



HOTLINE

NOVEMBER / DECEMBER 2007

VOLUME 36 NO. 6



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



Hobie 20 Miracle 2008 North American Championships Lewis & Clark Lake Yankton, South Dakota June 3 - 7, 2008

NOTICE OF RACE

Organizing Authority

The Hobie Class Association of North America,
Yankton Hobie Fleet 291 and Hobie Class Association
Division 7.

Schedule

Tuesday June 3rd:

5 PM - 9 PM Weigh Ins and Welcome Beach Party

Wednesday June 4th

11 AM Warning Signal

6:30 PM Dinner and Chili Cook Off

Thursday June 5th

11 AM Warning Signal

6:30 PM Dinner/Social

Friday June 6th

11 AM Warning Signal

Dinner on your own

Saturday June 7th

11 AM Warning Signal

6:30 PM Awards Banquet

Rules

The event will be governed by the ISAF RRS, the
IHCA Class Rules and this Notice of Race except as
modified by the Sailing Instructions. RRS 44.1 and 44.2
(Alternative Penalties) will be changed so that only
one turn, including one tack and one jibe, is
required.

Eligibility

All crew members must be paid members of the HCA-
NA (or other National Hobie Class Association)

Registration

\$275 USD before May 1, 2008

\$325 USD after May 1, 2008

Youth (under 19) registration is 1/2 price

Registration forms available at www.hca-na.org

Equipment

All boats must conform to H-20 Class measurement
rules. All boats will be weighed prior to the com-
mencement of racing. Charter Boats may be avail-
able. Contact regatta organizer for information.

Competitor's Insurance

Each Competitor must show proof of liability insur-
ance with a minimum coverage of \$100,000 (USD)
with valid coverage for organized racing in the US.
Competitor's proof of insurance and coverage must
be available for review at registration.

Sailing Instructions

The Sailing Instructions will be made available at reg-
istration.

Prizes

Awards will be presented to the top ten finishers at a
minimum.

Accommodations

Host Motel:

Lewis and Clark Resort, located at the regatta site.

www.lewisandclarkpark.com/resort.html

Ask for special Hobie Regatta rates.

Camping ON SITE, less than 50 yards from boats and
beach

Air transportation

Yankton is located approximately 1.5 hrs south-west
of Sioux Falls, SD and 2.75 hrs north of Omaha, NE. Air
Transportation is available through Sioux Falls Joe
Foss Field (FSD) and through Omaha International
(OMA).

Event Chair: Dave Rice

david.rice@bankofthewest.com

Pam Simonsen, Treasurer

3702 Leader Lane

Yankton, SD 57072

Make checks payable to: Hobie Fleet 291





see you on the water



The Official Publication of the Hobie Class Association of North America

NOV – DEC 2007
VOLUME 36, NUMBER 6

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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
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Another Year is Done



It's been another great year on the water for Hobie sailors. Thanks to everyone who made it possible. I'd like to particularly thank everyone who volunteered his or her time to help run an event this year. There are hundreds of you out there performing all sorts of jobs from registration to scoring to running a crash boat and the list goes on and on. You are the people who make the Hobie class a reality. Thank you.

With the bulk of the 2007 sailing season in the past many of us are putting away our boats for the winter and looking forward to next year. The process, for me, doesn't involve much more than tying the boat cover down with a few extra lines. Looking back at old race results and planning next years schedule inevitably follows.

On January 1st we will have our annual look back at old results and release the final 2007 rankings for all classes. Check the HCA website on New Years day to see how you did and join us in congratulating the class winners.

Looking ahead to next year we have a complete lineup of North American Championships on the schedule. These are all going to be fantastic events that you don't want to miss out on. Make your plans, schedule your vacation time and be part of the story. If you've never been to a Hobie Class Championship make this the year you go. You don't need to be the top sailor in your fleet to attend you just need to be ready to get wet and have a good time.

This is also the time of the year when Division officers are working on next years schedule. I have seen some of these communications among the fleets and it's great to see that everyone is trying to avoid scheduling conflicts with their neighboring divisions as well as with our Class Championships. Those of you who have been involved with event scheduling in the past know that this is not an easy job.

Finally, congratulations to all of the North American sailors who participated in the latest Hobie 16 Worlds in Fiji. What a way to end the season.

Next stop – Midwinters!

See you on the water,

Bob Merrick
HCA Chair

november/ december 2007

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photo / illustration

credits

Cover – **Ellie Martin**
 See You on the Water – **Stuart Crabbe**
 Contents – **Bob Johnson, Todd Wilson, Pat Harris, Doug Myers**
 Hobie History – **Hobie Cat USA / Hobie HOTLINE**
 Just in Off the Wire – **Hobie Fleet 61, Stuart Crabbe, Real Balance**
 Signal Boat – **Stuart Crabbe / Mike Walker, Matt Bounds**
 MidAmericas – **Bob Johnson, George Guindon**
 Thunder Bay - **Mike Madge, Annette Jagger**
 Iowa – **Diane Ruddle, Todd Wilson**
 First Time – **Nan Prince, Pat Harris**
 Driver's Seat – **Stuart Crabbe / Mike Walker, Matt Bounds**
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on the cover

Beauty and the Beach – Photo by Ellie Martin at the 2007 Leukemia Cup in Las Vegas, NV

2007 / 2008 regattaschedule

World Championships www.hobieworlds.com

Hobie Tiger/Dragon **Mar 3-8, 2008** Langebaan, South Africa

North American Championships www.hca-na.org

Hobie 20 **June 8-12, 2008** Yankton, SD
 Hobie 17 / Hobie 18 / Tiger **August 25-29, 2008** Harrison, BC
 H-14, H-16 Women / Youth **September 5-7, 2008** Clear Lake, IA
 Hobie 16 **September 8-12, 2008** Clear Lake, IA

Area Championships

Midwinters West ROHR Sept 22-23 San Felipe, MEX www.hca-na.org
 Aug 1-3 Rochester, NY www.fleet295.com

Other Events

None scheduled as of deadline date

HCA Sanctioned Division Regattas

Division 3—Northern CA

www.hobie3.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
240	Nov 3-4	Turkey Regatta Monterey Bay, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com

Division 13—Mexico/Caribbean/Central America

Contact: Alfredo Figueroa—vientoyvela@gmail.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
236	Nov 1-4	Regata Acapulco Acapulco, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 10-11	Regata Tangon Chapala, Jal., MEX	Jose Luis Perez	52-33-3777-4800
133	Nov 17-18	Series IX PRHCA	Alfredo Figueroa	vientoyvela@gmail.com
236	Dec 8	Regata Vuelta al Lago Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	Dec 14-16	Regata de Invierno Progreso, MEX	Andrea Mier y Teran	52-999-968-3683 andrea@yucatanoday.com
133	Dec 15-16	Final PRHCA Series (X-mas Ball Regatta) Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com

DIVISION CHAIRMEN:
 NEXT HOTLINE DEADLINE IS
DECEMBER 1
 SEND YOUR SCHEDULES TO:
HCANNEWS@COMCAST.NET

REGATTA SCORERS:
 DON'T FORGET TO SEND YOUR
 RESULTS TO:
HOBIESCORES@YAHOO.COM



Learn to Sail Catamarans

UCLA MAC • Los Angeles, CA
marinaaquaticcenter.org
310-823-0048

UCSD/SDSU MBAC • San Diego, CA
missionbayaquaticcenter.com
858-488-1000

*Classes open to
 the community*

*Great source of
 skilled crew*

*Tax deductions for
 equipment donations*

Ad sponsored by the crew from UCLA MAC

Notice of Race 38th ANNUAL 2008 Hobie Midwinters West HCA-NA Area Championship

Premier One-Design Hobie Cat Racing

March 1 & 2, 2008 • San Felipe, Baja California, Mexico

Regatta Headquarters: El Cortez Hotel - Room 134

SCHEDULE OF EVENTS

Friday February 29th

3:00 - 6:00 P.M. Registration

Saturday March 1st

7:00 - 9:30 A.M. Regatta Registration
10:00 A.M. Competitors' Meeting
10:15 A.M. Novice Meeting
11:00 A.M. First Signal (wind permitting)
6:00 P.M. **FIESTA - Pool side**

Sunday March 2nd

8:00 A.M. HCA Division Meeting
10:00 A.M. Competitors' Meeting
11:00 A.M. First Signal (wind permitting)
After Races Trophy presentation ASAP
Other activities, any changes of schedule and general information will be posted on the Official Notice Board.

REGISTRATION

Registration forms will be available at:
www.members.cox.net/midwinterswest
Or email midwinterswest@cox.net to request one.
Registration fees are: \$45.00 for Hobie Waves, 14's & 17's and \$55.00 for Hobie 16's, 18's, Tigers, 20's.

No regatta registration fee for youth sailors (skippers) under the age of 18.

2008 HCA membership is required to compete in this event. Comp tips are mandatory to compete. For advertising purposes, this regatta is a category C event (ISAF Appendix G). Two free shirts will be provided for \$55.00 entries, one shirt for \$45.00 entries **received by January 27, 2008.** There will be a \$20.00 late fee for registrations postmarked after January 27, 2008. You may pre-order extra shirts for \$15.00 each. Make checks payable to Midwinters West. **Articles of clothing and canned goods will be collected at regatta registration as gifts for local fisherman.** Please do not mail donations; bring donations to the regatta site.

RULES

This Regatta will be governed by this NOR (except as altered by the Sailing Instructions), 2005-2008 Racing Rules of Sailing and the class rules of the IHCA. SSIs will be available on-site at regatta registration.

TROPHIES

Trophies will be based on pre-registration. Five or more pre-registered boats constitute a fleet, one trophy per five boats and a maximum, five trophies per fleet.

INFORMATION: Hotels, RV Parks, Camping

Event website:

www.members.cox.net/midwinterswest

Rick Buchanan, Regatta Chairman, Oceanside Calif.

Phone: (760) 722-0909

Email: midwinterswest@cox.net

Armando Noriega, Mexico City, Mexico

Tel: (011) 52 55 5631 5317 / Fax: (011) 52 55 5645
7418

Email: hobiemex@hotmail.com

TRAVELING IN BAJA MEXICO

Passports & Visas: Passports will most likely be required by this time to re-enter the USA. If you have questions regarding passports please check the US State Depts. Website. The following websites may be helpful with obtaining new passports:

If you NEVER had one

http://www.travel.state.gov/passport/get/first/first_832.html

If you are RENEWING an old one:

http://www.travel.state.gov/passport/get/renew/renew_833.html

There is no Travel Visa required to enter or leave Baja Calif. when traveling to San Felipe.

For those sailors who have not been to San Felipe before, the following is some information that may be useful.

General Safety: The Mexican authorities make a great effort to make our visit to San Felipe safe and enjoyable, but you are reminded that traveling in Mexico is not travel in the United States. Additional precautions should be taken, use some common sense. The customs and culture are different and behavior that is common in the USA may not be acceptable or may be misinterpreted by the Mexican people. Act responsibly, do not make yourself a target, do not drink to excess, and do not go out alone late at night.

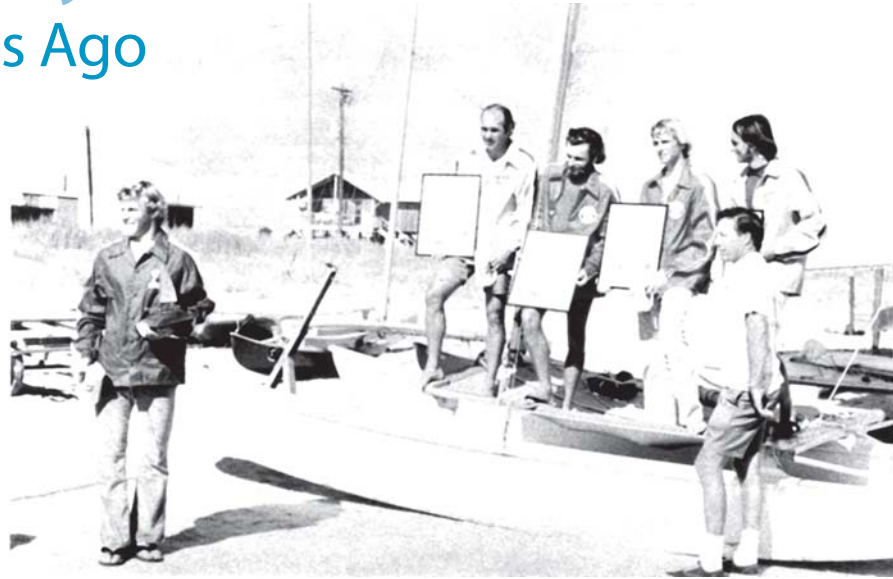
Insurance & Documents: Liability insurance is required by Mexican Law. It can be purchased from an agent on either side of the border, or AAA on-line. Mexican Customs Officers will likely verify ownership of vehicles, boats and trailers. **You will need current registrations and copies of titles for all vehicle(s), trailer(s), & boat(s).** If you are using or bringing a vehicle, trailer or boat that is not registered in your name, you are required to have a notarized letter of permission from the owner. NOTE: Over the past year, Mexican Customs has become much more formal, checking vehicle, boat and trailer registrations. Don't make the long drive without these papers or you may have to turn around at the border.

hobiehistory

15, 25 & 35 Years Ago

1972

➤ The winners of the 1972 H-14 Nationals; a rogues gallery of early Hobie-dom: (L to R) Jeff Canepa, Wayne Schafer, Rick Naish, Richard Loufek, Dennis Wilcox and Hobie Alter (nice socks, Hobie).



➤ The 1972 H-14 and H-16 Nationals were held concurrently in Surfside, TX. The logistics were daunting. How many man-hours does it take to assemble 120 brand-new boats?

➤ Jackets from the 1972 Nationals were a hot commodity. You could order one of these "100% Nylon taffeta" beauties for only \$8 (that would be \$40 today). Is there anybody out there that still has one?



1982

Introducing **The Six-Batten Main for the Hobie 14**

The proposed six-batten mainsail for the Hobie 14 dominated the agenda at the Hobie Class Association World Council meeting, which was held at the Hobie 16 Worlds in Tahiti last August. Each country had polled its Hobie 14 owners, and all countries were in favor of the change. In the North American region, the vote was six to one in favor of the six-batten main.

The new sail was introduced to Hobie dealers at the annual Hobie Cat dealer meeting in September. The effective class legal date for points regattas is January 1, 1983. The five-batten main is, of course, still class legal.

The six-batten main will be a nicer-looking sail, one that is easier to tune and holds better shape. It will have the same sail area as the current 14 sail. This new design will not necessarily be faster, though theoretically, its consistent shape should make it minutely superior.


Hobie Cat will be offering a special purchase price until March 1, 1983 through your local Hobie dealer.

The pricing will be as follows:

	1982 Price	Special Price
White	\$335.70	\$215
Full Color	490.70	260

Allow four-six weeks for delivery
 Special colors not available
 Special sail number \$25 extra

Check with your local Hobie dealer for more information on this new sail.



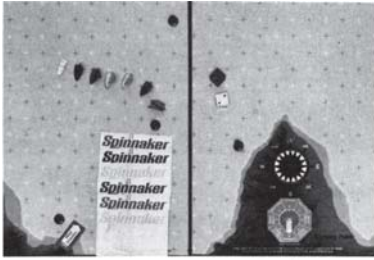
➤ The Second Annual "Craig Day" is held by Hobie Fleet 61 in Denver, CO. The event brought together mobility-impaired patients of Craig Hospital and Hobie sailors for a day of fun and sunshine on the water. "Craig Day" is still held on an annual basis; Max Hinnenberg was awarded the 2007 Carlton Tucker Sportsman of the Year Award for his long-standing involvement with the program.



➤ The H-14 six-batten main is finally made available to anxious racers. The special prices for the introductory period in 1982 are hard to beat. The list prices are actually more expensive than 2007 list prices when adjusted for inflation.

1982

Hobie Gear-Up Sale



REGATTA® GAME
A Sports Illustrated Game by Avalon Hill
#45-9320 \$15.95

Sharpen your tactical skills and knowledge of rules with this fun and challenging game! There's more to it than rolling dice. It's more like a real regatta. Much of the strategy grows out of adherence to NAYRU right-of-way rules. Other variables include wind shifts, puffs, and the luck of the dice. Don't miss this game!

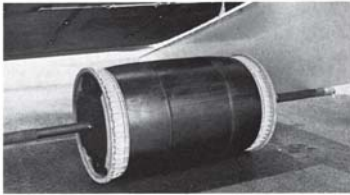
☞ What do you do in the winter or when the wind's not cooperative? Play the "Regatta Game" board game, of course!

You can still buy them on eBay as collectors' items, but at a substantial discount from their original price (almost \$35 today).



☞ Who among us old-timers doesn't have some of this swag still lying around? I know I've got the beach towel hiding in a closet somewhere.

Back Saver Cat Truck



\$99.95
SPECIAL INTRODUCTORY OFFER
Plus Freight, California Residents, add Sales Tax.
Offer Expires 12/31/82
Order Now for Christmas Delivery.

Finally, a way to Save Your Back, Your Hulls and Your Pocketbook
High impact plastic roller is specifically designed to work on any surface. High strength steel axle is galvanized for corrosion resistance.
Mastercard & Visa Accepted Dealer Inquiries Invited
CATAMARAN CONNECTION (714) 594-2505
3227 Producer Way, Unit 126, Pomona, CA 91768

☞ Another enterprising company puts together some odds and ends and sells it for four times the cost of materials. How did they get a plastic roller "specifically designed to work on any surface"? Sure looks like a storage barrel to me.

1992

☞ In ten short years, sailing simulations transitioned from board games to computer games, although this one was only for the Macintosh.

If You Want The Wind In Your Corner... You Need SKYWATCH! In Your Hand.

SKYWATCH

Determines Precise Wind Speed in One Easy Step

The Edge You Need
Finally, the ideal wind meter for recreational use. Let SKYWATCH get reading now. Even indoors it will tell you the precise wind speed almost instantaneously.
Every SKYWATCH has a lifetime service rate of over 250,000 (10-second) measurements. This translates to a lot of races.

Simple And Smart
To win the race, you must control the wind. To control the wind, you must know the wind speed. It's that simple. Thanks to SKYWATCH, it's easy to do.

An Ounce Of Pleasure
The compact SKYWATCH is designed for convenient operation. Wear it around your neck or in another close-to-hand location, using the attached lanyard.

Knowledge Is Power
The race is not only to the swift, but to the knowledgeable. Now you can get the wind velocity knowledge you need in the palm of your hand... for the special introductory price of \$79.95.
Just speed on over to your Hobie Cat dealer, or contact:
Lapelle Associates, Ltd., 10412 Dorrford Dr., Great Falls, VA 22066
Phone (703) 759-4011 • Fax (703) 759-4099

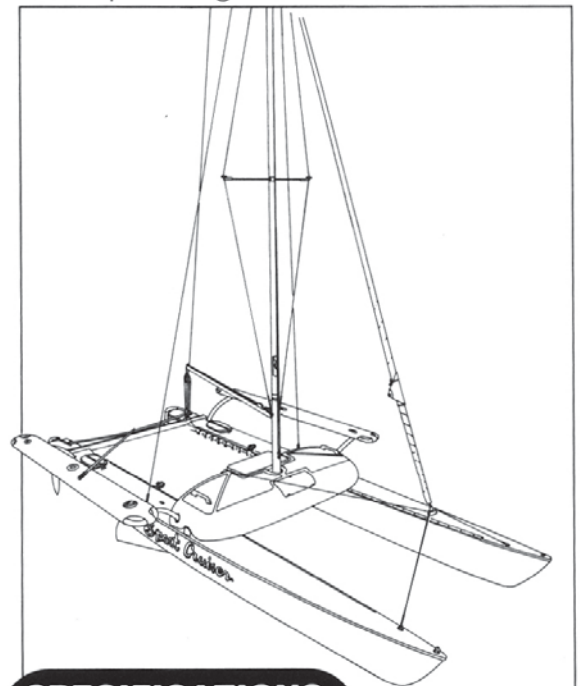
Swiss Made
Guaranteed Accurate And Waterproof
Simple To Use
Large LCD Readout
Conversion Chart Included
Weighs One Ounce
Measures 1-1/2" x 3-1/2" x 3/8"

Sailing Software GAME

RACE AGAINST YOUR MACINTOSH! Control tiller, mainsheet, and heel of a racing dinghy using the standard Macintosh interface. Features wind shifts, racing rules, bad air, color, and much more. Teach/learn sailing concepts with the detailed manual. If you like golf or flight games, you'll enjoy this software. \$59 + \$4 S & H. 30-day guarantee.

Starboard Software
Box 130014, Dept. H • Ann Arbor, MI 48113
313/662-4393 • Fax 313/662-0425

MAKES A GREAT GIFT!



SPECIFICATIONS	
LOA-21 ft.	Jib Area-64 sq. ft.
Beam-8 ft. 6 in.	Weight-540 lbs.
Draft-10 in.	Hull Storage-15 cu. ft.
Mast Height-29 ft.	Main Area-158 sq. ft.
Beam + Wings-12 ft. 11 in.	
Cat Cabin Storage-20 cu. ft.	

☞ Electronic gadgets continue to get smaller and smaller to the point where their use had to be banned from racing. The Global Positioning System was completed in 1992, heralding an even more useful gadget - the handheld GPS.

☞ Only five years after it's introduction, Hobie Cat develops a more user-friendly version of the H-21 - the H-21 Sport Cruiser. Ultimately, it proves to be much more successful than the original H-21.

Max Hinneberg Honored with 2007 Carlton Tucker Award

After considering many worthy nominees, the Hobie Class Association of North America is pleased to announce that Max Hinneberg has been honored as the 2007 Carlton Tucker Sportsperson of the Year Award winner.

The following is the nomination statement from HCA Division 5:

From a distance, Hobie sailing is about having a good time on the water and an equally good time with friends on the beach, but a close look at the enthusiasts on board reveals that sailing can be an inspiration and a life changing experience. We all love to share that inspiration and get new people involved in the sport. In the spirit of Carlton Tucker, Max Hinneberg's desire to share the



Max Hinneberg with the Carlton Tucker Award

Hobie way of life stands out.

Craig Hospital, based in Denver, Colorado, is a world-renowned center for the treatment of brain and spinal cord injuries. It has patients that range from children and adults with little or no resources to pay for their care, to celebrities like Christopher Reeve and Roy Horn. Most of the patients are new to their disabilities and believe there is little left for them beyond basic survival. The recreational therapy department teaches them that there is a rewarding life away from the wheelchair. Back in 1981 the idea for getting patients onto Hobie Cats was passed on to the Fleet 61 officers and a new event was born. That first "Craig Day" generated a modest but enthusiastic turnout. By the next year, the scale dramatically improved and more than 50 boats from Fleet 61 gave upwards

of 300 patients and staff the thrill of sailing and the fun of a Hobie beach party. Over the years, the event has come to be known as "Hobie Fun Day".

Max Hinneberg's name is not one that is generally well known outside of Division 5. However, on a local level, Max is very active both as a competitor and as a fleet member, and has, for over 26 years exemplified what the Carlton Tucker award is all about. Every year for over 20 years Max makes the time to chair "Hobie Fun Day", one of the most difficult and rewarding events any of us can imagine. Only those that have worked with the physically challenged can truly understand the challenge Max faces each and every year putting on an event of this magnitude.

Each year, Max coordinates sailors from all over the Division, volunteers from multiple resources, hospital staff, and generally over 200 patients and family members. Of course Max doesn't do this all by himself, but Max is the

Craig Hospital Hobie Fun Day 2007



driving force, and has been for over 20 years. Over the years, through Max's promotion and hard work, the event has taken on a life of its own and has become a fixture on the Fleet 61 and Craig Hospital calendar. Last year Hobie Fun Day raised more than \$5,300 to support the hospital's recreational activities and hosted more than 200 patients and staff with Hobie rides and a beach party. Over the last two decades, Max and Hobie Fun Day have raised more than \$50,000 and exposed thousands of patients, including Roy Horn, to the fun of sailing and the infectious Hobie Spirit.

Perhaps most importantly, Max has helped give the Fleet a purpose well beyond a club of enthusiastic sailors. For over 20 years, he has worked at creating something bigger than the Fleet, something that uses the simple pleasure of sailing to enhance the lives of people truly in need. Comments from sailors, staff, family members and most importantly, the patients make it clear what a unique

experience this is for all involved. Many sailors describe Hobie Fun Day as one of the most rewarding experiences of their lives.

Because of Max's commitment and effort, we here in Division 5 are all richer in ways that

cannot be measured. Max Hinneberg's first of many Hobie 16's changed his life in 1981 and since that time he has devoted himself to Fleet 61 and Division 5 like no other member. Although Max has served on the Fleet and Division boards for many seasons, he and his wife Michelle continue to contribute time and expertise at nearly every event that Fleet 61 sponsors. Max has worked at improving the regatta experience for everyone in Division 5 for as long as almost anyone currently active can remember. There is not a position at an event that he has not filled at one time or another. Max is respected for his skill and knowledge as a sailor, but he is admired for his efforts to share the Hobie way of life with others. His more than 20 year commitment to Hobie Fun Day and the patients of Craig hospital is truly an inspiration.

Youth Grant Award Winners Announced

Congratulations to all the Hobie Class Youth sailors! The following sailors submitted applications and were awarded the following grants:

- 2007 Hobie 16 Youth North Americans, Geneva, New York
 - Trey James – \$150.00
 - Marie Appel – \$150.00
- Hobie 16 Youth Worlds, Fiji
 - Erin Laporta – \$1000.00
 - Matt Perkins – \$1000.00

Any youth attending a major event can apply for a grant. The requirements are listed on page 23 of the *HOTLINE*.

Trey James (with crew Gavin Caster) at the 2007 Hobie 16 Youth North Americans, Geneva, NY.



Marie Appel (with crew Sarah Bisesi) at the 2007 Hobie 16 Youth North Americans, Geneva, NY.



Erin Laporta (right), and crew Caitlin Hickey at the 2007 Hobie 16 Youth Worlds, Fiji



Matt Perkins (with crew Jamie Grisko) at the 2007 Hobie 16 Youth North Americans, Geneva, NY.



signalboat



by Paul Ulibarri, HCANA Race Director

Current Revisited

Anchoring and Setting Square Lines

A few issues ago, we talked about current and how it affected the competitors and to a lesser extent, the race committee. In this installment, we'll concentrate more on the challenges faced by the race committee in setting marks and square start / finish lines.

Basic Dynamics

Whenever something floating (a mark, a boat) is anchored, it's position is affected by both the wind and the current. This can result in some strange effects when the current is not running in the same direction as the wind. Most often, an anchored boat in current will point at an angle to the wind and the anchor line will not run straight out from the bow. To complicate matters, if the wind or current varies, the boat will move

and turn depending on whether the wind or current has more influence. This makes setting square lines very difficult (see the diagram below left).

Mark Sets

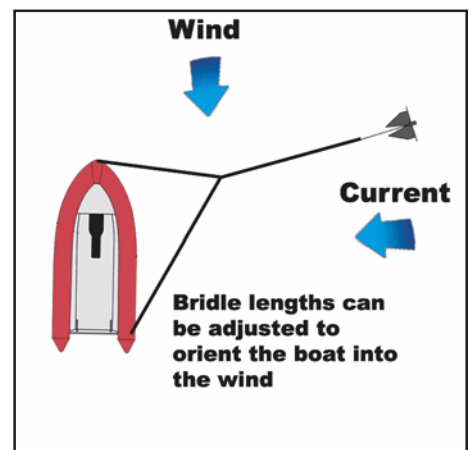
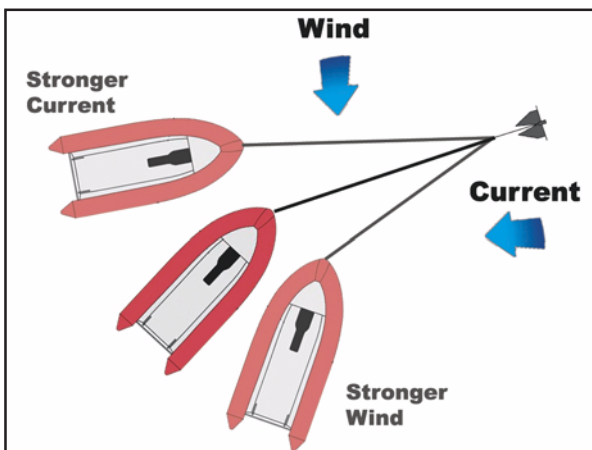
Because their position is not as critical as the starting line, setting marks in current is relatively easy. It's a matter of having enough anchor line and an appropriate anchor for the bottom conditions. Instead of using an anchor line of 1.2 times the water depth, use up to 2 times the water depth. Make sure to use a length of chain with the anchor to help it stay set. The weather mark boat should maintain a GPS ping on the mark to make sure it's not drifting.

Getting the Signal Boat Oriented

When the signal boat is pointing at an off-angle to the starting line, it can be difficult to sight the line and for competitors to see signals and notices. There are a couple of tricks you can do with the anchor line to get the signal boat to face into the wind. Rigging a bridle on the anchor line works when the current is running across

the wind. The lengths of the bridle can be adjusted to keep the signal boat pointed into the wind. In either case, it's very important to put a counterweight on the anchor rode to keep it from interfering with the rudders and daggerboards of boats trying to start.

Often it is best just let the boat lay whatever way it is going to lay. In this case, have the flags on poles and move them to the appropriate position on the boat. This is what

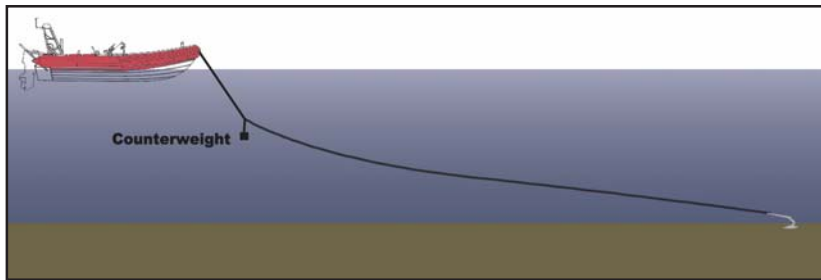


we will do in China at the Olympics where the current is normally 1.6 – 2 knots, and the wind 2 – 6 knots.

Alternatively you can try a stern anchor and if the current is not too strong this will work. The bad part is the rode is usually in the way of starters. As in most lines, add a weight to sink the rode.

Setting the Line

Once the signal boat is settled in, take note of the angle of the anchor line relative to the boat. That's the approximate angle that the pin boat needs to travel up to drop their anchor (remember the mark setting tricks from last issue?). Depending on the angle of the anchor line, you can square up the line by adjusting the anchor line length. More often than not, you need to get the pin set right since letting out anchor line on the signal boat will have unintended consequences, like making the starting line shorter. Again, it's important to have that counterweight to keep the anchor rode away from rudders and daggerboards.



line if you can't control the OCS boats. Use a voice recorder and multiple line spotters to sight the line and nab all those early starters. Adjusting the favored end of the line is one way to compensate for current, but that deserves an article all to itself.

Managing the Start

If the current is running upwind, guaranteed you'll have problems with boats over early. Be prepared with the "I" flag (around the ends penalty), the "Z" flag (20% penalty), and as a last resort, the black flag (automatic DSQ). A black flag is almost never called for – there's a problem with your starting

Setting a fair course in current is probably one of the greatest challenges a PRO will face. Knowing in advance how boats and marks will behave, and knowing the tricks to get them to behave, is key to rising to that challenge.

Happy racing,
PU

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Higher Ground

Sunday Afternoon Theft Impacts Mid-Americas Regatta

Bob Johnson, Fleet 23

The Hobie Mid-Americas Regatta was held at the Dallas Corinthian Yacht Club (DCYC) September 22-23, 2007. Though it was originally scheduled for July on Lake Texoma (located on the Texas-Oklahoma border), Mid-Americas was re-scheduled and moved to DCYC after a flood wiped out all Texoma beach activities. Luckily, DCYC stepped up to answer the call for a new regatta host.

Also in attendance were two new youth teams from a local Sea Scout troop. Fleet 23 (Dallas) and Division 14 have been working with Sea Scout Ship 1225, the "S.S.S. Phoenix" from Flower Mound, TX, and were happy to have the Sea Scouts participating. Charles Taylor and Jake Raby (sail #110194) and Eric Lindgren and David Chen (sail #110192) competed on the Troop's two new Hobie 16s. Troop leader Jim Taylor also made it out to experience some hands on racing on Saturday.

Racing on Saturday didn't start until mid-afternoon because the morning and early afternoon breezes were almost nonexistent. This allowed for a leisurely lunch, but by mid-afternoon, PRO Joe Jacobi called the boats out onto the water. The Race Committee did an excellent job squaring up a course, and two races were completed in winds ranging from 8-14 mph. The competition was heated, as reflected in the Saturday results. Other than the duo of Bob and Sue Mimplitch, who garnered two bullets in the H-18 class, none of the other six classes produced a repeat winner. In fact, first place ties existed in five of the six other classes!

Boats were sent to the beach after the breeze started to dissipate. The timing couldn't have been better because an excellent, catered dinner was just being prepared as the last of the sailors finished their sail-drops and stows. Aspen Catering (Irving, TX) delivered one of the best regatta dinners in recent memory, with main entrees consisting of roast beef and gravy and roasted chicken. A delicious variety of potatoes, vegetables, and salads complemented the main courses. Topping off the feast were two large cakes with special Mid Americas and Fleet 23 logos.

The after-dinner festivities left John Cox and Tom Page certain that attending Mid-Americas was a good decision. John won a week on the beach in Marco



GEORGE GUINDON

Located in Oak Point, Texas, just north of Dallas, DCYC is one of the premier, inland sailing clubs in the south-central US. The Club has hosted a number of major regattas during its fifty-year history. Perched on a small hill, overlooking Lewisville Lake and a spacious, grassy lawn, DCYC offers an excellent venue for beach cat events.

Parking cars and trailers on the beach proved to be convenient for the racers, who started rolling in Friday afternoon. Leading the parade was Bruce Fields, who had his RV set and ready early Friday afternoon. Thirty-two more boats were on the beach by late Saturday morning. Boat numbers were down somewhat from last year, but the possibility of a decrease was not totally unexpected given the venue and calendar changes. The region was still well represented, with racers from Colorado, Kansas, Oklahoma, Arkansas, and Texas.



GEORGE GUINDON

Jon Tiger concentrates on making the weather mark

Island, Florida, and Tom won a free set of CAT-TRAX with cradles. These two prizes topped a long list of items supplied by a variety of donors, including: Mariner Sails, Hobie Cat Company, Murrays, Florida Sailcraft, Catamaran Sailor Magazine, and West Marine. The festivities continued with music from Spector's Gun Collection, a band from the Dallas-Fort Worth (DFW). Spector's Gun Collection is a tight knit group who grew up with the music they play and bring a lifetime of classic rock to the stage. The music was definitely popular, and dancing in front of the stage continued right up until the last chords were sounded around 1 AM.

OK ... OK ... enough of the weekend logbook! What about the theft on Sunday??? Tabloid news sells, and if there was a major theft at a regatta it would have to be a juicy bit of news. So what got swiped?! ... a boat, trailer, wallet, entry fees??? Well ... not exactly. Oak Point (home of DCYC) is a small town, so the local police are able to patrol the DCYC grounds regularly. Sunday afternoon, after the racers waited for the wind to pick up ... which it never did ... the regatta was called early. Steve Cooley (in attendance from Colorado) approached the Oak Point officer on duty and reported that there had been a

major theft that had occurred at our event. With a serious look on his face, the officer asked Steve what was stolen. "Someone stole our wind!" Steve replied with a big grin.

In spite of the no-wind Sunday, everyone else seemed to have a smile on their faces, too. Awards were presented to class winners after all the tie-breaks were accounted for and all the boats made it back onto their trailers for the sunny ride home. Despite the limited number of races, the event was still a success. The food was plentiful, the DCYC hospitality was

excellent, and of course seeing good friends is always a great way to spend a weekend.

Maintaining focus and concentration was the key to winning in light air



GEORGE GUINDON

Special thanks go out to the DCYC Commodore Randall Massey, all the volunteers at the event, the Race Committee that persevered through a frustrating weekend, and the regatta sponsors: Hobie Cat Co., Network Enhanced Telecom, Lennox Motorsports, Miller of Denton, Mauri Pro Sailing, Service Experts, and Premium Waters.

We look forward to seeing you all again next year!

Full results can be found at:
www.div14.hobieclass.com



GEORGE GUINDON



BOB JOHNSON

Greetings from

by Mike Madge

THUNDERBOLT ONTARIO



I finally convinced our good friends Ted and Annette Jagger to come up north and experience some (Lake) Superior sailing. (L to R) - Ted, The Madge Clan, Annette. Plans are already in the making for a Superior part two, a cruise around the Sleeping Giant, and I am sure, some friendly racing, too.

ER BAY



Saturday began with a trip to the Hoito restaurant for some world famous Finnish pancakes, then down to the marina to set up the boats. The marina is busier than normal, and the sight of our 3 Hobie 16s on the Bay looks great!



We decided to do what is in our blood - a little friendly race. Not this windward leeward stuff, but a beam reach out to the North gap, followed by a jibe and close reach to the main gap back inside the harbor. Then downwind in 15+ kts of wind, outside the South gap. Racing like this is fun!

SOMETHING'S DIFFERENT ABOUT IOWA

Old Ideas Make the NCAC's More Fun

by Chris Wessels

The Hobie *HOTLINE*. What an incredible magazine! I am sure if you spoke with our editor, he would tell you that it's a labor of love. There's more useful information in every issue of

Tom Ehman, Jr. The article discussed making regattas more fun for sailors, crew and everyone else involved. Since I am lucky enough to be a contributor to the magazine (I put the "Hobbies Profiles" together), I get to see the magazine early in its development. I helped proofread this particular article early in the summer, and thought all the ideas were great and easy to do. Since it was my turn to set up and host Division 7's traditionally low frills Spirit Lake regatta, I found the article particularly helpful in coming up with a good plan for the weekend. For example, the article suggested having a potluck dinner after the races. The hosts are to provide salads and desserts, while the guests are to bring their own beverages and protein. What a great idea!

The first thing we did was to plan to have a big dinner at a lake front resort, where some of us were staying. They had great cabins and our group rented about six of them. My family shared our three-bedroom cabin with three other families (made it



the *HOTLINE* than you can find on any website, forum, or any other sailing class publication from any other class. From the Chair's "See You on the Water" column to P.U.'s "Signal Boat" articles, it's just great information that is designed to elevate the class and hopefully, your over all sailing experience.

One of the gems in the July/August 2007 issue of the *HOTLINE* was the "Driver's Seat" by Matt Bounds that featured a reprint of an excellent article by



cheap indeed). We had the potluck in front of our cabin, since we had a nice, big deck. We gathered five or six picnic tables from around the resort so that everyone had a seat. We lined up three grills and everyone brought their own meat or meat substitute. There were all kinds of kabobs, chicken, stuffed chops, steaks galore (no kidding, Roger Taha had a 25 oz. steak! Oink!) I saw some veggie burgers, too, that looked *almost* edible.

For our part of the meal, we solicited the help of the local grocery store, HyVee. They put together a huge salad, baked beans, potatoes, bread and dessert for about 80 people and I think the bill was under \$150. We ate, talked, had a few sips of this and that, played horseshoes, and sat around the campfire. We had a really good time, and half the fun was grilling and comparing your meat to the person next to you. I know how it sounds (!), but really, it was fun!

Spirit Lake regatta is used as Division 7's main fund-raiser. Because of this little snippet of info in our awesome magazine, we stuck nearly \$450 in the bank to fund our youth, mailing, booklet and new equipment programs. Thanks Tom Ehman Jr., I owe you a veggie burger!

If you move down to the next idea in that article, you will see that it suggests having a "theme party". A Hawaiian Luau, M*A*S*H party, or toga party are the three suggested main ideas. Now I love all things M*A*S*H, but I am not sure everyone else does, so I thought I'd save that for another time... We did the Toga thing at the 20 North Americans in 2005 (private party, don't ask!) so that left the Luau. The North Central Area Championships were held September 15-16 in Clear Lake. The Area Champs are designed to be bigger, better and different from your "regular" regattas, so we decided to go all out, and have a great big Luau. Todd Wilson, last year's Carlton Tucker award winner, was the regatta chair, but he put me in charge of the social event. So, the first thing I did was contact my good friend Arlin Beemer, an expert chef and owner of one of the best restaurants in nearby Mason City. I asked him if he had ever catered an authentic luau. He said that he had not, but that he would do it and we wouldn't be

sorry. He was right! I came to find out that he went to great lengths to learn how to do the pork, salads, desserts and two-finger poi. He roasted a 200 lb pig, made a salmon salad and dressing, a coconut milk jiggly dessert and poi. Poi is something you either love or don't; the only thing I can equate it to is grits that you eat it with your fingers. About 85 people came to dinner, including the Commodore and his wife, as well as others from Clear Lake Yacht Club. Arlin spent about ten minutes discussing the importance and history of each dish and what to expect. Finally, the line started. We made five gallons of Mai Tai and five gallons of Non Alcoholic Mai Tai. I am telling you, the food was out of this world. I can talk until I am blue in the face, but I cannot do it justice. We are



most likely going to do it again for the 16 North American Championships next year held in the exact same spot!!

The NCAC was more than just food. It was an excellent weekend of racing too, typical Midwestern September weather. Friday, it was warm all day but it got down into the 30's at night. A couple of our friends from north of the border came in early and camped. I stopped out to visit and it was *freezing*. I went home to my nice warm house because that was 'too cold for Chris to be camping' weather! Saturday was windy (which we like) but cold (which we do not like). The forecast might have deterred a few boats from showing up but there were solid numbers in the 20's and 16's, as well as a few surprise boats. It was blowing pretty heavy early in the day and it was wet. There were a few people who actually went in early due to the cold, but only a few. I did not think it was that bad. I had borrowed Tom Korz's wetsuit and



Mick Minette with a very crafty look.

Just what are you up to, Mick?

TODD WILSON



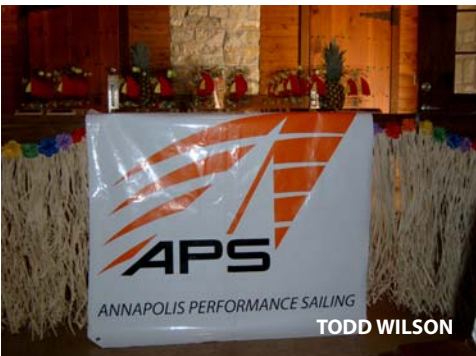
New B-Fleet sailors Jim Holmen and Beth Piper from Madison, WI

TODD WILSON



We told you something was different about Iowa.

TODD WILSON



TODD WILSON

Thanks to Annapolis Performance Sailing for helping us put on a great regatta!

spray top out in New York in July for the 14's, and liked them so much that I bought the exact same thing for myself. I wore those and I was great. My Chuck Taylor brand water shoes kept my feet nice and toasty too!

The 16 A fleet had eleven boats, with Ted Jagger pounding out three number one finishes on Saturday, all while single-handing. Ted is a big guy, but when he is going up wind and decides to tack, it is a thing of beauty. He very nonchalantly stands up, puts the tiller over, somehow steps his seven-foot frame under the boom, pops the sail, sheets in, and is gone. He seems to *never* have a blown tack, never a jerky motion. He's smooth like hot apple pie, and totally fun to watch too. My problem was that I was sitting there watching Ted's poetry in motion, and his kid Andrew and crew were pushing right up on my stern! His kid is really good too. Our own Slim Johnson and Todd Wilson were right there, within a point or two of each other for 2nd and 3rd. My son Alexander, Jeff Griffin, Andrew Jagger and I were all pretty close after the first day, within three or four points of each other.

The 20 fleet had five boats. Paul Bommersbach had three bullets on Saturday, but John and Paul Eaton showed them how they do it down south on Sunday with two firsts. That's really great,

especially when you consider that they're pretty new to the 20.

The big story was in the 14's. Nine boats sailed. Mostly old guys, and one young girl. Wrinklie and Dan Jarret came up from Division 14 and were duking it out for 1st and 2nd. They tied points, and Wrinklie got the win on the tiebreaker. Ryan Richardson and Rick Adams had great showings, as well as Hannah Birkholz, who scored a 4th in her best race. You go girl!

We had a few odd ducks here too. Charlie Clemens and Sarah Schwanebeck decided to go head to head on Hobie waves. They tied and Charlie got the win, but that is not really the interesting part. He is 78 years old, and she is a 17-year-old high school student that is brand new to sailing. Way to go! John Volkman and Karl Brogger went head to head on the 17 and Karl's new FX-One. They alternated wins for all five races and seemed to be having a pretty good time.

This years NCAC was great and the luau was a big part of the fun. It just goes to show that the *HOTLINE* has some really useful ideas in it. We've already put two of them to good use. I look forward to going to M*A*S*H party sometime soon, though. I have a great cowboy hat and bathrobe and martini glass all set to get my best Hawkeye on!



Hobie Tiger & Dragoon Worlds 2008

Hosted by
Langebaan Yacht Club (LYC)
Venue - Langebaan

SOUTH AFRICA
3rd - 8th March 2008

<http://hobieworlds.com/tiger2008/>



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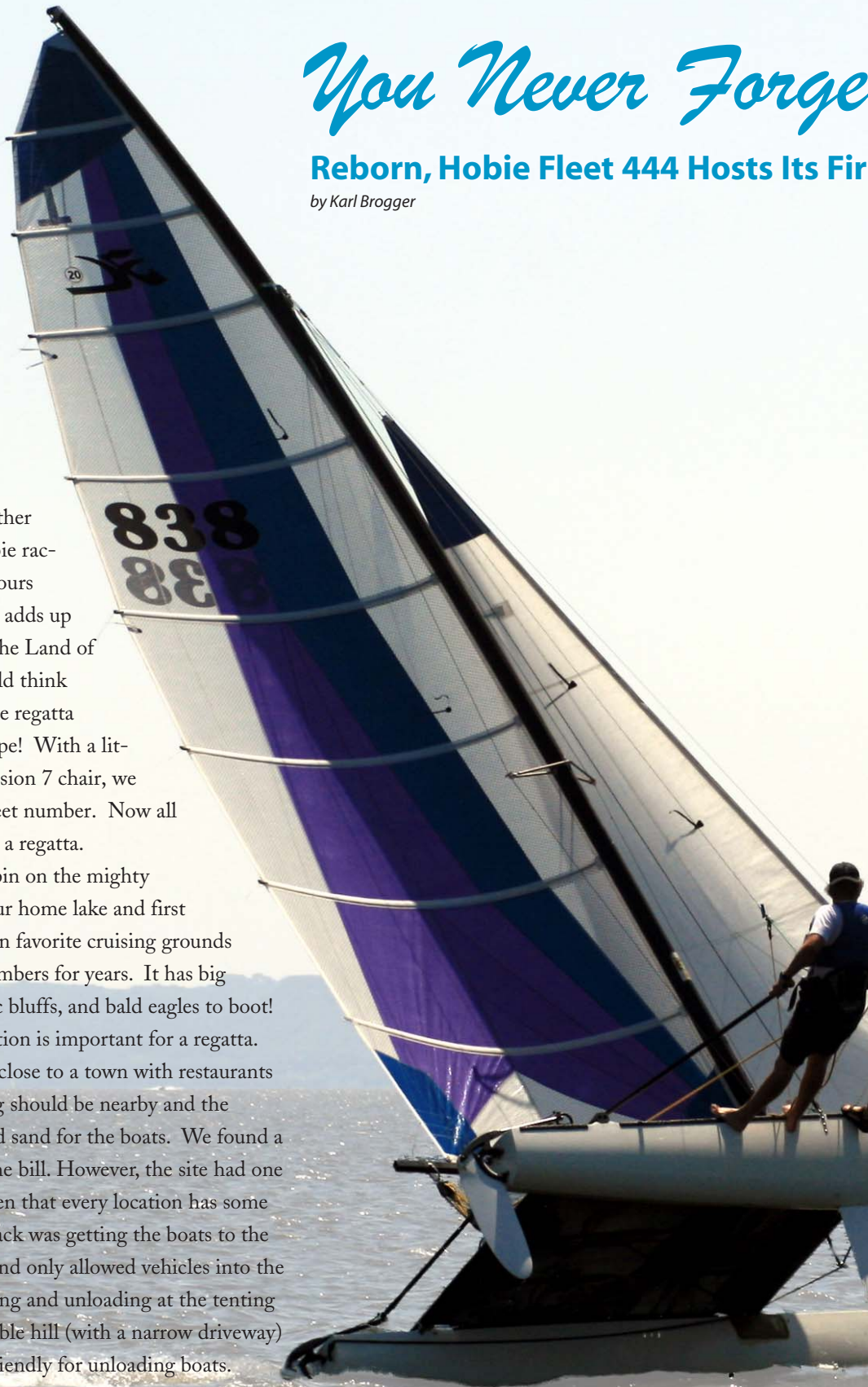
You Never Forge

Reborn, Hobie Fleet 444 Hosts Its First

by Karl Brogger

One of the few things that bother me about Hobie racing is the driving: 5 hours here, 2 hours there. It adds up in a hurry. Living in the Land of 10,000 lakes, you would think there would be a Hobie regatta somewhere right? Nope! With a little push from our Division 7 chair, we re-activated our old fleet number. Now all we needed was to host a regatta.

We chose Lake Pepin on the mighty Mississippi river for our home lake and first regatta site. It has been favorite cruising grounds for a couple of our members for years. It has big open water with scenic bluffs, and bald eagles to boot! Finding the right location is important for a regatta. It should be relatively close to a town with restaurants and the like. Camping should be nearby and the beach has to have good sand for the boats. We found a campground that fit the bill. However, the site had one minor drawback. Given that every location has some flaw, our major drawback was getting the boats to the beach. The campground only allowed vehicles into the camping area for loading and unloading at the tenting sites. There was a sizable hill (with a narrow driveway) that wouldn't be too friendly for unloading boats. ATV to the rescue! We used a Yamaha Rhino, sort of a golf cart on steroids, to pull the boats and trailers down the hill and across the sand. We were fortunate that the park enthusiastic about bringing groups like ours to their facility and town. They were very helpful in our cause.



at Your First Time

st Regatta

Probably the most important aspect of planning a regatta is a budget. You have to adjust your entry fee accordingly. What are you going to include? Meals, t-shirts, beverages, race committee needs, chase boats, and trophies are all things that have to be taken into consideration in the budget. What will you charge for youth boats (if anything)? Everything adds up much faster than you would like. As I write this, two days after the event, I'm hoping that there won't be too many out of pocket expenses for our fleet.

All said and done, it was a very pleasant experience. I think that for a first regatta, ours was a success. Our Division chair told me not to expect too many boats. A new event in a new location it takes some time to generate interest. Although the turnout for our first year wasn't what we had hoped for, in hindsight it was actually a blessing. It afforded us the opportunity to work out some of the kinks on a smaller scale to prepare for a larger turnout next year.

For those interested in starting a fleet, I would highly recommend it. There is some effort required, but if you are lucky (like me) you can find other fleet members are very supportive in the completion of the fleet's goals. Our regatta even yielded us four new members. Get out there, promote your fleet and make our sport visible! Growth will come with it.



PAT HARRIS



PAT HARRIS

Hobie 17 - Hobie 18 - Hobie Tiger

2008 Hobie Cat North American Championships

Harrison, British Columbia

August 25 - 29, 2008



NOTICE OF RACE

Organizing Authority

The Hobie Class Association of North America, Vancouver Fleet 214, Kelowna Fleet 263 and Hobie Class Association Division 4.

Schedule

The dates for the event are August 25-29, 2008. The daily event schedule will be announced on the event website: www.2008hobienac.com. The Division 4 Championships Regatta will be held prior to the event on August 23/24 at the same location. All competitors are invited to attend.

Rules

The event will be governed by the ISAF RRS, the IHCA Class Rules and this Notice of Race except as modified by the Sailing Instructions. RRS 44.1 and 44.2 (Alternative Penalties) will be changed so that only one turn, including one tack and one jibe, is required.

Eligibility

The ISAF Competitors' Eligibility Code applies (ISAF Regulation 19). All crew members must be paid members of the HCA-NA (or other National Hobie Class Association) and their MNA (US SAILING, CYA, Federacion Mexicana de Vela, etc.).

Registration

Hobie 17:
\$250 USD before June 30, 2008
\$275 USD July 1- July 31, 2008
\$300 USD after Aug 1, 2008

Hobie 18, Tiger
\$350 USD before June 30, 2008
\$375 USD July 1- July 31, 2008
\$400 USD after Aug 1, 2008

Registration form and addresses will be available on the website. Competitors need not pre-register for the preceding regatta.



Equipment

All boats must conform to H-17/18/Tiger Class measurement rules. All boats will be weighed prior to the commencement of racing. Charter Boats may be available. See website for information.

Competitor's Insurance

Each Competitor must show proof of liability insurance with a minimum coverage of \$100,000 (USD) with valid coverage for organized racing in Canada. Competitor's proof of insurance and coverage must be available for review at registration.

Sailing Instructions

The Sailing Instructions will be made available at registration.

Prizes

Awards will be presented to the top fifteen finishers in each class at a minimum.

Accommodations

Bungalow Motor Court (regatta HQ) 604-796-3536
(Limited Camping available at the Bungalow)
Harrison Village Motel: 1-800-488-3121
Executive Inn: 1-888-265-1155
Glencoe Motel and RV Park: 1-604-796-2574

Air transportation

Harrison Hot Springs is located approximately 2.5 hrs east of Vancouver, BC. Air Transportation is available through Vancouver International Airport (YVR) and through Abbotsford International (YXX) (approx 1 hr from regatta site.) Pickup may be arranged.

Please visit www.2008HobieNAC.com for more information.

Event Chairs: Paul Evenden, (604) 816-3043
Gillian Thomson, (250) 764-1104
chair@2008hobienac.com

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 current 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: **Mimi Appel**, mimiappel@aol.com





Matt Bounds, *HOTLINE* Editor

Let's Get Technical

Analyzing your sail shape with a digital camera

Having the right sail shape is critical to maximizing boat speed. Basic sail shape is described by the amount of depth (draft) and the position of the depth along the length (chord). Both are expressed as percentages of chord length. But how do you know what's right?

The amount of draft controls the power, acceleration, and drag of the sail. More draft creates more power and acceleration; while a flatter sail has less drag and a narrower angle of attack for closer pointing. A deep sail is best to punch through waves and chop, and after tacking. A flat sail will be faster in smooth water and in heavy air. Heavier crews will want a fuller sail (more power) than light crews in the same conditions.

The draft position should be

maintained at about 35%–45% to keep a smooth, even shape. A draft forward sail will be more forgiving steering in waves, and will create less drag; a draft aft sail will be better for pointing, but is a higher drag shape. Flatter mains work better with jibs to keep air moving through the slot.

You can get a rough idea of your sail's shape by eyeball, but the only way to know if your sail is really in the ballpark is to measure it. Back in the "old days" – before digital cameras and affordable personal computers – we measured our sail shape the only way we knew how. We rigged up the boat, flipped it over, then got out the string and measuring tape. It was tedious, time consuming and required a helper. With the advent of digital photography and photo manipula-

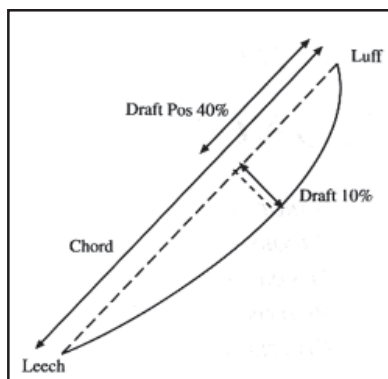
tion software, it's now become easier than ever to take stock of your sail. There are two ways to do it – direct comparison and actual measurement.

Direct Comparison

This method requires a photo of a sail that you know is fast. For the Hobie 14, this is as easy as going to Bob Curry's tuning guide posted on the Internet. There's a photo of Bob's sail, taken from a perfect angle. All you need to do is take a similar photo of your own sail.

Open the "fast photo" in a program like Photoshop. Open your photo, then copy / paste it on top of the fast photo. Photoshop automatically creates a new layer when you do this. Set the layer transparency to about 50% so you can "see through it" to the fast sail

Basic sail shape terminology



Bob Curry's "Fast Sail"



My "Slow Sail" on top of the "Fast Sail"



underneath. Use rotation, scale and skew to get the photos to line up with each other. This can be tricky, but use the mast and batten ends as reference points.

When you're done with adjusting the photo, you can see the shape differences in the battens. In the case of my 14, I discovered that my draft was deeper and further forward than Bob's.

Fortunately, there was an easy solution. All six of my 14's battens were tapered. I replaced the lowest two battens with new, un-tapered ones, cut off the tapered ends of the old lower battens and replaced battens #3 and #4 with them. I left the top two tapered, since that's necessary to get enough draft in that part of the sail.

Another photo of the new setup, laid on top of the original photo illustrates the changes. I didn't want to go as flat and as far back as Bob's sail, since I need more power, since I weight about 40 lb more. This sail shape proved to be very fast in heavy air and pretty good in the medium stuff, when I could keep up with the lighter guys.

Actual Measurement

If you don't have access to a fast sail's photo, then you can still measure your draft using your own photo.

Take two photos, one from the head of the sail and one from the foot. Bring each photo into your image editing program. Rotate the photo until the first full batten that you can see is level from luff to leech. In Photoshop, you can pull a horizontal guide line out of the ruler and line it up on the batten end cap and the mast. Draw a horizontal line on the chord from the batten end to the mast. Pull another horizontal guide line out and down until it is tangent to the deepest part of that batten. Draw a vertical line from the center of the tangent up to the chord line. You can now use Photoshop's rulers to measure the

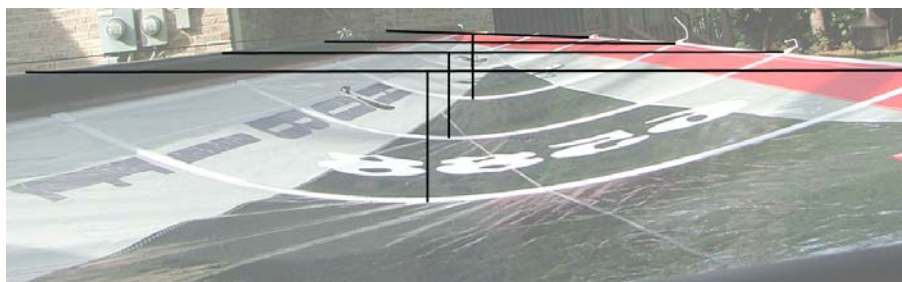
Old (tapered) vs. new (untapered) battens



chord length, draft and position of max draft (distance from the beginning of the chord line to the intersection of the draft line). Simple division gives you the max draft and position of max draft percentages. Repeat for each of the other battens. You'll need to rotate the photo for each batten to bring them level. Now repeat for the other photo (one taken from the head).

When you tabulate the results, you'll notice that you get different results for the same batten from the two different photos. This is caused by lens distortion, the battens not being perpendicular to the viewing angle and the difficulty of judging exactly where the leading edge is on the mast, especially on the uppermost battens. Also, the further the batten is away from you, the less accurate the measurement will be. Therefore, take the results with a grain of salt. After all, you just want to know you're in the ballpark.

You can play around with your batten tension, downhaul, etc. to see what effect the controls have on the sail. Ultimately, though, you've got to go sailing and test out what you've measured. That's the only way to really know if you've got a fast shape.



Hobie 17 Sail Measurements

Left table is from bottom photo; right table is from top photo.

Batten	Max Draft	Pos MD
1 (bottom)		
2	7%	38%
3	9%	40%
4	10%	41%
5	14%	41%
6 (top)	14%	42%

Batten	Max Draft	Pos MD
1 (bottom)		
2	14%	44%
3	15%	40%
4	17%	43%
5	18%	42%
6 (top)	18%	44%



2007hcaboardofdirectors

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on the web

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

www.hobieclass.com

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

www.hobiecat.com

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

www.hobiecat.com/support

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

www.hobiecat.com/community

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

www.hca-na.org

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

www.hca-na.org

[Guest Expert Program](http://www.hc-na.org)

www.hc-na.org

For Local and Country contacts:
hca-na.org

additional resources

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NAME (PLEASE PRINT CLEARLY) _____ Member # _____

ADDRESS _____

CITY, STATE/PROVINCE, ZIP _____

COUNTRY _____ E-MAIL ADDRESS _____

HOME/CELL PHONE _____ DIVISION _____

WORK PHONE _____ FLEET _____

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

Hobie 14
 Hobie 16
 Hobie 17
 Hobie 18
 Tiger
 Hobie 20
 Wave
 Other Hobie: _____

Please check all that apply

Please send me a new membership card
 This is a renewal I am a new member
 I usually sail as a skipper. I usually sail as a crew.
 I am a Division Chair I am a Fleet Commodore
 Please send me mailings on Hobie-related products
 Put me on the list for the Women's International Class Assn.

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, HCA Membership Card, *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. \$ _____

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

Youth (Independent) \$15.00 Under 21 years of age. Same benefits as Standard. Youth age: _____ \$ _____

Family \$10.00 (Top Cat, Standard or Foreign members may purchase additional memberships for family members at \$10 per card) Same benefits as Standard, but you will not receive the magazine. # _____ cards @ \$10 each \$ _____

Name(s) on Youth/Family card(s): _____ ; _____

Donation to Youth Program: \$10 \$25 \$50 Other \$ _____ \$ _____

TOTAL \$ _____

Release and indemnity agreement:

I acknowledge the risk of injury to my person and property while participating in sailing events. I will rely upon my own judgement and ability while participating in IHCA/HCAofNA sanctioned events and assume all risks of injury and damage arising out of such participation. I will not sue or make any claim whatsoever against the IHCA or HCAof NA, its Division or Fleet organizations or the organizers of events as a result of such participation.

Signature of sailor /Date (Parent's signature if youth is under 18 years old) _____

Payment Enclosed (\$us only): check (u.s. banks only) money order
(credit cards accepted only on Internet memberships / renewals)

Join via the Web!

WWW.HCA-NA.NET/REGISTRATION/MEMBERSHIPFORM.PHP



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Phone 774•286•9586

hobiemembership@gmail.com

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Multihull Council Golden Anchor Membership Form
 Make sure your voice and membership are counted for multihulls
 New _____ Renew _____ Membership ID _____ (if known)



Anniversary Dates are March 31 or September 30
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Golden Anchor Memberships are now accepted for 1, 2 and 3 Years

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Address		
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Phone	Email	
Boat(s)		
Primary Racing: One Design? Portsmouth? Other? (specify)		

Phone numbers are for MHC/Portsmouth contact only, not for release
 Addresses are for MHC/Portsmouth contact plus E-USSAILING only,
 the email news service from US SAILING

YES! Count me in at the following level: (Regular rates are shown at bottom of page)

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- \$ _____ \$ @ 40 **Individual** Includes individual foreign
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- \$ _____ \$ 250 Supporting - one year
- \$ _____ \$ 500 Benefactor - one year
- \$ _____ \$1,000 Patron or President's Club - one year
- \$ _____ \$ 10 **Special** one-year, 6-issue subscription to **Multihulls Magazine**
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Yes, I want to support one or both of these MHC programs:

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Please print and mail with check payable to
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 If questions or problems, please email john.e.williams@comcast.net

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HOBIE'S PROFILES:



NAME: Jolliam "Jolly" (pronounced jo-lee) Berríos

HOME FLEET: Puerto Rico Hobie Fleet 133

AGE: 29

PROFESSION: Trade Marketing Manager for Heineken in Puerto Rico (somebody has to do the dirty work!!!)

HOBBIES: Sailing, traveling, gym and of course....DANCING!

LAST BOOK READ: La Reina del Sur Author: Arturo Perez Reverté, Lonely Planet, Fiji (I wonder why???)

LATEST ACCOMPLISHMENT: 3rd place North American Hobie Cat 16 Championships, 1st Place Madcatter Regatta, Olympic Committee Athlete of the Year 2005 (Female -Sailing)

WHY I DO WHAT I DO: Both my work and my hobbies make me feel alive. I love to know that there is always an adventure on the way. I have **never** been able to say , "I am bored". Best of it all are the people around me.

QUOTE: "De Puerto Rico para el Mundo!!!"

HER BOAT: I am the crew of a 2006 Hobie 16 with beautiful Heineken green sails. Francisco (my skipper) and I fell in love with it when we first sailed it. It is known by different names: "The Heineken Boat", "The Green Boat", "The Broccoli", "El saltamonte" and the one I love the most ... "Our beast".

NAME: John McKnight

HOME FLEET: Commodore, Hobie Fleet 36 and the Catamaran Association of Biscayne Bay, Miami, Florida.

AGE: 61. I have been sailing since 1963. I have sailed and raced Hobies continuously since 1974. H-16, H-18, H-20

PROFESSION: Retired United Airlines pilot

LAST BOOK READ: Tuesdays with Morrie by Mitch Albom

LATEST ACCOMPLISHMENT: Recently completed a 38 year career of professional flying. I flew for the US Air Force, Air Florida, Eastern Airlines, US Airways, and United Airlines.

HOBBIES: Photography, yoga, travel, radio controlled sailboat racing. I also write articles about our fleet races.

WHY DO I DO WHAT I DO: I am passionate about promoting catamaran sailing and racing. I like seeing others out enjoying their boats, the water, and their friends.

QUOTE: "Getting old is not for sissies"

PROFILE: Married to my lovely wife, Linda, for 30 years. We have two grown sons, Tobin and Sean.

HIS BOAT: A 1993 Hobie 20. I am the current RC-27 (radio controlled sailboats) World Champion. Okay, there were only 10 boats racing, but the competition was tough.



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