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NORTH AMERICAN REGION

HOBIE CLASS

HOBIE
RACING

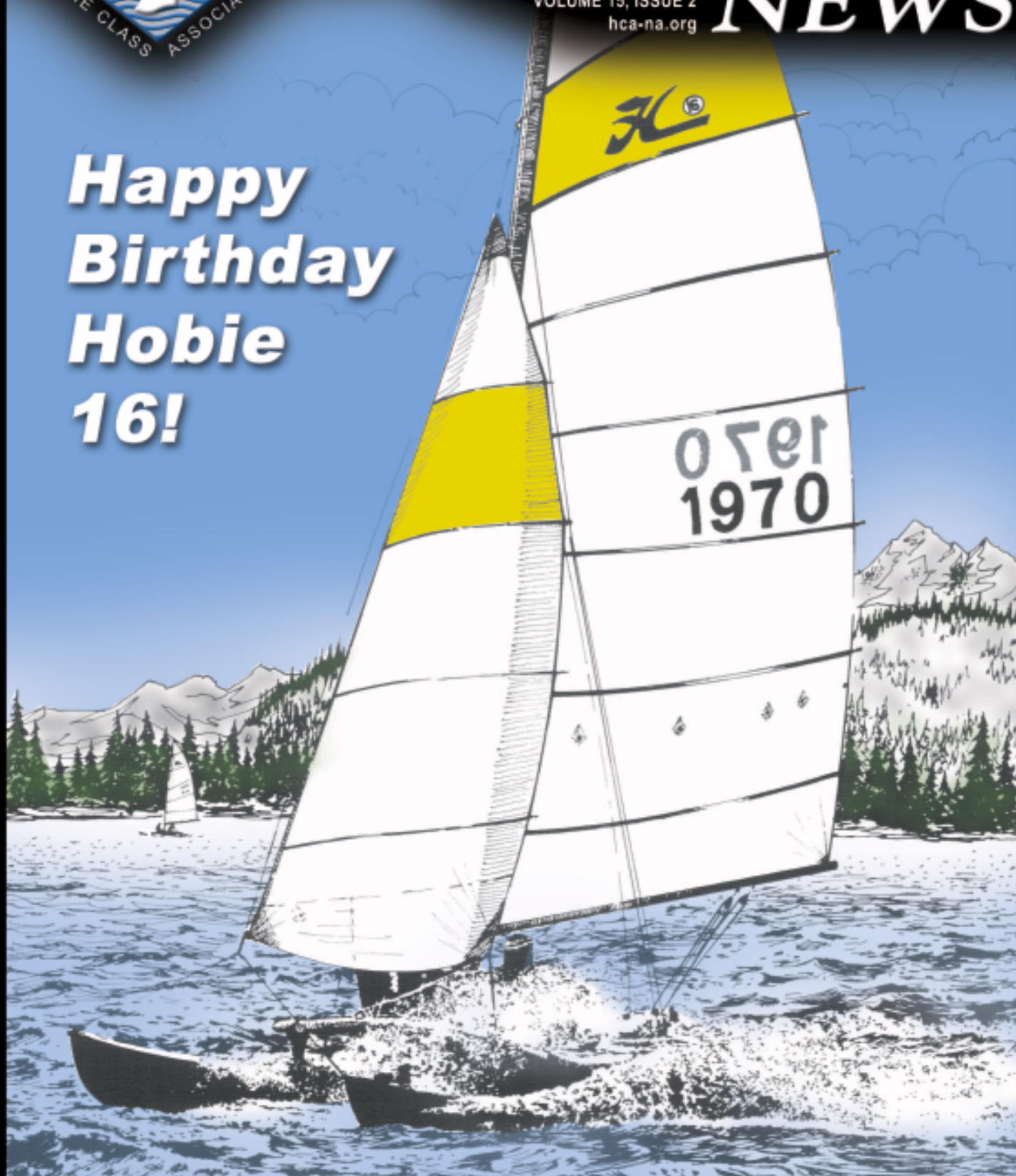
HOBIE CLASS ASSOCIATION OF NORTH AMERICA

HOBIE CLASS
ASSOCIATION

March - April 2005
VOLUME 15, ISSUE 2
hca-na.org

NEWS

**Happy
Birthday
Hobie
16!**



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HOBBIE CLASS NEWS

The official publication of the Hobie Class Association of North America

MARCH – APRIL 2005
VOLUME 15, NUMBER 2

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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.

HOBBIE CLASS NEWS
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Spring Is On Its Way!



As this issue emerges, many areas of our region are beginning to believe winter might give over to spring after all. The anticipation of another rewarding season of sailing is in the air. Not that winter stopped such stalwarts as the participants of the Hobie 14 Frostbite Series in the New England area—now that's addiction and devotion to the sport! The less venturesome of us are instead making plans to travel south for the Midwinters East and West. This will lead us into another great sailing season. Some took extreme measures to escape the cold by going "down under" to Australia for the Hobie 17 Worlds and the Hobie 16 Australian Nationals in January.

I want to thank those divisions and fleets who invited me and other HCA officers into their Annual General Meetings, by phone or in-person, to meet sailors and hear their inputs on Hobie sailing and the HCA. Some groups have struggled valiantly with the transition back to our roots and I'm proud of their personal sacrifices to alter the status quo and host Hobie One-design regattas—or, as Matt Miller likes to say, "Class Racing," since we have several one-designs in Hobie-dom. Across the region, this has been much more successful than was envisioned last fall.

Another heart-warming development is the enthusiastic and generous support of youth sailing by North American sailors. Mimi Appel reports that Youth Program donations so far this year are nearly double the previous year. Thanks to your generosity, this is one way we are investing in the future of Hobie sailing. But, it takes much more than money to make a difference. It is the many hours of creative and hard work that are put into coaching and encouraging our young sailors that make a lasting difference. I just heard about an eight-year-old who received a first place trophy with his name on it for winning a regatta last year while crewing with his dad. This young person is now hooked for life, thanks to the perceptive action taken by one of the regatta organizers. Consider how you can contribute this season as our regattas and other events get underway.

Kicking off the major events in the region this year will be the 4th Annual Hobie Tiger Worlds, being held in Santa Barbara, CA, just about the time you read this. Event Host Steve Leo is working day and night to orchestrate a tremendous event. We are getting close to breaking 100 teams from around the world ... in a BYOB championship! Three months later, just a few miles south in Ventura, CA, the Hobie 16 North American Championships will take place with Youth, Women and Open divisions. Other North American Championships are being planned in other parts of the country along with a handful of Area Championships. And, our dedicated Hobie 17 sailors are investigating a World Championship on the East Coast in a year or two.

So, whether you have the opportunity to participate in one or more of these events—or give a boost to youth sailing—or bring along a new Hobie sailor—or just enjoy the sailing and racing with family and friends—have a great season!

Ed Muns, HCA Chair

mar / apr 2005

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photo / illustration credits

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 Clean Air Flat Water – **Terri McKenna**
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 Hobie History – **Hobie Cat USA / Hobie HOTLINE**
 Just In Off the Wire – **Dan Kulkoski / Matt Miller**
 Signal Boat – **Stuart Crabbe / Mike Walker**
 Know the Rules! – **Stuart Crabbe / Mike Walker / Matt Bounds**
 Membership Matters – **Stuart Crabbe / Mike Walker / Liza Cleveland / Matt Bounds**
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HCANA, US Sailing

on the cover

A tribute to the Hobie 16 at 35
Hand tinting by Matt Miller

2005 regatta schedule

World Championships www.hobieworlds.com

Trapeze H16 Worlds July 4-9 Kelowna, BC Canada
 Hobie 16 Worlds Oct 24-Nov 4 Nelson Mandela Bay, RSA

North American Championships www.hca-na.org

Hobie 16 Youth July 20-22 Ventura, CA Page 19
 Hobie 16 Women July 20-22 Ventura, CA Page 19
 Hobie 16 Open July 23-29 Ventura, CA Page 19
 Hobie 18 / 20 September 12-17 Clear Lake, IA Page 21
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HCA Area Championships

MadCatter May 21-22 Syracuse, NY NOR Page 17
MidAmerica's June 11-12 Lk. Texoma, OK NOR Page 18
North Central AC's August 19-21 Des Moines, IA NOR Page 20
North West AC's September 3-4 Harrison, BC Division 4

HCA Sanctioned Division Regattas

Division 1—Hawaii

Contact: Bobby Wythes 808-261-0294, hhca13@aol.com

No sanctioned events scheduled

Division 2—Southern CA / AZ / NV

www.hobiedivision2.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
51	April 9-10	Lukemia Cup Lake Mead, NV	Gordo Bagley	702-266-6582
66	May 7-8	Cinco de Mayo Peurto Peñasco, MEX	Bill Feil	480-706-5898 Bfeil81598@aol.com
3	May 28-29	Memorial Day Regatta Hurricane Gulch, CA	Karl Wagner	310-378-0249 ksbcw@verizon.net
434	June 11-12	Lake Arrowhead Regatta Lake Arrowhead, CA	Chris Dunn	909-336-6769 dunndli@charter.net
51	June 18-19	Big Bear Lake Big Bear, CA	Dave Martin	702-914-8099
3	July 9-10	Bluewater Ventura Ventura, CA	Jeff Petron	805-388-9759 Luv2roost@earthlink.net
4	Sept 10-11	San Diego Classic San Diego, CA	Brian Borcherding	619-501-6784 bbdogyard@yahoo.com
66	Oct 8-9	Piñata Regatta Peurto Peñasco, MEX	John Eger	520-749-4295 egerfam@aol.com

Division 3—Northern CA

www.hobie3.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
240	April 23-24	Kick-Off Santa Cruz, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
	May 7-8	Viento Fiesta Lake Comanche, CA		
20	May 21-22	Wet & Wild Regatta Woodward Reservoir, CA		
	June 11-12	Round Treasure Island Regatta Alameda, CA		
17	July 9-10	Whitecaps Regatta Union Valley Res., CA		
240	July 16-17	Otter Regatta Monterey Bay, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
62	Aug 6-7	Mile High Regatta Huntington Lake, CA	Hobie Fleet 62	fresnohobiefleet62.org
240	Aug 27-28	Moss Landing Challenge Santa Cruz / Moss Landing, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
281	Sept 10-11	Shark Feed Bodega Bay, CA		
240	Oct 8-9	Turkey Regatta Monterey Bay, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com

Division 4—Pacific Northwest

www.hobiedivision4.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	May 28-29	Kirkland Splash Kirkland, WA	Bob Johnson Dan Carpenter	206-604-8686 rgjohnson@seanet.com
214	June 18-19	Jericho Classic Vancouver, BC	Mark Jones	604-983-2319 fleet214markjones@hotmail.com
95	July 16-17	Sudden Valley Points Regatta Bellingham, WA	Bob Johnson	206-604-8686 rgjohnson@seanet.com
95	Aug 13-14	Div. 4 Championships Skamokawa, WA	Chris Kelsey	360-256-3809 ckelsey@pru-nw.com
Div 4	Aug 20-21	Lake Quinalt Points Regatta Lake Quinalt, WA	Al Jones	360-249-3388 alan@techline.com
214	Sept 2	WOW and Youth Clinic Harrison Hot Springs, BC	Laura Sullivan	425-432-7749 mslauras@earthlink.net
214	Sept 3-4	NW Area Championships Harrison Hot Springs, BC	Mark Jones	604-983-2319 fleet214markjones@hotmail.com
95	Sept 17-18	Westport Points Regatta Westport, WA	Peter Nelson	206-772-2662 nelson.peter@comcast.net

Division 5—Mountain States

www.hobiediv5.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
48	May 28-29	Memorial Day Regatta - Div V Champs , Heron Lake, NM	Mike Grimes	Commodore@HobieFleet48.org
50	June 11-12	Prairie Winds Boyd Lake, CO	Sean Tracy	seant@frii.com
61	June 25-26	Tropical Dreams Regatta Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com
156	July 15-17	That One Particular Regatta Glendo Reservoir, WY	Nick Hopkins	wyfleet156@hotmail.com
198	July 30-31	Angostura Division Angostura, SD		fleet198@hotmail.com
67	Aug 20-21	Wild Bill Thrill Flaming Gorge, WY	Jarrod Marx	Marx5461@msn.com
51	Sept 2-5	Mac Attack Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com

Division 7—Prairie States

www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
10	May 21-22	Ice Breaker Regatta Clear Lake, IA	Chris Wessels	641-425-8720 xanderwessels@yahoo.com
192	June 11-12	Bent Mast Regatta Lincoln, NE	Mike Brindisi	402-339-4618 mike@selectsail.com
291	June 25-26	Old Timers Regatta Yankton, SD	Marc Erickson	605-338-8424 erickson@securitylabs.com
474	July 16-17	Swap Meet Regatta Spirit Lake, IA	Wendy Rice-Larson	712-732-1532 mdrice3@cox.net
475	Aug 6-7	Division 7 Championships Storm Lake, IA	Andy Larson	712-732-1532 larsona@iw.net
84	Aug 19-21	North Central Area Championships Des Moines, IA	Angie Willson	515-967-3561 TARHEM@aol.com
10	Sept 10-11	The Last Regatta Clear Lake, IA	Jeff Griffin	641-529-2029 griffinwins@yahoo.com



Division 10—Great Lakes / Midwest

www.HCADivision10.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
276	June 25-26	Regata de Gatos Port Burwell, Ontario	John Bauldry	248-620-4768 hobie826@aol.com
519	Sept 10-11	Sail 'n Soak Regatta Austin Lake, MI	Jerry Mohney	269-327-4565 hobie481@aol.com

Division 11—Mid-Atlantic

www.catsailing.com/division11

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
106	May 7-8	Delaware State Hobie Champs Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net
267	June 4-5	Spray Beach Spray Beach, NJ	Andrew Keller	609-492-1713 amk5@columbia.edu
250	June 11-12	Sandy Hook Sandy Hook, NJ	Jacques Pierret	908-583-6558 PierretJ@coned.com
416	Aug 20-21	Barnegat Breezer Barnegat Bay, NJ	Chris Begrow	215-822-2528 cbegrow@aol.com
443	Aug 27-28	Wildwood Classic Wildwood, NJ	John Shaw	609-898-2150 jshaw3@comcast.net
416	Sept 10-11	Brandt Beach Beach Haven, NJ	Tom Kimmel	609-492-5352 sbyctom@aol.com
416	Sept 17-18	Shore Acres Yacht Club Shore Acres, NJ	Randy MacConnell	732-864-1841 rmac5737@comcast.net
250	Sept 24-25	Rehoboth Sailing Club Rehoboth Beach, DE	Greg Raybon	732-747-4327 graybon@comcast.net

Division 12—New England

hobie-div12.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
209	June 4-5	Sebago Lake Regatta Raymond, ME	Al Johnson	603-895-1327
448	July 9-10	Rhode Island Classic Quonset Point, RI	Sean Esten	401-433-2684

Division 13—Mexico/Carribbean/Central America

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
236	Feb 12-13	Copa Scappino Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Feb 19-20	Copa La Peña Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Mar 21-22	Copa Palacio Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Apr 16-17	Copa Izar Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	May 5-7	Copa Agua Brava Acapulco	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	May 20-23	Regata Puerto Vallarta	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	June 4-5	Regata de la Marina Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	June 18-19	Regata Veracruz Veracruz	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	July 8-10	Copa Cummins Progreso	Alberto Ponce G.	52-999-930-1300 aponce@megamix.com.mx
904	Aug 20-21	Multisur-Pac Nav Progreso	Gerardo Diaz	52-969-935-1680 gdiaz@grunape.com.mx
236	Sept 16-18	Regatas de Independencia Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 1-2	Oktoberfest Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 15-16	Copa Marinazul Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 29-30	Nacionales Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 19-20	Copa Federación Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 26	Copa Pro-Valle Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com

www.hca-na.org

Division 14—N. TX, OK, AR, S. KS

Contact: Mark Bengé 405-733-0395, rmbenge@aol.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
91	May 14-15	Cowtown Cats Baja Beach, Lake Benbrook, TX	Gary Godbold	817-731-0542 railray@flash.net
63	May 21-22	Hobie14 Divisionals Lake Thunderbird Boathouse, OK	Bryan Rainbow	405-321-5112 brainbow@mparch.com
241	May 28-29	Sand Snakes Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
23	June 11-12	Mid America's Area Champs Lake Texoma, OK	Laurie Cronan	972-625-4736 lcronan@ev1.net 918-224.6573 DLmcintosh@DIRECTV.c om
25	June 25-26	Tulsa Cat Fight Keystone Lake, OK	Donna McIntosh	316-744-8513 Mathia1620@yahoo.com 580-248-6396 hobie18@cottoninternet. net
27	July 16-17	Prairie Regatta Lake Cheney, KS	Scott Mathia	316-744-8513 Mathia1620@yahoo.com 580-248-6396 hobie18@cottoninternet. net
251	Aug 13-14	Okie Champs Lake Lawtonka, OK	Briggs Sage	501-868-8801 sales@littlerockweb.com 918-224.6573 DLmcintosh@DIRECTV.c om
27	Aug 27-28	Catchase Lake Cheney, KS	Scott Mathia	316-744-8513 Mathia1620@yahoo.com
241	Sept 3-4	Arkansas State Champs Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com 918-224.6573 DLmcintosh@DIRECTV.c om
25	Sept 24-25	16 Divisionals Keystone Lake, OK	Donna McIntosh	940-637-2485 SheilaHolmes@ntn.net
23	Oct 1-2	Shegatta (WOW) Lake Ray Roberts, TX	Sheila Holmes	940-637-2485 SheilaHolmes@ntn.net
23	Oct 8-9	Daggerboard Lake Tawakoni, TX	David Mimplitch	903-447-4024 dimplitch@dmcmail.com
23	Oct 29-30	Dallas Regatta Lake Lewisville, TX	John Webster	972-250-1152 websterjohn@cs.com

Division 15—FL Panhandle, MS, AL, Eastern, LA, Western TN

Contact: Brad Stephens 850-235-2281, sunjammerspcb@aol.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
HCA	April 16-17	MidWinter's East Ocean Springs, MS	Ocean Springs Yacht Club	www.osyc.com
134	Aug 20-21	30th Ann. Broken Mast Regatta Arkabutla Lake, Hernando, MS	Damon Linkous	damon@TheBeachcats.com www.fleet134.com

Division 16—Upstate NY, Ontario

www.nahca-div16.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
204	May 21-22	29th MadCatter / NE Areas Syracuse, NY	Rico Quatrone	315-446-9868 deq204@netzero.net
183	June 11-12	Ontario Hobie EYC Regatta Toronto, Ontario	Dan Borg	Dan_Borg@toyota.ca
276	June 25-26	Regata de Gatos Port Burwell, Ontario	John Bauldry	248-620-4768 hobie826@aol.com
119	July 16-17	Hobie Kenobie Angola, NY	Bob Burns	burnsmeup@verizon.net
295	Aug 6-7	Rohrbach Ontario Hobie Regatta Hamlin Beach Park, NY	Marie Gibson	585-234-2453 regatta@fleet295.com
238	Aug 13-14	The Great Sacandaga Regatta Albany, NY	Mike Hands	handsondeck@msn.com

At press time, the following HCA Divisions did not have any sanctioned events scheduled for 2005:

Division 6—South TX, Eastern LA

www.catamaran.ws

Contact: Mike Rohrer 512-335-2865, mrohrer@militho.com

Division 8—South Florida

Contact: Bob Johnson 813-960-1937, johnsonro@pcsb.org

Division 9—Southern Atlantic

www.hobiediv9.org

Check the Division Web site or with the Division Chair for the most current information.

hobiehistory

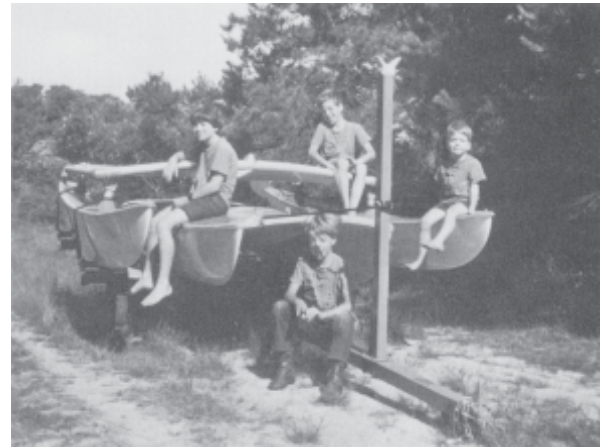
10, 20 & 30 Years Ago

Fifth Annual Hobie Cat Midwinter's West. February 8-9

Whether you want to race, or sit on the sun, or sit just peacefully by each hole under a displaced roof eave, a week away of this sailing fest all it took to know you'll come to the right place!

A Perfect Regatta!!

The Thirty-fifth Midwinter's West Regatta will be over by the time you read this. For thirty years, it's been in San Felipe, the perfect spot for a perfect winter escape regatta.



1975

William Kinhead of West Redding CT shows how he gets his toys (and his boys Doug, Jim, Peter and Tim) to the beach in Chatham, MA. That's a Hobie 14 on top and a Hobie 12 MonoCat in the middle. Hopefully, these boys (who are now in their 30's and 40's) have passed on the Hobie Tradition to their children. Another Hobie generation showed their stuff in Syracuse last fall—their stories start on page 34.

The 16, 17 and 20 aren't the only boats with milestone birthdays this year. The Hobie 3.5 (12 feet long) was introduced in 1975. The "mini 14" never quite caught on, but you can still occasionally find them on eBay. It was (and still is) a great boat to teach a kid to sail.

Ah, the ubiquitous Cat-Rak. Sure sign of the casual sailor. What a great idea, though! You can still buy a classic plastic Playmate cooler today for only \$30, or you can go upscale with stainless steel version for a mere \$130!

PERFECT COMPANIONS!

COOL-RAK Designed to hold the popular PLAYMATE and LITTLE PLAYMATE beverage coolers by IGLCO

- Fits Hobie 16, 18
- Mounts low on center line
- Easy to use push button lock with sewing down lip
- Back panel sealed for maximum protection
- All stainless steel mounting hardware
- Rubber interior, no metal to metal contact
- Easy on and off

Your IGLCO cooler is rugged high impact plastic. A tough hide that won't chip, rust or corrode. 3 year guarantee.

COOL-RAK complete with (stainless steel) red blue yellow	\$100.00
PLAYMATE cooler (plastic) 18 cubic	\$40.00
COOL-RAK only	\$60.00
LITTLE PLAYMATE cooler (plastic) 8 cubic	\$40.00
LITTLE COOL-RAK only	\$20.00

Add \$10 charge outside Mainland USA add \$5.00 California shipping and 6% sales tax. We accept check or money orders, MasterCard and VISA.

Card No. _____ Expire _____
 Name _____
 Address _____
 City _____ State _____ Zip _____

CAT-RAK DESIGNS
 19632 Sequoia Bl., Cerritos, CA 90701 (213)665-6671

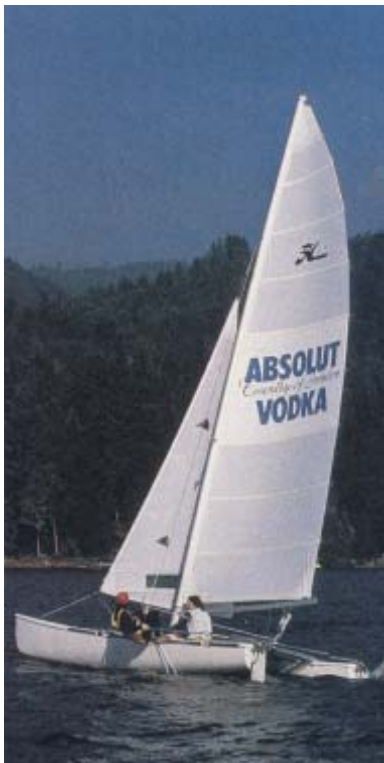
Necessity is the mother of invention



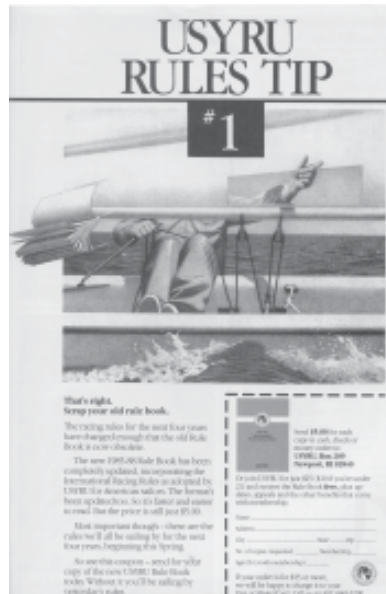
In what has to be the wierdest transport method ever devised, Mike Messier of Key Largo, FL shows how he got his brand new Hobie 14 home from the dealer in Pompano Beach—90 miles away. How did he ever get that past the Highway Patrol?

HOBIE 3.5

see it at your dealers soon!



1985 was the year of big regatta sponsorship from Absolut Vodka. Every major US event—including Area Championships—had them as a sponsor.



Every four years, a new edition of the rules book is printed and 1985 was no exception. Have you gotten your new 2005–2008 Racing Rules of Sailing?



The Hobie HOTLINE began to change in 1985 as the company sought to broaden its appeal. The Hobie Apparel ad above definitely reflects that, although it looks like the art department was making a few too many “trips” to Crazytown.

1985

The layout to the left was from the first “Swimsuit Issue” of the HOTLINE in 1985. Sharp eyes will notice that’s Dan Mangus, current Director of Marketing for Hobie Cat USA (on the left, of course).



Trapeze harnesses were rapidly evolving from the lace-up “diapers” that originally came with the boats, to these aftermarket ones produced in 1985 by Sailing Systems, Inc. But even these look primitive compared to the high tech ones used today. The founder of Sailing Systems, Hugh Greenwald, is currently the VP of Manufacturing at Hobie Cat USA.



1995

In addition to the introduction of the Hobie Wave, 1995 saw the return of the Hobie 21, reincarnated as the Hobie 21 Sport Cruiser. A little bit of foreshadowing calling it the Perfect “Getaway”?



justinoffthewire

Late Breaking News and Notes

New Hobie Cat Product Introductions

Jib cars - Hobie Cat Australia has gone one step further with the Hobie 16 jib car by adding bearings. This allows free movement while under load.

Rudder Blades - This is exciting news! Hobie Cat is reintroducing the EPO rudder ... the EPO2 will be available this Spring. The blade uses a faired version of the EPO foil section. Imperfections were removed and the trailing edge refined. The new EPO2 will be available in three styles. White, Carbon and Kevlar



nahca.org Web Site Has Been Retired

After many years of service, www.nahca.org has been retired. The class now has a new web site with the URL www.hca-na.org. You may notice that the site looks similar to the International Hobie Class Assoc. (IHCA) web site. The HCA, the IHCA, the South African Hobie Class and the some of the European countries are all using the same software package and web server. The new web site will be joined by a sub-site that will be used for our North American championship events. In the past, web coverage of our major events has been variable and dependent on the event host to set up a dedicated site. In the future, the class will provide this service, similar to the way the IHCA uses www.hobieworlds.com to cover all the world championships.

Experimental Hobie 16 Racing Fleet—700Fleet

Within a week of Hobie Division 11 provisionally approving 700Fleet for 2005, the Hobie Class Association (HCA) has also sanctioned this subset of the Hobie 16 Fleet. Division 11 is leading the charge to bring back older and heavier Americans to Hobie 16 racing. Your Hobie 16 and total crew must weigh 700 pounds to race in 700Fleet. If your H16 is at minimum weight, then your crew weight must be over 380 pounds. If you have a heavy boat you can race with less crew weight. The whole payload has to be a minimum of 700 pounds.

Hundreds of sailors left Hobie racing because of boat weight or crew weight. 285 pounds of crew weight is an unrealistic weight for most American teams. When you up the crew weight to 380 pounds, more teams can get into the game, be competitive and have fun. These are the people we are bringing back. 700Fleet will level the playing field. All points regattas in Division 11 will offer 700Fleet in 2005.



Youth Thank You List

The Hobie Class Association Youth Program would like to thank the following people for their generous donations:

2004 (not previously listed):

Agnes Korzeniewski
Dave Heroux
Pedrin Colon
Roger Taha
Daniel Flanigan
Mike Levesque
Wayne Lindholm
Curtis Irwin
Kevin H. Wilson
William Tripp
Rolf Jaegar
Gerald Valeske

2005:

Dave Heroux
Gary Russell
Mr. & Mrs. Todd Wilson
Tom & Sue Korzeniewski
Karl Engellenner
Mark Jones
Morton Fogh
Paul Hess
Craig Parsons
Kim Kymlicka
Mary Pat Dimauro
Ted Cross
Dale Dorschner
Frank Halaschek Wiener
Margaret Harris Martin
Slim Johnson
Jack Kosydar
Guy Lawer
Shala Lawrence
Wendall Maberry
David Novak
Richard Robbins
Mark Sailer
Peter Schaller
William Shafe
Jane Steward
Ernest Walker

The Youth Program would also like to make a special THANK YOU to Fleet 281 and the Bodega Bay Shark Feed Regatta! The \$350.00 proceeds from the regatta auction has been generously donated to our Hobie Youth. Rumor has it that fun was had by all, knowing that the donation was going to a great cause. California Hobie Fleet 281, which is about 75 miles north of the Golden Gate Bridge, auctions off a large bottle of premium wine yearly. The bottle sports a custom etched Shark Feed logo by Catamaran Graphics and the wine is provided by an anonymous donator. Congratulations to Tiger sailor Tim Parsons, who was highest bidder to claim the prize. Thanks again to Mike Montague and Fleet 281.

Women on the Water

In anticipation of the warm weather and sailing, HCA Women's Representative Heather Morrison is asking each Division to consider holding a Women on the Water Clinic. Last year, six clinics were held with a total of 87 participants. They were very successful and the ladies appreciated having the opportunity to develop skills to become effective and confident skippers and crew.

Consider designating one regatta (Hobie Class sanctioned event) this season for a W.O.W. clinic. This means offering one of your best sailors, preferably a woman, to instruct a clinic before or during the regatta specifically for women racers. It's our hope that a brief clinic might help those women who are unsure about participating and need a little "push." Or maybe some women just

need some instruction in racing rules, tactics, or how to sail. This could be an opportunity for them to develop confidence in their sailing and therefore, lead to more participation in regattas. You could hold the clinic Saturday morning of the regatta for a few hours, or designate some time Friday afternoon. Do what you feel would generate the most participation.

Once a regatta and instructor have been chosen, e-mail Heather (sail826@sbcglobal.net) all the details (regatta date and location, instructor name, and division/fleet numbers). She will post it on our HCA Web site and also notify women sailors the e-mail list. If your division/fleet has a website, posting an announcement would be beneficial. In addition, Heather will mail your Division enough Hobie U books for all participants.

Please take some time to discuss this at your next division or fleet meeting and choose a regatta to hold this unique clinic. Heather is accumulating information from each division to advertise the schedule on the HCANA website.

Penalty Turns

In the HCA Competitor Ranking System article in the January / February *HCA News*, the season points formula on page 28 is incorrect. Seems there was a bit of a problem converting the Excel formula:

$$((1-(50*A+4800)/98)*P+A*(50*A+4800)/98 -1)/(A-1)$$

to an algebraic expression:

$$\sum_{x=1}^5 f(x) = \frac{P \left(1 - \frac{50A+4800}{98} \right) + \left(\frac{A(50A+4800)}{98} \right) - 1}{A-1} \Phi$$

Thanks to Rob Wagner for reminding me how long it's been since engineering school (and for providing a corrected formula).



by Bob Merrick, HCANA 1st Vice Chair

Beware the Barger

Cutting in line is not the way to start a race!

It happens at least once a season. You've decided that the signal boat end of the starting line is favored, and it's yours. You've spent the last four minutes inching up to the line. There's a minute to go, and it's the longest minute of your life. The boat is perfectly stationary in the water, and you're positioned so that you can sheet in, bear off and be up to full speed in less than five seconds. You're so close to the signal boat, you can hear them counting down—15 . . . 14 . . . 13 . . .

All of a sudden—another boat comes charging in, trying to sneak into that rapidly shrinking hole between you and the signal boat! Words fly, tempers flare and, oh—by the way—the race started five seconds ago. AAARRGGGHH! #%^(@^\$*## BARGER! Another race in the toilet!

What exactly is barging? There's no definition in the rule book—there's no “anti-barging” rule. Still, “barging” is a term coined by sailors to define a specific scenario at the start of a race that is covered by several rules and definitions. Basically, barging occurs when a windward boat tries to force a leeward boat to bear away so that the windward boat can gain room to pass on the

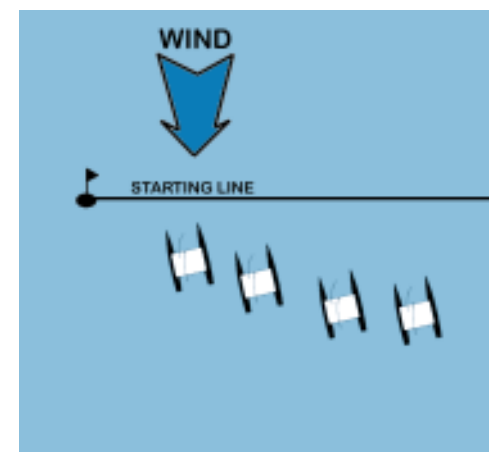
proper side of a starting mark or signal boat. It's a very risky move on the barger's part, with a low payoff percentage. It's also against the rules and can land you in a whole mess of trouble. The worst scenario involves damage to the signal boat, damage to other boats, several boats interlocked on the starting line going nowhere while the rest of the fleet takes off—after that, the protest hearing is the least of your worries. You better start looking up on the Internet how to remove tar and feathers.

The basic rule in play is Rule 11 - a windward boat must keep clear of a leeward boat (see “Rules in Play” box). Another key point to know is that there is **no** proper course before the start. Rule 18 defines the rules for rounding and passing marks and obstructions but rule 18.1a states that rule 18 does **not** apply “at a starting *mark* surrounded by navigable water.” What does it all mean? Basically this means that a boat to leeward is **not** required to give an inside boat room at a starting mark. The signal boat is a starting mark.

Some finer points: the leeward boat in this situation is restricted by all of the limitations in Section B of Part 2 in the Racing Rules of Sailing. That means that the

leeward boat must give the windward boat time and opportunity to keep clear, unless the leeward boat acquires right of way because of the windward boat's actions. If, for example, the leeward boat (L) is sailing a course below the layline to the committee boat and does not head up until the windward boat (W) is already overlapped with the committee boat then W would not have the opportunity to keep clear if the committee boat is in the way. Alternatively, if L is sailing a course to the committee boat W can't sail between L and the committee boat without committing a foul.

The rules create, in effect, a “No Zone” to leeward of the signal boat and windward of the starting line's layline (see the diagram). If you're in this zone, you're in trouble. The “Zone of Death” is to be avoided at



Rules in Play:

DEFINITIONS

Proper Course - A course a boat would sail to *finish* as soon as possible in the absence of the other boats referred to in the rule using the term. A boat has no *proper course* before her starting signal.

11 ON THE SAME TACK, OVERLAPPED

When boats are on the same *tack* and *overlapped*, a *windward* boat shall *keep clear* of a *leeward* boat.

18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

In rule 18, **room** is **room** for an *inside* boat to *round* or *pass* between an *outside* boat and a **mark** or **obstruction**, including **room** to *tack* or *gybe* when either is a *normal part of the manoeuvre*.

18.1 When This Rule Applies

Rule 18 applies when boats are about to *round* or *pass* a *mark* they are required to *leave* on the same side, or an *obstruction* on the same side, until they have passed it. However, it does not apply

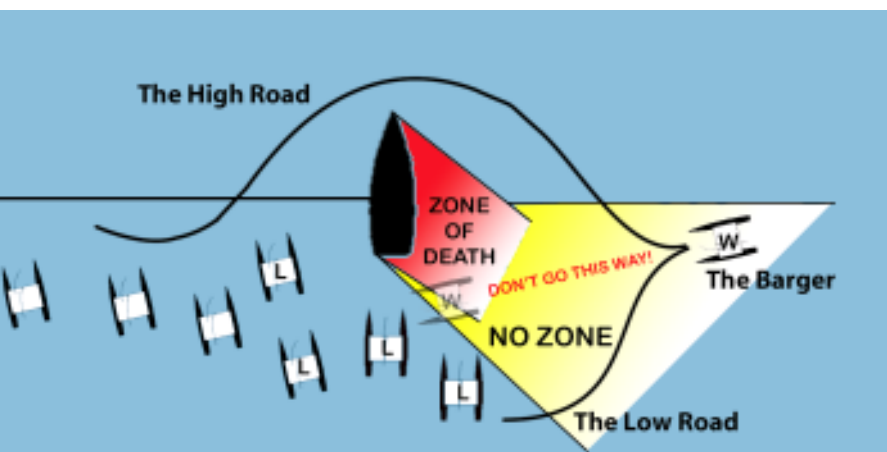
- (a) at a starting *mark* surrounded by navigable water or at its anchor line from the time the boats are approaching them to *start* until they have passed them, or
- (b) while the boats are on opposite *tacks*, either on a *beat* to *windward* or when the *proper course* for one of them, but not both, to *round* or *pass* the *mark* or *obstruction* is to *tack*

all costs. Don't be tempted by that fifteen foot gap between the lead boat and the signal boat. It will go away by the time you get there.

How do you recover if you're in the "Zone?" If there's still time, and it's permitted by the sailing instructions, you can take the high road above the signal boat and dip back down behind the line before the start signal. You'll need to find a hole, and you have no rights, so you'd better play nice. A good line sight is handy, too. Alternatively,

you can be patient and take the low road behind the first rank. You may be late, but at least you have clean air and, as a bonus, you have the ability to tack to the right-hand side any time you want.

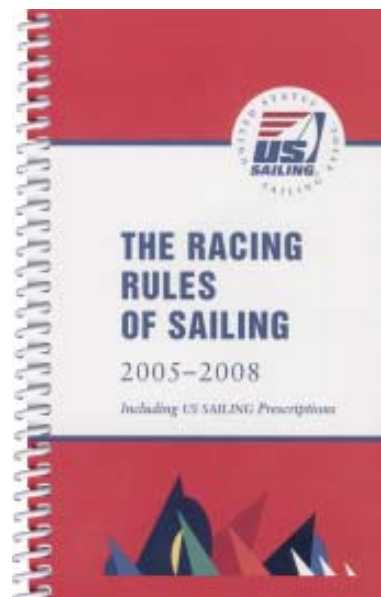
In practice, a signal boat-end start involves patience, timing and top-notch boat handling skills. Key is the ability to keep the boat virtually stationary, yet be able to get up to full speed within seconds. This only comes with practice. Don't practice it by barging.



Do You Have Your Red Book Yet?

As many of you know, 2005 is the beginning of a new Olympic quadrennium. With the beginning of the quadrennium comes the updates to the Racing Rules of Sailing (RRS). The good news is that there are only minor changes, so everything you already know will probably still apply. If you're a member of US Sailing, you should receive a new rule book in the mail. If you're not a US Sailing member, this year is a good year to join and get your book. (There's a membership application on page 36.)

If you've never read the rules book before it can be a bit intimidating with all of its legal speak. If it looks like it's going to be too much to handle, get a copy of Dave Perry's book, "Understanding the Racing Rules of Sailing." Dave is a master teacher and will walk you through all of the rules in an understandable way. If all that sounds like too much reading for you, read Part 2 of the RRS. This is the section titled, "When Boats Meet" and it will cover 99% of what happens on the water. The best news is that Part 2 is only six pages long.





by Paul Ulibarri, HCANA Race Director

RC Watching

What is the race committee telling you?

Competitive sailboat racing is highly dependent on information and experience. It's not a sport for a new person who needs instant gratification. Success comes with experience, and the information gained by it. The sport has thousands of variables, mostly dealing with varying wind velocity and direction, currents, waves, and your boat's proximity to other boats, marks, and obstructions. It's a sport that requires a lot of time to build up a data bank of situations. If you've been working on your boat handling and tuning skills, you will find that by drawing on your experience, you will slowly move up the finish position ladder.

A good source of information is readily available from the Race Committee. (We are making the assumption here that the RC is experienced and knows what they are doing.) Look to Race Committee actions to see what kind of data they are offering directly and indirectly. Direct information is quite basic: Time to start, Course to be sailed, Direction to the weather Mark, plus all of the data in the Sailing Instructions.

Indirect information requires observation, but it's still fairly basic.

Most RC's will arrive on station a hour prior to the scheduled start. If they are not anchored, its safe to assume that the wind is still unsettled and somewhat direction variable. The longer they remain un-anchored the more likely the wind remains unsettled. Once the

Look to the Race Committee's actions to see what kind of data they are offering directly and indirectly

boat has anchored, observe what the pin boat is doing. The pin end may be either a buoy or a flag in the pin boat. For our purposes here lets assume a flag in the pin boat.

If the pin boat anchors soon after the signal boat, you can assume that the wind is somewhat steady, and that the race committee will do a small adjustment just prior to the starting sequence, if necessary. If the pin boat does not anchor and is constantly moving back and forth the wind is most likely doing the same. It's a good indication as to how much the wind is shifting and which direction is prevalent. When he does get anchored you will find that his flag

is a good indicator as to his position relative to the wind and signal boat. You can sight across it to the signal boat to get a more accurate feel for whether the pin end is favored, the line square, or the signal boat is favored. If one end is overly favored, one of three things is happening. Either they don't know how to set a line, or there is current or there is a favored side of the course.

As to the first, sorry about that. As to the second, if there is current, it is easy to check. Drop a low profile floating object in the water next to the pin or signal boat and watch which way it drifts for several minutes. A tight wad of paper works, or a small 4 inch plastic tube partially filled with water and painted orange. These fit in your life jacket pocket, and are highly visible (don't forget to pick it up). If it is a favored side of course you can determine this by sailing with a buddy on opposite tacks for two minutes to weather, tacking and seeing where you come together. The one ahead is on the favored side. Normally a favored side has to do with a nearby shore that parallels the wind, or a strong tide or a situation where the wind is variable and the stronger puffs are prevalent from one side. The

RC has taken these conditions into account and offset the starting line to make the entire line even. For example if the left side of the course is favored, the line will be Signal Boat favored. If the right side is favored the Pin Boat end of the line will be favored.

Pay attention to the Weather Mark boat. Normally they will start their day next to the signal boat. When they leave, watch which direction they go. If they anchor immediately, you can assume the wind is fairly steady and likely square with normal conditions. If they do not anchor immediately, then they are waiting for the last minute to drop the buoy, most likely due to variable conditions. Right or left they are signaling varying direction; nearer or farther they are signaling strength.

Contrary to common belief, the weather mark is not always directly upwind. If they place the mark in a position that is not directly upwind from the starting line, but rather is radically off to one side, then there may be a strong current, a strong favored side or a different wind direction at the weather mark. By sailing partway or all the way up course you can determine which of these conditions exist. Again, if you use the buddy system this is easier to evaluate. You can check the weather mark position from the start line, but you may not be able to determine why they are apparently off position.

On the signal boat there is a person sighting the wind, usually the race officer. He will be periodically holding up a tell tale to determine the wind direction. If you see him continually doing this during the last ten minutes and the

pin boat is not anchored, it's a variable wind (not strength, but direction). He is most likely trying to determine an average wind direction. He is also trying to determine the duration of the shifts. What he will do at the last possible moment is to set the Pin Boat for this average wind direction. Knowing the duration of shifts, he will attempt to set the line square to the wind for the actual start time, which means it may not be square at the start of the sequence. Close observation might also give you a clue as to these shifts, their duration and direction.

If it is variable, maybe the center of the line is the least risk area. On the other hand if you have calculated duration correctly one end may be highly favored for a few minutes. In these conditions, you may not want to get stuck behind the signal boat when the shift goes left during the last minute, no escape from there. Also too close to the pin means you may need to tack to cross. If the tendency is towards right shifts, you may wish to be near the signal boat, and you will find that the pin end of the line has been favored. Remember the RC is trying its best to set the line square, but with a highly variable wind this may not be possible.

If you have determined from all of this activity that the wind is variable all over the course, you might have it in the back of your mind to sail the center of the course and tack on significant wind shifts. In Athens this summer the US Tornado team won the Silver and the Austrians won the gold by both sailing the middle of the

course and tacked on shifts all week. Those who did the traditional bang the corner, one tack to the weather mark, were well back.

If just before or during the start sequence the RC hoists an A/P flag, most likely the reason has to do with wind. Watch the Pin Boat. If he pulls the anchor, note which direction he goes. You will most likely see that if he goes upwind and the weather mark moves right, they are signaling a wind shift all over the course. If the Pin boat does not move, but the weather mark moves right or left that means there may be a wind shift partway up the course and the wind is different at the weather mark. Look for this shift to slowly move down course, and don't be surprised to find a change of course signal when you reach the weather mark.

There are a lot of messages broadcast by the RC, might as well take advantage of them.

What is this man trying to tell you?



membershipmatters



by Liza Cleveland, HCA Membership Chair

Odds and Ends

Thank-yous and statistics

Greetings from Connecticut. Snow is covering the ground, and the days are short. The Hobie 16 is sitting under tarps in the back yard and membership applications are coming in fast and furiously now—keep them coming! Please remember that the HCA membership year is the same as the calendar year, so this issue will be the last one you receive if you don't renew right away for 2005.

I hope you enjoyed receiving the 2005 Hobie Cat calendar—it was a gift from the Hobie Cat Company. Thank you Hobie Cat! Also the complimentary new course sticker that you have either received or will be receiving with your renewal is *different* from last year (Course 4 has changed), so be sure to put it

on your boat right away or you may end up going the wrong way in your first regatta! The new stickers will be available from Hobie Cat Dealers for \$0.50 each in a minimum quantity of 25. Fleets and / or Divisions should stock up now for their regattas.

Your membership in the HCA of North America also makes you a member of the International Hobie Class Association. For each HCA member we send \$7 to the IHCA on your behalf. Therefore, the HCA loses money on the family and youth memberships. However, we feel they are very important categories to have. This is why we are so appreciative of our the donations from TopCat members—their memberships help subsidize our class association.

2005 TopCat Members (so far)

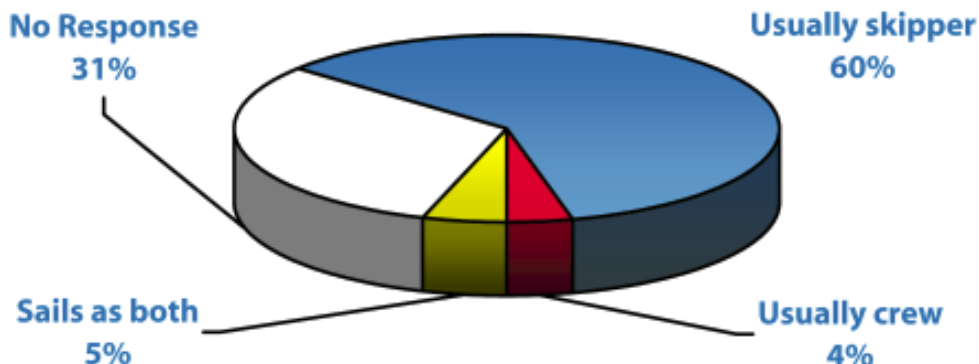
Gordon Bagley
Bill Bone
Adam Borcharding
Jeff Carlson
Ted Lindley
Graham McGlashan
Bob Merrick
Stephen Murray
Craig Parson
Ed Romo
Todd Wilson
Kirk Wells

Thanks to all of you!

The chart on the left shows you the percentage of members who sail as skippers, crews or both. This data was gathered from the 2005 renewal forms we have received so far this year.

As you can see, very few people who usually sail as crew have thus far signed up for 2005 membership. I am not sure why that is, but I would love to hear your thoughts and suggestions how to get more crew sailors as members. Please email me at: hobiemembership@sbcglobal.net or if you would rather send me a letter, my address is: 141 Short Beach Rd., Branford, CT 06405.

2005 Year to Date Skipper vs. Crew Memberships





NOTICE OF RACE

35th Annual Hobie Midwinters East HCA Area Championships April 16-17, 2005

Proudly Hosted by the Ocean Springs Yacht Club
Ocean Springs, Mississippi

Rules: The regatta/race will be governed by the current rules as defined in the Racing Rules of Sailing (RRS) and the International Hobie Association Class rules which are available at www.hobieclass.com (except as any of these are altered by the sailing instructions), and by the sailing instructions.

Eligibility: The regatta is open to all Hobie Classes. A minimum of 5 boats are required to constitute a class. Starts will be determined and announced at the Skippers Meeting. Skipper is required to be a member in good standing with HCA.

Entry: Eligible boats may enter using the official entry forms available on the Ocean Springs Yacht Club web site at www.osyc.com or at www.hca-na.org. Submit completed entry forms to with payment to: Ocean Springs Yacht Club, P.O. Box 821, Ocean Springs, MS 39564. Late entries will also be accepted at the Race Site Saturday morning 8 -10 am. (With late fee). Make checks payable to Ocean Springs Yacht Club.

Fees: Single Handed Boats - \$50.00 Double Handed Boats - \$75.00 Entries received after 3/31/2005 – Add \$10.00

Schedule of Events:

Friday Arrival and boat setup on beach
 Practice racing (Get to know the waters)

Saturday
 Late Registration 8 -10 am
 Hot Breakfast, Doughnuts, Coffee, Juice
 11am Skippers Meeting
 Racing
 Dinner, door prize raffle, and Party at OSYC Barnacle Bar

Sunday
 Doughnuts, Coffee, Juice
 10 am Shippers Meeting
 Racing
 Award Ceremony ASAP after racing



Sailing Instructions: Sailing instructions will be made available at registration.

Racing Area: Depending on conditions, races will be held either in the waters of the Mississippi sound south of Deer Island or in Biloxi Bay approximately ¼ mile off the beach of the Ocean Springs Yacht Club

Courses: The course shall be standard IHCA Class Courses.

Shore Facilities/Launching: Boats will be accommodated at the Ocean Springs Yacht Club. Launching will be off the sand beach on the property of the club.

Accommodations: There are numerous motels and hotels in the Biloxi and Ocean Springs area. Limited tent camping with bathrooms and shower facilities available on the Ocean Springs Yacht Club property. The closest commercial RV Park is located in Biloxi, approximately 15 minutes from the event site.

Super 8 Motel
500 Bienville Blvd
Ocean Springs, MS
228•872•1888
1 mile from OSYC

Isle of Capri Casino Resort
151 Beach Blvd
Biloxi MS 39530
228•435•5400, 800•THE•ISLE
3 miles from OSYC

Cajun RV Park
1860 Beach Blvd
Biloxi, MS
228•388•5590

Palace Casino Resort
158 Howard Ave
Biloxi MS 39530
228•432•8888, 800•PALACE•9
3 miles from OSYC

Casino Magic
195 Beach Blvd
Biloxi MS 39530
228•386•4600, 800•5•MAGIC•5

Links to Ocean Springs/Biloxi visitor information: www.oceansprings-ms.com, www.biloxi.ms.us





by Greg Thomas, Hobie Cat USA

Light Air Sailing

Patience and focus are the keys

The key to light air sailing is to keep the boat moving and to stay calm. Try to move around the boat as delicately as possible, almost as if you're walking on glass. You want to disturb the boat as little as possible, otherwise it will start bouncing which only slows you down.

Upwind in light wind I find it very difficult to sail by feel, so what am I left with? Telltales! I set up my main so all the telltales are flowing straight back, especially the leech telltales. Once the main is

set I usually only glance at it once in awhile to make sure the leech telltales aren't stalled, otherwise I set it, forget it and concentrate more on the jib telltales.

Again, just as with the main, I want to have all the jib telltales flowing straight back. If I start pinching I immediately know it because the windward telltale will start floating at a 45 degree angle and I know to steer down to get the telltales flowing straight back again. When sailing upwind, do not pinch. If you head up just a little too much, the boat stalls and slows. In light air, I do not look around the course as much; I need to concentrate on keeping the boat moving by watching my telltales.

Chop is the bane of light air sailing. It will slow you to a stop if you're not careful. You need to keep the boat moving at all times. If you see some chop coming, make sure you're not pinching. Fall off a couple degrees, so that when the chop hits, you'll have the speed to punch through it. If you're sailing in choppy conditions left over from an earlier wind you might try sailing a few degrees lower on purpose at all times just to keep the boat moving. When tacking or gybing, I always make sure there is a calm(er) spot when I turn.

Sailing downwind with a spinnaker is tricky because there's so much power from the spinnaker. Heading up just a few degrees causes a dramatic increase in boat speed. If you head down too much, you lose all the drive of the spinnaker. So just as with upwind, there's a fine line to find the best speed downwind. In light wind, I like to set up the boat soft on the downhaul, outhaul, rotation, mainsheet and jibsheet. Initially the jib is sheeted out around 5" from the upwind setting. Once the boat starts going, I tend to adjust the jib to my angle of sailing. If I lose track of where I am on the wind, I can quickly look up to my jib telltales to see if I'm too low or high. In contrast from sailing upwind, I tend to sail more by feel (speed) than by concentrating on telltales when sailing downwind in light air. Once the boat's pointed in the right direction I like to do little tests for speed. I change my heading very slightly up and down to see if that makes a difference in speed and if so, how much slower or faster? This really takes a feel for the boat and concentration to notice the speed differences and then figure out if the increase or decrease in speed will help you get to the next mark the quickest.

A Hobie Tiger wishing there was more wind at Catfight V, Muskegon, Michigan



NOTICE OF RACE

2005 **MADCATTER** REGATTA 29TH **NORTHEASTERN AREA CHAMPS** ANNUAL **FLEET 204 - ONEIDA SHORES PARK**

A Hobie Cat One-design Regatta Event – Guest Expert Program

Hosted by Syracuse Hobie Fleet 204

May 20 - 22, 2005



Oneida Shores



Rules

The 2005-2008 Racing Rules of Sailing (RRS) as prescribed by the US Sailing and the IHCA Class Rules.

Classes

All Hobie Cats are welcome, 5 boats make a class. Proof of class association membership required.

Schedule

Friday, May 20	10:00 AM 1:00 PM 5:00 – 7:30 PM 7:30 – 11:00 PM 8:30 PM	Guest Expert Program (TBA) On Water Drills Registration Welcome Party C-Fleet Chalk Talk
Saturday, May 21	7:00 AM 7:00 – 9:00 AM 9:30 AM 11:00 AM 6:00 – 7:30 PM 8:00 – 11:30 PM Party	Coffee & Donuts Registration Skipper's Meeting Warning Flag Dinner (nominal additional fee)
Sunday, May 22	7:00 AM 9:30 AM 10:30 AM	Coffee & Donuts Skipper's Meeting (if needed) Warning Flag After Racing: Lunch & Awards



The MadCatter. Is he back?

Entry Fees

Singlehanded boats \$30
Doublehanded boats \$40
Youths **\$FREE\$**
\$10 park usage fee per boat

Location

Oneida Shores Park
Brewerton, NY – just north of Syracuse on I-81
www.onandagacountyparks.com/oneida.html

Information

Rico Quatrone
315-446-9868
E-Mail: deg204@netzero.net
www.fleet204.com

Accommodations

Holiday Inn Express – Brewerton, NY
315-676-3222
On-site camping at park campgrounds

Mid-Americas 2005

June 11th and 12th

HCA South Central Area Championships

Regatta Highlights:

- One of the largest one-design regattas in the U.S.
- Excellent location with grassy/sandy beach access
- Hot showers available on-site
- Plenty of shady camp areas
- RV sites available (pre-reservation recommended)
- Hotel/Motels within 5-15 minutes from site
- Large Circus Tent for Regatta Functions
- Huge Raffle!!

see www.fleet23.com for details

Regatta Location:

Lakeside Recreation Area (Area D), Lake Texoma, TX

Take US 75 (or US 69) North or South to Hwy SH 70 (close to Durant, OK). Go WEST on SH 70 approx. 9 miles. Turn LEFT onto Streetman (you'll see a Brown directional sign for "Lakeside" off of SH 70). Go approx. 4 miles (small 2-way road) until you come to the park entrance.

Tell the attendant that you are with the "Hobie Regatta" – you should NOT have to pay additional camping at the front entrance. You SHOULD receive a Vehicle Permit (FREE) at the entrance. Proceed to Area D, straight ahead, then left at the bathrooms

Park Gate hours are 6am - 10pm. if you arrive late, please "camp" outside the gate entrance.

Racing Highlights* :

- **Hobie Guest-Expert Program Chalktalk and on-the-water drills Friday**
- HCA Area Championships!
- Premier One Design Hobie class racing
- Intro to Racing Seminar for new racers
- ***FULL HCA membership REQUIRED !!**



Contact Information:

General Info: Laurie Cronan 972-625-4736 | 972-814-7090 Email: lcronan@ev1.net

RV's/Registration: Lisa Kizer 940-726-5038 | 940-902-4404 Email: lakkiz@nortexinfo.net

Park Gate Attendant: 1-580-920-0176

Park website/Area Map: www.reserveusa.com lookup "Lakeside, OKLAHOMA" on Lake Texoma

Hosted By: Hobie Cat Fleet 23, Dallas & Division 14

Check www.fleet23.com for fees, accomodations and specifics



Hobie Cat 16 2005 North American Championships

Youth & Women's Championships
Open Qualifier
Open Championships

July 20-22
July 23-24
July 25-29



GENERAL INFO

ENTRY FEES

Damage Deposit	\$500.00
Youth	\$125.00
Woman	\$225.00
Qualifier	\$100.00
Open	\$375.00
Pre-register by May 31, 2005	
Significant late fees apply	

PARTICIPATION QUOTAS

This is a provided boat event; entries are restricted:

Youth	20 Teams
Women's	15 Teams
Qualifier	35 Teams
Open	70 Teams

Open Event: 47 out of the top 60 teams will pre-qualify via the HCA Points System; 3 teams shall be selected by petition; 20 teams (minimum) shall come from the Qualifier.

Entries will be cut off for the Youth, Women and Qualifier series when paid up entries for each discipline are received.

www.hca-na.org

CONTACT INFO

EVENT CHAIRMAN

Lori Mohney
269-327-4565
miracle429@aol.com

EVENT HOST

Ed Muns
408-353-1853
w0yk@msn.com

RACE DIRECTOR

Paul Ulibarri
250-474-7580
ulibarri@shaw.ca

WEB SITE

Check the HCA website (www.hca-na.org) for the most up to date information.

ACCOMODATIONS

HOST HOTEL

Marriott Ventura Beach, 2055 Harbor Blvd. Ventura, CA 93001
Reservations 1-800-228-9290 - Mention "North American Hobie Cat 16 Championship" for special rates. This is high season in California, right in the middle of Summer vacation. We have negotiated what we feel are great rates at a top notch venue. You will be able to walk to the beach. \$129/double, Sun-Thur, \$149/double, Fri-Sat. \$10 less for single, and \$10 more per person with a total of 4 per room. Taxes are 10%. All banquets and most activities will be held at the hotel or beach nearby. A limited amount of rooms are available—make your reservations today, no deposit required—just a credit card confirmation.

RV PARKING

San Buenaventura Beach State Park
We will have access within walking distance to the beach to a paved parking lot where self-contained motor homes may be parked. A daily fee will be charged. Stay tuned to the event web site for pricing. This Hobie Village will feature daily "debrief after racing" refreshments.

This flyer is general information only, NOT the NOR, which is on the HCA Web site - hca-na.org





NOTICE OF RACE

2005 North American Hobie 20 & 18 Championships

Clear Lake, Iowa

September 12 – 16, 2005

Hosted By: Hobie Fleet 10, Division 7

Event Web site - www.fleet10.com

General:

Eligibility: Current member of HCA or IHCA, in good standing, on board. Each team must show proof of insurance in the amount of \$100,000 USD, Liability Insurance. This is a bring your own boat event. Charters may be available please contact Charter Coordinator.

Governing Rules:

The racing rules of sailing 2005-2008, IHCA 2005-2008 Class Rules. Any alterations to these rules in the sailing instructions will take precedence.

Times and Fees:

Pre-Registration

\$300.00/Boat, Prior to August 1, 2005.

Make Checks payable to:
HCA 20 & 18, 2005

Mail to:

Tom Podhajsky

204 N 7th Street

Marshalltown, Iowa 50158

After August 1st, Registration Fee is \$400.00/Boat.

Event Registration & Weigh In:

September 10, 2005 Clear Lake Yacht Club, 3-7 PM

September 11, Clear Lake State Park Lodge, 12-6 PM

September 12- Clear Lake State Park Lodge, 8-9 AM

(remaining schedule TBA)

Registration and weigh in strongly encouraged prior to Monday morning. There will be no redress for a dsq due to late registrations.

Awards Per Class:

35 Boats and Less: 10

35 – 50 Boats: 13

More than 50 Boats: 15

Advertising:

Per category C as defined in Regulation 20.3.2 of the RRS 2005-2008.

Maps and Lodging:

Host Hotel: Heartland Inn

Update 3/3/05:

We are having some problems with the host hotel that we should have resolved fairly soon.

Please check back for the latest info.

The Silver Boot Motel

1214 S. Shore Drive

Clear Lake, Iowa 50428

Phone: 641-357-5550

This motel is not an "enclosed" motel. The rooms are nice and clean but are much more moderate. This is an alternative for very close lodging.



Best Western Holiday Lodge

I-35 and Highway 18E

Clear Lake, Iowa 50428

Phone: 641-357-5253

Fax: 641-357-8153

Very nice hotel with an excellent restaurant and bar. Very nice swimming pool and hot tub area. Located 15 minutes from the event location and 5 minutes from downtown.

Camp Grounds:

The Clear Lake State Park Camp Grounds are located a short 5 – 10 minute walk from the event site. They have excellent showers, are on very level ground, and have plenty of sites with electrical hookup. Camping Fees:

EVENT SITE MAP AND PARK WEBSITE:

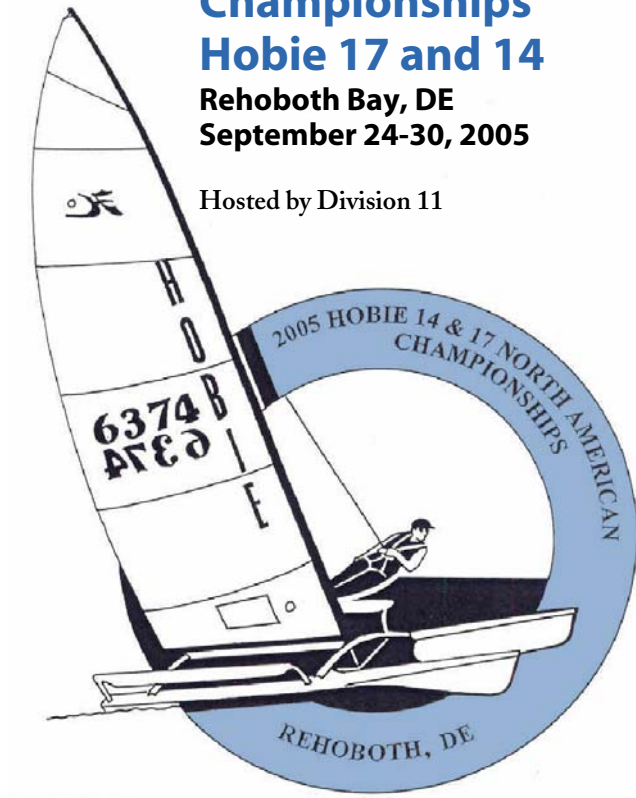
<http://www.state.ia.us/dnr/organiza/ppd/clearlk.htm>



2005 North American Championships Hobie 17 and 14

Rehoboth Bay, DE
September 24-30, 2005

Hosted by Division 11



Location: Rehoboth Bay Sailing Association (RBSA), Dewey Beach, DE.

Eligibility: Current member of HCA of North America or IHCA in good standing.

Governing rules: The Racing Rules of Sailing 2005-2008, the current Class Rules, and this Notice of Race, except as altered by the Sailing Instructions.

Weigh-in: Boats and skippers will be weighed prior to the event.

Boats: This is a Bring Your Own Boat event. We are trying to have a limited number of H17 charter boats available. Contact John Sherm (DrJSherm@aol.com) for inquiries.

Insurance: All competitors must show proof of liability insurance of at least \$100,000.

Advertising: Category C as defined by the Racing Rules of Sailing.

Scoring: The low point scoring system will be used.

RV Camping: A limited number of RV sites are available at RBSA. The cost is \$5 per day. Contact John Sherm (DrJSherm@aol.com) to make arrangement. No tent camping.

Accommodations: The Bay Inn Resort (5 minutes from race sites). 1-800-922-9240. **Make reservations ASAP (starting 2/28/05) as there is a conflicting NASCAR event that same week.** Houses are available for rent, typically for groups of 5-8, through Palmar Properties, <http://www.palmarprops.com/> or 302-234-0173. You should create your own group.

Entries:

Hobie 17: September 26-30

Entry fee: \$300

Pre-registration by August 1 is strongly recommended; \$375 after August 1.

Hobie 14: September 24-25. The H14 NA's will coincide with the Division 11 Sharkee Cup Hobie regatta.

Entry fee: \$30 for single-handed boats, \$35 for all other Hobie classes.

If you register for both events: Entry fee \$320 (before 8/1/05).

Schedule:

Hobie 14: Registration and weigh-in: September 23, 4-7 PM; September 24, 8-9 AM
First Flag: 11 AM

Hobie 17: Registration and weigh-in: September 25, 3-7 PM; September 26, 8-9 AM
First Flag: 11 AM

Social: Breakfast, Lunch, and dinners at RBSA.

PRE-REGISTRATION

Mail to: Gerard Blom, 3050 Pryors Mountain Lane, Charlottesville, VA 22903

Skipper _____ Address _____

Phone # (____) _____ - _____ Fleet _____ Insurance No. _____ NAHCA No. _____

Sail Number _____ Shirt Size: _____

Make checks payable to Fleet 416

For further inquiries contact Gerard Blom at gerardbellablom@aol.com or Greg Raybon at gr@lucent.com

Hobie Birthdays!

The Hobie 16, 17 and 20 Celebrate Milestones

by Matt Bounds, Bill Baldwin, Brian Alexander and Matt Miller



The first Hobie 16 Brochure

The Hobie 16 started out as the step-child of the Hobie 14. Flush with success of the 14, Hobie Alter knew there was a market for a boat that was designed for more than one person. Bigger stronger, and ultimately more versatile, the 16 succeeded beyond Hobie's wildest dreams. Introduced thirty-five years ago in 1970, today it's the most popular one-design catamaran in the world. Although statistics are sketchy, it's probably the third most popular small boat in the world, behind the Sunfish and Laser.

Along the way, the platform has changed very little. Roller bearing main travelers were made class legal in the late 70's. Ultralight EPO rudders and a much needed rudder rake adjustment system were introduced in 1983. New manufacturing processes allowed the boats to be built twenty pounds lighter in 1984. In a highly controversial change, CompTip masts were introduced in 1985 and became required racing equipment in 1989. Mesh trampolines became legal in 1989. Integrated main and jib traveler tracks, first proposed in 1979, finally became standard equipment in 1995. Sails, especially the jib, have been modified over the years to accommodate ever-increasing mast rake. Some changes, like the experimentation with Mylar sails in the early '90's, were abandoned because they proved to be slower and not as durable.

What is most amazing about the 16 is its durability. Thirty year old boats regularly show up on eBay. While they may not be beautiful, they are still functional. Usually, with a little TLC, they can be brought back to their original condition—and back out on the water again.

Mile High Regatta 1975



Some Tidbits on the Hobie 16

By Bill Baldwin

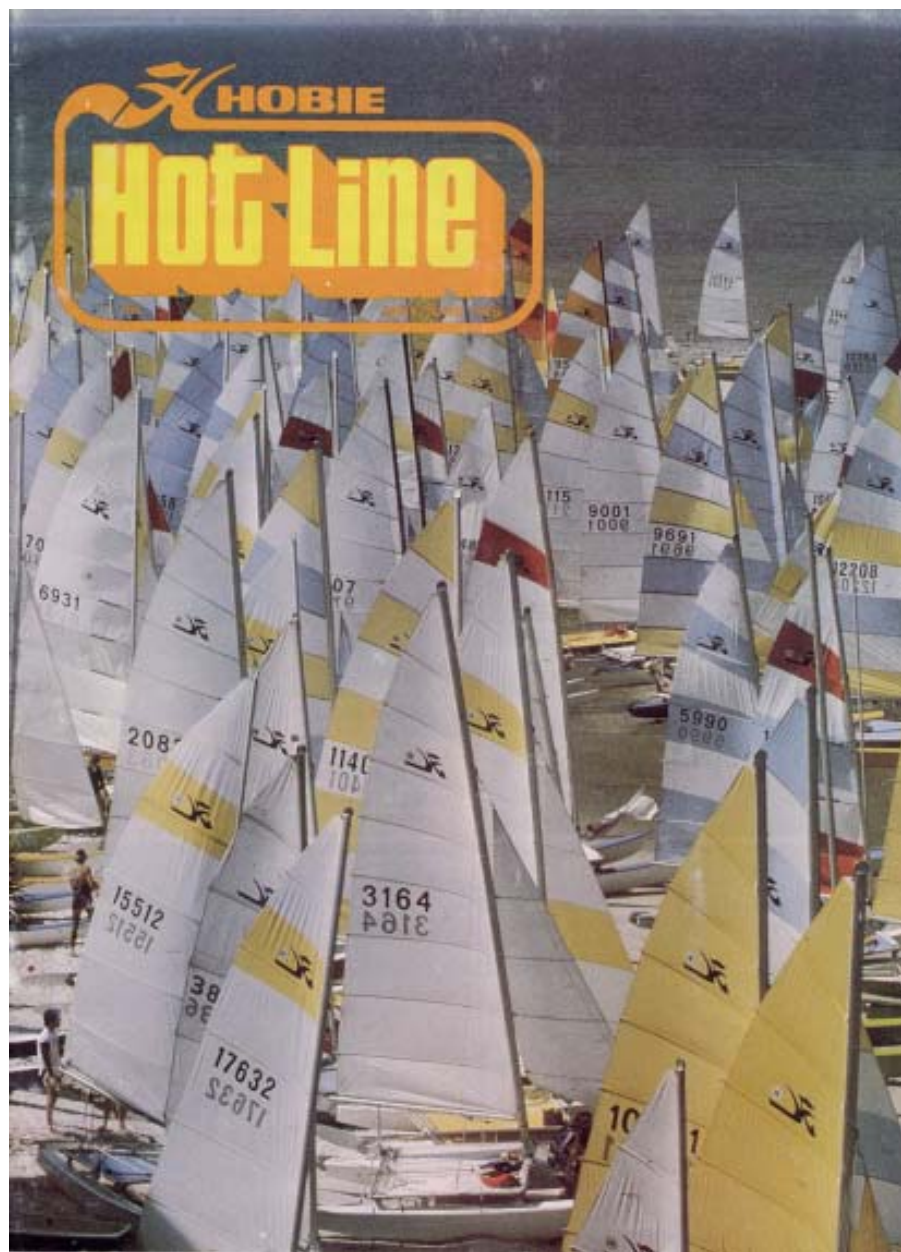
- The first H16's had two long pieces of mahogany in every front crossbar – they were used to keep the extrusion from kinking during the bending process.
- Early H16's had an “inverted T” shaped stainless steel traveler car with a Teflon bearing. Unfortunately the bearing would quickly wear away, leaving travelers that didn't slide very well (if at all). Tacking a H16 consisted of: helm over, change sides, and then kick the traveler repeatedly until it slid across to the lee side.
- First issue of the Hobie Hotline (February 1971) in an article titled News From Coast Catamaran here's a quote: “The Hobie 16 also promises to be a very popular boat. Since its introduction in August of 1970 over 400 boats have been sold. If they are this popular during the slack season, what's going to happen when summer arrives?”
- In the mid 80's a new gluing method was developed for the H16 that allowed for a stronger glue seam with less weight. To keep the hull weights consistent, lead birdshot mixed with foam was added to the inside of the pylons to bring these lighter hulls up to the usual hull weight. To be able to identify these secret new “weight adjusted” hulls, they were produced with a red glue seam. The secret soon got out, and racers eagerly sought out the red seam boats and used long drill bits to drill out the foam and birdshot thus lightening their hulls. Several sailors who were a little too zealous about trying to drill out the foam and birdshot, ended running the drill bits out through the bottom of their boats. Hobie had to abandon the weights and the red

seams and the canvas bags of birdshot went into storage in the back lot. Unfortunately, canvas doesn't weather well, and soon the bags rotted spilling hundreds of pounds of birdshot on the ground making the back lot a most treacherous part of the facility to try to walk across. There were a couple of employees who took some big falls before the mess got swept up.

MidWinters East 1975



Florida Fence World Open 1975



The Evolution of the Hobie 17

By Brian Alexander

Excerpted from the Nov/Dec 1985 Hobie HOTLINE

John Wake, Hobie Cat's Director of Research and Development, took a look at the brand new Hobie 17 and declared: "This boat's an evolution. It's not something that just came up [twenty]three years ago." Indeed, according to Wake, Hobie Alter started experimenting with a new single-handed boat in 1977, even before the Hobie 18 was introduced. "We all asked ourselves a question," said Wake, "can't we do that better, can't we do that lighter?"

"The overall philosophy of this boat," said Wake, "was to design a boat for one person to sail and keep it as simple to operate as possible." With that credo in mind, the team set out to create a light, easy to use boat that had good speed potential.

"The boat had to be easy to set up, easy to put together" said Wake. "The more complicated you make the boat, the less satisfaction the guy is going to get out of it. We had to cut down the time it takes to get the boat ready. That was certainly another reason for looking for a better one man boat."

Hobie Alter attempted the first try. "Hobie knew that the 14 was not the perfect single-man boat," said Wake. So Alter built a boat using hulls that were narrow. According to

Wake, the boat was designed to be 18 feet long and ten feet wide. Designer and shaper Phil Edwards, one of the driving forces behind the Hobie 18, spurred the project on. Edwards worked with foam models and finally built a small cat with very little freeboard, the space between the top of the water and the top of the hull. A variety of conceptual experiments were

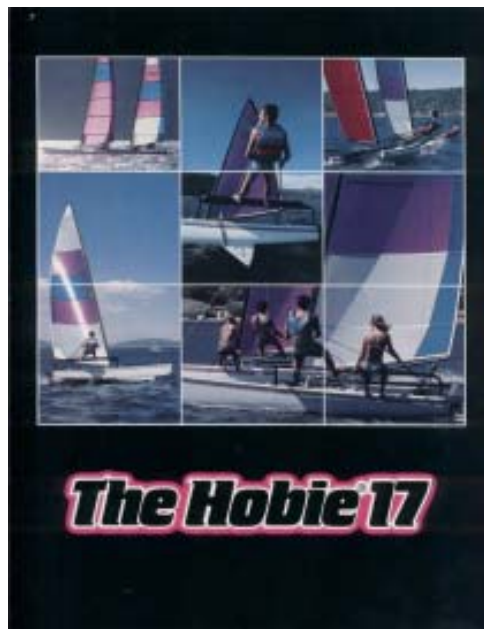
made. At one point a sailboard wishbone boom rig was placed on the boat.

Despite all the experimentation, Alter and Edwards, as well as the rest of the design team could not make the boat to their satisfaction and relegated it to the back lot of the design center. Still, work on a single-man boat continued with more models and more concepts being explored in between other projects.

Months later, while reviewing construction techniques on a Hobie 18 hull that had been cut open, the team stepped back and realized at once that, with some modifications, the Hobie 18 hull shape would make an ideal single-man hull. Wake and the other members of the team then began experimenting with the 18 hull shape. The length of the hull was cut down, and, building on a rough concept of aluminum wings that had been introduced for the first attempt, mounted wings were added. This gave rise to the Hobie 18 Magnum.

It was obvious to the engineers that simply cutting down the Hobie 18 hull shape and using a single sail was not going to make an ideal solo craft either. For

The Original Hobie 17 Brochure



one thing, the daggerboards would serve to complicate the boat to such a degree as to make sailing it a big chore for one sailor. But then, how to keep the boat from sliding sideways through the water? Something was going to have to be invented that would hold the boat on line and still be simple to use. To Wake and fellow worker Eric Witte, the answer was a skeg attached to the bottom of each hull that would remain stationary and therefore would not have to be raised or lowered.

The skegs were molded directly into the fiberglass as one piece, thereby making them stronger and more maintenance free. Although Wake and Witte were convinced that the skeg concept was the way to go, some of the more experienced members of the design team weren't so sure. "It turned out that the skeg boat was harder than heck to pull up onto the beach," said Wake. "We really believed that the boat had to be a beachable boat to fit into the racing circuit. One man has to be able to at least pull it up out of the surf line until he can get some help to get it up the steep part of the beach."

Soon it was decided that, in keeping with the single-handed concept, the boat should not only be as simple as possible, but as light as possible too. That helped with sail selection. Mylar was chosen above Dacron since it is approximately five pounds lighter than a similarly sized Dacron sail.

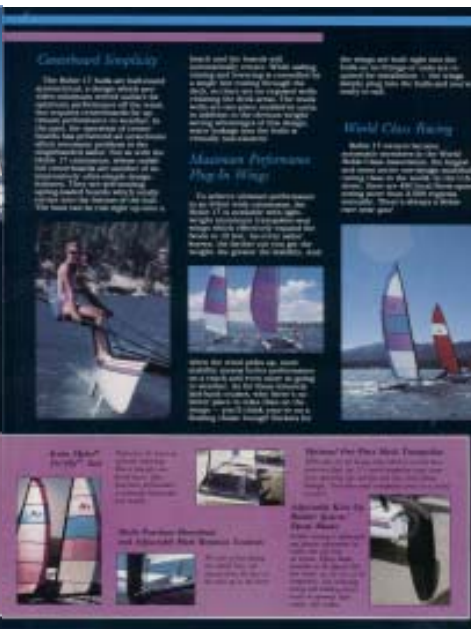
But the hardware was just going to have to be redesigned for this boat based upon what the team knew about the praises and complaints that they had

received on Hobie 14, 16 and 18 hardware. "We heard all the complaints from the 18 rudder housings, we heard all the complaints from the 16 housings," said Wake. "You take those and you try to filter out and try to design a housing that takes some of the good from the 18 and some of the good from the 16 and that's what you see on the 17. It takes the really good things from the 16 which is the cam system and it takes the lightweight housing of the 18. It has the rake adjustment of the 16 so you can get nice, tight adjustments."

When they turned their attention to the mast and boom, light weight again came into play. "The boom on the 17 is designed specifically for this boat," according to Wake. "It is a much lighter and smaller aluminum extrusion. Again, we went to the other boats and said can't we make this lighter?" A new mast, however, meant that the boom fittings had to be custom engineered.

Still, there was the problem of the skegs, or what to replace them with. This being a single-handed boat, traditional daggerboards were not even considered. Skegs had proven to be unworkable. It became obvious that an entirely new concept was going to have to be worked, or the team would have to go back to the drawing board. After nearly a decade of effort on a single-handed boat, nobody wanted to do that.

"Ron [Ron Holder, then director of the design team] came back from the Christmas holidays and said how about this idea?" remembers Wake. "I said that I was all for it, but Eric was a little bit against it. It was two against one, but once Eric saw the concept and we built the original daggerboard, he was for it."



Witte and Wake went to work in a wood shop and fashioned a retractable daggerboard that would fit into a well placed inside the hull without breaking the plane of the deck. With wooden model in hand, they showed the other members of the team and it appeared as though the daggerboard problem was finally ended. Holder suggested a spring to add tension when the board was drawn into its housing, and the basic design of the boards was set.

Wake is especially proud of the job the designers did in creating the daggerboard wells. "This is a molded single piece as part of the hull. To me, nobody has ever done anything like this. That is a very deep trough

The Evolution of the Hobie 17 Continues:

to be drawing out of fiberglass. Why is this good?" he says before being asked, "Because it minimizes leaks since the hull and the trunk are laminated together."

The wings themselves are longer than those on the Hobie 18 Magnum and are constructed so that a sailor can trapeze off the stern corner of the boat. The wings were bent to form a 45-degree angle so sailors would not have to trapeze off a rounded edge, but would have a stable platform from which to sail. "This is the hot position," said Wake of the back part of the wings. "It's really fun to be back here on a reach."

Wake, Edwards, Platten, and the rest of the team are proud of the work they put in. To listen in on conversations between these designers is like listening in on artists discussing a painting, or filmmakers talking about how best to approach a problem. That necessarily leads to creative differences and there were a lot of compromises that had to be made on all sides in order to produce the Hobie 17. But, according to Wake, just about every compromise that was made has proven to be the right move and the person who fought hardest against a particular idea often had to admit, however grudgingly, that the controversial theory was sound.

The story of the Hobie 17 is really a story about the creative engineering process. Half a dozen of the country's best shapers and technicians set out to make a new boat, starting with Hobie Alter and continuing through the years to John Wake. Along the way, Phil Edwards, Bud Platten, Eric Witte, Ron Holder and several draftsmen fought over small details, argued for design changes and finally managed to arrive at agreements on what should go on the boat and what should stay off. The boat has been tested on the water in races, cruising situations, and on the tortuous cycle machine. However, no matter how well designed the boat may be, if the customer doesn't step onto the boat and feel he's bought the best, the effort has been wasted.



The Hobie 20 - The First Pure Racing Hobie Cat

By Matt Miller

The Hobie 20 started as an "outside" (from Hobie Cat) project in the early 90's. A European group wanted a high performance 20 footer for sale in Europe. The idea was to build the boat here (Hobie Cat USA) and market it in Europe under the name "California Cat."

(Editor's Note: Hobie Cat Europe owns the Hobie Trademarks in Europe and would not be involved. This was a dark time between the two companies after being split up and sold off by the Coleman Company as two separate companies.)

The concept was to take a 20 foot Tornado-like hull and modify it. We changed the bow, rocker, keel chine, dagger board system and other details including Hobie's trademark non-skid deck (by the way... legend has it that this is from a 57 Chevy headliner material).



We added custom designed crossbars, trampoline, rig, sails and rudder system. Design and testing was done at the Hobie Cat facility in Southern California.

Design criteria was often for lighter and faster while we also pushed for traditional Hobie Cat durability. Lyle Lundburg of San Diego (a top Hobie 21 racer at the time) was brought in as a test pilot. Lyle sailed the prototype boats extensively to help perfect the design.

Durable? The 20 sailed in one of the roughest Worrell 1000s ever. That year many boats were failing and dropping out because of high wind and battering waves. An Australian team sailed one leg on the 20 using just one rudder after breaking a rudder pin. Tacking up the coast and staying somewhat inside the huge breakers for smoother water. They had a mast head spinnaker on a standard mast including CompTip. They were using running backstays, but that story always impressed me about the boat and CompTips. Pretty darn tough.

Early marketing of the Miracle 20 in Europe included its use in an invitational race down the coast from Spain and into Portugal (Tour of Rivers and Estuaries). Ten boats were shipped to the event starting location. After customs delays, the boats finally arrived the afternoon before the race. These

boats were also to be rigged with custom made carbon fiber masts and spinnaker gear. I was sent over to the event to oversee assembly and maintenance (tough duty).

After a long afternoon of building, and well into the night, then again early the next morning, the boats were finally ready to race. Invited racers included Carlton Tucker, Bob Curry, Mark Murray and many other top sailors from around Europe. Seems they were not able to fill all of the slots, so there was an extra boat and no way to get it down the coast... but to sail it. I was asked if I would sail the event with a "reduced jib size" to fit a class that was to include another open class boat. I came to watch . . . I had not trained nor did I bring any sailing gear . . . let alone it would be sailing offshore in unfamiliar countries. It didn't really take that much convincing. The area was beautiful and the weather was warm. I was offered a German speaking crew, the wife of one of the Sach brothers who was also sailing the event. It was interesting heading out for the first start having very little in common language wise! Like the Worrell, the event sails from location to location on a schedule. Some of the most memorable moments included shopping for safety gear the morning of the sail down the "Death Coast" and into Portugal. It was cranking and some of the top guys were popping chutes. There were lots of capsizes and a few broken masts that day. Another day saw 30 mph plus winds blowing straight off shore. Next stop Canary islands?

The Hobie 20 Miracle sold well for Hobie USA. In celebration of "Boat Number 500" we built a beautiful red one and brought it to the Nationals at St. Joseph Michigan. There, I sailed a few races with a writer for Sail magazine. That earned us a nice article in SAIL and double page picture of the boat from a mast-mounted camera. Red sure stuck out in the crowd of white boats there!

The Hobie 20 is a wonderful boat to sail. Smooth and powerful and nice looking too! I like it.



Thunder Down Under in 2005

Aussies Claim Hobie 17 and 18 World Titles, But US Not Far Behind

by Greg Raybon



That's a big file you have there, Greg!

Local Aussie sailor Aaron Worrall captured the Hobie 17 Worlds title and Australians Brad Sumner and Belinda Walkom swept the Hobie 18 World Championships sailed in Melbourne Australia December 28–January 2. Two US sailors,

Dan Kulkoski and I, kept the pressure on Worrall, and finished in second and third place. Dan and Aaron split the first two races but Aaron, who won the Hobie 16 Worlds in 1995, seized the lead after the third race and never looked back. In the 18 fleet, it was no contest as Sumner and Walkom won every race and even threw out a bullet. Steve Cooley, the lone North American representative from Colorado with his crew (and sometimes skipper) Thomas Machette finished in 22nd place.

The Worlds event was part of a much larger event called Sail Melbourne. The Hobie part of Sail Melbourne included the 17/18 Worlds, the Australian National Women's, Youth, and Open Hobie 16 as well as Hobie Tiger Nationals. Pamela Noriega and Andrea Mier Y Terain (MEX) captured the women's

Tiger and in fourteenth place with Pamela in the 42 boat H-16 fleet. The event was hosted by the Port Melbourne Yacht Club, located right on the beach of Port Philip Bay, just a ten minute drive from the heart of Melbourne. Melbourne can give you four seasons in one day—we witnessed some major weather changes over the course of the event.

We all arrived in Melbourne on the 26th of December. Dan and Kathy stepped off the plane and started rigging their boats, while we had taken the more leisurely approach by arriving the 23rd and touring the surrounding areas. We visited Philip Island, two hours from the city, where we saw little penguins, koalas, wombats, wallabies and a lot of flies.

It was a good move for Dan to start putting his charter boat together on the 26th, because on the 27th, the weather turned nasty. We had the same weather system that knocked most of the boats out of the Sydney to Hobart Race on the 27th and 28th. In between squalls with winds gusting up to 40–50 knots, we tried to put our boats together. We had all hoped to get in a bit of practice this day but it was hard to even put up a mast. Steve

Cooley was the only boat to attempt sailing that day and he quickly returned to the beach after being greeted by some 5–8 ft waves and a few battens shaking loose.

The 28th was the first

event while Kathy Kulkoski and Judy Raybon (US) came in fourth. Armando Noriega (MEX) sailed in both the Tiger and H16 Open event placing in seventh with crew Javier Cabilido on the

Kathy Kulkoski and Steve Fields after Kathy & Judy's bullet in Race 6



Armando and Pamela Noriega





Dan Kulkoski

scheduled day for racing and we arrived at the club only to see the weather was still honking with wind gusts clocked at 40 knots around 10 AM. At the skippers meeting, the Race Officer greeted us with a glass of wine in his hand. This was his way of saying that there would be no racing today. In between squalls, I managed to get most of the boat rigged.

Finally, we hit the water for racing on the 29th. It was still blowing hard, with winds between 15 and 20 knots. The seas were still big with fairly short intervals between waves. Dan was looking comfortable with the big wind and big seas snatching a second and a first in the first two races. I, on the other hand, had big issues with my main sheet and rudders. I was using the 7:1 main sheet that was supplied with the charter boat and I found that I could cleat the main just fine on port tack but not on starboard because of the way the blocks rotate. This made for some long starboard legs. I also had a rudder cam lock down making it even more difficult to get upwind. Ahhh

yes, lessons to be learned.

Most of the Australians also looked good in the big seas and boats were really flying this day. Fiberglass was flying also. Nothing that Hobie Australasia General Manager Steve Fields couldn't take care of. He was glassing up bows in a few minutes and sending the guys back on the water.

But just as the locals predicted, the Melbourne weather would change. We didn't quite get four seasons in one day. It was more like three seasons in two days. The next day we sailed in a light

seabreeze and still managed to get four races off. The lighter air was good for me as I climbed into third place overall with two bullets. The next day went even lighter and **hotter**. We went from drysuits to shorts in just two days.

Only two races were sailed on New Years Eve, both of which were fairly painful, slow races sailed in a light seabreeze. As I drifted toward the club while the sun was getting lower on the horizon, I thought I might spend all of New Years Eve on a Hobie 17. We had a scheduled recovery day on New Years Day and of course, it was sunny and windy.

Most people got out and did a bit of sightseeing. Dan and Kathy were disappointed not to see any crocodiles at the aquarium. We visited the local Footy (Australian Rules Football) shop for some souvenir shopping.

The final day of racing was a great day also. Dan entered the day trailing Aaron by only three points and the wind was blowing about 18–20 for the first race. Aaron wouldn't give Dan an inch and we finished the first race—Aaron, Dan then me. I had a bit of an accident in the first race when Jonathan Disher came reaching in on the port layline and hit my wing as I was sailing downwind after rounding the windward mark in second. I thought I was finished for the day but I was able to sail all 3 races with the bent wing. Steve Fields wasn't too happy, but Jonathan made a good deal to swap his newly purchased wing with the bent one. The wind died off as the day wore on and

Greg Raybon



feature - Thunder Down Under in 2005

Dan and Aaron brokered a deal to not sail the last race. The funny thing was most of us on the course didn't even see them sneak away and we wondered what might have happened to them.

We tried to pick up any special Aussie tricks to bring back to the US either to help improve our sailing or perhaps our vocabulary. Beside the overuse of the term "no worries," I picked up a few other terms. When I weighed in I was told to remove my "jumper". One person recognized that I obviously was not native to this country and motioned for me to take off my "sweatshirt." Another common phrase often used after sailing was "How d'ya go?" At the awards banquet, we learned a few new customs. For one, the Aussies like to raise money for charity by fining people for the stupid things they did during the week. It is called "dobbing." They also put up money to have people shave their heads, beards, or legs. I saw at least two heads get shaved before we left the party. They raised close to \$1000 that night and donated the money to Tsunami Relief.

For those of you sailors who think they know how to sail a 17 while standing on the bow, Michael Kent of PMYC will put you to shame. On the first day, as we were surfing down 4-5 ft waves in a pretty good blow, "Mick" was standing on his bow driving the boat downwind and under waves. Dan and I were riding behind the crossbar and Mick was hanging on to his tiller from the bow. Although it made for great entertainment and great fun for Mick, it didn't get him to the leeward mark any

faster. He also wears one of the greatest hats I've ever seen. It is the kind of hat that provides flaps for sun protection but around the outside of his head is an elastic strap where he stores his Dentyne gum like an ammo belt. He told me he needs the gum because he hates the salt water taste in his mouth. Well, Mick if you weren't driving from the bow in a blow, you might not need the gum.

We also competed against some pretty famous names. Ronald MacDonald (current Australian H17 champ) competed in the event. Ronald was pretty tough finishing in fifth. We couldn't tell if he was wearing the big red shoes and yellow striped outfit because he kept starting on port and taking major flyers to the right side of the course.

Another "mate" Jonathan Disher had a rough week. After nearly ripping his bow off on the first day, he managed to use the same bow to bend my wing on the last day. He seemed to take it all in stride and was always in great spirits. He is a lake sailor from up north and rescues and raises wallaby, wombat and koala joeys (that's Australian for marsupial babies).

I found that most of the H17 sailors were very much like our fleet in North America. They are experienced (nice way to say *older*) guys who enjoy coming out and competing and who enjoy the camaraderie off the water just as much as on the water.

A special thanks to the folks at Port Melbourne Yacht Club who made our stay very enjoyable, especially Michael Broise, the commodore and Ian who organized the beach crew and kindly included my two kids in the group. Also, special thanks to Michelle, who is a registered nurse, and had to tend to my son's dislocated finger and eye problems. Finally, thanks to Hobie Cat Australasia, Steve and Sue Fields, and Mick for supplying and helping with charter boats and helping to make the Worlds happen.

Full results are available on the Sail Melbourne website, www.sailmelbourne.com. Also, you can read Steve Cooley's emails written during the event at <http://hobiefleet61.org/docs/articles/18Worlds.htm>.

The Aussie Worlds Beach Crew - Nick in front, left, Andrew behind him, Eric Raybon with the cast on his arm, Jack Broise and Matthew Raybon holding the cricket wicket



World Championships

Hobie 17

(17 entrants, 13 races)

Place	Skipper	From	Points
1	Aaron Worrall	AUS	28
2	Dan Kulkoski	USA	37
3	Greg Raybon	USA	47
4	Matthew Burgess	AUS	51
5	Ron McDonald	AUS	53

Hobie 18

(28 entrants, 13 races)

Place	Skipper	Crew	From	Points
1	Brad Sumner	Belinda Walkom	AUS	12
2	Andrew Nelson	Don Mcphee	AUS	69
3	Richard Quinn	Micheal Quinn	AUS	70
4	Josh Newman	Jackie Gibson	NZL	77
5	Geoff Fiske	Sarah Hollands	AUS	82
22	Stephen Cooley	Thomas Machette	USA	228



Hobie 17 World Champion
Aaron Worrall



Australian Hobie 16 Women's Champions
Pamela Noriega and Andrea Mier y Teran



Hobie 18 World Champions
Brad Sumner and Belinda Walkom

Australian National Championships

Hobie 16 Women

(5 entrants, 14 races)

Place	Skipper	Crew	From	Points
1	Pamela Noriega	Andrea Mier Y Teran	MEX	19
2	Belinda Zanesco	Karen Todd	AUS	24
3	Naomi Angwin	Fiona Douglas	AUS	41
4	Kathy Kulkoski	Judy Raybon	USA	56
5	Jesse Dobie	Danielle Pascoe	AUS	69

Hobie 16 Youth

(9 entrants, 14 races)

Place	Skipper	Crew	From	Points
1	Jerome Legal	Clement Merzeau	FRA	21
2	Brice Pelen	Elliot Carpin	FRA	33
3	Sebastien Evssartier	Maxime Cardarely	FRA	41
4	Chris Hancock	Haylee Williams	AUS	42
5	Michael Peterson	Barney Johnson	AUS	61

Hobie Tiger

(20 entrants, 14 races)

Place	Skipper	Crew	From	Points
1	Darren Bundock	Alexandra Goltz	AUS	21
2	Mark Laruffa	Dave Silvester	AUS	27
3	Neville Thompson	Shamus Stevens	AUS	44
4	Andrew Keag	Sam N.A.	AUS	61
5	Mal Gray	Adrian Fawcett	AUS	70
7	Armando Noriega	Javier Cabilido	MEX	100

Hobie 16 Open

(42 entrants, 12 races)

Place	Skipper	Crew	From	Points
1	Tim Shuwalow	Cameron Hooper	AUS	38
2	Brad Sumner	Belinda Walkom	AUS	52
3	Darren Smith	Natalie Hill	AUS	54
4	Rob Branch	Barney Houk	AUS	55
5	Darren Bundock	Alexandra Goltz	AUS	60
14	Armando Noriega	Pamela Noriega	MEX	160
18	Pedro Colon	Jesse Dobie	PUR	191
20	Javier Cabilido	Andrea Mier Y	MEX	201
42	Dan Kulkoski	Kathy Kulkoski	USA	506



A Return to Strictly Sail

Hobbies Blow into the Windy City

by John Bauldry



Paul Krutty and John Bauldry road ready

For the second year in a row, Hobie Class Association Division 10 and Detroit Hobie Fleet 276 sponsored a display at the Chicago Strictly Sail show to promote the Hobie lifestyle in the Midwest. The planning for this show started immediately after last year's event. How could we make it bigger and better? The goals: Get a fleet organized in

the Windy City and spread the word that Hobie sailing is alive and well in the Midwest.

We decided to double our display space and bring two boats this year, Paul Krutty's Tiger and Matt Bounds' Hobie 16. After spending a cold Saturday afternoon in Matt's garage wrapping the boats in protective plastic wrap, we loaded them onto a double stack trailer in the snow. Matt's neighbors thought we were crazy. They probably wondered where were we going with two sailboats when the high temperature was in the teens and the water was hard as a rock.

Wednesday morning, we hit the road to Chicago. The weather was beautiful, in contrast to last year

when it snowed all the way there. After arriving at the Navy Pier, we immediately started assembling boats and putting the display together. The Tiger and 16 came together quickly and were each positioned with a hull in the air. You know the adage, "Build it and they will come?" We built it and they came—in droves.

Thursday morning, we set up a video system with all the Hobie videos we could scrape together. The 2004 Hobie 16 Worlds in Mexico was a big hit and 1979's "Sharing the Wind" brought back fond memories for a lot of people. We soon found that it could still draw a crowd 25 years after its release. Remember Dean Froome, John Driscoll and Chili Dog?

Traffic was up and down on Thursday, then built steadily on Friday, peaking at fever pitch on Saturday. Sunday was a bit lighter, probably something about a big football game that night. It seemed that everyone at one point or another had experienced the thrill of a Hobie Cat. People came in waves upon waves to our display. Crowd reacted with awe to the 16, the Tiger and a constant stream of video on the TV. Lots of people stopped to pick up flyers, brochures and copies of the *HCA News* and talk to the representatives from the HCA Division 10 fleets. One opening line was,

The Hobies always drew a crowd

Theresa (Fluffy) White flew in from Syracuse to help spread the Word





Eyeing the Tiger

“Please, don’t drool on the boats,” said with a smile. Many were amazed at the 16’s classic lines and that it was still the largest one-design catamaran class in the world, even after 35 years. They were equally amazed at the sheer presence of the Tiger.

Invariably, the most frequent question was, “How much are the boats?” Our standard reply was, “We *sail* them, not *sell* them.” Still, we gave out some ballpark figures. New boat inquiries were directed to Hedlund Marine, the Hobie dealer at the show. People interested in used boats were given advice on what to look for and where they might find good deals.

We wanted people of Chicago to come play with us and reinforce the recreational side of Hobie sailing. Nurture the recreational sailors and you may get some racing converts. This formula has been very successful in rebuilding Hobie Fleet 276 in the Detroit metro area. This is where the future growth of the sport lies. Could we do it in Chicago and other areas of HCA Division 10? Absolutely.

Indeed, Hobie sailing in Chicago is alive and well, but disorganized. We needed a sparkplug—a local



person who could take the reins and turn the list of names we collected at the show into a Hobie Fleet. Over the course of the show, we might have found a couple of candidates to fill that position, but only time and dedication will tell. Regardless, as HCA Division 10

Chair Jeff Rabidoux emphasized at our Saturday night meeting, the Division remains committed to holding an event—whether a fun sail or regatta—in the Chicago area this summer.

If you’re in the Chicago area this summer, look for the Hobies on the beach in mid July. If you’d like to attend the event, send Jeff Rabidoux a note at [jrabadoux@comcast.net](mailto:jrabidoux@comcast.net). We hope to see you there!



The display dominated the exhibit hall

John Bauldry shares the Hobie Lifestyle



People were in awe of the powerful rig on the Tiger



Thank You

- Hobie USA
- HCANA
- Hedlund Marine
- Hobie Fleet 276
- Detroit, MI
- Hobie Fleet 519
- Kalamazoo, MI
- Hobie Fleet 204
- Syracuse, NY
- And all the people interested in Hobie Sailing in the midwest

Looking Backward—Looking Forward

The 2004 H-16 North American Youth Look to 2005

by Trey James, Mike Siau and Marie Appel



Mike and Trey in Syracuse last fall

Editor's note: As we look forward to sailing in the Hobie 16 2005 North American Youth Championships in Ventura this July, we'd like to remind everyone how much fun can be had at these events! The following articles were written after the last HCANAYC in Syracuse. These youth come from strong sailing families that encourage racing participation. The first article is by 11 year old Trey James, crew of the 2004 Youth Championship team:

A few months ago I had a great time sailing in the Youth North American Continentals. I enjoyed the competition with other younger sailors just like me. It was awesome how well the race committee was set up and how we got in ten races with a big course and eighteen boats. I knew it was competitive because the leaders always seemed to be neck and neck. My skipper, Mike Siau, taught me stuff that brought my skills up to a new level; telling where better wind is and how to deal with the shifts.

After racing I had a blast with fun activities like the social events. We talked and made jokes and hung around. My favorite off the water activity was the huge red inflatable obstacle course. The kids raced through hills and tunnels and had to climb over big walls using cargo nets. All of the youths were racing each other with Mimi Appel as the starting judge. Even some of the adults joined in the competition.

It was neat meeting people from all kinds of far away places like Canada, Puerto Rico, and Mexico. It felt like I was in the Olympics. I thought it was interesting to hear everyone's accent and it must have been funny for them to hear ours. (I think I learned some Spanish too). Some new friends I met were Jordan Wessels from Iowa and Andy Warwick from Aurora, Ontario. Hanging out with the other youth sailors from Fleet 204 was cool as usual.

I would like to thank all of those people that supported the youths and who helped get the lunches and the boats rigged. Many volunteers took hours to set up the little details so it was smooth sailing.

2004 North American Champion skipper, 17 year old Mike Siau continues with the story:

The North American Hobie 16 youth Championship was a lot of fun. I sailed with the coolest 11 year old kid ever, Trey James. I told him before the weekend started, "We are out here to have fun this weekend, and if we win that's an added bonus." This was my first time ever racing on a new boat and it was AMAZING! After the first day of the event Trey and I were tied for second place with one bullet, which was very exciting. Trey was enjoying every minute we were on the water except when the wind died, when he said, "Should I just start paddling?"

I have only been racing for two years so I still don't know all that much about rigging a Hobie 16 to go fast. The little chalk talk that the Puerto Ricans held on Saturday when there was no wind was really helpful. The top three boats were really close for the entire weekend. It came down to the last race to decide first and second. Trey and I took first in the last race which made us the 2004 North American Hobie 16 Youth Champions!!



Marie Appel was awarded an HCA Youth Grant which helped defray her expenses of attending the Youth Championships. A condition of the grant is that an essay be written that describes her experience. Although Marie is clearly looking forward to the 2005 event, she reflects on the 2004 North American Championships in Syracuse:

I wouldn't have missed the 2004 Hobie North American Championships for the world. Before the big event even started, I sailed in the three day Youth event with Fabiola Mustafa as my crew. We were the only youth team that could have sailed in the women's event if they weren't at the same time. With Faby being from Puerto Rico and me from New York, we were also the only team practicing our second language at starts. Faby knows English fine but thanks to her, I aced my review Spanish quiz on numbers.

Not only did we learn a lot, but we sailed pretty well. We came in 8th overall in a group of excellent sailors. And we only tipped over once! For me, that's always an accomplishment. Although Faby and I represented Fleet 337 (Syracuse Fleet 204 + Puerto Rico Fleet 133) pretty well, we think next year we're going tie for first against each other.

You'd think at the Sunday night banquet, I would have been relieved. It was over and I had done well. But no. It wasn't over. That was just the start. The next morning, I would get up by eight and rig my boat for my biggest challenge yet. At 14 years old, I was about to skipper the Open North American Hobie 16 Championship. Needless to say, I didn't get a heck of a lot of sleep that night.

My mom and I made a deal the next morning when we saw there was wind. If my crew, Scott Kilian (aka Scotty Don't) and I tipped over 3 times, we had to come in so we didn't get hurt. When we came in at the end of the day for the first three days without tipping or getting dead last (my personal goal), we were really happy. Wednesday night they made the cut. We didn't expect to make Gold Fleet by any means but when we realized we were only about 9 or 10 down from the break, we really couldn't complain. The next two days, you could tell I was getting worn out. I wasn't sailing quite as well as I had been but I was still doing pretty good. It wasn't until the last day on the only race that I got a last place. But it was a fun race. When we rounded A mark in last after going into irons a countless number of times (how do you get stuck in the wind when there isn't any?), we decided to

www.hca-na.org



change things. Scott and I do not enjoy losing but if we must, we always do it with style. About an hour after rounding, Scott and I could be seen actually catching boats. This was surprising because we were both trapped off the front of the boat, singing children's songs and laughing hysterically. Scott is not a small kid so if you saw him trapping, resting his head on the bow tangs and lifting my rudders completely out of the water when I joined him, you'd be laughing too. That was probably the most stylish last place of my life. That night I went to the banquet at Borio's with my parents and friends (Scott had to go back to New Jersey). When they announced our names, and especially our ages, for taking 15th in Silver fleet, everyone was surprised. We had beaten people that I never thought I could beat in a million years. And, most importantly, we didn't get last and we had fun. It was a long, hard week but it was worth it. The hardest part will be waiting to do it again next year.

Thank you to all the people who made this event possible and the people that made it possible for me to go to it. (Kathleen Tracy and the HCA Women's Program rock! So do my parents!) Thank you all!

Marie and Fabiola at the award ceremony



What Makes a Winning Team?

Four couples give their advice

Heather Morrison, HCA Women's Representative

Do you wonder what makes a “good” team, especially the male /female teams? They consistently place in the top, take home the trophies and seem unbeatable. Well, I asked some of those teams I race against in Division 14. They were all asked the same questions:

- What are three top things that make you a good team?
- What is the number one reason a good team fails?
- How could new teams learn to work together?
- How do you handle disagreements on the boat?

From Sheila Holmes and Mark Ralph, Hobie 20 sailors: “Common goals - we both want to win! Good communication on the boat. Compatible sailing styles. Understanding the plan, so in pressure situations we both react as expected. Time on boat—collectively we have nearly 50 years of Hobie racing experience.

“Failure by top performing teams generally comes down to lack of focus, and/or poor planning. Good teams have a race plan and focus on achieving the goal throughout the race, one leg at a time, or one boat at a time. Stick to the plan, but pay attention to what’s happening around you. Good teams know when to adjust for changing circumstances, but do not deviate from the overall plan.

Kenny and Donna McIntosh



“Disagreements on the water? Okay, the secret is rock, paper, scissors. Seriously, we do disagree, and it’s not always easy to get past it, but you have to—now! Remember, focus on the plan. If you’re mad and bickering, then you’re inattentive to what’s happening around you, and likely losing boatspeed. It’s important to shake it off, get your heads back into the race, agree on what the current plan is, and then discuss the situation after the race. Again, I’m still working on that one, but it sounds good.

“New teams should focus on three things. Boat maintenance, boat handling skills, racing experience. Boat speed & boat shape go together. Keep your boat in racing shape—always. If the rudders hum, shave them. If the cams don’t lock, replace them. Boat handling skills—practice, practice practice. Work together on trapezing skills, sail handling, weight placement. Practice racing skills, sailing upwind and downwind—not just reaching! Round a mark downwind until you can get the perfect rounding every time. Work on starting, getting to the line on time, with speed. Race regattas—and North Americans! All of us started sailing as novices sometime. The best experience is racing! You’ll get more experience at one NA’s than in 2 years of local regatta racing.”

From Kenny and Donna McIntosh, Hobie 20 sailors: “We are not only married, but we are best friends. We enjoy each other’s company. Our camaraderie on the boat adds to the enjoyment of our racing experience and, thus, I believe, to what success we have had. We learned racing together and have equal experience. We both have a lot of time on the water and have developed ‘gut’ feelings about where to go on the lake in various situations, (although we often still go the wrong way).

“We share in the decision making on the water, if one has a strong opinion on what we should do, we go

with it. But, sometimes, we have strong differing opinions. I think we learn something at every regatta. On the drive home after the regatta we discuss what went right, what went wrong and what we should do about it next time.

‘What is the number one reason a good team could fail? Bad attitude. If one member of a team is having a bad day, or is not enthusiastic about racing and would rather be at home on the couch, this will drag down the other team member. A bad race or two, coupled with a bad attitude will make the weekend wind up as an unpleasant experience.

‘How could new teams learn to work together? New teams should communicate on the boat, but they should also realize that one person has to make the ultimate decisions. When someone makes a mistake they should discuss it briefly and let it go. Skippers that yell at crews in the heat of battle may create the bad attitude they should try to avoid. Remember we are out there to have fun. None of us is ever going to get rich from racing or solve world problems. Keep it in perspective. You will have good races and bad races, good regattas and bad. We all do. When things don’t go well, try to have a good attitude and regroup next time.

‘Disagreements usually occur in the midst of a bad race anyway, and arguing usually results in a loss of concentration and falling back even further. There usually isn’t time to fully discuss each alternative. Split-second decisions are often critical. Through the course of a race, both of us are observing what is going around the lake. There is not always time for me to verbalize to Donna what I am seeing and thinking. The best way to avoid problems is for Donna to tell me what she sees and thinks and for me to add this to my perceptions and make the decision.

‘Our worse arguments are followed by silence. After the race we try to discuss the problem and forget about it by the start of the next race. In order to maintain concentration on racing it is crucial not to carry bad feelings to the next race. When the skipper makes a bad call, they know it. One or two I-told-you-so’s from the crew is enough. Anymore and the skipper’s confidence may suffer.”



Phil and Beverly Collins

From Phil and Bev Collins, 2004 Hobie 20 NA Champs: “1. Good communication. Task management. We try to be kind and patient to each other. 2. Lack of communication resulting in loss of situational awareness (i.e., not recognizing shifts and/or opportunities; not knowing where your competition is; not realizing your next objective, etc.) and then blaming each other.

‘3. Support each other’s decisions. Be on time (be dressed, have the boat rigged, etc. in plenty of time to make it to the start). Take the other’s requests in consideration. For example, if your skipper/crew cannot function well when it is too cold or too hot, or when the wind is too strong, then consider alternatives.

‘4. At the moment of disagreement, we try to get our point across but then let it go. After 20+ years, we are still trying to learn not to lash out at each other or say, ‘I told you so.’ After the race and while still on the water, we try to discuss the disagreement but if we see this isn’t working, then we drop it. We make a tremendous effort to leave all disagreements on the water.”

And finally, from Ron and Ivanna Means, H16 sailors: “I have ‘monkey toes’ and can handle lines with my feet (notice I always sail barefoot). Ivanna constantly strokes my ego. That makes us a good team. A good team can fail if someone calls them ‘scumbags’ and they dwell on it. Honestly? We don’t have disagreements on the boat. There is only one skipper, and Ivanna is always right.”

There you have it. We can always learn something from those we race with. Thanks to everyone who shared this great information.

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- Hobie 18
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- Hobie 20
- Wave
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Please check all that apply

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

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

Charge to: Visa Master Card (check or money order preferred because we have to pay high processing fees for each charge.)

Card Number: _____

Signature of cardholder _____

Expiration date _____

TOTAL \$ _____

WHAT THE MONEY GOES FOR:

- Class Promotion
- Guest Expert Programs
- Youth Programs
- Standardized Racing
- NAs event support
- Racer support programs
- Regatta Materials for Fleets & Divisions
- Racing Seminars
- Regatta insurance



HCA MEMBERSHIP
141 Short Beach Rd.
Branford, CT 06405 USA
Phone 1 203.488.7820
Fax 1 203.432.5328
hobiemembership@sbcglobal.net



Anniversary dates: March 31 and September 30

New GA memberships paid between January 1 through June 30, 2005, will expire on March 31, 2006
New GA memberships paid between July 1 and December 31, 2005, will expire on September 30, 2006

Name _____

Address _____

City _____ State _____ Zip+4 _____

Phone _____ Fax _____ Email _____

Boat(s) _____

Primary Racing: One Design [] Portsmouth [] Other (specify) _____

\$____ \$15 Youth (regularly \$20) – Under 21 / Student birth date _____

\$____ \$40 Individual (regularly \$60)

\$____ \$60 Family (regularly \$75)

\$____ \$40 Individual non-USA

\$____ \$10 Special one-year, 6-issue subscription to *Multihulls Magazine* for **new members only** (reg. \$21)

Yes, I want to support one or more of these MHC programs:

\$____ Youth Multihull Championship

\$____ Hoyt-Jolley Fund for Alter Cup

New cruising sailors: indicate here _____ if you prefer to receive Safety Recs for Cruising instead of RRS.

Mail with check payable to: Darline Hobock/MHC, 5373 E. 27th St., Tulsa, OK 74114



WHY JOIN US SAILING?

US SAILING is the national governing body for the sport of sailing and merits the support of you and every sailor through direct membership. US SAILING's mission is to encourage participation and promote excellence in sailing and racing in the United States.

You can become a member of US SAILING, or renew your membership, **at a discount** while making certain the Multihull Council (MHC) gets credited with your membership as a Multihull sailor. This will help improve the Multihull presence in US SAILING and **save you at least \$10** on your annual dues to boot. All you need to do is send your membership dues to the program administrator who collects them all, consolidates them and sends one check to US SAILING so that the MHC gets credit for them. This is available to any sailor with a Multihull of any size, from beach cat to cruising boat.

Multihull sailors who are Individual or Family members receive:

- *Racing Rules of Sailing*, updated every four years
- \$20 coupon good towards purchase of \$75 or more at West Marine (expires 12/31/2004)
- Minimum 10% discount on entry fees for regattas covered by US SAILING regatta liability insurance
- Discounts on merchandise, publications, accessories, videos, and safety gear
- Eligibility for US SAILING championships, including the Alter Cup
- Access to the members' portion of the US SAILING Web site

Membership dollars support many programs and services offered by US SAILING including:

- Develop community sailing instructors to make sailing more accessible
- Train sailors of all ages to become sailing instructors
- Support of one-design fleets nationwide
- Train and certify judges, race officers and umpires
- Offer affordable insurance programs for sailing organizations
- Derive and implement the ISAF Racing Rules of Sailing
- Develop and administer handicap systems such as Portsmouth Yardstick
- And much more

Youth memberships are available for youths and students under 21 with the following benefits:

- Eligibility for US SAILING championships (must meet age requirements)
- *Racing Rules of Sailing*, updated every four years

Will you support US SAILING with your membership?

Darline Hobock, Program Administrator

Driven by pride.

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