



HOBIE CLASS

HOBIE CLASS ASSOCIATION OF NORTH AMERICA

September - October 2005
VOLUME 15, ISSUE 5
hca-na.org

NEWS

**Hobie 16
North Americans
Ventura, California**



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HOBBIE CLASS NEWS

The official publication of the Hobie Class Association of North America

SEPTEMBER–OCTOBER 2005
VOLUME 15, NUMBER 5

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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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cleanairflatwater

Rules Changes



In Hobie one-design racing, we have several sets of rules. First is the *ISAF Racing Rules of Sailing* (RRS) that run for a four-year period with minor, or no, changes on an annual basis. Then we have the *IHCA Hobie Class Rules* that are comprised of a general set of class rules plus specific sections for each of our one-design classes, e.g., Hobie 14, 16, Tiger, 20, Dragoon, etc. These Hobie Class Rules are approved by ISAF for the International Classes as well. Then, of course, there are local laws and regulations.

How often should our racing rules change? What are valid reasons for rules changes? Do members have a role in rules changes? In particular, it is the *IHCA Hobie Class Rules* that I am addressing here. I think there should be a balance between frequent rules changes and keeping our rules in line with modern, competitive sailing. I also think this balance point should differ depending on the specific Hobie one-design class. For example, the Hobie 16 has been the leading small beach catamaran for nearly four decades. Not only is it still being manufactured, sales are peaking again. In addition, a supply of used boats is readily available in any price range. The design is well established and popular, so that few equipment or other changes should be needed in our class rules. In contrast, the Hobie Tiger is a contemporary boat whose design, configuration and components are still evolving as its popularity grows. Sailors continue to optimize the Tiger through their experiences on the race course. Compared to the long-established Hobie 16, some continuing rule development is probably more appropriate for the Tiger.

In either of these one-design classes, though, the number, frequency and extent of changes greatly affect the majority of class members. There will always be a few leading edge racers who will want to be on top of any possible equipment improvement. But for most of us, frequent and significant equipment rule changes are not worth the inconvenience. Therefore, it is imperative that members speak up and participate in the rules change process. The best way to keep in touch is via the Rules Forum hosted on the IHCA web site (www.hobieclass.com). When the IHCA Rules Committee announces a proposed rules change for sailor comment, be sure and submit your thoughts. In the most recent proposals, few sailors gave input, despite how easy it is. Don't miss the opportunity to steer the rules in the direction you feel is best for our class. Otherwise, you may have to live with undesirable changes.

I just spent two weeks at the Hobie 16 North American Championships in Ventura, CA. It was a great event and wonderful to see many of you. We are looking for fleets/divisions sailing to host 2006 championships, so contact Lori Mohney, HCA Event Coordinator, with your interest and questions. She had the major operational role in Ventura and deserves a break next year! See how you can step in and help continue our history of successful North American championship events.

Ed Muns
HCA Chair

sep / oct 2005

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photo / illustration credits

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Rounding A at the H-16 North Americans
Photo by Teri McKenna

2005 regattaschedule

World Championships www.hobieworlds.com

Hobie 16 Worlds Oct 24–Nov 4 Nelson Mandela Bay, RSA

North American Championships www.hca-na.org

Hobie 18 / 20 September 12–17 Clear Lake, IA Page 28
 Hobie 14 September 24–25 Rehoboth Bay, DE Page 29
 Hobie 17 September 26–30 Rehoboth Bay, DE Page 29

HCA Area Championships

North West AC's September 3–4 Harrison, BC Division 4
MidWinter's West Feb 24–26, 2006 SanFelipe, MEX rickb@cox.net

Other Events

Bitter End YC Hobie Wave Week Nov 12–19 Virgin Gorda, BVI
www.beyc.com/buzz.asp

HCA Sanctioned Division Regattas

Division 2—Southern CA / AZ / NV

www.hobiedivision2.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
4	Sept 10–11	San Diego Classic San Diego, CA	Brian Borcherding bbdogyard@yahoo.com	619-501-6784
66	Oct 8–9	Piñata Regatta Peurto Peñasco, MEX	John Eger egerfam@aol.com	520-749-4295


Division 3—Northern CA

www.hobie3.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
281	Sept 10–11	Shark Feed Bodega Bay, CA	Brent Chartrand	916-337-5603 bct2web@whiteknucklesailing.com
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
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
51	Sept 2–5	Mac Attack Lake McConaughy, NE	Steve Titus	stitus99@yahoo.com

Division 7—Prairie States

www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
10	Sept 10–11	The Last Regatta Clear Lake, IA 	Jeff Griffin	641-529-2029 griffinwins@yahoo.com

Division 11—Mid-Atlantic

www.catsailing.com/division11

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
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 13—Mexico/Carribbean/Central America

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
236	Sept 16–18	Regatas de Independencia Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 1–2	Oktoberfest Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 15–16	Copa Marinazul Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Oct 22-23	UBS/BPPR Regatta Ponce, PR	Ponce Yacht & Fishing Club	787-842-9003
236	Oct 29–30	Nacionales Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Oct 29–30	Don Q Cup Ponce, PR	Ponce Yacht & Fishing Club	787-842-9003
138	Nov 6	Regata Tomas Bunge Los Sauces, Amatitlan, GUA	Juan E. Maegli	jemaegli@tecnun.net.gt
133	Nov 5-6	Regata Eddie Ramos Ponce, PR	Ponce Yacht & Fishing Club	787-842-9003
236	Nov 19–20	Copa Federación Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
138	Nov 20	Regata Familia Hess Los Sauces, Amatitlan, GUA	Juan E. Maegli	jemaegli@tecnun.net.gt
236	Nov 26	Copa Pro-Valle Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Dec 3-4	Regata Copa Comodoro Fajardo, PR	Club Náutico de Puerto Rico	www.clubnauticopr.com
138	Nov 20	Regata La Rodra GUA	Juan E. Maegli	jemaegli@tecnun.net.gt
138	Dec 9-14	Juegos Centroamericanos / Regional Games Los Sauces, Amatitlan, GUA	Juan E. Maegli	jemaegli@tecnun.net.gt
138	Dec 17	NAVIDENA Los Sauces, Amatitlan, GUA	Juan E. Maegli	jemaegli@tecnun.net.gt

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
241	Sept 3-4	Arkansas State Champs Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
25	Sept 24–25	16 Divisionals Keystone Lake, OK	Donna McIntosh	918-224-6573 Dlmcintosh@DIRECTV.com
23	Oct 1–2	Shegatta (WOW) Lake Ray Roberts, TX 	Sheila Holmes	940-637-2485 SheilaHolmes@ntin.net
23	Oct 8-9	Daggerboard Lake Tawakoni, TX	David Mimlitch	903-447-4024 dmimlitch@dmcmall.com
23	Oct 29-30	Dallas Regatta Lake Lewisville, TX	John Webster	972-250-1152 websterajohn@cs.com

Regatta Scorers - Remember to send your results to:
hobiescores@yahoo.com

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1975



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Above—The genesis of the 14 Turbo came from Florida Sailmakers.

Right—The costs of running a 194 boat regatta in 1975 were not that much different from running a 40 boat regatta today.

Below—In the Sep/Oct '75 HOTLINE, the editor makes an argument for not having a trapeze on the 14 (now class legal) and uncovers an untapped market for beach wheels (now ubiquitous at regattas).

"What, No Free Beer?!"

I think it is about time that the spoiled Hobie skipper realize the expense involved in putting on a major regatta. I include myself in this "SPOILED" skipper category. The major "outfit" is Coast Catamaran/III Coast. Cat has given us FREE beer — posters — sunscreens — tee shirts — hot dogs — cold drinks — decals — etc. and all for only \$5.00 and \$7.50 registration fee. Now we expect it from every regatta we attend.



Hobie discussed this with me at the "Florida Force World Open" and we both agreed that it might do some good to enlighten the Hobie skipper.

"F.F.O.D." expenses: 194 Hobie Cats

1. Tee shirts	\$550.00
2. Beer	175.00
3. Cokes	85.00
4. Newsletters	160.00
5. Trophies	215.00
6. Advertising	160.00
7. Cocktail Party	695.00
8. Ice	65.00
9. Misc. Supplies	125.00
10. Security Guards	50.00

This took \$2700.00 and does not include the cost of committee boats, chase boats, plus all of the man hours involved. Registration fees brought in \$1,450.00 leaving a cost of \$1,247.00. It is time we all realize the "FREE LUNCH" is over. Please do not take me wrong! I am not bitching about the expense involved, as most regatta sponsors do it because they enjoy "Hobie Cutting". But the next time you are at a regatta and hear someone say, "Boy, I wonder how much money those guys are making?" or "What, no free beer?" please remind them of this letter.

Thank you,
Ken Koens
Seminole, Florida

Letters to the Editor

ON THE HOBIE 14...

Dear Ed:

What is the recommended boom vang for a Hobie 14, and is a trapeze installation a good idea on a 14', or not?
Karen Ann Atwood
Mill Valley, Ca.

Dear Karen:

The boom vang we recommend for both the Hobie 14' and 16' is our Hobie Super Boom Vang kit (part No. 8013-058). Having been designed especially for Hobie Cats, it is both easy to install and easy to work. The kit will fit on either a 14' or 16', and can be purchased from your Hobie dealer.

Regarding the use of a trapeze on the Hobie 14', in very heavy winds when you normally would not be able to hold the boat down, the use of a trapeze can provide you with extra leverage and increase the effect of your weight. HOWEVER...this extra "weight" will put additional stress on the mast, which in turn ups the compression loading on the front crossbar, imposing forces greater than those the boat was designed to take.

This means you must absorb the extra force somewhere — or run the risk of riving your boat. By installing a dolphin striker you can relieve some of the strain on the front crossbar, but unfortunately there is no way to correct for the problem of additional mast stress.

The Hobie 14' was designed for sailors who want a fast, yet lightweight and easy-to-handle single-man craft. The fact that 98% of the time the use of a trapeze would be unnecessary anyway, and the fact that the boat was just not designed to take the strain, are the reasons why installing a trapeze on a Hobie 14' is not legal for class racing, and why it will void a new boat warranty.

In summary, yes you can put a trapeze on the Hobie 14' if you're prepared to face the consequences. But remember...SIMPLICITY is the beauty of the boat! Ed.

ATTENTION BEACH DOLLY BUILDERS!

Dear Ed:

Do you have any idea where I could get a beach dolly or cart for a Hobie 16'?

Frank Vulcan
P.O. Box 631
Hornwood, Ca. 95718

Dear Frank:

Sorry, but I really don't have any idea. I'm sure there is no company which makes them specifically for Hobie Cats, so you'll probably have to find someone who can build you a custom model. I've included your home address here, so if there is anyone reading this who knows the answer perhaps they will be kind enough to help you out. Ed.



Although this photo appeared in the Sept/Oct '75 HOTLINE, the presence of three-digit sail numbers on 14's dates it to the late 60's

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Above—The Mast Handler—solving one of the age-old problems of Hobie sailor—how do I raise the mast without lifting it?

Below—Do not try this at home! SSI does some unconventional marketing to sell traveller cars that eventually became class legal (and standard equipment).

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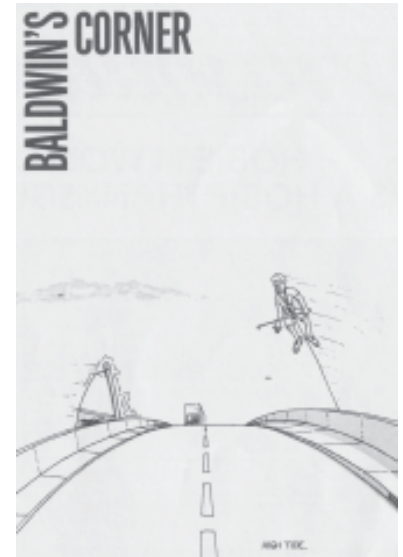
1985

Hollywood Comes To Hobieland



Left – Sissy Spacek made a movie in 1985 that involved Hobie Cats and trapezing. Unfortunately, the film was rather unmemorable otherwise.

Below – Bill Baldwin was a frequent contributor to the *HOTLINE* with his offbeat cartoons. Today, Bill is the Chief Financial Officer at Hobie Cat US.



Absolut Cup 1985



The 1985 regatta season belonged to Absolut Vodka. Not only did they sponsor the four major US national championships that year (14, 18, 16, 16 Women), they also provided sponsorship to six Area Championships.

United States Hobie Cat National Championships 1995

Below – Randy knows Hobie! Multi-champion Randy Smyth hawks sunglasses for Hobie Polarized. To this day, Hobie Sunglasses continues to provide support to the class.



In the fall of 1995, the NAHCA News reported on one of the best Hobie 16 Continental Championships. Held in Daytona Beach, Florida, the event had lots of wind and the parties were legendary, due in large part to the Puerto Rican contingent.

A similar event just concluded in Ventura, California, where once again, the Puerto Ricans demonstrated their dominance as sailors and doctors of mixology.

Hobie SAILING GLASSES

"They give me a racing advantage . . . I can look at the telltales and water all day without my eyes getting tired."
 Randy Smyth, Tornado World Champion

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John W. J.
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(The 1995 Hobie 20 Continentals was cancelled after hurricane Opal hit the Ft. Walton Beach venue a couple of days prior.)

1995 Continental Champions

- H-16 Open: Daytona Beach, FL - 60 Boats **Wally Myers/Mark Santorelli**
- H-16 Women's: Daytona Beach, FL - 11 Boats **Shelia Holmes/Barbara Winternitz**
- H-16 Youth: Daytona Beach, FL - 6 Boats **Armando Noriega, Jr./Enrique Montano**
- H-17: Long Beach, CA - 25 Boats **Brett Woods**
- H-18 Open: Storm Lake, IA - 29 Boats **Mike & Karen Walker**
- H-18 Women's: Storm Lake, IA - 8 Boats **Kathryn Garlick/Barb Murray**

justinoffthewire

Late Breaking News and Notes

2005 Volvo Youth Sailing ISAF World Championship

After 73 races on Suyong Bay the 2005 Volvo Youth Sailing ISAF World Championship came to an end with the closing ceremony in Busan, Korea. In a closely fought Championship, all seven gold medals went to different nations, with Singapore winning for the first time ever at an ISAF Youth Worlds.

Australians Evan Walker and Kyle Langford came out on top in

Evan Walker and Kyle Langford



the Hobie 16 discipline thanks to their consistent series. Although Tom Phipps and Jon Cook (Great Britain) scored three bullets to their one, the Australian pair finished seven out of ten races in the top three. “It has been really exciting for us and we were really nervous today,” admitted helm Walker. “We came here with no idea of what the standard would be like because this is our first regatta ever outside of Australia and New Zealand.”

Walker grew up sailing on Lake Macquarie and is also a successful match racer, reaching the final of the ISAF Grade 3 Hardy Cup last year. When he and Langford beat the pair who were considered to be favorites for selection, Taylor Booth and Bridget Waterhouse, with a race to spare, they figured they might have a good chance

here. “Really we came here with an open mind but we found we were pretty quick downwind and got good starts.”

Prior to Christmas, the pair were coached by Australia’s multiple World Champion in the Tornado, Darren Bundock, and have benefitted here from the coaching of 2000 470 Olympic gold medallist Belinda Stowell (AUS).

The ISAF Youth Worlds not only provides great competition for the World’s top youth sailors and an insight into the future stars of the sport. It also acts as a catalyst for the sport in developing sailing nations. This year China won a medal in only their second Championship, Japan won their first medal ever and Brazil won their first medal in a women’s event. Medallists have come from Asia, Oceania, Europe, North and South America. Sailors from Chile participated in their third Championship, the US Virgin Islands in their first in 20 years, Malaysia in their fifth, Cyprus in their third and Guatemala in their fourth, and they all finished in the top ten.

The second ISAF Youth Worlds in Asia has brought a new level of Asian success and a breadth to the Championship with gold medallists coming from seven different nations and Asia, Europe, Oceania and North and South America all featuring in the Volvo Trophy top ten. The message from Busan is clear – the rest of the world is catching up fast. Roll on 2006.

Hobie 16 NAC’s— Final Thank-You’s

I would like to take this opportunity to thank *everyone* that helped out in Ventura at the recent Hobie 16 North American Championships. It was one of the most rewarding events in which I have ever participated and it was due to the people that assisted me. A *big* thanks to my husband Jerry for putting up with all of this for the last year!! Thanks also to PU, Ed, John Stahr (*great trophies!!*), Teri McKenna, Doug Skidmore, Matt Miller, Richard & Susan Countess, Jon Avery, Ventura Yacht Club, Pierpont Bay Yacht Club, Marriott personnel, Matt & Laurie Bounds, Dave & Gail Stiemsma, Jeff & Barb Perlmutter, Ted & Sue Lindley, Paul & Maryann Hess, Rich McVeigh, Deb & Ron LaPorta (and family), Mike Montague....the list could go on and on.

I would also like to thank Mimi Appel for not being able to come to Ventura for the Youth event (sorry Mimi)!! This enabled me to step in and host the youth event. By far, it was one of the most rewarding tasks I have ever done! These kids were awesome – all the parents of these sailors should be proud!

Lastly, to the awesome sailors who participated in this event – kudos to all of you. Not being in the protest room at all was a great accomplishment—and something that every event should aspire to! You are all great people!

Lori Mohney, Event Chair

SEPTEMBER — OCTOBER 2005



by Liza Cleveland, HCA Membership Chair

Change is in the Wind

Introducing the new Membership Chair

Hello all! First I would like to thank our newest TopCat member, **Pedro Colon!!** (The Puerto Rican Doctor of Mixology.) The class is so very appreciative of his support.

This will be my last column as I am stepping down as membership chair. It has been a great time, and I want to thank Karen Hodil from the Hobie Cat Company and Kathleen Tracy, HCA Treasurer for their amazing support and help with the job. Thank you. Thank you.

I also want to introduce to you our newest membership chair, Diane Bisesi. Diane is part of the famous (infamous??) Fleet 204 and lives in upstate New York. She has been sailing for 14 years and has three children: Pat, Ashley, and Sarah. In case you missed it, Sarah, age 10, sailed with her dad (also named Pat) in the recent Hobie 16 North Americans! We are so very pleased that Diane has agreed to squeeze in this volunteer job along with her full time real job and being a full time mom.

I also want to give you a head's up for some other changes coming down the pike in the membership area. At the recent annual general

meeting, it was voted to raise all categories of membership by \$5 except the family memberships. There are also two new categories. There will be a Crew membership for people who primarily sail as a crew – it will be \$5 less than the Standard membership with all of the same benefits. The other new category is a Benefactor category for \$500 for which we are designing some unique and very cool benefits. For example, one of the suggestions was a gold flying “H” sticker for your sail.

Diane Bisesi (accepting her award for winning the Gutter Boat Races at the Regata de Gatos, Port Burwell, Ontario this summer)

And lastly, I want to urge you to renew your membership as soon as you get the renewal letter. It will ensure that you do not miss a single issue of the magazine and there will not be any last minute scrambling trying to join right before a regatta!

See you on the water!!!
Eliza Cleveland

NOTE THE NEW MEMBERSHIP E-MAIL ADDRESS:

hobiemembership@gmail.com





by Paul Ulibarri, HCANA Race Director

Protests

Or the lack thereof ...

The H16 North American Championships just concluded in Ventura, California without a single protest being filed. Why? It has never happened in thirty-five years and most likely will never happen again. What kept racers at this event from filing formal hearings?

Perhaps it was the jury? It is true that the Organizing Authority had assembled a stellar cast of jurists. Led by Francisco Jauregui, the jury also included Susan Countess, Kym Kymlicka and Douglas Campbell. Perhaps they were simply too formidable to be approached? Too threatening? Too scary? No, these were just a group of nice people who happen to be jurists. So, if not the jury, then what was responsible for this

unprecedented ability to work out issues on the water? Let us look at the sequence of activities as they unfolded across the event; perhaps a time line will give us a clue.

Since there was no racing during the Qualifier due to a lack of wind, competitors enjoyed swimming, body surfing, Frisbee tossing, refreshments, binocular wave watching (which curiously coincided with the approach of attractive girls), and the So Cal beach scene. There were no protests during those two days basically because there was no sailing.

But there was much sailing during the rest of the event. On the first day of the Open, sailors completed four races in relatively light air. Light air often provides an opportunity for multiple protests since it tends to fray nerves. But despite several comments heard at the start, surprisingly, no one filed a protest. The second and third days were similar stories; a total of eight races completed in light air without any protests.

Because the wind was almost non-existent during the mornings, we were starting races late in the day and sailing quite late. So, on the first two days, the last boat did

not hit the beach until at least 7:00 pm. At the time, we credited the lateness of the day with the reason that no one filed a protest. We had seen several boats doing turns during both days. So it seemed that conflicts were happening, but that the competitors were choosing alternative penalties over late night sessions in "the room."

On the third day, we finished racing early. In a boat-supplied event, the draw of boats dictates that an even number of races must be completed to insure that everyone sails an equal number of times. Since the sailing had gone late the previous two days, (and no one had killed the race committee), we decided not to push the envelope and racing was finished by 5:00 pm. Still no protests, even though there was ample time to file and we had observed several potential incidents.

By this time, the members of the Jury were getting used to partying, early dinners, and a social life. We all assumed that the last two days would make them earn their keep. The reality of a championship is that as it gets down to the end, the competition heats up and often this results in a multitude of protests and long nights for those involved.

The only protests heard were from "Stinky" when she got evicted from her sunning spot on the signal boat.





The fourth day was the last day of the round robin. This day would ultimately dictate who advanced to the gold fleet, creating a perfect potential situation for conflict. On this particular day, all were in for a pleasant surprise—early wind. By 11:00 am, the wind was around 10 knots. At last, the race committee was able to get away from Course 1 (which was becoming a bit boring) and go to Course 2. Throughout the afternoon, the winds increased into the high teens, with gusts at the top of the signal boat mast reading 20 knots. The race committee was entertained and the jury got nervous. The waves got steeper and the boredom of the previous days became a distant memory. In this wind, the fast got faster, and the inexperienced got wetter. The safety boats became heroes, and Division 13 became dominant. I overheard someone remark, “Welcome to the Division 13 Championships.” Throughout all of this, only one thing remained the same: *no protests*.

When we worked on the format for this event we came up with a plan that called for five races on the last day. At the end of three days with no wind, we were somewhat

concerned about the gamble we had taken of a one day finals that featured two races for the Silver Fleet in the morning and three for the Gold Fleet in the afternoon. But the plan worked. By 9:30 on the morning of the finals, the wind was a solid 7 knots, steady from the west. At the 10:30 start, it was 8 knots and by the second lap was a steady 10. This held through the second race, resulting in a comfortable, on-schedule race series for the Silver Fleet. By the time the Gold fleet started their first race, the wind was a solid 11 knots that continued to build to 16/17 knots with short steep waves. Sometimes you get lucky with the wind. Still, no one chose to close out the event with a trip to “the room.”

So perhaps it was the lateness of the sailing that stopped the protests. Perhaps it was the volume of the wind on the last two days. I prefer to think that it came down to the sailors. It seems to me to be an indication of the closeness and respect the members of the Hobie 16 family have for each other. So, congratulations to the sailors of the 2005 North American Hobie 16 Championships for sailing an event without protests.

The HCA thanks you, the Organizing Authority thanks you, the Jury thanks you, and I thank you.

Happy racing – PU.

PU demonstrates the fate of all bait fish — and those who choose to go to “the room”.





by Bob Merrick, HCANA 1st Vice Chair

How Close is Too Close?

Well, it depends ...

We all know that the starboard tack boat has right of way over a port tack boat. But what happens when one of those boats has just changed tacks? Let's examine two situations: A boat tacking onto starboard in front of a port tack boat, and a boat tacking onto port in front of a starboard tack boat.

In the first situation, two boats are sailing on port tack. One boat tacks onto starboard; a collision is imminent, unless one of the boats alters course.

When the tacking boat passes head to wind, Rule 13 applies (see "Rules in Play" box). Ignore the part after "if two boats are subject to this rule at the same time..." since it will never happen to you (you are more likely to win the lottery), but pay attention to the other part of the rule.

Basically, a tacking boat has no right of way from the time she crosses head to wind until she is on a close-hauled course. Note that it is the course of the boat that

matters, not the trim of the sails or the motion of the boat.

So how does this apply to the approaching port tack boat? As long as the port tack boat has right of way, she does not need to alter course. The port-tack boat must begin to alter course when the tacking boat comes down to close-hauled. If the port-tack boat needs to alter course before that time in order to avoid a collision, then the tacking boat has tacked too close and has fouled the port-tack boat.

This is not the end of the story. Rule 15 also applies (see "Rules in Play" box). When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.

This means that the port tack boat must have room to keep clear of the tacking boat once they reach close hauled on starboard. To summarize, when the tacking boat reaches head to wind the port-tack boat has right of way. After the tacking boat reaches close-hauled, she acquires the right of way because she has tacked onto starboard. However, because she acquired the right of way through her own actions, the port-tack boat must have room to keep clear.

Can the boat in the foreground tack without fouling the one in the middle?



What is “*room to keep clear*”? It’s in italics in the rule, which means that it is a defined term. See the box at right for the definitions.

There is only one more situation that needs to be clarified. What if the two boats were on starboard and one boat tacked onto port?

Again, rule 13 will apply to the tacking boat and she will not have right of way. However when the tacking boat reaches close hauled, she is on port and again, does not have right of way. So what about “room to keep clear”? In this case, the starboard tack boat does not have to give the port-tack boat room to keep clear, because she has acquired right of way due to the actions of the tacking boat (see Rule 15). Basically, if the starboard tack boat has to avoid at any time, the tacking boat has committed a foul.

Note that Rule 15 would also apply if the two boats were going down wind and jibing. Rule 13 only applies while tacking (coming about). Remember that there is nothing wrong with accidentally committing a foul and then doing your penalty turn. But not doing a 360° penalty turn when you know you are wrong will bring you much shame, and open you to protest.

So stay honest and have fun.

Rules in Play:

DEFINITIONS

Keep Clear One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and, when the boats are *overlapped* on the same *tack*, if the *leeward* boat can change course in both directions without immediately making contact with the windward boat.

Room The space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way.

13 WHILE TACKING

After a boat passes head to wind, she shall *keep clear* of other boats until she is on a close-hauled course. During that time rules 10, 11 and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other’s port side or the one astern shall *keep clear*.

15 ACQUIRING RIGHT OF WAY

When a boat acquires right of way, she shall initially give the other boat *room to keep clear*, unless she acquires right of way because of the other boat’s actions.

In the photo below, everybody except Boat 35 and maybe Boat 3 is in dirty air and under normal circumstances would want to tack to get clean air. Boat 2 is free to tack, but 36 would probably foul 2 if she tacked. Same thing applies to boat 3 and 27 (behind Boat 3).

The tacking angles, speed of tacking and wind/wave conditions all contribute to the equation of “How Close is Too Close.” It’s something we all learn with experience.



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



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:

Less than 20 Boats: 6

35 – 20 Boats: 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: Super 8

\$52.09 / night event rate, but you **must** reserve your room prior to July 15. They offer a Continental Breakfast, high speed wireless internet, lobby computer, & health-club access. Please feel free to contact Tim Veach and reference Hobie or Yacht Club for the special rate.

<http://www.super8.com>

Hwy I-35 & B-35, Exit 193

Phone: 641-357-7521

Heartland Inn

This is a smaller on the water hotel. They have a total of 30 Rooms.

It is approximately 5 minutes from the event site and area restaurants downtown Clear Lake.

<http://www.heartlandinns.com>

1603 S. Shore Drive

Clear Lake, Iowa 50428

Phone: 641-357-5123

Fax: 641-357-2228



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.

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>



IFDS Multihull Championships

Kelowna, British Columbia Welcomes the H-16 Trapseats

by Ron Rubadeau

The Multihull World Championship of the International Federation of Disabled Sailing (IFDS) was held at the Central Okanagan Sailing Association (COSA) in Kelowna, BC, Canada, on July 6th - 9th, 2005. The event was conducted on the Hobie 16 with Trapseats.

Four days of racing featured blistering heat, heavy winds, torrential rains, no wind, and easy five knot breezes. And just as the competitors had it all on the water, so did they have the entire range of evening entertainment on shore, including Jazz, Country, Karaoke, Gaelic Folk, a Woman's Barber Shop Quartet, Radio Controlled Model Boat Racing, and Opera!! From the Opening Ceremonies featuring a

The Opening Ceremony



parade of athletes led by the RCMP and a piper in full dress, to the Closing Ceremonies on the dock, COSA rolled out the welcome mat to ensure that

athletes, judges, classifiers, technical delegates, and a cadre of volunteers had a truly memorable experience.

And memories are what Danny McCoy of Ontario and Larry Robinson of Vancouver will enjoy for a lifetime as they bested the field in ten races capturing the Prestige 'Spirit of Sail' Trophy emblematic of IFDS racing excellence.

Following behind Danny and Larry were Mike and Carl Strahle of California, and John McRoberts from Victoria with his crew Ben Carter. Both teams were tied with 20 points at the end of the competition but second was awarded to the Strahle team on the tie break. Forth place belongs to Corky Aucreman of

California with crew Tyler Churchman of Kelowna. Nigist Sewnnet and Karen-Ann Xavier of Toronto rounded out the trophy round with a solid, if not, occasionally risqué performance.



Gillian Thomson, Danny McCoy, Larry Robinson and Ron Rubadeau

The Multihull Worlds also featured a few thrills and spills. The team of Bob Jones and Bob Johnson of Seattle, nick-named "The Sponge Bobs" showed the competitors and the throng of spectators just how well they could flip and then right a Hobie 16 with Trapseats. Not to be outdone, Nigist and Karen-Ann attempted to put a twelve foot wide Hobie into an six foot space at the start line. Tim and Jen French of Florida, the recipients of the "fender bender," commented that "the maneuver definitely would have worked if the girls were sailing only one hull."

This is the second ever IFDS Multihull World Championship with the first being sailed in 2002. The inaugural World Champions were Mike and Carl Strahle, inventors of the Trapseat, an adaptation to a Hobie 16 which permits disabled skippers to enjoy a catamaran experience. Trapseats were developed twenty years ago after Mike was injured skiing. Since then, Trapseat sailing has enjoyed increasing popularity supporting at least one major regatta each year for the last decade.

The competition was preceded by a training camp with the competitors getting practical on-the-water experience along with technical land-based rules, strategy and tactics training. COSA's full-time coach,

Devin Rubadeau ran the two-day Canadian Yachting Association sponsored camp. The club “tag-teams” delivered again with Devin’s Dad, Ron Rubadeau. He served as Event Chair and as PRO for the competition, while Steve Brunsten covered mark-set and his wife Margaret managed the food service! Returning again from 2002 was the ‘world famous’ COSA Beach Crew headed up by Randy Newton, and the always hospitable and hardworking bar tenders, Harry and Lynelle Weston.

COSA is a small club by most standards (120 boats) but provides a first class facility which is completely wheelchair accessible. It is located mid way on beautiful Lake Okanagan (130 kilometres long) in the city of Kelowna, B.C. (150,000 pop). While small in number, COSA has huge heart as they support one of the largest Learn to Sail programs on the continent (1300 student sailors), have an active disabled Sailing Association (70 members) and have recently established more than fifteen different courses that high school students can take for graduation

credit. They even have Sailing 11 and Sailing 12 as replacements for the local Physical Education curriculum! Most importantly they have knowledgeable and skilled sailors and superb volunteers that do everything from bartending, to boat repair, to late night clean ups, to beach crew! When they race, at least one World and two North American champions are on the line for each start.

For more event information and photos, please visit the COSA website: cosa.bc.ca.



Results

IFDS Mulihull World Championships

Kelowna, BC

Place	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	Points
1	Danny McCoy	Larry Robinson	3	1	2	1	2	2	1	2	1	3	15
2	Mike Strahle	Carl Strahle	1	2	4	4	1	5	4	1	2	1	20
3	John McRoberts	Ben Carter	2	4	1	2	7	1	2	3	3	2	20
4	Corky Aucreman	Tyler Churchman	6	6	3	9	4	7	7	6	8	6	53
5	Nigist Sewnnet	Karen-Ann Xavier	7	5	11	10	3	3	8	6	10	5	57
6	David Cook	Scott McCrimmon	5	7	7	3	8	8	10	DNS	5	7	60
7	Bob Jones	Robert Johnson	9	3	8	8	10	4	3	9	9	8	61
8	Jen French	Tim French	4	8	5	7	11	6	9	8	11	4	62
9	Dale Keith	Charles Hanson	8	10	6	11	9	9	5	4	6	11	68
10	Ken Kelly	Gillian Thomson	10	9	9	6	6	10	6	5	7	10	68
11	Darryl Park	Paul Shipley	11	DNS	10	5	5	11	DNS	DNS	4	9	79

special feature

*Hobie 16 Youth / Hobie 16 Women / Hobie 16 Open
North American Championships
Seen from a Youth Perspective*

Competitors from eight different countries fought it out in varied conditions over ten days in Ventura. Never has there been so many youth sailors involved in every event. The secret to doing well? Speaking Spanish as your native tongue sure seemed to help.



Story by Ron LaPorta
(with some help from Erin LaPorta, Alicia
LaPorta, Faith Payne, Gabi Hilk, Kelly
Wood, Ryan Mazzeo and Tyler Myers)

Photo by Teri McKenna



TERI MCKENNA



GREG RAYBON

*(Clockwise, from above)
Hobie and Scotty Alter follow Pat and Sarah Bisesi around A mark.*

Enrique and Carla Figueroa in perfect form.

Sometimes, just getting through the surf was a challenge.

*The Doctor wants YOU to go racing.
Homeless and boatless on the beach in between races.*

MATT MILLER



TERI MCKENNA



People ask me why our family would spend two weeks of our vacation participating in a hobby that was anything but relaxing. Spending two weeks of valuable vacation time in sunny Ventura Beach, California competing in a Hobie Cat sailing regatta is anything but easy and relaxing. It's not the ideal trip for most families. But our family of sailors had an ultimate goal: We wanted to qualify and participate in the Hobie 16 North American Championships. Some of our family and friends just don't get it. So maybe this will clear a few things up for them.

Why did I decide to do this event? It's not for the pristine areas that we get to sail in all over the globe. It's not for the camaraderie of fellow sailors, not to share jokes and sailing stories with old friends or for the ability to pick up a few tips from the pros. It's not

There is only one word to describe the 2005 Hobie 16 Nationals in Ventura, California; and that is "Indescribable." People may think that is a total oxymoron, but when I think of it, it's perfect. The weather was insane the first week. During youth event, the wind was there for us on Tuesday, Thursday and Friday! And the surf was huge everyday. It was my first time sailing through surf as a skipper — it was incredible! It's like an adrenaline rush, with all the people on the beach yelling different things at me as I was trying to just stay calm and stay alive. I was lucky to have Gabi Hilck crew for me. She always keeps me confident and she's always on top of things. During youth championships we had a few goals, some almost impossible and some which weren't as challenging.

We were determined to beat the "Florida Girls," Darren and Jessie, because they were the only other all-girls youth team. Our second goal was to beat Steve and Alicia in at least one race because they are our siblings. Our third goal was to not flip; our fourth was to get at least a 5th in just one race. Our last goal was just to have fun and to try new things. We accomplished every one of those goals except the first one; unfortunately we lost to them by 3 points! I always think to myself,

maybe if I tried harder to fight the challenges of the water and wind conditions, then we would have probably had more of a chance. But that can always be a goal for next summer!

The winds were crazy on Thursday and Friday! It was blowin' 18–20 by the end of the day and the waves were huge! It was a new experience for a lot of us, including me. Still, I still had other youth asking me: "How did you do this?" "How do you do that?" I didn't really have a good answer, but I tried. On Friday, we astounded everyone on the beach. After receiving finishes varying from 8 to 6 and 9, among a few worse ones, with mark roundings in the back of the pack, we rounded C mark 2nd and the last A mark 3rd. Yes, the Pennsylvania girls team of Erin LaPorta and Gabi Hilck finished in third! We picked off 11 boats by going to the outside part of the course and waiting for the lay line to C when everyone else went to the beach. I couldn't believe that I (a first year



even the beach, the chance to throw down a few cold ones poolside, the pretty women the beautiful sunshine or the blue water. These are definite assets, but it's not what makes me happy. The reason I go through all the motions is for the youth and the kid in every one of us. My own kids are my inspiration and what drives me to participate. I want to do everything in my power to make sure they have some good clean fun. They might even learn something about sailing at the same time, not to mention the lessons in life that go along with it.

I asked some of the youth sailors who participated in the Ventura event to share their thoughts and feelings. I wanted them to tell us what they liked and disliked, how it could be improved, what they wanted to see next time; basically, just "what made your clock tick" kind of thing. These are their individual responses. I hope you enjoy them as much as I do.

Ron LaPorta (Rondo) Hobie Fleet 443, Division 11 Chair, Coatesville, PA



RON LAPORTA

Rondo and Alicia LaPorta

skipper!) beat Mike Siau, the 2004 youth champion to C mark, was one boat length behind him from the 2nd A, and was about three boat lengths behind him at the finish! Gabi and I were both in awe.

I think by the end of the first week, everyone was getting a little tired of Subway, but we were very thankful that we were getting food. The youth events organized after sailing were insane! My favorite was probably the kayaking and pizza afterwards! The awards were also memorable, but the parties were not as eventful as past ones. It worked pretty well though, because now we are closer and we made more friends.

The Hotel was a couple of blocks from the beach but in the end, the walk from the hotel to the beach was worth it. And having the In-N-Out right across the street was such a convenience. I had something from the In-N-Out Burger at least once everyday, whether it was a number 2 (Cheeseburger with fries and a drink), a black and white milk shake, or animal fries! If only they had them here back east! Having a heated pool and a hot tub was awesome too. When Gabi and I didn't stay at our youth housing, we would spend almost the whole night talking with the other youths there or just hanging in the pool. I would give anything to do all that over again, meeting new people that weren't at past events, learning new things, and seeing our old friends. There were people there from PA, FL, NY, DE, CA, IA, NJ, NV, AZ, MN, WA, CO, MD, MI, NM, Fiji, GUA, Brazil, Puerto Rico, Mexico and Canada. I think the hardest part was saying goodbye. It's even harder than going up to people and introducing yourself, because you never know if it will be forever or not. I can't wait until the 2006 Hobie 16 North American Championships!

**Erin LaPorta, Hobie Fleet 443, Division 11,
Coatesville, PA**

The 2005 Hobie 16 North American Championships in Ventura, California were amazing. The first week was the youth and women's event and the conditions were great. On Thursday and Friday the wind was perfect, apparently when the clouds build up in front of the hills it's supposed to blow. The last race on Friday was so much fun! Steve and I were 1st around A mark the last leg and ended up in 3rd, because Jason Hess and Mike Siau were battling it to the finish. At the awards that night, Steve Hilk and I got 4th place and were happy because we accomplished all the goals we set out to do.

The open event was just as much fun. It was a little different from the first week because we had to do the round robin, and switch boats every race. They said that the wind there doesn't pick up until noon; well, they were right. On the first day, anyone who was in the first race sat out on the water for at least two hours before there was enough wind to start. So everyday after that, the race committee wasn't in too much of a hurry to get us out on the water. The wind went on like that for three days until Thursday, when the clouds built up in front of the hills. Everyone was trying to figure out if it was better to go to the beach or go right, while trying to keep the pointy end up. On the last race of the day my Dad, "Rondo", and I were going to the gate to round C for the first time. The conservative thing to do would have been to go left to the beach and just tighten up. But of course, the outside of the course was favored and we decided to jibe to go outside. Well, that didn't go so well. We went into a power jibe and did a slow motion pitch pole that landed into a full turtle. Dad said that we did go thru the start-finish line although we were upside down. We finally got the boat up and had to go to the beach. Everyone on the beach that was watching said that it was a "perfect" pitch pole and the committee boat thanked us for the exciting live entertainment. Friday was the windiest day of the week. The silver fleet sailed first, and we were glad it was a windy day because we were only on the water until 12. Then the gold fleet went out and boy! It was blowing like crazy.

Pennsylvania/Delaware girls in LaPorta, Kelly Wood, Alicia LaPorta



RON LAPORTA

It was so much fun and I was very glad to be a part of the event. All the excursions that Lori Mohny put together for the youths were very enjoyable especially the kayaking, paddle boating and pizza party. Thank you, Lori, for all your time and effort! You are the greatest, next to my Dad. I can't wait until nationals next year!

**Alicia LaPorta, Hobie Fleet 443 Division 11,
Coatesville, PA**

California — Gabi Hilik, Erin
LaPorta



I had a lot of fun in Ventura. I learned a lot of new tips for rigging the boat, going down and up wind, and just sailing in general. I had tons of fun meeting the youths from Iowa, Canada, and California. I would definitely race out there again. The parties were pretty good, except that all of the youths had to leave earlier than the adults. Also, the hotel was a *little* far away ha-ha, but it was okay, they had a really nice hot tub and pool. The

T-shirts were good; they actually had a size that *almost* fit me. Usually I get an XXL or something larger. I think that if they want more youths to come that they should have t-shirts that actually fit us kids, in styles and colors we will actually wear, you know? But all in all, Ventura was one of the best North American Championships that I have ever been to and the first one that I ever sailed!

**Faith Payne, Hobie Fleet 416, Division 11, Cape
May, NJ**

Youths this year was more fun than any previous year for many reasons. First of all, having the event in Ventura, California was super cool! The weather was beautiful and so was the scenery. I also want to thank personally whoever came up with the idea of youth housing. For the youth event, my skipper and I were hosted just around the corner from the race site. Our host parents, Dave and Aubra Paudler, were more than we could've asked for. The Paudlers lent us a watch for racing and took us out on their J 40 racing boat. They even got me ice when I woke up with a mysteriously swollen lip one morning. Thanks to them, we didn't have to stay in a hotel for two weeks, but actually had a functional house for a few days.

www.hca-na.org

Besides the location of the event, sailing with one of my best friends, and doing well made youth nationals unforgettable. I started crewing for Erin LaPorta late last summer at the Brant Beach regatta. We've been training since then for the nationals event, and it sure paid off. Throughout this summer season, because of weight, we've been having trouble just staying in a race, but that wasn't the case in the youth event! Erin and I finished only three points off sixth place in 7th with our best race being a third place!! On the second day of races, we were tied with one other boat and had our eye on the only other youth-women team. Throughout the day, we made sure to watch those two teams (along with others) in an attempt for a trophy. Overall the event was challenging, but also a really great time. Thanks to Lori Mohny, who made sure the youth had a couple of fun nights with kayaks and marshmallows! I'm so glad I participated, and as always cannot wait until next year's event!!

**Gabi Hilik, Hobie Fleet 106, Division 11,
Centerville, DE**

This year was the first year that I have sailed in nationals and not sailed in the youths. Sailing in the women's event with Linda Kimble was such a unique experience! I thought it was competitive sailing in the youths, but the women are so aggressive! They forget all of their girly habits when they're out on the water. Even though I didn't sail in youths, the North American Championships were great because I still got to hang out with the rest of the youths and do all of the activities that were set up. It was so much fun meeting the other youth teams from California,

The kids built a shrine to the wind god out of the rocks on the beach. It worked.



GREG RAYBON

Canada, Iowa, and seeing the teams that we've sailed with at previous North American Championships and at worlds.

Sailing in Women's event had such a different mood to it. It was much more intense than I thought. It was a little intimidating at first but I soon took on the same attitude as the other women. I was expected to be the perfect crew and tried my best to be. My tasks as crew for women's event were completely different from sailing in youths or opens. For example, they included sticking out my leg to rescue my skipper when she was knocked into the water after being hit by the boom of another boat, and not flipping over while doing it. Somehow, I also managed not falling off the boat, helping to rig and de-rig the boat, being the ideal weight, pulling the right lines at the right time, never complaining (or at least trying not to), and having a competitive, positive attitude while sailing with someone that I had never met before. We didn't have any idea that we could do as well as we did on the first two days, especially since we didn't get a chance to practice on Tuesday cause we were a little late. We got a bullet in one race! Yea! Friday could have been a better day, but the event showed us that we're capable of doing well and being just as competitive as the other Women's teams.

Oh, by the way I also raced in the Open event with my favorite skipper, Jim Glanden, who I have been sailing with regularly for a couple of years. I can now appreciate how good a sailor Jim really is, and how great he is to be my sailing mentor. Thank you, Jim, for all you do for me and all you have taught me, especially to be the best I can be in all aspects of life.

Lori Mohney and many others made this year's national event so memorable for all of the youths. She planned a kayaking excursion for all of us (I don't

think she knew what she was getting into with that, haha) and a great pizza party, a beach bonfire with smores, and took care of pretty much everything we could have needed (Thanks to our Hobie Mom).

This was the most demanding North American Championship event that I have raced in so far and if I could I would do it all over again exactly the same. I'm so lucky that I had the chance to participate, and can't wait for 2006!

Kelly Wood, Hobie Fleet 443, Division 11, Glen Mills, PA

Dude! It was cool! I got to know a lot of sailing friends. It was nice that Hobie Cat supplied the boats so we didn't have to haul them there. I liked the Marriott's hot tub!

Ryan Mazzeo, Hobie Fleet 24, Division 11, Marmora, NJ

The event was fun. The sailing was great; the only thing that would have made it better was if there had been more wind. It was nice having time off between races to hang with my friends. I also enjoyed meeting a lot of new people. Thanks to Hobie Cat for supplying the boats.

Tyler Myers, Hobie Fleet 24, Division 11, Marmora, NJ

So, this is why I do what I do on vacation at a Hobie Cat Regatta.

Share it with a friend, and let the kid in you flourish in the youth you just taught to sail. Share what you know with a youth and the kid in you will live forever.

Ron LaPorta (Rondo) Hobie Fleet 443, Division 11 Chair, Coatesville, PA



How to Rescue Your Crew And Still Make the Weather Mark at the North Americans

By Hobie P. Alter
Photos by Teri McKenna

"Whoa, Scotty— that's a big one!"



Kersplash!



"Whoops! I think I dropped something."



"Dad!"



"No, problem — I'll just stop and back up."



"Got ya!"



"You're pretty waterlogged, Scotty."



One last heave.



Safe on board at last



"Let's get out of here — Sheet in!"



"I love coming into A mark on port!"



"Tacking!"



"Please let me lay the mark!"



Got it!



"Hasta la Vista, Baby!"



MidAmericas 2005

Southern Hospitality, Texas Style

by Laurie Cronan

The 2005 Mid-America's Regatta was a wonderful event (again) this year! The event kicked off with a Hobie Guest Expert program all day on Friday that was conducted by Mike Montague of California. We had approximately 30 participants in the "chalk talk" session and on-the-water drills. Mike spent quite a lot of time talking with everyone and rigging/tuning a Hobie 16, then we hit the water for drills. The winds for the practice sessions were very shifty and gusty. We had the practice runs in a smaller cove area, close to the beach, so it was interesting sailing with those conditions in such a small area. Lots of shifty winds and land to contend with made for some good "on your toes" practice.

I was especially excited to see many youth teams at the event this year. We had a great turnout from Florida. Two youth teams traveled from Florida bringing their brand new Hobie 16's with them. As it turned out, we had four youth teams register, but they later decided that they wanted to race with the other participants and not be in a Youth class. Good for them, since they got more experience that way!

Saturday, after a nice continental breakfast *and* deli lunch, we headed out for races in 10–15 mph conditions.

The wind was perfect for the large range of experience levels at the event. We sailed out on the large body of water and had some great sailing!

After the racing, we headed back to the beach for hot showers and an excellent pasta dinner. The caterer really did a great job providing us with pecan-grilled chicken, pasta and meatballs, salads, Italian green beans, and cream cheesecake for dessert—*yum!!* And *then*—the band started and they *rocked* the house. The band this year was outstanding. We had people requesting information on them for *their* events. If we could only convince the other "campers" in the park to come dance with us we could have partied all night. The Core of Engineers shut down the party at "quiet hour"—but the band was truly awesome. Everyone was dancing—even the "old" racers that usually crash at 8 o'clock!! I think some racers had the idea to take advantage of the party and wear out their competition for the Sunday racing! Though this was unlikely a factor in the results, on Sunday we had good clean racing without protests in 10–15 mph winds.

It was a bit frustrating this year was we "only" had 55 boats register and race in the event. That is a very low turnout for this regatta and we're not really sure why. If you ask anyone who attended, I think they will tell you that they had a *great* time and they would come again. It is a great value for your racing dollar as we typically provide breakfast, lunch, *and* dinner on Saturday, and breakfast/lunch on Sunday. We have lots of giveaways for everyone and some great racing.

So—to all of you who did not make it... Maybe next year? This event really is one of the larger Hobie regattas in the United States and we would like to keep it that way. We had people coming from California, Tennessee, Missouri, North Carolina, and all parts in between. Hopefully we will see *you* there next year!!

For complete results, go to www.fleet23.com

Mike Montague did the Guest Expert Program on Friday



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PHOTO BY MIKE WALKER / STUART CRABBE

HOSTED BY HOBIE CAT DIVISION 14 AND HOBIE CAT FLEET 23

SheGatta 2005, October 1st-2nd

This is the 6th Annual Hobie Cat Division 14 Womens Regatta. Goal: Promote female participation in our sport and encourage ladies to "take the helm" for a weekend!

- Gold and Silver fleets! Novice sailors welcome!
- Reasonable entry fee for Hobie racers.
- Reasonable rates on weekend party packages for non-racers.
- Sailing Seminar 8:30 am Saturday
- Skippers Meeting 10:00 am Saturday
- 3-4 races Saturday and 1-2 races Sunday with trophies following last race
- Saturday night dinner available on-site!

Lake Ray Roberts, located approximately 20 miles south of Gainesville TX, between I-35 & Hwy 377.

RECOMMENDED: FREE primitive camping at regatta site. Saturday night dinner & Welcome party will be at regatta site, so plan to camp.

Directions: From Dallas take I35 North to exit #483/Lone Oak Road. Go east 8-9 miles to FM 372, turn rt for 2 miles to Wolf Creek Rd. Turn left on Wolf Creek Rd, go past 3 houses and enter at first gate on right.

For more details or RSVPs contact Sheila Holmes:
Home #940-637-2485
SheilaHolmes@ntin.net

Proceeds from the race will benefit the Susan G. Komen Breast Cancer Research Foundation.

Confessions of a Regatta Junkie

1,000 Miles for a Weekend Regatta? No Problem!

by Bill Jeffers – Fleet 204, Division 16

In a small fluorescent-lit room, a crowd of people sat on metal chairs, drank coffee and chatted with one another. A man who looks remarkably like me makes his way through the crowd, wraps his hands around the lectern and begins to speak.

“Hi, my name is Bill, and I’m a regatta junkie.”

“Hi, Bill,” responded the men and women gathered before him.

“I’ve been a regatta junkie for 21 years. It’s been five months since I have been to a regatta but I don’t think that I can stop!”

Just then, my reverie fades and I realize that I am at a skipper’s meeting in Mississippi for Mid-Winters East. I remember that I have driven 20 hours to get here, and a smile creeps onto my face. I am a regatta junkie indeed, and I know that I am not the only one at this event. The game is afoot, and I love it.

Having attended hundreds of regattas over the years, I feel that there are certain things that make it worthwhile. So what does a junkie like me like to see at a regatta? Well, it starts when I arrive. I regularly

on Friday if I can, particularly if it is well organized. Once the racing starts on Saturday, I find that a good race committee is important.

After all, races are the main reason for taking these long strange trips, and the race committee is vital to making races happen. Good race management means that there should be enough mark boats to take care of the course and to help any sailors that require assistance. It is really frustrating when I am standing on shore looking at strong wind and waiting to get my fix, while the organizers cancel racing because there are not enough chase boats to help boats who may tip over. If I do get to sail, I am happy when I get off the water. I like to have dinner and a good Saturday night party is always a plus. I prefer shorter raffles (names on the back of the tickets help!) that are held on Saturday night rather than Sunday, mainly because when I have a long drive ahead of me I want to get



Regatta junkies look just like normal people — Bill, Rory and Sandy Jeffers



Quick tows to and from the beach are nice.



travel more than five hours to attend an event. Since I have traveled so far, I like to take time after I arrive to learn the geographical challenges that may be important to the race. One way to do this is through the Guest Expert Programs, since they include on the water drills as well as tips from good sailors, so I attend them whenever I can. Even if there is no GEP, I will come early for some sort of practice race



So is an efficiently run registration table



Hobie P. Alter did a GEP in Mexico last fall — or was he confessing to be a Regatta Junkie?

started on it as soon as possible. Even with the party, I like the scores posted promptly on Saturday. Remember that it's the *racing* that drives me to these regattas, so I want to see where I finished! A typical regatta will have Sunday racing, too, and I really enjoy it. I appreciate it when races end at an appropriate time on Sunday so that awards can be held around 3 pm. This almost always gets me home before midnight so that I can make it to work the next day. But even though I need to be on the road early to get home at a decent hour, I wouldn't mind starting my drive later if there is a real need for the racing to continue. For example, sometimes there's no racing on Saturday and Sunday's wind is just showing up as the regatta ends. I would much prefer to stay a little later than to only get to sail one race for the entire event.

What puts a regatta over the top? An active fleet that invests "sweat equity" is my answer. This is when most aspects of a regatta are beyond expectations and the registration fee could not possibly cover everything. Some examples might be a great Friday night

Feed them and they will come. Even when it's cold.



welcome party or a cooked breakfast instead of coffee and doughnuts. Free beer when you come off the water is always a welcome addition. Lately, I have been appreciating activities for the kids and babysitting, since our first child is almost a year old. I like good givies in the regatta bag, free t-shirts at registration, and a free lunch on Sunday. Add nice-looking trophies made by someone in the fleet, good raffle prizes, and I think you get the picture of a truly

great regatta. Recently at the trophy ceremony for MidWinters East, the commodore invited us to stop into the yacht club anytime. That was a very nice touch of Southern Hospitality that made me feel really welcome.

The current state of our sport is that the sailors are travelling from further away to attend a regatta. We are willing to travel, even though the costs involved for

gas and other things are higher than they used to be. For a regatta that is seven hours, or 350 miles away, there are fixed costs: Gas — \$120, lodging — \$130, and registration — \$50. Food and drinking money are too variable

to estimate. But Racing Hobie cats with friends, well, as the commercial says, "that's priceless."

So I guess instead of reforming, I will probably just try to talk you guys into becoming addicts, too. If you double stack your boats you can split driving and gas costs. Camping instead of a room saves a lot too. Just think of all the fun you can have, the great new places you can sail, and all the new people you will meet. Now where is the next regatta? I have plans to make.

"What did you win?! How are we going to get it home?"



HCANA Annual General Meeting



8:40 p.m. PST – Meeting called to order by Chairman Ed Muns

Roll Call by Secretary Kathy Ward

- 8 of 16 Divisions represented (Div. 2,3,7,10,11,13,15,16)
- We have a quorum

Division Reports

- Division 2 – see written report
- Division 3 – Business as usual, good regattas, new dealer in Santa Cruz, Jeremy very supportive and helpful
- Division 4 – (via PU) Fleet 14 original from 1970, 10 new members
- Division 7 – Hobie 18 Nationals, 16 youths sailing Waves
- Division 10 – Dealer support is non-existent. Core group in Detroit, 2 or 3 Fleets with 2 Regattas. Detroit leans heavily on Division 16
- Division 13 – Large distance and hard for people to communicate. Needs different than American sailors. Difficult to convey HCA needs back to region because of cultural differences. Some sailors would like to split from HCA, different culture, way of thinking, and needs. There will be a new Chairman, from Puerto Rico. Problem with HCA is that no young people are sailing. Important to bring young people into sailing. Pays to get kids from other classes. Focus on sailing and getting youths
- Division 15 – New fleet, Boy Scouts 934, Saint George Island, attending ISAF world qualifier
- Division 16 – Going one-design has not hurt regatta attendance. Record attendance this year

Comments:

- Rich McVeigh – Hobie 101 very successful. One-day learn to sail a Hobie events advertising through Dealer and has tripled Regatta attendance with only a one-day effort
- PU – In Seattle new sailing venue through sailing center, Kalab

Membership – Liza Cleveland

- Categories have changed, more family and youth, lost standard memberships
- Suggest raising membership \$5.00, except for Family
- Add a crew membership at \$30.00 with magazine
- Web members and family not get magazine
- Get sign-up for membership on the web

Discussion

- Kathleen 'lose a lot of money on web memberships.'
- Ed 'Two aspects to paypal one with fee and one with out.'
- Rich 'web site can do it'
- Ed and Rich will look into getting membership sign-up on the web
 - Diane Bisesi is accepting Membership Chair position

Women – Kathleen Tracy for Heather Morrison

- WOW clinics successful last year, hard to get going this year

Youth – Rob Jerry for Mimi Appel

- Stress taking a youth sailing, nephew, niece, neighbor
- Nothing like seeing Hobie sailing through the eyes of a child

Discussion:

- John Williams 'working with Larry Hales, Boy Scouts, to lower minimum weight for youths'
- PU 'IHCA Rules Committee has turned down several requests already. Problem is that in Europe the youth age is one year older, thus youths are larger'
- Bob Merrick 'lighter faster, smaller kids at a disadvantage'
- John Williams 'Kids so small that they carry more weight than allowed in the rules'
- PU 'IHCA will entertain a submission to change the rules'

Guest Expert Program – Rob

- Jerry took over temporarily
- 4 GEPs this year, all successful
- Used \$800.00 of budget

Comments

- Susan Korz 'focus GEPs on youth and allow others to come.

Ed Muns 'in Divisions 2 and 3 were well attended'

Kathleen 'down to 1 ½ boxes of booklets, need to get a reprint or let people print their own off of the web'

Race Department –PU

- Race report was not received by the Secretary to include in the packet
- 2006 Hobie 17 Worlds in New Jersey
- Rich McVeigh suggests a 2-week event, 1st week Hobie 16 NA and 2nd week Hobie 17 Worlds (approx 40 boats)
- Attractive for budget
- Hard for volunteers for a two-week period
- Hobie 16 NA looking at Mississippi
- Format – tentative agreement with HCC either supplied boats or HCC may supply free shipping. In discussion with HCC and will notify with final decision
- Comments from Dan Mangus
 - o St. Francis Yacht Club Special Event – Tiger NAs (possibly add 20s and 17s) submitted by John Craig
 - o Labor Day 2006
 - o St. Francis will add a 3rd race circle for Tigers
 - o Tigers for charter
 - o Roll into match racing, a lot of media coverage, a huge opportunity
 - o Has been submitted to Lori Mohny
 - o Division 3 volunteered it's support for the event
- Comments from PU
 - o Running events is difficult in places with limited resources
 - o Ventura has been difficult without fleet or support. 99% effort from Lori (she was acknowledged for her great efforts)
- Comments from Bob Merrick
 - o Concern about cost of housing in San Francisco area
- Comments from Dan Mangus
 - o There is a huge list of resources, a lot of options

Newsletter – Matt Bounds

- Newsletter has been on time
- Another vehicle for revenue is to sell advertising rather than raise membership dues. Needs: develop a business plan, develop magazine to a higher level, Color ads are \$800-\$900 per issue
- Comment from Kathleen 'hasn't received all payments for advertising, two out of four have paid, and doesn't have time to collect'
- Comment from Rich 'Steve Leo is suppose to do this in his program'
- Comment from Matt 'Steve was burnt out on Tiger Worlds'
- Ed will talk to Steve
- Comment from Dan 'HCC will be excited to call the magazine the Hobie Hotline again. Dan will work bringing the Hobie Hotline back. Matt stated that by the end of the year will be ready to make the change

Web Site – Rich McVeigh

- Open to suggestions to make it better including the E-blast

IHCA – PU

- Noted problems with IHCA and HCA
- Concerns were stated that IHCA is sending out proposed rule changes far too frequently
- Comment from Rich 'people saying enough is enough. Rules committee wanting input, but the word is not getting out. Need to change how IHCA gets their questions on rule changes out— we propose that the Rules Committee get more input from the sailors'
- General discussion on number of rule changes throughout the year

Hobie Cat Company – Dan

- Mangus for Doug Skidmore
- Thanks everyone for keeping the class alive
- Supplied boats, there are two issues. one is big time commitment to exchange boats and two is turning sailors away by

Pierpont Bay Yacht Club, Ventura, California

July 26, 2005



limiting the number of participants

- The new point system, wants to increase number of people that come to the NAs
- Shipping boats, more boats participate and sailors have their own boat. Worked well with the Tigers
- Cost of supplied boats is personnel to build boats and sell boats. It may not continue
- Comment from Ed 'class recognizes the effort of HCC with supplying the boats for this event'

OLD BUSINESS

- Approve 2004 minutes
- Motion** by Bob Merrick, 2nd by PU
- Unanimously approved

Treasurer – Kathleen Tracy

- Six months income is \$34,147 and expenses is \$28,531
- Bulk from membership, Hobie, newsletter ads
- Big expenses: Newsletter, ICHA dues, and Area Championships
- Proposed budget: Total income \$47,835 (dues \$23,000; IHCA \$14,000; Newsletter adds \$8,000)
- Big expenses in 2006: dues \$27,000; IHCA \$6,600; Area Champs \$5,000
- IRS—turned down non-profit status for two main reasons, one is that looks as an extension of HCC (amount of money that HCC contributes) and two is that only allow Hobie Cats

Discussion

- Adam (div. 3) look at other classes that get non-profit
- Under current guidelines these other classes wouldn't qualify
- Ed noted that it's a big issue with sponsorships
- Motion to approve the budget
 - o Matt 2nds
 - o unanimously approved

NEW BUSINESS

- Dues Increase** – Liza Cleveland, Kathleen Tracy
- 60-65% of budget goes to

newsletter

- Matt – need to generate income. Personally not in favor with dues increase, Hobie one-design has created ill will and lost members, painless way to increase revenue is through advertising
- Selling advertising is another job
- Dan Mangus – economic climate for advertising is diminishing. Recommends \$5.00 increase in membership dues and get more advertising, both is better than one
- Banner advertising on the web
- Fluffy – people are not enforcing membership requirements at regattas. Ed and Matt agree
- Rob – control costs associated with the newsletter
- PU – thinks that costs are controlled. Newsletter is one core that brings and holds the class together
- Ed – table the issue. Newsletter Chair, Membership Chair, and Treasure need to look at issue together. Work together and return with a proposal
- **Motion**
 - o Adam Borcharding to accept proposed \$5.00 dues increase as presented
 - o 2nd Tony
 - o approve, John Williams voted against
- Comment: Liza – add a new category to memberships at \$500.00
- Discussion – Adam 'we have several people who are benefactors in other ways and we don't need this category'
- Executives need to come up with something
- Ed 'a good idea and people will go for it'

Points System – Fluffy White

- People enjoying point system
- Bill Jeffers is taking over this position

Personal Liability Insurance –

- Roger Brown
- Formalizing requirements for personal insurance and

incorporate into the by-laws

- o \$300,000 liability insurance for local events
- o event confirms insurance
- o division put into respective by-laws
- Re-enact Wavier
- Merrick – concerned that it will generate a loop in insurance law because everyone doesn't have insurance
- Rob – in NOR not by-laws
- Rick and Roger will seek professional advice before taking action
- **Motion**
 - o PU – table and have follow-up action
 - o 2nd Merrick
 - o unanimously approved

Youth Age Limit – Ed Muns

- HCA – standardize age limits along lines with ISAF
- Comment by Fluffy 'extend age limits, need vehicle to keep youths'
- **Motion**
 - o Ed
 - o 2nd PU
 - o unanimously approved

By-laws Changes – Rob Jerry

- Rob will work on and finish during the winter

HCA Nomination for IHCA

- President** – Bob Merrick
- Nomination of Rich McVeigh for IHCA president candidate
- **Motion**
 - o Rich McVeigh has full support of HCA
 - o 2nd Lori
 - o unanimously approved

Hobie 16 Spinnaker Update –

- Rich McVeigh
- Spinnaker kit is available for \$1,500.00
- Youth ISAF event on H16 with spinnaker
- Women's ISAF event on H16 with spinnaker
- IHCA – a world wide survey of H16 with spinnaker has not taken place
- Ed – divisions need to make sailors aware so they have the opportunity to speak up

- Armando – sailing a H16 with a spinnaker is exciting
- PU – reality is that it will result in a split class, need two worlds, H16 is a one-design boat
- Dan – HCC perspective, totally against H16 with spinnaker. Had 8 spinnakers, sold 6 and gave 2 to the youth to practice for ISAF Worlds. It would be a huge split in the class.
- Rich – classes have been split before and have died
- Ed – HCA executive needs to continue working on this. Impacts the class as a whole

HCA Initiatives – Ed Muns

- HCC supports executive administration
- Need revenue and sponsorship for regattas, etc
- Talk to Doug Skidmore about sponsorship director
- Will talk to Steve Leo
- Ask divisions where to spend money and to forward ideas

HCA Officer Elections – Nomination Committee

- Three elective officer positions to be elected at AGM, all agreed to continue
 - o Chair – Ed Muns
 - o 1st Vice Chair – Bob Merrick
 - o 2nd Vice Chair – Rob Jerry
- Two appointed wish to be replaced
 - o Membership – Diane Bisesi
 - o GEP – Kim Edward
- **Motion** – PU to accept slate
 - o Unanimously approved
- Vote by quorum
 - o **Motion** – Ed
 - o 2nd – Adam
 - o Unanimously approved

Miscellanea

- PU wants to move budget of \$500 from race department to help support Ventura
- Board of Directors approve
- Ed – **motion** that HCA help with funds for Ventura
 - o 2nd – Adam
 - o unanimously approved

Meeting Adjourned

11:00 PM, July 26, 2005

HCA Youth Grants

Purpose of the Youth Grant

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

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

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

Grant Request Guidelines

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

- Both skippers and crews must be HCA members.
- Skippers must sail in at least three (3) HCA-sanctioned events during the qualifying season prior to petitioning for a grant. Exceptions may be made

at the Council's discretion when seasonal considerations justify such action. They may sail as a skipper or crew in those events.

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

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

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

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

Selection Process

All Youth Grant requests shall be submitted to the current HCA Youth Chairperson 60 days prior to the event. No requests subsequent to that date will be considered for that year.

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

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

Questions should be directed by e-mail to the current HCA Youth Chairperson:

Mimi Appel
mimiappel@aol.com



2005hcaboardofdirectors

elected officers

Chair

Ed Muns
POB 1877
Los Gatos, CA 95031-1877
408.353.1853
w0yk@msn.com

1st Vice Chair

Bob Merrick
141 Short Beach Rd
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203.488.7820
merricr@egr.uri.edu

2nd Vice Chair

Rob Jerry
118 Stanwood Ln.
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315.637.7956
rastahobie@earthlink.net

appointed officers

Membership Chair

Diane Bisesi
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hobimembership@gmail.com

Secretary

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1 HAWAII

on the web

International Hobie Class Association
www.hobieclass.com

Hobie Class Association of North America
www.hca-na.org

Hobie Cat Company USA
www.hobiecat.com

Women's Hobie Cat Racing
www.hca-na.org

Hobie Product Support
www.hobiecat.com/support

Guest Expert Program
www.hc-na.org

Hobie Community Forums
www.hobiecat.com/community

For Local and Country contacts:
hca-na.org

additional resources

Championships Coordinator

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269.327.4565
Miracle429@aol.com

Guest Expert Program Coordinator

(Open)
Contact Rob Jerry

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2005 MEMBERSHIP APPLICATION
MEMBERSHIP IS FOR THE CALENDAR YEAR: 1/1/05—12/31/05

NAME _____ Member # _____

ADDRESS _____

CITY, STATE/PROVINCE, ZIP _____

COUNTRY _____

HOME/CELL PHONE _____

WORK PHONE _____

Division: _____

Fleet: _____

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

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

E-MAIL _____

Please check all that apply

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

Top Cat \$100.00 All benefits of Standard Membership, plus name published in the *HCA News* \$ _____

U.S. Standard \$30.00 Membership in IHCA, Funding to Hobie Class Association of NA, HCA Membership Card, *HCA News* \$ _____

Foreign \$37.00 Same as Standard Membership for those sailors not living in the US. The increased cost helps subsidize the expense of mailing outside the U.S. \$ _____

Web \$20.00 Same benefits as Standard but you will not receive magazine. E-mail address required if you want to be notified when *HCA News* is on the web. \$ _____

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

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

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

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/IHCAofNA 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 IHCAofNA, 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 16 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



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Phone 1 315.699.5453
Fax 1 315.699.0119
E-mail: hobiemembership@gmail.com

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(Limit 2 per household)

 **H O B I E**
POLARIZED

Hobie
TIGER

2004 WINNER: F18 North Americans (Top 2), F18 Worlds (Top 4), Round Texel



Frank Citeau
J.C. Mourniac

A fast and furious competitor



The Hobie Tiger is a proven **top performance** high-level Hobie Cat racer.

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