water was warm and clear and fortunately I had my camera in my life jacket pocket. Rex Miller was fun to watch single-handing his H16 in the flat waters of the Estuary Bay.

The second high point for me this year was the wait at the border. It was my shortest wait in over 23 years. A record 87 seconds! We crossed back into the USA on Tuesday about noon and there were no cars in front of us. I can't wait to go back to Rocky Point for the 25th Annual Piñata Regatta on October 2nd & 3rd. It's the last regatta before a bunch of us head to the Hobie 16 North Americans on Lake Mohave, Nevada. **Come join us, it's going to be a big party!** - The more the merrier!





## Junior Olympic Sailing Race Ends with Success

From the Chestertown, MD *Spy* newspaper

A record 178 junior sailors from six states and twenty different junior sailing programs participated on July 9–11 in the Rock Hall Yacht Club's largest regatta yet – the 2010 USA Junior Olympic Sailing Festival/Chesapeake Bay Open. Menacing thunderstorms delayed the start of the two-day regatta by two hours but didn't dampen the spirits of the junior sailors, ages 8 – 18, who traveled from cities including Baltimore, Annapolis, Oxford, Norfolk and Richmond, VA, Sandy Hook, NJ, Chester Springs, PA, Seattle, WA, and Clearwater, FL.

Speaking at the closing ceremony, Gary Jobson, President of US Sailing and America's Cup Hall of Famer told the intent competitors, "Winning is nice, learning is more important, but the most important thing is having fun. Sailing is all about having a good time."

"This regatta exceeded all our expectations – not only by the great turn out, but also the incredible display of sportsmanship and camaraderie the competitors exhibited throughout the weekend," said Wanda McCue, RHYC Event Chair. "They have learned to respect each other, the sport and the people who host their races. A lot of the credit goes to the parents and coaches of the junior sailing programs because this was a great group of sailors!"

"In terms of planning, we couldn't have pulled this off without a fleet of 125 volunteers – both RHYC members and non-members – as well as local sponsors, and the support of US Sailing, the



SUE KORZENIEWSKI

*The Hobie Youth sailors (and some old guys, too) at the Rock Hall Junior Olympic Festival*

national organizer of this program," explains RHYC Commodore Lee Urbani. "We were one of twenty-five regional Junior Olympic Sailing Festivals this year – it's a true honor to be part of this program."

Regatta competition was organized by sailing classes which drew 37 Laser Radials, 19 Club 420s, 63 Optimist Dinghies in the Red/White/Blue fleets, and 16 beginners in the Optimist Green Fleet. **New to the Junior Olympics were the Hobie 16 and Board Sailing classes. Hobie 16s attracted 9 boats from as far away as Seattle and Sandy Hook Bay Catamaran Club in New Jersey.** Windsurfing drew six sailors from across the country.

Gary Jobson told the crowd of sailors, coaches and parents at the Olympic-style award ceremony that the most exciting moment of his career was not the numerous America's Cup or ocean races he has done — it was dragging a Laser out

through the surf in 30-knot winds for a solo sail in his youth.

"My advice: it's far more important to focus on what you learn, than how you do in each race," said Jobson. After a few more great anecdotes he offered these words, "Try to sail your boat the best you can, but no matter how you do, just keep trying to do better and improve. If you want to go faster, just ask questions and find out what your competitors are doing differently."

Results of the regatta are posted at [www.rockhallyachtclub.org/jo](http://www.rockhallyachtclub.org/jo). The Rock Hall YC is located on Langford Bay in Rock Hall, Maryland.



SUE KORZENIEWSKI



# hobiehistory

## 13, 23 & 33 Years Ago



OK, we get that the life jackets are comfortable, but really – dinner wear? Do you really think that guy is admiring her choice of personal flotation?

Here's the Omega Sport Vest man again, posing in the latest wetsuit styles from Sealsuit. The caption on the far right pose should read, "Have no fear, for I am ... WETSUIT MAN!"



Get it on with Sailing Systems / "SEALSUIT"



The United States Yacht Racing Union (USYRU) is sponsoring a Regional Youth Regatta in the Northeast for Hobie 16s

## 1977

Way back in 1977, USYRU (now US SAILING) was reaching out to the young catamaran sailor. 33 years later, the Hobie 16 Youths were added to a US SAILING Junior Olympic Festival in Rock Hall, MD



Decided Savings on Quality Goods (Made possible by direct mail) Featuring:

- Airguide
- Chronosport
- Marlow
- Sailing Systems
- RWO
- Seaway
- Schaefer
- and more!

Send for our FREE catalog & price list! AND—we pay the freight! No storefront overhead. The savings are yours.

We all know about "midnight boat parts" – slang for stolen merchandise. These guys actually had the huevos to give their business that name. Their 33 year old business model is a lot like Internet retailers today.



Two very different solutions to the same problem. From my own experience, the Mini-Mast Support was well worth the extra \$1.15. Mine lasted for at least 25 years.

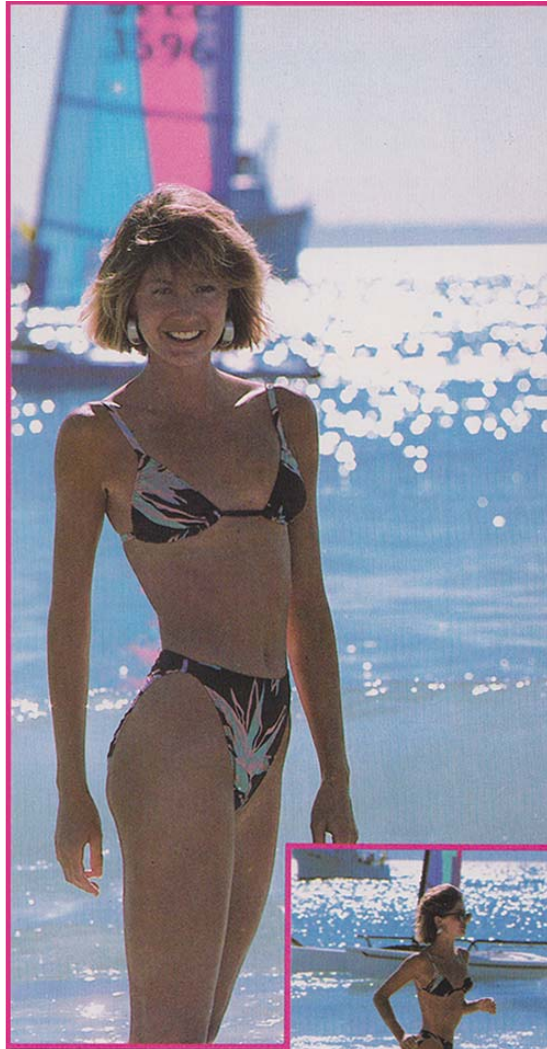
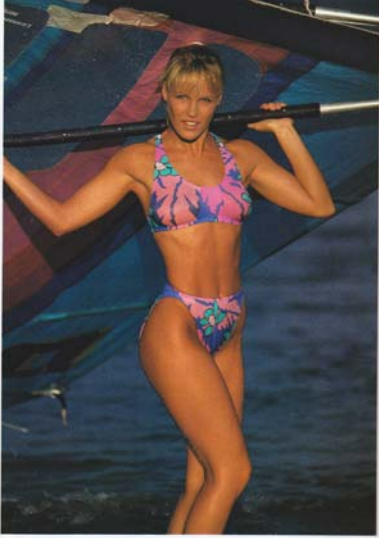


The May/June 1977 HOTLINE had a teaser for the introduction of the Hobie 18. The 18 was a radical departure from Hobie Cat's other products. In addition to being the biggest Hobie Cat built at the time, the boat was much more complex than its predecessors. Readers were given sneak peeks into some of the new innovations and controls on "The Big 18":





# 1987



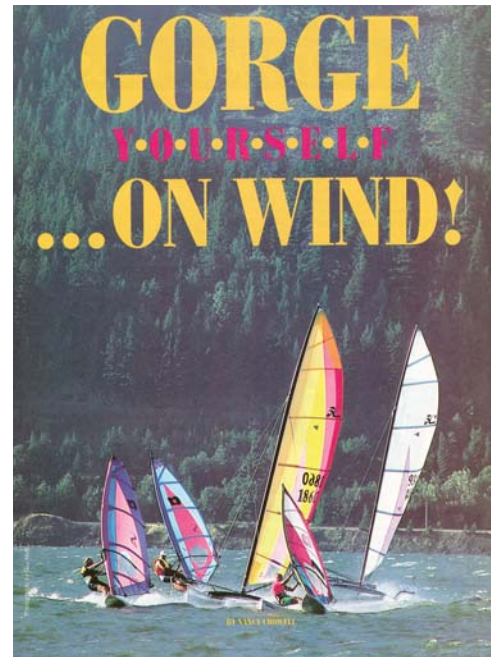
🕒 Skinny girls with big hair and skimpy bikinis weren't the only models in the swimsuit review. Check out a svelte Matt Miller showing off some shorts while driving a Hobie 17.

🕒 A review of the impressive wind conditions in the Columbia River Gorge set the stage for the epic 1990 Hobie 17 and 14 Nationals held at that venue

## CALIFORNIA PROLINE

🕒 Just like the Sports Illustrated Swimsuit Issue, the HOTLINE's swimsuit review polarized readers. You either loved it or hated it. The 1980's never looked so good.

🕒 Daniel Pradel (left) and Tony Laurent (right) spent 18 days on a Hobie 18M, crossing the Atlantic from Dakar, Senegal to Guadeloupe - and nearly died in the process. They were the first to cross a major ocean in a beach catamaran.



🕒 It's hard to believe it was over 13 years ago that the new, "simplified" Racing Rules of Sailing went into effect. One of the most noticeable changes was to the scoring of first place finishes.

# 1997

🕒 The Madcatter regatta had been either hot and windless (as the photo shows), or cold and nuclear. This year was different, as you will read in this issue.

🕒 Carlton Tucker wins the Guatemalan Nationals - for the third time - defeating The Doctor (Pedro Colon) and Wally Myers in a tight competition that saw less than a 10 point spread from 1st to 7th.

**HOBBIE** NAHCA News®  
 VOLUME 1, ISSUE 2 JAN / FEB 1997  
 THE OFFICIAL PUBLICATION OF THE NORTH AMERICAN HOBBIE CLUB ASSOCIATION

*Calm water at the Madcatter Regatta held at Lake Umbagog, NY by Hobie Fleet 138, September, 1997. Photo from Brian Hess.*

**INSIDE**

Your Chairman.....3	Division 10 Sailing.....13	Area Championships.....18
1997 Sportsperson.....6	Division Chairman.....14	Regatta Recaps.....23
Women's Page.....7	Sailing the Web.....14	Regatta Results.....26
Racing Rules.....8	Tuning the Hobie 20.....15	Division Regattas.....36
Open Class Racing.....10	We Get Letters.....16	Major Events.....36
Division 7 Sailing.....12	Tacks & Jibes.....17	Directory of Fleets.....38

**Nacional Guatemala**  
 April 19-20, 1997  
 Fleet 138, Division 13

**New Scoring**  
 by Doug Campbell, ISAF Judge, NAHCA Appeals Committee

Have you been getting inquiries on Scoring under new Standard Sailing Instructions? Our Standard Sailing Instructions call for Racing Rules of Sailing low point system scoring, i.e. 1 point for first (not 3/4). If any fleet, etc., wants to keep the 3/4 point for first, all that is required is a line in the Sailing Instructions modifying the Racing Rules Sailing Appendix A2 or a Notice on an Official Regatta Notice Board before the regatta starts stating the change in

the Standard Sailing Instructions and referring to Standard Sailing Instruction 15.1.

From ISAF Racing Rules of Sailing, A2.2 (p. 43):

Each boat starting and finishing in a race, and not thereafter retiring or being disqualified, will be scored points as follows:

First	1
Second	2
Third	3
Fourth	4
Fifth	5
Sixth	6

Each place thereafter Add 1 point.

All other boats will be scored points for the finishing place one more than the total number of boats entered in the series.



by Matt Bounds, HCANA Race Director

## Abandonment

When Good Races Go Bad

A recent regatta experience reminded me that one of the toughest decisions a race officer has to make is when to abandon a race. It's necessary when good races go bad - when the wind goes beyond nuclear, when thunderstorms or squalls are approaching, or most often, when the wind quits or shifts just after the start.

This particular regatta, as so often happens on inland lakes, the wind was very shifty and light. The RC waited for the wind to settle down, and then started a race in about four knots of breeze. Thirty seconds after the start, a 50 degree right shift hit and stuck, and a huge, windless hole developed on the left side. If you were on the right side, you were golden. If you were on the left, you were mud. By the time the "lefties" got to the

weather mark, the "righties" were rounding the gate. It had turned into a drag race.

The Race Officer abandoned the race, and rightfully so, since the Racing Rules of Sailing allow the RC to "abandon the race for any reason directly affecting the safety or fairness of the competition." The race had become unfair shortly after the start. My only complaint was that they waited 26 minutes into the race before abandoning, but complaining is easy to do with 20/20 hindsight.

If you need to abandon a race, make sure you do it properly. There are three "varieties" of abandonment that are illustrated below. If you want to stop the race in progress and get going quickly on another race, just use code flag "N" and three sounds. Keep the "N"

flag flying until you're ready to start another race. It should be dropped (with one sound) exactly one minute before the warning signal.

If you need to send boats and people to shore - in the case of inclement weather, for example - fly "N" over "H". That preserves your ability to run more races later in the day if and when weather has passed. If it's later in the day and you know that there's no chance of running another race that day, fly "N" over "A" (no more races today).

When do you abandon vs. postpone? Paul Ulibarri taught me that **you cannot abandon a race that has not started**. If no race is in progress, the proper signal is AP (postponement), or its two variants (AP over H and AP over A) that are similar to the abandonment variants below.

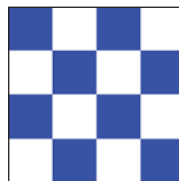
### ABANDONMENT SIGNALS

**N**  
(3 sounds when raised; 1 when lowered)



All races that have started are *abandoned*. Return to the starting area. The warning signal will be made 1 minute after removal unless at that time the race is *abandoned* again or *postponed*.

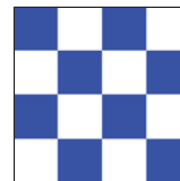
**N over H**  
(3 sounds when raised).



All races are *abandoned*.

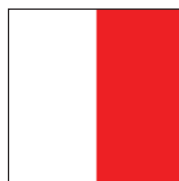
Further signals ashore.

**N over A**  
(3 sounds when raised).



All races are *abandoned*.

No more racing today.





The US SAILING Race Management Manual devotes six pages to advice on abandonment, illustrating what an important decision it is. The Canadian Yachting Association RMM devotes an entire chapter to it. However, one aspect of abandonment that neither of them directly addresses is decision consistency.

Continuing with my regatta anecdote:

After a re-sail of the abandoned race (finished in 0-2 kts of breeze), the RC again waited for wind and then started a race in marginal conditions. There wasn't an obvious shift / hole situation on the first leg, but if you went left, you did well – very well. If you went right, you got hammered. The results were the same as the first race – leaders were going through the gate when the trailing boats were just making it around the weather mark.

However, this time, the Race Officer did not abandon. Their

reasoning was that boats still had to tack to reach the weather mark, so there were tactics involved; even through the fleet was spread out over the entire course and some boats were a leg ahead.

By decision consistency, I mean the Race Officer needs to be prepared to pull the plug on a subsequent race for essentially the same reasons as abandoning an earlier race – even if the conditions that produce those reasons are different. By abandoning the first race, the Race Officer set a standard of competition. By not abandoning the subsequent race, they violated that standard.

Another consideration is the effect of abandonment on a series of races. If a non-local sailor was winning the regatta and first (abandoned) race, and the local favorite, running a close second in the event, was winning the second (un-abandoned) race, wouldn't you raise an eyebrow? Even if it's just a coincidence, the mere percep-

tion of favoritism is enough for a displeased competitor to request redress.

One of my main objectives as a race officer is to avoid redress hearings. Not only do they cut into my evening relaxation time, but they mean that my decisions may have somehow impacted the fairness of the racing. Anytime I make a major decision (course change, shortening course, or abandonment), I ask myself, "Will doing this result in a request for redress?" If the answer is "yes", it doesn't mean I won't follow through on the decision. It just means that the decision be supported with all the documentation I can muster, including consulting with the jury if they are on the water.

It's easy to armchair quarterback the situation post-race, and much tougher to make the call during the races. When you're running the races, be prepared to make (and defend) the tough calls as best you can.

*If it gets so foggy that competitors are having a hard time finding the marks, it's probably a good call to abandon the race.*



JEREMY LEONARD

# This Old Hobie

## Setting Up the Hobie 14

By Wayne Schafer, Bob Curry and the **HOTLINE** Editors

**W**ayne Schafer, one of the original Hobie legends, and Bob Curry, a Hobie 14 legend of the 1980s and beyond, are both Hobie 14 World and National Champions and both wrote racing guides on the Hobie 14 in their respective eras. What follows is a compendium of their advice, updated for the 21st Century and the newer equipment allowed by the class rules.

### Trampoline Frame

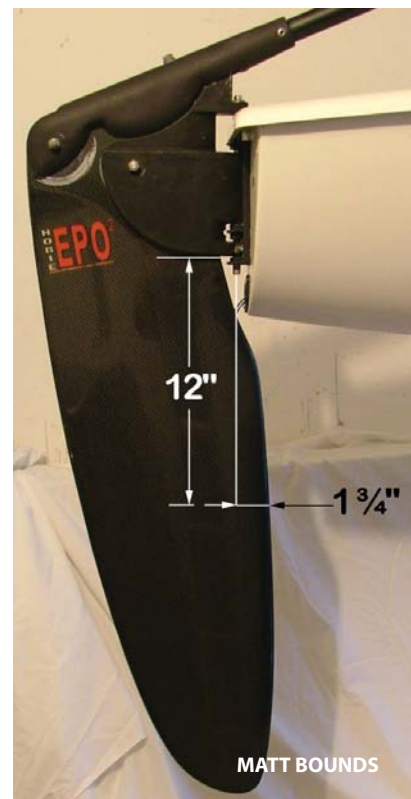
**HOTLINE:** A stiff boat is a fast boat. The energy used to make the frame flex is better put to use driving the boat forward. Since nearly all Hobie 14s are now over 20 years old, they are loose and wobbly. You can shim the pylons and tighten the trampoline, but the only way to really make the boat stiff is to glue the frame together. Epoxy the castings on to the crossbeams and re-rivet them with long stainless steel rivets. Assemble the frame and epoxy the castings on to the pylons. Don't glue the sidebars as doing so may overstress and break a corner casting. The best place to glue the frame is on a garage floor, where you can level and square the boat before the resin sets. For a more thorough discussion on frame gluing, refer to the "This Old Hobie" article in the March/April 2010 **HOTLINE**.

### Rudders

**SCHAFFER:** I can't say enough about the importance of having the rudders in good alignment and raked for a balanced helm. By balanced helm, I mean a slight weather helm, which is the only way that the skipper can determine the performance of his boat. The rudder blades should be as true a shape as you can make them. I pay particular attention to the leading and trailing edges of the blades. I like my leading edge to be a little fuller and rounded to cut down on separation; that

makes it more forgiving and causes less cavitation (the new EPO rudders have all of this). I trim the trailing edges very fine to cut down on turbulence. I know of no shape that does it all. You have to give something to get something, so anything you do will be a compromise at best. At any rate, a well-tuned set of rudders is essential to good boat speed.

**CURRY:** This one always causes debate! To measure your rudder rake, start off with the rudders in the locked down position. Measure down the blade 12" from the bottom of the lower casting. Make a line 2" perpendicular to the 12" point. Using a very thin line and starting at the top of the rudder pin, align the line with the rudder pin and check where the line intersects the perpendicular line on the rudder. Optimally, you should have 1 5/8" to 1 3/4" for a measurement. To achieve the 1 3/4" number, you might have to re-drill the front hole on the rudder or file away at the front of the rudder where it hits the casting. "Rake adjustable" rudder castings (post 1983) really don't help here. They're good for taking the slop out of the system, but not for achieving the rake necessary to balance a sharply raked rig.





Rudder toe in should be 1/8" with the rudders in the locked down position again measured from the 12" down point. "Toe-in" means that the leading edges are closer together than the trailing edges.

**HOTLINE:** In addition to ensuring the foils are fair and aligned properly, you need to be diligent about removing the slop from the whole rudder system. Unless the rudder system is tight, it won't hold an adjustment for very long. Hobie 20 style tiller connectors, stainless steel rudder pins, pin bushings and blade bushings are all part of the arsenal to keep the rudders slop-free and in tune.

### **Mast Rake**

**SCHAFFER:** The next area I am fussy about is mast rake. There has been a lot said about how much mast rake a Hobie 14 should have; I know of no setting that will work for all conditions. My approach is to take a Hobie and start out with the mast vertical. I sail the boat to determine the balance, then rake the mast bit by bit until the boat feels right sailing to windward. Remember, in smooth water you can get away with less rake than in rough water. Raking the mast moves the center of effort toward the rudders and damps the pitching movement caused by wind chop.

**CURRY:** I take a more quantitative approach. The first thing you want to do is step the mast on the trailer. Then, using a carpenter's level butted up against the shroud chain plate on the sidebar, level the boat. Undo your main halyard and attach a 5 lb weight, like the crescent wrench shown in the photo above right.



Measure the distance from the halyard to the bottom of the mast cutout for the mainsail. A good ball park number will range between 45"-57" depending on your body weight. Lighter skippers will favor the larger number (more mast rake) and heavier skippers will favor the smaller numbers (less mast rake). Since I weigh 160 lbs, I opt for a 55" mast rake.

### **Rig Tension**

**SCHAFFER:** In light weather, try loosening the shrouds to let the whole rig sag to leeward a few degrees. This allows you to carry your traveler closer to the centerline of the boat. A loose rig is very effective downwind as the mast can swing forward, the boom can move farther forward, and the loose shrouds will interfere less with the sail shape.

**CURRY:** I normally carry a loose rig when not trapezing. This is tested by grabbing the leeward shroud with your hand and turning it to 120 degrees.



As the breeze freshens, I tighten the rig to keep the leeward hull from depressing too much. This is very important to remember in choppy water. When trapezing, adjust the shroud tension to 45 degrees using the same described previously. This will keep the rig powered up and not dump you in the water in lulls.



**HOTLINE:** If you capsize with a loose rig, there is a good possibility the mast could come out of the step, making righting difficult and a tow to shore necessary. To prevent this, wrap the halyard in a figure-8 pattern around the dolphin striker and the cleat and lash it together as shown in the photo.

You can combine Bob's mast rake and rig tension settings into a table, customized to your own boat. By systematically varying the forestay and shroud pin positions, you can develop the table of mast rake and rig tension for each pin setting (see below).

**HOTLINE:** Since the early days of racing Hobie 14s, racers have installed a mast raker line from the forestay adjuster to a cleat on the front crossbar.



**CURRY:** The mast raker line should **only** be used downwind to help keep the rigging from banging around too much. Raking the mast forward also helps boatspeed downwind by standing the rig up and increasing projected sail area.

### Mast Rotation

**SCHAFFER:** Another tip for race tuning is to slightly over-rotate the mast stops; this allows the mast to bend more, flattening the sail and relieving the leech in windy conditions which helps hold down the boat. I usually cut about an eighth of an inch off each side of the mast stops. You can cut off as much as a quarter of an inch on each side if you prefer; I don't recommend removing much more.



### Hobie 14 Mast Rake and Rig Tension Matrix

Note - this is not a general application - each boat will have different adjustments based on wire lengths

		Shroud Adjuster Hole						
		Top						Bottom
Forestay		1	2	3	4	5	6	7
Top	1	62 200°	61 173°	60 145°	59 118°	58 90°	57 63°	56 35°
	2	59 190°	58 163°	57 135°	56 108°	54 80°	53 53°	52 25°
	3	55 175°	54 148°	53 120°	52 93°	51 65°	50 38°	49 10°
	4	53 160°	52 133°	51 105°	50 78°	49 50°	48 23°	47 0°
	5	50 145°	49 118°	48 90°	47 63°	46 35°	45 8°	
	6	47 130°	46 103°	45 75°	44 48°	43 20°		
	7	44 115°	43 88°	42 60°	41 33°	40 5°		
	8	41 100°	40 73°	39 45°	38 18°			
	9	39 85°	38 58°	37 30°	36 3°			
Bottom	10	36 70°	35 43°	34 15°				

Top cell is mast rake, measured from the sail track slot to the halyard hanging vertically  
 Bottom cell is degrees of twist when gripped with a fist.  
 Colors represent wind / wave conditions (blue-light, red-heavy)

**HOTLINE:** With the introduction of the mast rotation control a few years ago (see the photo at upper left for its location and control system), you can completely eliminate the mast rotation stops. Set the rotation for the wind/wave conditions – less rotation for more power and more rotation for less power. The principles are the same as Wayne's solution, but a lot more flexible. You can really "blade out" the main in high wind to reduce power.

The mast rotator is typically not adjusted during a race unless the setting is way off or the wind conditions change markedly. The initial setting for most conditions has the adjuster arm pointed at the shroud when sheeted in. Mark the line at this point with a Sharpie pen for reference.





BOB CURRY

## **Boom Vang / Preventer**

**SCHAFFER:** I don't consider a boom vang as essential as I used to. I think that you can lose more than you can gain by fiddling with one every time you sail off the wind.

Racing around the buoys requires concentration, and having to remember to set and release "go-fast" gadgets sometimes can cost you more than the help they can give. I carry a very simple vang, much like a large rubber band with a hook at either end, and generally use it only in extremely light or heavy conditions.



BOB CURRY

**HOTLINE:** Racers these days

don't use a vang at all. Bob Curry introduced us to the shock cord preventer – essentially what Wayne describes above. It's only used in light air downwind. With it, you can sail slightly by the lee if you need to. Just hook it into the trampoline slot at the corner of the front crossbar.

## **Sail Shape**

**SCHAFFER:** Sail shape is a biggie ... everyone has their own set of preferences and techniques. I look at it like this—the Hobie 14 sail has been through a lot of development over the years and the present sail is as good as any I've seen. The sail has a fine shape and using the stock battens with some adjustment to the mast rotation is a pretty clean way to go.

I would start out by altering the mast rotation as discussed earlier, and then put in the battens with just enough tension to get the wrinkles out. Next, do some sailing to see how the boat balance feels. By altering the mast rotation, you automatically shift the draft forward, moving the center of effort forward, as well. This will cause the boat to be more tender in her bows and that is when raking the mast becomes useful.

As you sail and adjust the mast rake, you will find a point at which the boat trims out well to windward. The main reason for setting up a Hobie to sail close-winded is that Hobie races are seldom won on the downwind leg. If you're not there at the weather mark with the lead boats, you're not likely to catch them downwind.



BOB CURRY

**CURRY:** There are a lot of different thoughts on this area. I will address what has worked for me. The basic, optimal sail shape has its maximum draft position at 45% aft and the maximum draft is 16% of the chord length.

By and large, the shape is built into the sail, but you can modify it by tapering the battens. The bottom three battens usually don't need tapering. The top three battens are tapered and soft.

A good way to set up the draft is to raise the sail with some batten tension and downhaul applied to eliminate the wrinkles. Take the tail of the main halyard and run it down the sail starting at the aft end of the headboard to the middle of the boom. The maximum draft should be at this line intersecting the sail. You will probably have to use a belt sander to taper and soften the top three battens to achieve the draft/camber point.



MATT BOUNDS

**HOTLINE:** If you have access to photo editing software, like PhotoShop, you can measure the position and amount of maximum draft by taking photos of the sail, then drawing / measuring the draft lines on the computer.

Horizontal red lines in the photo above are the chords at each batten position. The vertical red lines are the draft at the position of maximum draft. By measuring the lines, you can calculate the percentages.

## Batten Tension / Outhaul / Downhaul Adjustments

**SCHAFER:** Sail shape in a Hobie is chiefly influenced by means of downhaul and outhaul tension once you have decided on the proper batten tension. The more tension in the battens, the more camber in the forward part of the sail. This will also tighten the leech somewhat.

I generally adjust the battens so that they are just tight enough to take out the wrinkles, then I adjust the down haul and outhaul until I get the sail close to a uniform shape. Next, I go sailing to see how the sail sets with some wind on it and then fine tune the sail shape if necessary. Often, one or more of the battens will need some individual attention to perfect the overall shape. It is a good idea to mark the downhaul, outhaul, and battens to keep track of the adjustments you have already made.



**CURRY:** I tension the battens starting from the bottom and working to the top. This is done with the sail lying on the trampoline:

- #6 (Bottom): Almost standing up (moderate tension)
- #5: Barely standing up (a bit more tension than #6)
- #4: Standing up (a bit more tension than #5)
- #3: Standing up (same as #4)
- #2: Barely standing up (a bit less tension than #3)
- #1: Almost standing up (a bit less tension than #2)

(“Standing up” means that the batten has enough tension to maintain its curvature vertically - under its own weight - when the sail is lying flat on the trampoline)

**SCHAFER:** In very light conditions - three to five knots of wind and smooth water - you may set your sail with light batten tension to compensate for reduced downhaul tension; however, be sure to retain a uniform shape in your bottom panel. Although a Hobie usually sails best with the draft in the forward 35 to 45 percent of the sail area (including mast), in very light conditions the wind does not have the power to bend around a full sail section, especially the forward part. By easing the downhaul you reduce the draft in the forward part of the sail. Now, when you sheet in the main, the draft will tend to move aft.

**CURRY:** For the downhaul, there is really only one rule of thumb; wrinkles out in all but very windy conditions. Pull the downhaul hard in windy conditions to bend the mast and release the leech.

For the outhaul, I tension this as hard as I can and cleat and forget it! Since it is not a loose-footed sail, the main does not benefit by releasing it.

**HOTLINE:** With the introduction of the 6:1 power downhaul, it's much easier to adjust the downhaul during a race. Wrinkles are not all that bad in light air. As the wind builds, tension the downhaul more. Release it when you turn downwind. A knot in the line will prevent it from running out too far and a ruler strip on the mast by the gooseneck slide will help you get consistent, repeatable settings.

**SCHAFER:** Moderate to medium winds, eight to fifteen knots, call for readjustment of the sail shape. More batten tension is required to put additional camber in the sail. More downhaul tension is needed to pull the draft forward. Making these adjustments so that you have a full bottom panel next to the boom should help give the sail good power to drive your Hobie through chop. Remember, there are no fixed settings for adjusting your sail shape to different conditions. You must sail and race while working with these adjustments to learn what works best for you.

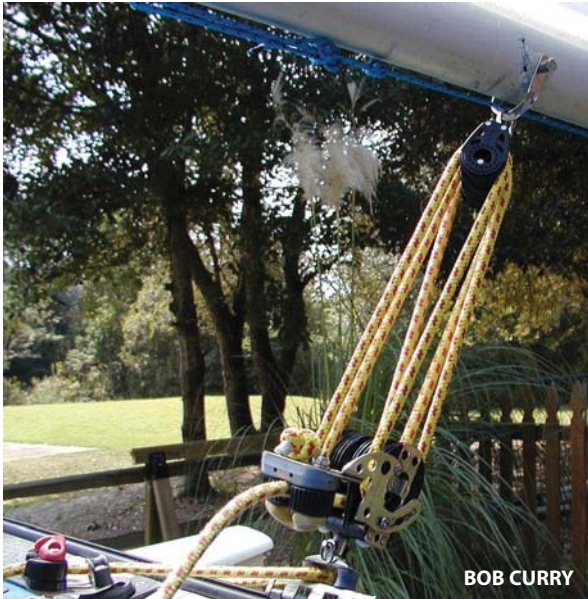
When the wind begins to get into the range of 15 to 30 knots, you will again want to readjust your sail shape. If your mast is over-rotated, you can either tighten the downhaul or leave it as it is, depending on your weight (more weight - less downhaul). Mast bend will flatten the forward part of the sail and let the leech twist off.



## Mainsheet / Traveller

**SCHAFFER:** Traveler position should be changed to help you sail as flat as possible. The only way to sail upwind on a heavy day is to ease the traveler car out until you can control the heel of your Hobie. If you constantly have the weather hull way in the air, you are pretty much stalled out and making excessive leeway.

**CURRY:** A low-profile mainsheet system - just like on the Hobie 16 - is critical to obtaining proper leech tension on the main with a severely raked mast.



Instead of rivets to attach the boom bail, I use a through bolt that allows the bail to pivot with the changing angle of the mainsheet.

With regards to the traveller, when sailing upwind, 5" - 6" out from center allows the boat to be footed with a great deal of speed if you have the sail set up as above. When trapezing, only let the traveler out 3". Reaches will be out to the hiking strap and deep reaches/downwind will be all the way at the end of the track.

**HOTLINE:** Upwind, the sail is very sensitive to mainsheet tension. Tell-tales on the very edge of the leech in the upper two panels of the sail are critical to setting the proper mainsheet tension (see the photo on the opposite page). Sheet in until they just start to "lick around" to the leeward side. In gusty conditions, you'll need to constantly play the sheet to keep the tell-tales flying properly.

On the lower mainsheet block, attach the eye strap on the side to get true block-to-block sheeting.

## Trapeze

**HOTLINE:** To connect the trapeze wires to the single hole tang on the mast, use an old trick from the original Hobie 16 setup. Put the shrouds and forestay on the bow of the shackle and the trapeze wires on the pin, leading them back under the shackle (see photo at right).

**CURRY:** Instead of the usual J&H "Can't Miss" handles on the trapeze, I use a "dogbone" style trapeze ring. Since it has two places to hook in, it allows you to change heights "on the fly" during a race. This is really useful in marginal trapezing conditions or in big waves, when you need to be higher to avoid getting swept off the boat.

## One Last Trick

**CURRY:** There are many times when you need to adjust your rig tension on the water. Normally, this would be dangerous, with a risk of dismasting. However, by carrying extra pins and rings on the shroud adjuster, you can "walk" the shroud up or down by inserting a second pin through the eye of the shroud, then removing the other one. You still need to be careful - don't drop any pins or rings!



# Burning Down the House

## The heat was on at the 34th Madcatter Regatta

STORY BY BRUCE KRUPKE AND THERESA WHITE  
PHOTOS BY DON THERRE, ROBERT LONGO, BRUCE KRUPKE



**T**he Madcatter, hosted by Fleet 204 in Syracuse, NY, is a regatta that has earned a certain reputation. It's the first regatta of the season in Division 16, after what is very often a long, cold winter. So, by the time that Madcatter rolls around, everyone's anxious to sail, and happy to see their sailing friends again, despite the typically chilly weather. The theme for the 34th Madcatter, held May 21-23, was "Heat - Bring it". This theme was picked because of the reputation that Madcatter has for hot competition and hot parties. Who would've thought that is all we needed to do was to have a theme about heat to coax the weather gods into warm weather!

As is tradition, Madcatter weekend started on Thursday with the fleet race from Caster's and Therre's to Oneida Shores Park. By the time everyone one reached Oneida Shores, there were 25 boats on the beach. That number would eventually grow to a total of 62 for the event - including F-18s, waves, and over 32 in 16A - so the "hot competition" was still functioning as advertised. Fortunately, the large number of skilled sailors in attendance helped to thwart a number of "challenges" with the regatta. For example,

the next day, a Guest Expert Seminar was presented by Wally "I'm not Pedro" Myers and Sue "I'm not either" Korzeniewski. Wally and Sue were gracious enough to fill in for "The Doctor" (Pedro Colon) who had plane reservation troubles and couldn't make it on time.

After the seminar and a slight delay there was a very light air for the long (or more like short) distance race, the second annual Stanley's Cup. Afterwards, people were treated the welcome party with pizza, wings and meatball sandwiches and plenty of Heinek-en, Amstell Light, and Mike's Hard Lemonade under a big tent at the beach. This was something new for the Madcatter. For years, we used Arrowhead lodge, but because of a scheduling conflict the lodge wasn't available. So, with a little apprehension, we booked a tent - and it worked out great, keeping up the "hot party" reputation on both Friday and Saturday nights.

Shocking as it may seem, we awoke Saturday to find warm air and balmy breezes. After finding a replacement PRO for Mark Santorelli who was stricken ill and was taken to the hospital, Irene McNeill ran four races in 10 to 15 knots. Again, we were lucky that such skilled sailors were in attendance. And did I mention that it was warm? Like 85 degrees. Yes



feature





that's right – 85 Fahrenheit! You can ask the Pedro and Faccio for verification. They even got sunburns. In Syracuse!

On the way out to the race course, we noticed that a contingency of sailors from Rhode Island had a rubber dingy with them. We thought it was odd, but it wasn't until later in the day that we realized their genius. They anchored the dingy just off the race course – and put a cooler of beer in it. Who needs to wait until they get back to the beach to enjoy a cold one after racing?! Amazing that no one seems to have thought of this little trick before this weekend!

Sunday still had warm temperatures but the wind was a little lighter. There were two more races for a total of 6 for the weekend. Back on the beach the Bisesi clan had the Sunday BBQ lunch ready for all the sailors. You don't go hungry at Madcatter – that's something you can count on.

So, after 34 years, it turns out that you can teach old (sea) dogs new tricks – and warm AND windy is one we'll be trying to remember for next year. If not, you can still count on the competition, the parties, the friends, and the fun.







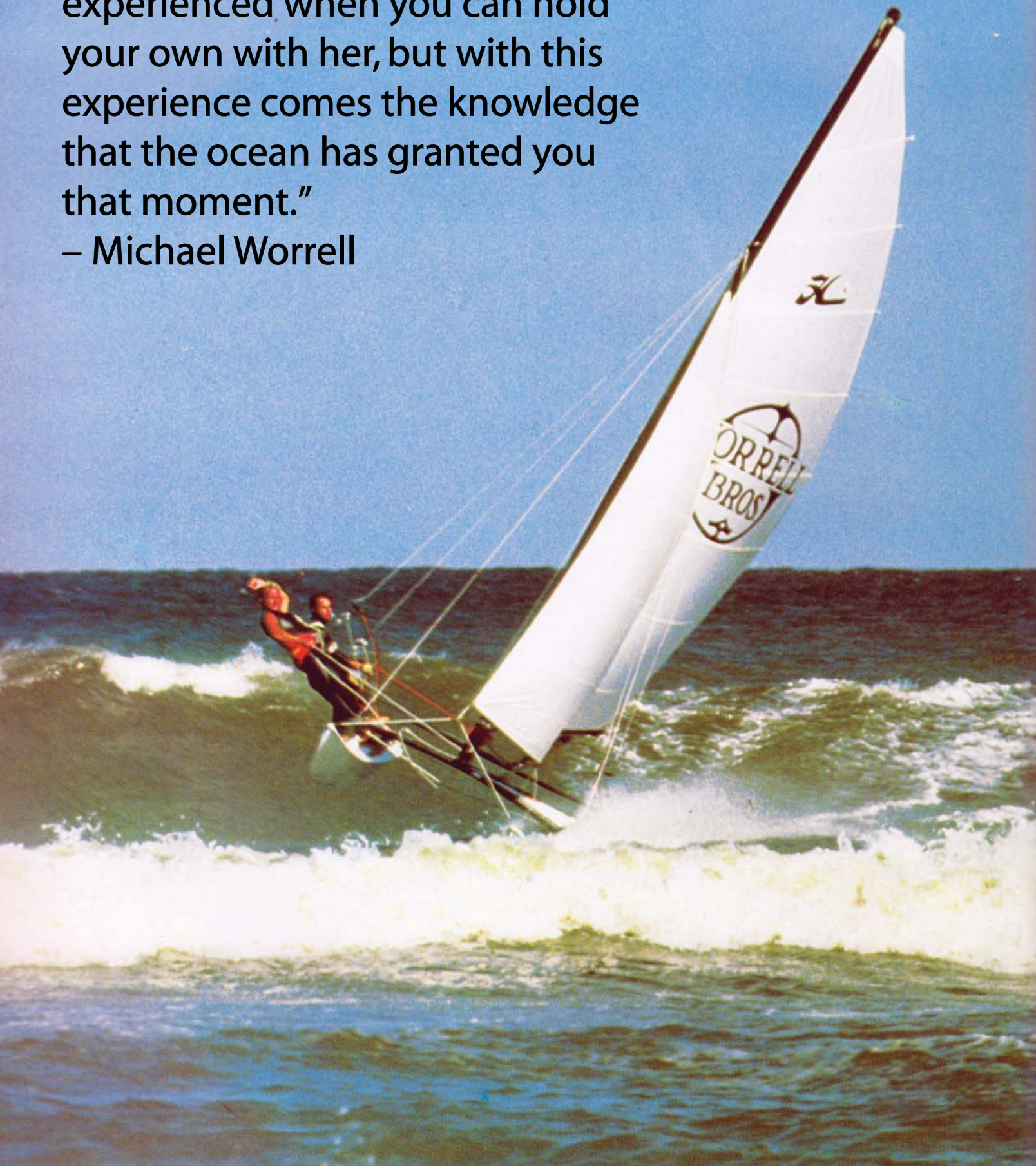
Clockwise, from above:  
 John Bauldry and Giselle Vaziri spin into a jibe set at the weather mark  
 Division 11 rivals Greg Raybon and Mark Modderman duke it out  
 Everyone has fun on a Wave - just ask Kathy Kulkoski  
 Wally Myers and Sue Korz give the "We're not Pedro" Guest Expert presentation  
 Mimi Appel demonstrates advanced downwind technique on the Wave  
 Faccio leads the 32 boat 16A fleet downwind





“The ocean is a sleeping giant who can leap up and bury you. You’re experienced when you can hold your own with her, but with this experience comes the knowledge that the ocean has granted you that moment.”

– Michael Worrell





**A. Michael Worrell** passed away June 5, 2010 after a courageous battle with pancreatic cancer. He was 67. He was, among many things, a son, a brother, entrepreneur, adventurer, and a great friend. Most of all Mike was a loving husband and father. He was born in South Norfolk but spent his adult life in Virginia Beach where he and his brother Chris were lifeguards and innovative restaurant owners. They were best known for the popular restaurant Worrell Brothers. Michael was also the founder of Worrell's Steamed Shrimp. Sailing was his passion. He was the founder and director of the "Worrell 1000," a 1000-mile ocean race for small catamarans that stretched from Miami to Virginia Beach. The sailing world recognized this event as one of the most grueling races ever organized. It was immortalized in a National Geographic documentary that drew the attention of every major sailing publication around the globe. Michael also proudly served in the U.S. Coast Guard. He was predeceased by his mother, Frances, brothers, Chris and Heider. Michael is survived by his wife of 10 years, Mendy, and adult children, Barron and Elizabeth of Virginia Beach.



*Editor's Note: I was only sixteen years old when the first Worrell 1000 was run in 1976. Mike Worrell, Ron Anthony, Gene Landers, Rich Wallio, Sledd Shelhorse and others that came in later years were common names on the Hobie Division 9 racing circuit back then. I was just a teenage kid who loved racing Hobie Cats. I looked up to those guys as my Hobie racing role models. It was always a thrill to race against them and occasionally win. They were the heroes of a race that was inconceivably difficult, especially when you consider the primitive equipment they carried.*

*Sadly, many of those names have faded into history. Ron Anthony passed in an early 1980's plane crash, remembered annually at the regatta that bears his name. The Worrell 1000, in various incarnations (none of which were as demanding as the first few) muddled along until the early 2000s, when it financially imploded, leaving a trail of unfulfilled promises. Both the Worrell brothers are gone now, but the race will live on in the words and pictures of those who were there. What follows is an account of the 1979 Worrell 1000 race, by noted marine historian and author John Rousmaniere. It has not been published in over 30 years. I can think of no better tribute to the man who was the father of all beachcat distance racing today.*

## The 1979 Worrell 1000

by John Rousmaniere

Photos by David Driscoll, Tim Hickman, Don Wohlgemuth, Randy Jacobson

**“I**wanted freedom, open air, adventure,” wrote the French singlehanded sailor Alain Gerbault. “I found it on the sea.” Such thoughts are so widely shared that they are almost trite. Land-bound, crowded, bored, and unhappy people everywhere see the sea and sailing as escape. Only a few of these dreamers are able to act upon their desires and actually take up sailing. For those few there are challenges of many kinds: a cruise across a lake, a gulf, an ocean; a race around a buoy, an island, the world. Given the sheer ingenuity of the human spirit, any goal that can be established can also be met. And among the best challenges that people have thrown up for themselves are races in small boats sailed over long distances.

To many people, some of these races seem strange, dangerous, or downright insane. Back in the nineteenth century, any

suggestion of racing across an ocean in small boats was treated with incredulity. “Small boat” then meant a sailing vessel smaller than 100 feet in length. By the mid-1930s, boats well under half that size were competing in 3,000-mile races from the east coast to England, Norway, and Spain, proving that seaworthiness and speed were not limited to huge schooners manned by professional sailors.

Likewise, nobody in his or her right mind would have seriously considered sailing in a long race for singlehanded boats until, in the early 1960's, British and French sailors proved that the challenge of solitary sailing could include competition. We now take the singlehanded trans-Atlantic race for granted, but when it was first sailed, the boating Establishment called it a “three-ring circus.”

These kinds of racing, obviously, are not for everybody. Considerable fortitude, endurance, and skill are required to race long distances, whether in a crew of ten or singlehanded. But accumulated experience has taught us that for the right kind of skilled and experienced sailors, long races in well-designed and soundly-built boats can be challenging and enjoyable.

Of course, those races are held in cruising boats with cabins, bunks, tables, galleys, and other domestic items. Properly so, since the mid-Atlantic is no place for an open boat. Yet there are ways to race small, open boats – daysailers that offer little or no protection from the elements – over long distances. The boats must be strong and maneuverable, the sailors must be experts. It can be done.

Where would the race be run? The course should be along an hospitable shore, so the sailors can escape storms or find a place to repair damage. The prevailing wind should blow onshore, so a capsized or dismasted boat is not blown out to sea. Ideally, the coastline should have a long, sloping beach.

What kind of boats should be used? Obviously,

strong, fast ones that can be taken ashore and launched off the beach.

The course again: How long should it be? Long enough to provide a challenge to the skills and endurance of the competitors. And there should be check points along the way – for safety and to provide some spectator interest.

Well, then. How about Hobie Cat 16s racing up the coast of the southeastern United States? The boats are fast and well-built, and not having centerboards, they can be launched easily in the surf. And that shoreline, running from southern Florida up to the Chesapeake Bay is a 1,000-mile-long beach, broken only by inlets and narrow channels. In the late spring, the prevailing wind is southeast – onshore – and the nasty, hard northers of winter have died out. In short, the best combination of boat, course, and sailing conditions for a long-distance race in daysailers.

That race is called the Worrell 1000, and its fourth running took place May 28-June 3, 1979.

Founded and first sponsored in 1976, by a Virginia Beach, Va., restaurant owner named Michael Wor-

rell, after a 20-day sail from his home town to Ft. Lauderdale, FL., in 1974 had opened his eyes to the challenges of long distance sailing in Hobie Cats. The Worrell 1000 this year drew nine entries. Each consisted of three sailors and a ground support crew of between one and six people. Five of the crews were sponsored by companies that provided financial aid and, in a few cases, boats in exchange for the printing of their names on the sails. The sailing rules usually do not allow advertising on sails, but this race could not be run without sponsorship of competitors, whose cost may run as high as \$7,000 for the race as most use a new boat just for this event.

The entering crews had been selected from several dozen applicants. The pre-race favorite was Worrell, who had won the first three races. Right behind him on the list of favorites was Ron An-

*Gene Landers and Mike Worrell pull into Fernandina Beach, Florida at dusk for a crew change in the 1978 race.*





thony, second in both 1977 and 1978. Last year, the two stayed within sight of each other most of the way up the coast and rounded Cape Hatteras on the sixth day within 50 yards. Anthony headed offshore to look for more wind, only to sail into a calm, and Worrell beat him to Virginia Beach by three hours. Also expected to do well were Sledd Shelhorse, who was third in 1978, and Gene Landers, a member of Worrell's winning team in 1977 and 1978.

As the nine teams prepared themselves and their equipment for the Memorial Day start at Ft. Lauderdale, old-timers like Worrell and Anthony sometimes paused to note with surprise how different things were from the first race, in 1976. That had been more of an adventure.

Each boat had only two sailors, so there was none of the switching of crews at the check points. Back then, if you were too tired to steer, you gave the tiller to the other guy on board and tried to take a nap on the 42-square-foot trampoline. If he was too tired and couldn't hold a course, you sailed into the beach and hitchhiked to the nearest motel for a shower and a couple of hours rest. A crew was so exhausted at one stage in that first, pioneer race that they accepted a friendly policeman's offer of a jail cell. Once a hungry crew beached their boat at Hilton Head, S.C., and walked to the resort's restaurant for breakfast. In their sailing gear, they were seated at a table and ordered a huge southern meal. As they prepared to dig in, one of the sailors unzipped his wet suit. An unpleasant odor attracted his attention to his chest, where he saw what remained of his T-shirt, rotting quickly under the moisture accumulated over three days of sailing. Unfazed, he zipped up the wet suit, finished the meal, and went back to the boat.

Although T-shirts still mildew, other aspects of the race have changed. Ground support crews now provide meals at checkpoints, at which they also perform maintenance on the boats. One member of

the three-man sailing team is always ashore, sleeping in the ground crew's van or camper as it is driven on to the next check point. The boats are sailed straight through, with brief pit stops. If the 1976 Worrell 1000 was like an early transcontinental auto race, the fourth 1000 was like the Indianapolis 500 or LeMans.

After a short postponement due to a heavy rain squall, the race started at 10:30 on Memorial Day. Within hours, the first accident led to a withdrawal, as Sonny Teabo's boat capsized and her mast was bent beyond repair. The first leg, from Ft. Lauderdale to Cocoa Beach, was the longest and slowest of the nine--165 miles in light air, and Ron Anthony averaged 6.4 knots over 23~ hours to be first at the check point Tuesday morning. Anthony had changed crews at Stewart, FL., adhering to his race strategy of never allowing a man to sail more than 16 consecutive hours. Worrell pulled into Cocoa Beach 17 minutes after Anthony and one minute ahead of Landers. The time spread between first-place Anthony and seventh-place Jim Lecain was only 72 minutes.

Long as it was, that first leg was no more important than the first two minutes of a football game. When the first euphoria wore off sometime during the second 24 hours of sailing, the more experienced crews began to stretch out and the novices soon realized exactly what they were up against. As the wind dropped slightly, Sledd Shelhorse gained over an hour to jump from fourth to first at Jacksonville Beach, after a 140-mile leg over which he averaged only 6.2 knots. Worrell was five minutes back in second, and Anthony slipped to third, 30 minutes behind Worrell and almost three hours ahead of fourth-place Landers.

And then the wind increased. On Wednesday, the third day of what had looked to be an eight-day race, the sea breezes built to 25 knots, pushing the Hobies on a screaming broad reach along the

## The 1979 Worrell 1000 Team Roster

### Heritage Transmission

Ron Anthony, Virginia Beach, VA  
Tom Reed, Norfolk, VA  
Robert Perrin, Lake Arrowhead, CA  
Ground Support: Steve Wray, Jimmy Sellers, Candy Reed

### The Weather Mark Hobie Dealer

Michael Worrell, Virginia Beach, VA  
Ron Tucker, Clearwater, FL  
Tim Cole, Norwalk, CT  
Ground support crew: Paul Trumpower

### Hawaiian Tropic

Gene Landers, Miami, FL  
Bob Feldman, Miami, FL  
Fred Henn, Key Largo, FL  
Ground Support: David Brendell, Vicki Jones

### The Shack Restaurant

Sledd Shelhorse, Virginia Beach, VA  
Richard Wallio, Newport News, VA  
Bill Newton, Virginia Beach, VA  
Ground Support: Bruce Cooke, Bob Propster, Bob Kenny, Eva Dixon

### Timeout, Inc. Hobie Dealer

Bob Mende, Charleston, SC  
Paul Lambert, Brandon, FL  
Colin Horton, Capetown, South Africa  
Ground Support: Eva Ravenel, Caroline Friedell

### Non-Sponsored

Jim Lecain, Poquoson, VA  
Pat Cabaniss, Norfolk, VA  
John Lecain, Poquoson, VA  
Ground Support: John Robeson, Gene Allen, Grace Allen

### Non-Sponsored

Doug Nettles, Sunrise, FL  
Sam Jones, Virginia Beach, VA  
Daniel Deslauriers, Montreal, Quebec  
Ground Support: E.L. Nettles, Marion Nettles, Leon Jones

### Non-Sponsored

Sonny Teabo, Jacksonville, NC  
Eric Reust, Jacksonville, NC  
Fred Senay, Jacksonville, NC  
Ground Support: None

### Non Sponsored

Bill Chatfield, Raleigh, NC  
John Arzonico, Raleigh, NC  
Marty Gruelle, Raleigh, NC  
Ground Support: Mark Raynor, Mike Adams, Torn Tanahay

## The 1979 Worrell 1000

Continues

135-mile run between Jacksonville Beach and Savannah Beach, Ga. Exhausted by the tension of 12 hours of ten-knot sailing and by the pounding of rough quartering seas, Anthony, Worrell, and Shelhorse reached the Savannah Beach checkpoint within three minutes of each other. So surprisingly fast was their leg that the race officials and Anthony's and Shelhorse's ground support crews weren't there to greet them. Check-in procedures were improvised by a driver for the photographers. Anthony's and Shelhorse's boats had to sail on to the next checkpoint without a fresh sailor, charts, and food. Fortunately for Worrell, his one-man ground crew, Paul Trumpower, arrived just in time to deliver a rested sailor and to repair a (corner casting) trampoline support that had broken when the boat punched through breaking surf over a shoal area

*Ron Anthony wears exhaustion on his face at the end of the 1978 race.*



about five miles south of Savannah Beach. Working with a cordless drill, Trumpower changed the support in 10 minutes in the dying light of dusk, Wednesday evening.

Worrell's boat was not the only casualty. By this point, 520 miles and 2+ days into the race, the sailors were becoming increasingly tired. They had hallucinations during the long night sails, and staggered up the beach like zombies after they were relieved of their jobs on the speeding, bucking Hobie Cats. Even more affected by

the increasingly fast pace of the race were the ground support crews, who play a vital role in any marathon race such as this one.

Besides nurturing the off-watch sailor, the ground crew is responsible for maintenance of the boat during pit stops. After the boat hits the beach and the sailors drag it up to a dry spot, the ground crew tips it up on its transoms, pulls the drain plugs, and drains out water that has leaked in through small holes and cracks. Somebody carefully goes over the rigging, looking for frayed lines and wires. Another person tightens the screws that hold the rudder gudgeons to the transoms. Food and Thermos bottles filled with soup and coffee are stored in special pouches attached to the trampoline. Charts, laminated in plastic, for the upcoming leg are placed aboard. Compass lights and, on some boats CB radios are dried off. Batteries for running lights and compasses are replaced. The crew chief tells the sailors about weather trends and problems they might encounter, and strategy is agreed upon.

All of this takes only three to five minutes. The ground crew slaps the sailors on their backs, the boat is shoved out into the Atlantic through the surf, and the crew heads north--the sailors in the Hobie Cat and the ground support crew in their van or camper, after the sailor who has been relieved is showered and fed at a nearby hotel. The sailor sleeps in the van while it drives to the next checkpoint. There, the ground crew sets up a watch for the boat and readies the sailor for his next leg and themselves for another five minutes of frantic activity when their boat again hits the beach.

The largest and most efficient ground crew seemed to be Ron Anthony's. Behind their camper they towed a spare Hobie Cat and rig, in case a hull or mast had to be replaced. They cooked delicious and nutritious meals and snacks for the sailors. They had a contact at a U.S. Navy weather office that provided forecasts that complemented the 24 hour in-house service provided by the Meteorology Dept. of the Old Dominion University at race control in Va. Beach. A member of the ground crew was Steve Wray, who had sailed in and supported boats at previous races, so he knew the sailors' special problems. Foremost among these was the matter of finding the checkpoints. From a bouncing trampoline two feet above the water and a mile



or so at sea, spotting flags or searchlights is no easy matter. Worrell arranged for an 800 million candle-power searchlight to precede the lead boats up the coast to each checkpoint, but, as Wray knew all too well, the light sometimes might not arrive in time or, if it did, sometimes it might not work. From the water, a normal searchlight looks just like a headlight or streetlight. Wray eventually rigged up a combination of two lights, a strobe and a blue signalling light - to identify night stops for Anthony. Nowhere else on the southeast coast, he figured, would the same combination be used for some other purpose.

All of this work was running the ground support crews ragged. Wray said that the sailors were getting more sleep and food in their eight to ten hours ashore each day than the ground crews were getting in 24 hours, as they chased the boats up the coast.

On they went, Anthony gradually pulling away from Worrell between the five checkpoints that came at 80 and 90 mile intervals along the Carolina and Virginia coast. At Isle of Palms, S.C., 80 miles north of Savannah Beach, Anthony led by three minutes and Shelhorse, the leader at Savannah, lost over two hours after his main halyard broke and he developed gudgeon problems. Then Myrtle Beach, S.C. and Wrightsville Beach, N.C., and at midnight on Thursday, May 31, (700 miles and 4+ days after the start) Anthony had opened his lead up to 79 minutes and Worrell led Shelhorse by three hours, 25 minutes. The spread between the first and last boats was 13 hours, 14 minutes, or about 90 miles. Doug Nettles, in eighth place, was forced to withdraw at Wrightsville Beach. While being launched through the surf after a pit stop, his boat was pushed back by a wave, a rudder dug into the sand, and the transom was levered right off a hull. Although Anthony's lead was widening, nobody was assuming that he had the race in the bag. People remembered previous years when Worrell's knowledge of the Outer Banks saved him miles of sailing and he opened big leads or caught boats that were ahead. "The race starts at Hatteras," was one rule of thumb that Worrell's supporters used to assure themselves. Anthony, whose experience along those sands is almost as great as Worrell's, did not fear his friend's local knowledge as much as he did his night sailing skills. "No matter how far we're ahead at sunset," he cautioned his supporters, "Worrell always seems to appear out of nowhere at dawn."

But Anthony's superior ground crew and boat speed did not fade in the 80-mile leg from Atlantic Beach, N.C., to Cape Hatteras and the 140-mile sprint to the finish. Worrell did not get any closer than the 89-minute margin between them at Atlantic Beach, where his talented, strong, but ultimately human one-man ground support team had collapsed from exhaustion. The wind backed into the north, providing the first sailing into the wind after four days of fast reaching, and Anthony and Worrell beat to the finish about 15 miles apart on Saturday morning. The leader stopped to pick up his third sailor just south of Virginia Beach (with enough room on board, he probably would have picked up his ground support crew as well), and made his triumphal arrival at the finish line at 1:17 p.m. Saturday afternoon, June 2. Worrell finished two hours, 43 minutes later.

Anthony and his team finished in five days, two hours, 47 minutes, averaging 7.4 knots. He broke the elapsed-time record set in 1978 by two days, seven hours, and his time was 2x times faster than Worrell's back in 1976.

Three more boats came in over the next 14 hours. Shelhorse's team, whose moment of glory had come in the second and third days, finished third, five hours, 21 minutes after Worrell. Leaky hulls compounded Shelhorse's rigging problems. Fourth was Jim Lecain, who finished at 6 a.m. Sunday morning, 56 minutes ahead of Bob Mende. Gene Landers and Bill Chatfield were still sailing for the finish line, when the time limit expired. All boats have 24 hours from the winner's time to reach the finish line. That rule, strictly enforced safety requirements, and the obligation to stop at the checkpoints are among the few restrictions on the race, which would otherwise be a no holds barred sprint up the 1000-mile beach.

Some people would no doubt like to have that kind of race, but the present format of Mike Worrell's 1000-mile sprint up the long southeast beach seems to satisfy the 50 or so sailors and members of the support crews. There is nothing like it anywhere else in the world of sailing. Given the success with which the race satisfies the requirements of wind, course, and boat, the chances are that the Worrell 1000 will remain a uniquely demanding challenge to the dreams and ambitions of men and women who want to find their freedom on the sea.

# 2010hcaboardofdirectors

## executive officers

### Chair

Chris Wessels  
5600 Lakeview Dr.  
Clear Lake, IA 50428  
641-357-4577 / 641-423-7638  
chriswhobie@yahoo.com

### 1st Vice Chair

Pat Porter  
5316 Hilltop Road  
Garden Valley, CA 95633  
530.333.9121 / 530.401.4052  
dppkporter@yahoo.com

### 2nd Vice Chair

Donna McIntosh  
12427 South 16th Street  
Jenks, OK 74037  
918.232.7919 / 918.260.1062  
kmcintosh@rmi.net

## operational officers

### Membership Chair

Mike Levesque  
45 Patriot Way  
Uxbridge, MA 01569 USA  
508-278-3887  
hobiemembership@gmail.com

### Secretary

Kathy Ward  
1331 Robertson Way  
Sacramento, CA 95818  
916.715.3133  
Wardkathy@aol.com

### Treasurer

John Mork  
8504 NW 88th  
Oklahoma City OK 73132  
405-621-9826 / 405-229-8817  
jmork1@cox.net

### Youth Program Director

Gordon Bagley  
PO Box 1464  
Searchlight, NV 89046  
702.427.7328  
gnbii@msn.com

### Race Director

Matt Bounds  
3798 Damas Dr.  
Commerce Twp, MI 48382  
248.980.7931 / 248.360.7926  
hcaracedir@comcast.net

## voting members

**DIVISION 1**  
Dan Williams  
45-155 Unahe Place  
Kaneohe, HI 96744  
808-235-3507  
rollerskate-hi@clearwire.net

**DIVISION 2**  
Dave Martin  
138 Sheridan Dr.  
Henderson, NV 89074  
702-914-8099  
h16music@cox.net

**DIVISION 3**  
Jason Moore  
8360 N. Poplar  
Fresno, CA 93711  
559-906-5336  
Hobie.20@comcast.net

**DIVISION 4**  
Don Atchley  
1925 144th Street SE  
Mill Creek, WA 98012  
425-923-8860  
don\_atchley@Verizon.net

**DIVISION 5**  
Stephen Cooley  
10952 W Hampden Place  
Lakewood, CO 80227  
303-619-0572  
MUST429@aol.com

**DIVISION 6**  
Chris Green  
2220 Brae Lane  
League City, TX 77586  
281-352-1325  
greenj@bp.com

**DIVISION 7**  
Todd Wilson  
9042 NE 94th Ave.  
Bondurant, IA 50035  
turningtodd@yahoo.com

**DIVISION 8**  
Arie van Duijn  
12601 Strathmore Loop  
Fort Myers, FL 33912  
239-770-7248  
ariejacpt@comcast.net

**DIVISION 9**  
POSITION  
OPEN

**DIVISION 10**  
Gail Tinker-Stiemsma  
9542 East Shore Drive  
Portage, MI 49002  
269-760-2666  
gtinker@flowserve.com

**DIVISION 11**  
Ron LaPorta  
120 Netherwood Dr.  
Coatesville, PA 19320-1467  
610-384-8443  
RonLaPorta@verizon.net

**DIVISION 12**  
Dave Heroux  
27 Foster Center Rd.  
Foster, RI 02825-1326  
401-647-3203  
davebarbara448@msn.com

**DIVISION 13**  
Pedro Colon  
Box 5307  
Caguas, PR 00726  
787-744-3246  
kcrio@caribe.net

**DIVISION 14**  
Tom Page  
P.O. Box 961  
Claremore OK 74018-0961  
918-232-2598  
Tom.Page@hilti.com

**DIVISION 15**  
Brad Stephens  
315 N Hwy 79  
Panama City Beach, FL 32413  
850-235-2281  
brad@sunjammers.com

**DIVISION 16**  
Theresa White  
601 Demong Drive  
Syracuse, NY 13214  
315-345-4303  
h16tlw@yahoo.com



## Women's Representative

Chris Bradshaw  
5285 W 219 Terrace  
Bucyrus, KS 66013  
913-879-2245  
ctaha@hotmail.com



## on the web

[International Hobie Class Association](http://www.hobieclass.com)

[www.hobieclass.com](http://www.hobieclass.com)

[Hobie Cat Company USA](http://www.hobiecat.com)

[www.hobiecat.com](http://www.hobiecat.com)

[Hobie Product Support](http://www.hobiecat.com/support)

[www.hobiecat.com/support](http://www.hobiecat.com/support)

[Hobie Class Association of North America](http://www.hca-na.org)

[www.hca-na.org](http://www.hca-na.org)

[Women's Hobie Cat Racing](http://www.hca-na.org)

[www.hca-na.org](http://www.hca-na.org)

[Hobie Community Forums](http://www.hobiecat.com/community)

[www.hobiecat.com/community](http://www.hobiecat.com/community)

HOBIE SOCIAL NETWORK

# HCspace.org

## additional resources

**Championships / Guest Expert Program Coordinator**

Bridget Quatrone  
412 Radcliffe Road  
Dewitt, NY 13214  
315.446.9868  
bqfaces@netzero.net

**HOTLINE Editor**

Matt Bounds  
3798 Damas Dr.  
Commerce Twp, MI 48382  
248.980.7931 (cell)  
248.360.7926  
hcanews@comcast.net

**Scorekeeper**

Bill Jeffers  
Hobie Feet 204  
Syracuse, NY  
585.370-9160  
hobiescores@yahoo.com

**Web Master**

Rich McVeigh  
14813 Fireside Ave.  
Silver Spring, MD 20905  
301.384.3695  
rmcveigh@verizon.net



HOBIE CLASS ASSOCIATION OF NORTH AMERICA

2010 Membership Application

Membership is for calendar year (Jan 1 – Dec 31)

(please print clearly)

Renewal

PRIMARY MEMBER

New Member

Division # \_\_\_\_\_ Fleet # \_\_\_\_\_ Member # \_\_\_\_\_

Primary Member Name: \_\_\_\_\_  M  F

Email Address: \_\_\_\_\_

Address: \_\_\_\_\_

City, State/Province: \_\_\_\_\_ ZIP Code: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

Work Phone: \_\_\_\_\_ DOB (If Youth): \_\_\_\_\_

FAMILY MEMBERS

NOTE: Family memberships are limited to a max of two adults.

Youth members must be *under the age of 21 as of Dec 31 of the membership year.*

Family Member Name (Adult): \_\_\_\_\_  M  F

Family Member Name (Youth): \_\_\_\_\_  M  F DOB: \_\_\_\_\_

Family Member Name (Youth): \_\_\_\_\_  M  F DOB: \_\_\_\_\_

Please check all that apply:

- I am a Division Chair
- I am a Fleet Commodore
- Please send me Hobie-related product mailings.
- Please add me to the Women's IHCA list.

I usually sail a (please check all that apply):

- Hobie Wave
- Hobie 14
- Hobie 16
- Hobie 17
- Hobie 18
- Hobie Tiger
- Hobie 20
- Other Hobie: \_\_\_\_\_

**Top Cat \$100.00** Patrons and Sponsors

All benefits of Standard Membership, plus your name will be published in the HCA *HOTLINE*. \$ \_\_\_\_\_

**U.S. Standard \$35.00** Membership in IHCA, Funding to Hobie Class Association of NA, and *HOTLINE* magazine (6 issues). \$ \_\_\_\_\_

**Foreign \$42.00 USD** Same as Standard Membership for those sailors not living in the US. The increased cost helps subsidize the expense of mailing outside the U.S. \$ \_\_\_\_\_

**Family \$10.00 each** (Top Cat, Standard or Foreign members may purchase additional memberships for family members at \$10 per person.) Same benefits as Standard, but no additional copies of the magazine. \$ \_\_\_\_\_

**Web \$25.00** Same benefits as Standard but you will not receive magazine. E-mail address is required if you want to be notified when HCA *HOTLINE* is on the web. \$ \_\_\_\_\_

**Youth (Independent) \$15.00** Same benefits as Standard. \$ \_\_\_\_\_

**Youth members must be under the age of 21 as of Dec 31 of the membership year.** \$ \_\_\_\_\_

**DONATION TO YOUTH PROGRAM:**  \$10  \$25  \$50  Other \$ \_\_\_\_\_ \$ \_\_\_\_\_

**Total:** \$ \_\_\_\_\_

Release of Liability - Waiver of Claims:

I acknowledge the risk of injury to my person and property while participating in sailing events. To the fullest extent of the law, I hereby waive any rights I may have to sue the race organizers (including IHCA and HCA-NA) involved with the event with respect to personal injury or property damage suffered by myself or my crew as a result of our participation, and hereby release the race organizers from any liability for such injury or damage.

SIGN: \_\_\_\_\_ DATE: \_\_\_\_\_  
Signature of Primary member (Parent's signature if youth is under 18 years old)

Send Completed Form with  
Check or Money Order (Payable to HCA) to:

HCA MEMBERSHIP  
c/o Michael Levesque  
45 Patriot Way  
Uxbridge, MA 01569 USA

Phone 508•278•3887  
[hobiemembership@gmail.com](mailto:hobiemembership@gmail.com)



Official Use Only:

Date Paid: \_\_\_\_\_

Check #: \_\_\_\_\_ \$ \_\_\_\_\_

User ID: \_\_\_\_\_

Comments: \_\_\_\_\_

# HCA Youth Grants

## Purpose of the Youth Grant

The purpose of the Youth Grant shall be to assist Junior and Youth sailors in attending Championship Hobie Cat events, including, but not limited to:

- Youth events sanctioned by the Hobie Class Association of North America
- Youth events sanctioned and organized by the International Hobie Class Association and held in conjunction with other IHCA Worlds events

These Youth Grants shall be issued without financial obligation on the part of the receiving teams, however, the Youth Grants shall be subject to the terms and conditions as set forth in these guidelines.

## Grant Request Guidelines

The following parameters are those that have been set forth by the HCA Executive Council as the minimum criteria to be met by youth teams wishing to apply for a financial grant for attending eligible events.

- Both skippers and crews must be HCA members.
- Skippers must sail in at least three (3) HCA-sanctioned events during the qualifying season prior to petitioning for a grant. Exceptions may be made at the Council's discretion when seasonal considerations justify such action. They may sail as a skipper or crew in those events.

Teams must submit the following documents to apply for an HCA Youth Grant:

- 1) An essay explaining why they should receive the Grant.
- 2) A resume of sailing training and experience.
- 3) Planned expenses for the event in question.
- 4) A list of HCA sanctioned regattas attended in the current year and finish positions.
- 5) A personal reference (parent or coach, for example) must be named to provide assistance in administration, disbursement and management of the Youth Grant.

At the conclusion of the event the following must be submitted:

- A detailed expense report outlining expenditures and disbursement of the Youth Grant monies, signed by the reference individual.
- An article about their experience in the event in question, to subsequently be submitted to the *HOTLINE* through the HCA Youth Chairperson.

## Selection Process

All Youth Grant requests shall be submitted to the cur-

rent HCA Youth Chairperson 60 days prior to the event. No requests subsequent to that date will be considered for that year.

Youth Grant requests shall be reviewed by the HCA Council and awards to qualified teams shall be announced a minimum of 30 days prior to the event. To be considered for a Youth Grant, **all** information requested **must** be provided by the due date, without exception.

Youth Grants shall be awarded based on several factors, including but not limited to: funds available, number of requests received, needs of the individual teams, and requirements of established youth programs serving a number of Youth teams.

Questions should be directed by e-mail to the current HCA Youth Chairperson: **Gordon Bagley**, [gnbii@msn.com](mailto:gnbii@msn.com)





# HOBIE 16 NORTH AMERICAN CHAMPIONSHIP

2011 Pan Am Games Qualifier (provisional)

October 10 - 15, 2010

Cottonwood Cove Resort & Marina

Lake Mohave

Nevada, USA

## NOTICE OF RACE

### Organizing Authority

Hobie Class Association of North America, HCA Division 2 and Hobie Fleets 51 and 88

### Rules

The regatta will be governed by the rules as defined in the 2009-2012 Racing Rules of Sailing (RRS) and the 2011 Pan Am Games eligibility requirements for those teams attempting to qualify for the Pan Am Games.

### Advertising

Advertising is allowed in accordance with RRS 80 and ISAF Advertising Code (Regulation 20). Boats may be required to display advertising chosen and supplied by the organizing authority.

### Eligibility and Entry

The event is open to class legal Hobie 16s. All crew must be 2010 HCA-NA members. Membership forms will be available at registration. Teams intending to qualify for the 2011 Pan Am Games must comply with the eligibility requirements for that event.

### Racing Schedule

Registration and check-in will take place on Sunday, Oct. 10 from 1000 to 2000 at the regatta venue. Practice Races may be held that afternoon.

The event will have five days of racing (Oct. 11 - 15) with the objective of 3 to 5 races per day, back to back. The first warning signal will be at 1100 on Oct. 11.

### 2011 Pan Am Games Qualifier

This event has applied for certification as the 2011 Pan Am Games qualifying event for both the United States and Canada. A revised NOR will be issued upon receipt of certification which may contain additional conditions for those teams attempting to qualify for the games.

### Registration & Fees

Pre-registration by Sept. 1 - \$300 / Late Registration - \$350

Social (includes parties and banquet) - \$75

Pre-registration - online at [www.HCspace.org](http://www.HCspace.org) or in person at the venue.

### Social Schedule

Sunday, Oct. 10 - Welcome Party

Wednesday, Oct. 13 - Mid-week "Cut" Party

Friday, Oct. 15 - Awards Banquet

### Measurement

Boats will be weighed at this event. Competitors are responsible for ensuring their equipment is HCA Class Legal. Crew members will be weighed in accordance with the class rules. During the competition, any boat may be subject to inspection.

### Sailing Instructions

The sailing instructions will be available at registration.

HOBIE 16

NORTH  
AMERICANS

LAKE

MOHAVE

2010

### Venue

On Lake Mohave, based out of Cottonwood Cove Resort

### Insurance

Each participating boat shall have current third party liability insurance with a minimum coverage of not less than \$100,000. Proof of this insurance must be presented at registration.

### Host Hotel

Cottonwood Cove Resort & Marina (702) 297-1464

[www.cottonwoodcoveresort.com](http://www.cottonwoodcoveresort.com)

Rooms have 2 beds, TV, microwave & small fridge. \$103.50/night+tax

Houseboats w/4 bedrooms available starting at \$200/night+tax

### Alternate Accommodations

El Ray Motel (702) 297-1144

Located in Searchlight, NV - 13 Miles from regatta site

RV Parking / Camping - Large RV Park at resort and close adjacent RV & Camping spaces at Lake Mead NRA facilities

### Information

David Martin, [h16music@cox.net](mailto:h16music@cox.net), 702-914-8099 (H), 702-301-6210 (M)

Gordo Bagley, [gnbii@msn.com](mailto:gnbii@msn.com), 702-427-7328





**Hobie**  
**WATER WEAR**

**HOBIE CLASS ASSOCIATION  
of NORTH AMERICA**  
45 Patriot Way  
Uxbridge, MA 01569  
**CHANGE SERVICE REQUESTED**

PRSR STD  
U.S. Postage  
**PAID**  
Permit No. 3  
Michigan City, IN



3/2mm full suit

2/2mm shorty

Rashguards with 50+UPF UV protection

5000cm3  
breathable  
spray top

Increase comfort & extend  
your sailing season.  
To purchase or for more information  
contact your Authorized Hobie Dealer.