



HOTLINE

JULY / AUGUST 2008

VOLUME 37 NO. 4



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





40th Anniversary Regatta

October 4-5, 2008

Doheny State Beach, Dana Point, CA

NOTICE OF RACE

Organizing Authority

The Hobie Class Association of North America in affiliation with Hobie Fleet 4 San Diego.

Rules

The event will be governed by the *rules* as defined in the Racing Rules of Sailing.

Conditions of Entry/Eligibility

This event is open to all Hobie One-Design Classes. Skippers must be a member of HCA and carry appropriate individual liability insurance.

Schedule of Events

Saturday, October 4

- 10 am Community fair opens
- 11 am Skippers Meeting
- Noon Warning Signal
- 4 pm Community fair concludes
- 5 pm BBQ and 40th Anniversary Program
- 7 pm Auction and raffle

Sunday, October 5

- Noon Warning Signal
- 3 pm Races End
- 4 pm Trophy Presentation

Registration

Registration opens May 1, 2008
www.hobiedivision2.com

Accommodations

Local sponsor hotel for this event:

Dana Point Marina Inn

24800 Dana Point Harbor Drive

Dana Point, CA 92629

Tel: (800) 255-6843, (949) 496-1203

info@danapointmarinainn.com; www.danapointmarinainn.com

Special discounted group rate of only \$69/night (normally \$119/night)

Ask for the special Hobie Anniversary Regatta rate when calling.

Hotel is a short walk to the regatta venue

Doheny State Beach campground fills 7 months prior to this event. Our regatta has reserved a limited number campsites, please contact us for availability.

Day use parking is \$10 per car (in and out permitted).

Event Contact

James Orkins, Regatta Chair

James_Orkins@yahoo.com

310-908-8069

SKYPE: jamesorkins

Sponsors

SURF CITY SAILING
www.surfcitycatamarans.com

Doheny State Beach

Dana Point Historical Society

Dana Point Yacht Club

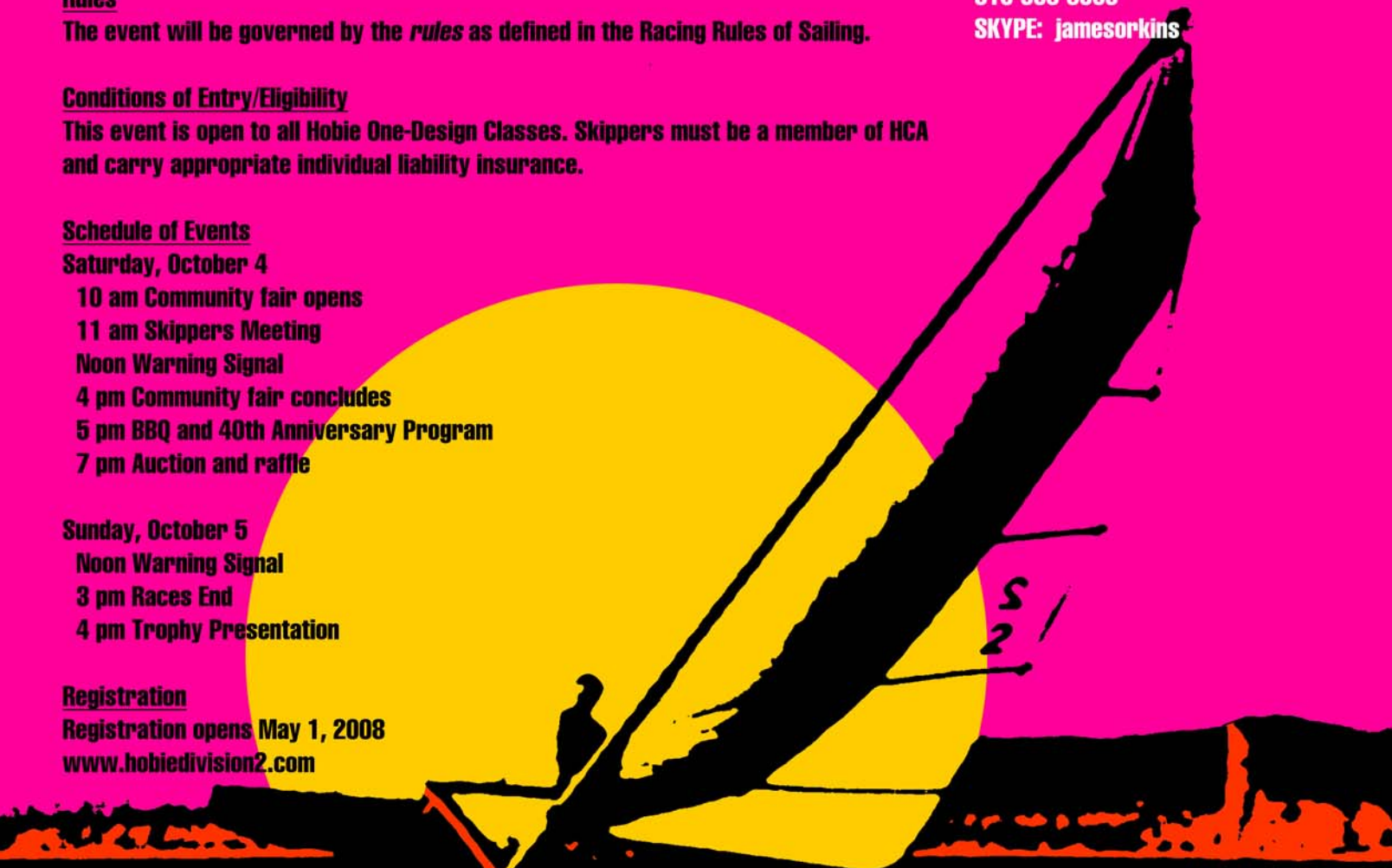
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Hobie Division 2





The Official Publication of the Hobie Class Association of North America

JUL – AUG 2008
VOLUME 37, NUMBER 4

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

HOBIE CLASS ASSOCIATION HOTLINE
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see you on the water

Thanks



It was about five years ago that Rich McVeigh first convinced me to serve on the HCA Board of Directors. Since then, I have spent two years as HCA Vice Chair and two as the Chair. It's been fun but it's time for me to take a little break and just sail for a while.

Fortunately, Chris Wessels has agreed to step up and be nominated for the job of Chairman. Chris has been a fantastic Vice Chair and the class is very fortunate to have him as a nominee for Chairman. I would like to thank Chris and all the individuals who have volunteered to be nominated for various positions of the HCA Board of Directors. You can read more about all of them in this issue and on the HCA website, www.hca-na.org.

I would also particularly like to thank all of the North American Division Chairs over the last few years. We have asked a lot of all of you over the past few years and you have been up to the task. Thank you all and keep up the good work.

Running the North American Hobie class is a big team effort and everyone plays an important role in keeping that momentum going. Thanks to all of you for making the Hobie class the most fun class in the world! I'm looking forward to many more decades of fun, friends and Hobie sailing in the future thanks to all of you.

So hook in, step out, sheet in and bear off into the future and don't worry if you get a little wet on the way.

See you on the water,

Bob Merrick
HCA Chair



STUART CRABBE

july / august 2008

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on the cover

Room at the Mark! – Neil McNeil at MadCatter 32. Photo by Stuart Crabbe

2008 regattaschedule

North American Championships www.hca-na.org

Hobie 17 / Hobie 18 / Tiger
H-14, H-16 Women / Youth
August 25-29
September 5-7
Harrison, BC
Clear Lake, IA

Hobie 16
September 8-12
Clear Lake, IA

2009 North Americans
Hobie 14
August 21-23
Toronto, ONT

Area Championships

ROHR/NorthEasterns Aug 1-3 Rochester, NY www.fleet295.com
North Central AC Aug 8-9 Saylorville Lk, IA www.hca-na.org

Other Events

F-18 North Americans Oct 13-17 Pensacola Bch, FL keysailing.com
Wave Youth NAs Nov 28-30 Islamorada, FL rick@catsailor.com

HCA Division Regattas (shaded dates are tentative, shaded events are non-points)

Division 1—Hawai'i

Contact: Dan Williams-808-864-6067, Rollerskate-hi@clearwire.net

Round The Buoys, the first Saturday of each month
Kaneohe Bay, Oahu (non-points)

Kokokahi Sailing Club's 12th Annual Regatta August 16-17
(course racing on Saturday, hull flying and pitchpole competition on Sunday) (non-points)

Division 2—Southern CA / AZ / NV

www.hobiedivision2.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
ABYC	July 26-27	ABYC Multihull Regatta Long Beach, CA	Alamitos Bay YC	abyc.org
PBYC	Aug 2-3	Blue Water Regatta Ventura, CA	Jeff Petron	Pierpont Bay YC 805-644-6672
	Aug 16-17	Wine & Roses Regatta Santa Barbara, CA	Steve Leo	Steve@infocuspromo.com
MBYC	Aug 23-24	MBYC One-Design Regatta San Diego, CA	Mission Bay YC	mbyc.org
434	Sept 6-7	Lake Arrowhead Regatta Lake Arrowhead, CA	Chris Dunn	909-336-7679 dunndl@charter.net
4	Oct 4-5	40th Anniversary Regatta Doheny Beach, CA	George Burchfiel	951-544-7099 george@btainsurance.com
66	Oct 11-12	Piñata Regatta Puerto Peñasco, MEX	Barb Perlmutter	Skipperbarb36@ hotmail.com
51	Oct 25-26	Mojave Mojo Madness Lake Mojave, NV	Clay Ostrom	Commodoreclay@ hobiefleet51.com

Division 3—Northern CA

www.div3.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
240	July 12-13	Otter Regatta Monterey Bay, CA	Steve Boese	lakecat1620@yahoo.com
17	July 19-20	Whitecaps Regatta Union Valley Res., CA	Brent Chartrand	916-337-5603 bcf2web@ whitknucklesailing.com
Div 3	Aug 2-3	Mile High Regatta Huntington Lake, CA	Jason Moore	559-906-5336 Miracle877@sbcglobal.net
Div 3	Aug 16-17	Round Treasure Island Regatta Alameda, CA	Jason Moore	559-906-5336 Miracle877@sbcglobal.net
240	Aug 23-24	Moss Landing Challenge Santa Cruz / Moss Landing, CA	Johnny O'Leary	sail105088@sbcglobal.net
281	Sept 27-28	Shark Feed Bodega Bay, CA	Mike Montague	mike@teevax.com
240	Oct 18-19	Turkey Regatta Monterey Bay, CA	Johnny O'Leary	sail105088@sbcglobal.net

Division 4—Pacific Northwest

www.div4.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	July 12-13	Sudden Valley Regatta Bellingham, WA	Jerry Valeske	425-432-7749 gvaleske@verizon.net
95	July 19-20	Oak Harbor Regatta North West Area Championships Whidbey Island, WA	Jerry Valeske	425-432-7749 gvaleske@verizon.net
95	July 26-27	Summer Celebration Regatta YOUTH POINTS Sail Sand Point, Seattle, WA	Jerry Valeske	425-432-7749 gvaleske@verizon.net
Div 4	Aug 2-3	Lake Quinalt Regatta Lake Quinalt, WA	Al Jones	360-249-3388 alan@techline.com
72	Aug 9-10	Smoke on the Water Skamokawa, WA	JP Cook	503-491-9193 btchnsailor@peoplepc.com
214	Aug 23-24	Harrison Regatta Harrison Hot Springs, BC	Mark Jones	604-983-2319 markjones2@shaw.ca
214	Aug 25-29	Hobie 17 / 18 / Tiger North American Championships Harrison Hot Springs, BC	Paul Evendon Gillian Thomson	chair@2008hobienac.com
BYC	Sept 20-21	Alter Cup Area L Qualifier Bellingham YC, Bellingham, WA	Mike Hensel	mikehensel220@msn.com
	Sept 27-28	Oktoberfest Regatta YOUTH POINTS Sail Sand Point, Seattle, WA	Jerry Valeske	425-432-7749 gvaleske@verizon.net

Division 5—Mountain States

www.hobiediv5.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
156	July 12-13	That One Particular Regatta Glendo Reservoir, Alcova, WY	Fleet 156	wyfleet156@hotmail.com
98	Aug 9-10	Gorgy Orgy Flaming Gorge, Reservoir, WY	Jarrod Marx	Marx5461@msn.com
61	Aug 30-31	Mac Attack Lake McConaughy, NE	Fleet 61	www.HobieFleet61.org

Division 6—South Texas, Louisiana

www.div6.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
Div 6	July 12-13	Sand Dunes Regatta Port Aransas, TX	Chris Green	seagreen@texascitydike.com
Div 6	July 26-27	Wayward Winds Regatta Texas City Diike, Galveston, TX	Chris Green	seagreen@texascitydike.com
Div 6	Sept 27-28	Spindletop Regatta Port Arthur, TX	Chris Green	seagreen@texascitydike.com

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

Division 7—Prairie States

www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
475	July 12-13	Storm Lake Regatta Storm Lake, IA	Andy Larson	712-732-1532 larsona@iwnet.net
474	July 26-27	Spirit Lake Regatta Spirit Lake, IA	Division 7	hobiecatdivision7@yahoo.com
84	Aug 9-10	North Central Area Championships Saylorville Res., Des Moines, IA	Roger Taha	515-262-9497 rtaha@mchsi.com
291	Aug 23-24	H-14 / H-16 Warm-Ups Yankton, SD	Dave Rice	402-558-6568 david.rice@bankofthewest.com
10	Sept 5-7	Hobie 14 / 16W / 16Y North Americans Clear Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com
10	Sept 8-12	Hobie 16 North Americans Clear Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com

Division 8—South Florida

Contact: Bob Johnson -813-960-1937, hobiebob@aol.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
	Nov 28-30	Wave Youth Nationals Key Largo, FL	Rick White	305-451-3287 rick@catsailor.com
	Dec 4-7	Wave Women's Nationals Key Largo, FL	Rick White	305-451-3287 rick@catsailor.com

Division 9—Southern Atlantic

Contact: Loyd Graves -919-787-0222, lwgraves@mindspring.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
100	Aug 23-24	Camp Hatteras Regatta Rodanthe, NC	Kyle Harrison	919-304-6167 kyle@hobie100.org

Division 10—Great Lakes / Midwest

www.HCADivision10.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
PCYC	July 12-13	Stray Cat Regatta Port Clinton, OH	Port Clinton YC Kathy Clark	216-403-5103

Division 11—Mid-Atlantic

www.div11.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
416	July 19-20	Barnegat Breezer / 18 Divisionals Barnegat Bay, NJ	Fred Myer	215-646-4193 hobnut@aol.com
443	Aug 16-17	Wildwood Classic Cup Wildwood, NJ	Rob Wagner	609-923-1355 Rob.Wagner@verizon.net
SHBCC	Sept 20-21	Area C Alter Cup Qualifier Sandy Hook, NJ	Kathy Kulkoski	732-787-4313 kkulkoski@aol.com
54	Sept 27-28	Rock Hall YC Regatta / 16 Div's Rock Hall, MD	Dan Flanigan	410-821-6761 DFP135@msn.com
106	Oct 4-5	Sharkey's Cup Regatta / 17 Div's Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net



DAVE CLARK

Division 13—Mexico/Caribbean/Central America

Contact: Alfredo Figueroa -vientoysel@gmail.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
133	July 12-13	Series VI PRHCA Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoysel@gmail.com
904	Aug 2-103	Copa Multisur Progreso, MEX	Gerardo Diaz Andrea Mier y Teran	52-969-935-1680 gdiaz@grunape.com.mx
133	Aug 17	Series VII PRHCA Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoysel@gmail.com
236	Sept 13-14	Regatas de Independencia Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Sept 28	Series VIII PRHCA Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoysel@gmail.com
904	Oct 4-5	Regata Fiestas Patrias Cancún, MEX	German Saavedra	52-998-887-1636 germansaavedra23@hotmail.com
236	Oct 13-14	Copa Marinazul Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 1-2	Regata Oktoberfest Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 15-16	Copa Revolución Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Nov 15-16	Series IX PRHCA Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoysel@gmail.com
236	Nov 22-23	Regata Vuelta al Lago Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Dec 6-7	Final PRHCA Series (X-mas Ball Regatta) Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoysel@gmail.com
904	Dec 13-14	Regata de Invierno Progreso, MEX	Andrea Mier y Teran	52-999-968-3683 andrea@yucatanoday.com

Division 14—N. TX, OK, AR, S. KS

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
27	Aug 23-24	Cat Chase Regatta Lake Cheney, Cheney, KS	Tim Peppard	316-838-8214 tim.m.peppard@emcins.com
241	Aug 30-31	Arkansas State Champs Lake Maumelle, Little Rock, AR	Matt Ragland	501-803-4304 ragland_m@sbcbglobal.net
23	Sept 20-21	Daggerboard Divisionsals Lake Tawakoni, Tawakoni TX	Bob & Sue Mimlitch	903-447-4111 sue_and_bob@verizon.net
25	Sept 27-28	Tulsa Cat Fight Keystone Lake, OK	Donna McIntosh	918-260-1062 DLmcintosh@directv.com
23	Oct 4-5	SheGatta (WHCA) Lake Ray Roberts, TX	Sheila Holmes	972-979-5465 sheilaholmes@ntin.net

Division 16—Upstate NY, Ontario

www.nahca-div16.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
119	July 18-20	Hobie Kenobie Angola, NY	Bob Burns	burnsmeup@verizon.net
295	Aug 1-3	Rohrbach Ontario Hobie Regatta Northeast Area Championships Hamlin Beach Park, NY	Steph O'Connor	585-654-8493 tiger999@rochester.rr.com
238	Aug 16-17	The Great Sacandaga Regatta Albany, NY (Distance Race)	Mike Hands	handsondeck@msn.com

Criteria for Schedule Inclusion

- HCA Sanctioned Events
- Alter Cup Qualifiers
- Youth Catamaran Events of any kind
- Women's Catamaran Events of any kind
- Major F-18 Championships
- Major regattas that run Hobie One-Design starts (using IHCA Rules), but may have other brands of catamarans in attendance. No strictly "open" events (classes determined by Portsmouth numbers).

hobiehistory

15, 25 & 35 Years Ago

1973



While not recognized today, "Old #36" was well known on the racing circuit in the 70's.

The skipper? Hobie Alter.

Featuring a revolutionary manufacturing process, the Hobie 12 Mono-Cat was made from foam filled ABS plastic. The current Hobie Bravo is its direct descendant.



Announcing An Addition to the Hobie Family



Dave's Cat Rack solved the problem of no trailer (or bringing more than one boat to an event). Getting the boat up there might be a challenge, though!

Dave's Back Pack "CAT RACK"

Necessity being the mother of invention, resulted in the birth of the unit pictured below, left. After searching for a camper, motor home or trailer top boat rack without success, it was decided that "Do it yourself" was the only answer.

"CAT RACK" can be left "Up" or easily removed. Does not "Whistle", even at highway speeds.

Entire frame width is adjustable via telescoping halves. Use 1/2" rod and 1/4" tubing for adequate strength.

Clearance lights satisfy Vehicle Code for wide loads. Eye hook provides tie-down point.

4 1/4" bolts hold "CAT RACK" to "Z" bracket and facilitate easy removal.

Roller position adjustable utilizing shaft collars. (Clearance lights powered through polarized connector.)

The Division Map from 1973 looked a little different than today's. Where are Divisions 14, 15 and 16?



The first development in trapeze harnesses away from the original Hobie "diaper" - diapers in different sizes with limited padding.

They still hurt.

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Let It All Hang Out in a Linbar Trapeze

Four sizes to fit the entire family, 6 to 60. Padded for comfort and flotation. Four colors to match your boat—International Orange, Red, Regatta Blue and Oilskin Yellow.

Sizes:	Child Sizes	Adult Sizes
Small	Child under 4-6	Adult 5 to 5-6
Large	Child 4-6 to 5	Adult 5 to 5-6
Small	Adult 5 to 5-6	Large Adult Over 5-6

By Special Order:
X-Large Adult 6' to 6'6"

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Child Sizes \$14.95*
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*without hooks

Use your old stock hook add \$5.95 for extra hooks
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The photo at the right shows the evolution of Hobie 14 sails from very early (#50) to the standard five-batten pattern (#7678). The double class insignia on the older sail is offset, while the newer ones match (mirrors of each other).

Check out the old-school mark, too. Why are they rounding marks to starboard?



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AVAILABLE COLOR COORDINATED WITH MOST POPULAR SAIL PLANS

PHOTO: GUY MATS

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1983

☞ Hobie Polarized Sunglasses are born.

☞ Ten years after the Linbar diapers, not much progress has been made. Straps have replaced lacing lines, and there are colors that match your sails, but they are still flat diaper-style harnesses.

Introducing

SUNGLASSES

by Hobie

Glare and ultraviolet are the two main causes of eye fatigue after a long day in the sun. We designed our own lenses after realizing there wasn't anything available that fit our specific needs. We took a 6-base optically ground polarized lens for its strong glare reducing properties, added special lens coatings for anti-reflective and ultraviolet protection. Combine a superior lens with comfortable French nylon frames and you have what we wanted all along, a quality sunglass for people into watersports. Available in five styles.

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Dealer Inquiries Invited Mail Order Available

☞ There's nothing like 80's colors to make a cool photo.



☞ Hobie sailors have always been a rowdy bunch. Maybe these are the guys that used the Dave's Cat Rack?

☞ The strength of the catamaran in the 80's is reflected in a growing market for products exclusively made for cat sailors

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SAILS: Lubricating the leading edge of the sail just prior to raising will reduce friction and also the stretching of halyard and sail.

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- Fastens directly to mast tip
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☐ Hobie 18/SX-18/20 \$90.00 ☐ Hobie 21 \$95.00
*Please indicate model(s) ordered COD (US only)

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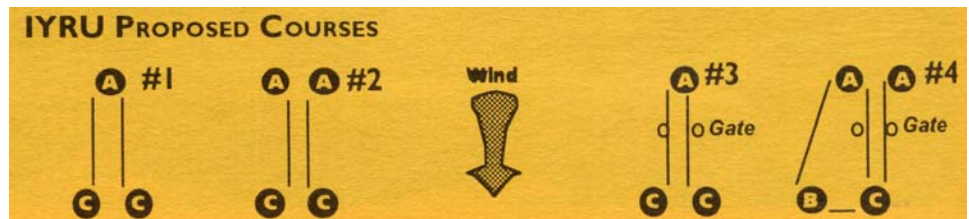
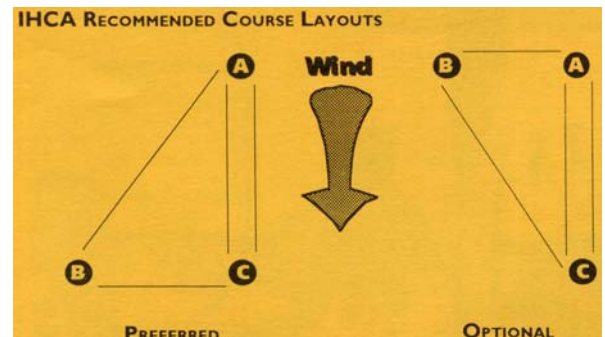
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☞ A stealthy alternative to the Hobie Bob is the MFD. These are still available today from Midwest Aquatics.

☞ A hint of things to come is shown in these two diagrams from the NAHCA News – the death of reaching legs and the introduction of gates. Windward gates are still being experimented with for large fleets.



US SAILING Board of Directors Withdraws Mandatory Membership Proposal

Bowing to considerable pressure, the US SAILING Board of Directors has withdrawn the proposal to require US SAILING membership of all racing helmsmen. "We have heard from our members and we thank everyone for their input," said US SAILING President Jim Capron. "Many sailors and sailing organizations have told us that racing sailors should be members, but that their membership should be voluntary. We also appreciate that many of these sailing organizations have indicated their willingness to help grow our membership. We look forward to working with all of you to strengthen both our organization and our sport."

The Hobie Class Association took the lead among one-design classes by drafting a letter to US SAILING against the proposal. In the letter, HCA Chairman Bob Merrick stated, "It is our belief that mandatory membership would raise an unnecessary barrier to entry at our events with a cost that does not legitimize the return."

"The HCA-NA has always encouraged its US members to join US SAILING. We will continue to do so as long as we believe that the HCA and US SAILING have shared goals."

Tips for Saving Fuel when Traveling to Regattas this Summer

Some of you may be a little reluctant to travel to regattas because of the price of gasoline. Even though sailing is an energy-efficient sport, driving to racing events can be pricey with gasoline over \$4.00 per gallon. You may be tempted to skip an event because of the cost. Why miss out on the fun?! Here are some hints to help you save some cash:

Choose a smaller vehicle

Your Hobie is light! If your trailer is light, you may be able to get by with a car as opposed to an SUV. Most passenger cars can tow up to 1000 lbs without special equipment. A Hobie Cat and trailer weighs less than that.

Slow down

The nation enacted a 55 mph speed limit during the last fuel crisis to make a gallon of gas last longer. A vehicle burns more gasoline when it travels faster. Everyone wants to reduce our travel time, but every mile per hour over 60 could cost you as much as 10 cents per gallon.

Maintain Your Car

Keeping the tires properly inflated and moving components lubricated will help to maintain fuel economy and make your vehicle last longer.

Infrequent tune-ups could mean up to 4% more fuel use. Using the recommended "energy-conserving" oil for your car can also help you save money.

Only take what you need

Lightening the load will reduce the weight that your vehicle has to move. Since a heavier vehicle uses more gasoline, you can save lots by going through your regatta gear and taking out the unnecessary items. An extra 50 pounds in the trunk reduces your fuel economy by 1%.

Share the ride

Carpooling to regattas is fun, and a good way to split the cost of fuel. So, bring your crew with you! By double-stacking (or more!) boats and sharing the costs, you may be able to save even more.

Enjoy the season – and don't miss out!

ISAF Rejects Catamarans Again for 2012 Olympics

In an expected move, the International Sailing Federation declined to reconsider the choice of disciplines for the 2012 Olympics. While the majority voted to reopen, there were insufficient votes for the two-thirds majority required to reopen the unpopular November decision to eliminate the catamaran class in 2012.

Support a Good Cause - Win a Hobie 16!

A raffle will be held at the H-16 NAs which will benefit the CLYC Sailing School Program, the Camp Tanglefoot Girls Scouts Sailing Program and the Parkersburg Disaster Relief Fund (the town destroyed by a tornado, about 50 miles from Clear Lake).

Tickets are \$20 (maximum of 1000 sold) and may be purchased **online** via a link from the event website. The drawing will be conducted at the awards banquet on Friday, September 12. You do not need to be present to win.

GRAND PRIZE: A 2008 Hobie 16 Sailed by the 2007 North American Champion Armando Noriega Jr. The boat has Coronado Sails with event

decals. If you don't want a 2008 Hobie 16, you can choose **two** brand new Hobie Waves.

SECOND PRIZE: A new Hobie Kayak with the spectacular Hobie Mirage Pedal Drive System.

THIRD PRIZE: A Limited Edition water color print by William Gardner. You can see the print at www.bcpl.net/~wgardner/

To buy your raffle tickets online via the event website, you will need to create a Google account if you do not have one already.

Alternatively, you can purchase raffle tickets on eBay. The listing number is: 190233623584.

The winners will need to make

arrangements to pick up the prizes in Clear Lake following the drawing or arrange for a "quick sale" to someone local.

www.hobiecatdivision7.org/Hobie16NAC2008/online/registration/raffledoc.htm

Request for Redress

A printer error in the last **HOTLINE** issue caused some magazines to have pagination problems. If you received one of these and would like a replacement, please send your request to:

hcanews@comcast.net

Penalty Turns

The photo of Mike and Hunter Levesque on page 14 of the May / June **HOTLINE** was incorrectly attributed to Stuart Crabbe. Michelle Levesque took the photo.



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membershipmatters



Mike Levesque, HCA Membership Chair

A Quick Update

The New Membership System is Up and Running!

No, it's not your imagination; we haven't produced membership cards for 2008. All regatta hosts have access to the online membership lists, so we are debating whether the cards are necessary. I personally like the cards, but I would really like the feedback from all of you. Please let me know your thoughts on whether to continue with the cards or let them go the way of slide rules...

The new online membership system is chugging along nicely. Thanks to all of you who joined

early and assisted us with working out the bugs! Thanks to your input, many improvements have been initiated. At the time of this printing, about 60% of the membership have renewed online. That's a HUGE accomplishment on the first rollout! Needless to say, the system is working very well.

For those of you still having issues, keep the emails coming. Most of the problems now are very isolated. Many are due to limitations of browsers, cookie settings,

and other random issues. If you're having problems, email me and send me a paper form with a check. I'll make sure you're all set for any regatta you need to attend.

On that subject, there still seems to be a common misconception that membership in our class is somehow optional. I can assure you that it is not. Please review IHCA Class Rule 26. Essentially, it states that a minimum of one person per boat must be a member to compete in a points regatta. Not to be scored for national points, but to compete, period. Another reminder, there are no weekend memberships.

We strive to provide real benefits to our members. Without membership, we'd simply cease to exist. The Hobie Class rules and policies have been voted on and accepted by the class.

Again, if you haven't already done so, please renew your membership today (memberships run for the calendar year, so yours has expired if you haven't paid in 2008). Put down this issue of Hotline for a few minutes, go to your computer and sign up. If you must, mail it in, but just take care of it before you forget!

www.hcanamembers.com

Regatta registration goes smoothly when you've got the latest printout from the new membership system. (From MadCatter 32 – that's why everyone is dressed in their winter clothes!)



STUART CRABBE

2009 Hobie 14 North American Championship

August 21 - 23, 2009



BRIAN ALLSTON

NOTICE OF RACE

Organizing Authority

The Hobie Class Association of North America (HCA-NA), HCA Division 16 and Hobie Fleet 183.

Venue and Dates

The Etobicoke Yacht Club located on the North Shore of Lake Ontario will host the 2009 Championship. The Etobicoke Yacht Club is located at 300 Humber Bay Park Road West, Toronto Ontario Canada. Phone number for EYC is 416-259-1159 or www.eyc.ca. Sand beach launch. Racing begins on Friday August 21 through to Sunday August 23rd, 2009. EYC is located 10 miles from Toronto Lester B. Pearson International Airport (YYZ)

Rules

The event will be governed by the Racing Rules of Sailing (RRS) as prescribed by the Canadian Yachting Association and the International Hobie Class Association Class Rules, except as altered by the Sailing Instructions. Note that RRS 44.1 and 44.2 (Alternative Penalties) will be changed so that only one turn, including one tack and one jibe, is required.

Eligibility

The ISAF Competitors Eligibility Code applies (ISAF Regulation 19). All sailors must be paid members of the HCA-NA and proof of membership must be shown at registration.

Schedule, Entries and Registration

Event schedule, Pre-registration and other information is available at www.nahca-div16.org

Competitor Insurance

Each Competitor must show proof of liability insurance with a minimum coverage of \$100,000. Competitor's proof of insurance must be available for review at registration

Sailing Instructions

The Sailing Instructions will be made available at registration.

Awards

Awards will be presented to the top 25% of pre-registrants as a minimum.

Accommodations

Free Camping (tents) and RV parking on site at EYC (note that EYC is secure and gated - no worries) Multiple hot showers and washrooms available 24 hr a day

Hotels/Motels - many choices in local West Toronto area:
Beach Motel: 40 rooms from \$80/night, 2183 Lake Shore Boulevard West, Etobicoke, Ontario, M8V 1A1. Ph 416-259-3296 (1 mile from regatta site)

University of Toronto - New College Residence: Rooms from under \$100 - located in the heart of Toronto, dorm style and includes free full breakfast, internet, local calls, address: 40 Willcocks St, Toronto Ph 416-946-0529 (5 miles from regatta site). Others see www.Toronto.com/hotels

Event Chair: Dan Borg dborg@toyota.ca

Event Hosts: Chris Ufton / Clive Warwick / Neil McNeil



The Carlton Tucker Award

Nomination Guidelines

Each year the Hobie Class Association accepts nominations from its divisions and members for the Sportsperson of the Year Award. Those to be considered for this award should be sailors or crews who exhibit commendable behavior demonstrating "The Hobie Way of Life," either on or off the water.

During the year, keep this honor award program in mind. Be aware of the different people among us who have unselfishly contributed to our sport and activities. Be aware of the person who, while out on the water, helped someone who might have been in a life-threatening situation. Look for that person whom you consider to be the mainstay of the local fleet or Division, or the person who represents sportsmanship and character on the racecourse. Perhaps the honoree

is someone who has devoted countless hours or years to running your fleet regattas, or has quietly kept the fleet's spirit alive during difficult times. Consider the person who is helping to develop or contribute to youth sailing programs.

Fill out the form on the following page, and include additional pages as needed. Detail the specifics and anecdotes that describe the sailor who represents to you the Hobie Class Association's most outstanding member for this year.



Carlton Tucker

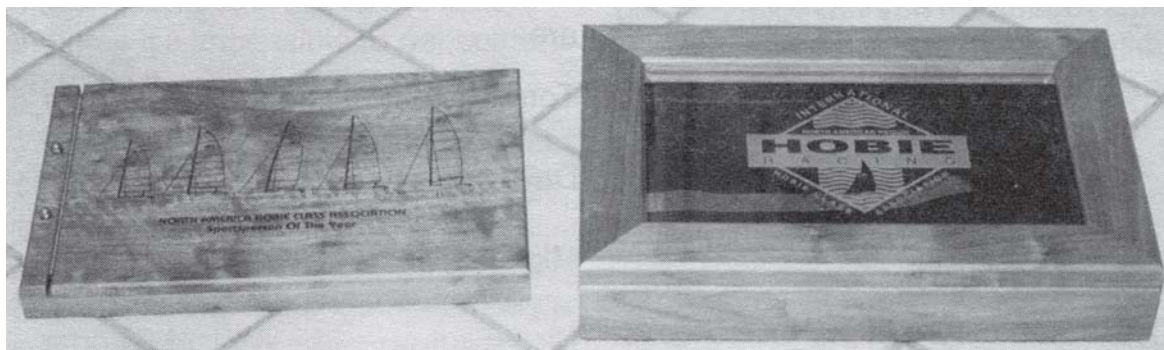
History of the Award

Early in 1994, Gigi Moore (NAHCA Chairperson at the time) enlisted Ted Lindley's help in exploring a way to honor a Hobie person for their contribution to the Hobie Way of Life. Ted was the chairman of a committee of Gail Force (Division 12), Ron and Shirley Palmer (Division 2), and John Hauser (Division 2). The committee developed the nomination guidelines and how the award is governed. They created the concept of a perpetual trophy in the form of a commemorative book. Within the book the story of each year's honoree is chronicled. This prestigious

book is displayed in a specially designed box. Each recipient receives a framed certificate as a keepsake.

Each year since 1995, the HCA has honored a Hobie sailor who by his or her unselfish attitude and commitment to our sport has set an example for all to enjoy "The Hobie Way of Life."

In 1998, posthumously honoring a great Hobie sailor who exemplified the spirit of the award, the name of the trophy was changed to the Carlton Tucker Sportsperson of the Year Award.



Nomination Form

Carlton Tucker Sportsperson of the Year Award

This form must be received by August 15, 2008

Nominee:_____	Hobie Class:_____
Address:_____	Division:_____
City / State / Zip:_____	Fleet:_____
Home Telephone:_____	E-mail:_____
Submitted by:_____	HCA Member No:_____
Address:_____	Division:_____
City / State / Zip:_____	Fleet:_____
Home Telephone:_____	E-mail:_____

Please provide a narrative describing characteristics, attributes, and other information about your nominee. The selection is based on the information provided in your description. Some guidelines for writing your narrative follow.

- What has the nominee done to promote Hobie sailing and sailing in general?
- How has the nominee practiced exemplary sportsmanship?
- What has the nominee done to recruit sailors, particularly youth?
- What training has the nominee supported to increase the skill and fun of sailing?
- How has the nominee supported the HCA and IHCA?
- Why is the nominee admired by fellow Hobie sailors?
- Do others enjoy Hobie sailing more because of this person?
- Why is their outlook and attitude an inspiration?
- How has the nominee enhanced the quality of their local fleets and division?

Send your nominations to Stephen Cooley, 10952 W. Hampden Place, Lakewood, CO 80227
or e-mail all the information to MUST429@aol.com.

Again, the due date for nominations is August 15, 2008

Hobie Fleet 84 and HCA Division 7 present



North Central Area Championships

Saylorville Lake, Des Moines, IA

August 8-10, 2008

RULES

The races will be governed by the *rules* as defined in the *Racing Rules of Sailing* including the US SAILING prescriptions.

SCHEDULE

FRIDAY, August 8

9:00 AM Youth Race

7:00 – 8:30 PM Registration

Upper Parking Lot, Cherry Glen

SATURDAY, August 9

7:30 – 9:00 AM Registration

Upper Parking Lot

8:00 AM Breakfast Provided

9:00 AM Skippers' Meeting

10:00 AM Warning Signal

Noon (+/-) Lunch Provided

1:00 PM Racing Continues

6:00 PM Dinner (TBA)

SUNDAY, August 10

8:00 AM Breakfast Provided

9:00 AM Skippers' Meeting

9:30 AM Warning Signal

Noon: Lunch, give-aways & trophies at Shelter 6

LOCATION

Cherry Glen Access is on the East side of Saylorville Lake. Go 10 miles North of I-35/80 on Hwy 415, or from I-35 Ankeny Industrial Exit 90, (Oralabor Road) go 6 miles West. Cherry Glen is on the West side of the road. (On your Left).

LODGING

PLEASE NOTE: This is an Iowa State Fair Weekend. Most hotels and campsites fill up fast. So, make your reservations **EARLY!**

In the past we have reserved group camping at Prairie Flower Campground. This will not happen this year due to a \$400.00 up front fee to make the reservation. We will continue to work on a group camping area, but please do not depend on it. Campsite reservations for non-group camping are available at www.reserveusa.com/nrrs/ia/cher/ or call the Army Corps of Engineers at 515-984-6925 between 9-10 AM or 2-8 PM for more information on rates. Or, if you're looking for more comfortable accommodations, Hotels are available in Ankeny, Johnston or Des Moines.

CLASSES

All Hobie One-Design Classes are welcome. Five boats make a class. Per HCA Requirements, one person on each boat shall be a member in good standing of the Hobie Class Association.

REGISTRATION:

Single Handed Boats: \$40

Double Handed Boats: \$50

Youth Skipper under 19: Free

Extra Adult Meal ticket: \$15

Extra Child Meal Tickets: \$10

Please Mail Your Registration to:

Roger Taha

701 NE. 54th Ave.

Des Moines, IA 50313

rtaha@mchsi.com

Please use the Pre-Registration form on The Division 7 website. If you let us know you're coming it helps us with meal planning.

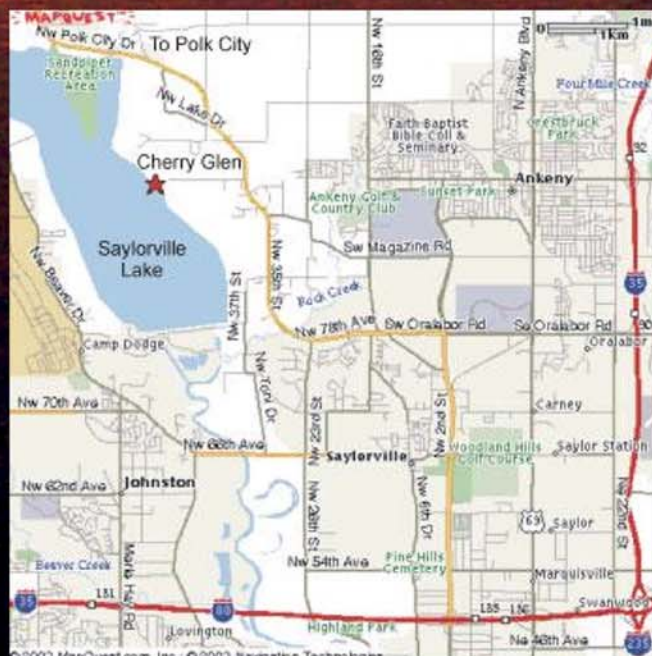
For more information contact:

Commodore Roger Taha at 515-262-9497 or

rtaha@mchsi.com

Vice Commodore Jim Sohn at 515/554-0680 or

sailinghobie@dwx.com



Hobie 17 - Hobie 18 - Hobie Tiger

2008 Hobie Cat North American Championships

Harrison, British Columbia

August 25 - 29, 2008



NOTICE OF RACE

Organizing Authority

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

Schedule

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

Rules

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

Eligibility

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

Registration

Hobie 17:

\$250 USD before June 30, 2008

\$275 USD July 1- July 31, 2008

\$300 USD after Aug 1, 2008

Hobie 18, Tiger

\$350 USD before June 30, 2008

\$375 USD July 1- July 31, 2008

\$400 USD after Aug 1, 2008



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

Equipment

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

Competitor's Insurance

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

Sailing Instructions

The Sailing Instructions will be made available at registration.

Prizes

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

Accommodations

Bungalow Motor Court (regatta HQ) 604-796-3536

(Limited Camping available at the Bungalow)

Harrison Village Motel: 1-800-488-3121

Executive Inn: 1-888-265-1155

Glencoe Motel and RV Park: 1-604-796-2574

Air transportation

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

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

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

This Old Hobie **Spraying Gelcoat**

By Rick Buchanan

Whether you're repairing a chip in the lip, deck, or a gouge in the bottom of the hull, the job isn't done until the color goes on. Gelcoat is what gives your boat its color. It is basically a heavily pigmented resin. The best gelcoat finishes are usually sprayed. The goal of this article is to help get you ready to take on that next repair with some insight into the art of spraying gelcoat. So, let's begin...

Step 1 – Supplies

Gelcoat is too thick to spray right from the can and needs to be thinned. Like resin, it needs to be catalyzed. There are several products you can add to or use with gelcoat for various applications. Photo **1** shows some of these products. The items listed here should be found at any quality fiberglass & resin supply retailer. Some are not cheap, and most are carcinogenic. *Numbers 8 & 9 below are an absolute must have before you open the first can.* Your shopping list will most likely include:

- 1) Gelcoat – whatever color you decide on. Like paint, you can mix colors, creating custom colors.
- 2) Catalyst – “MEKP” (Methyl Ethyl Ketone Peroxide) Same type used to harden polyester resins.
- 3) Styrene Monomer – a very thin, watery-like product is used to thin gelcoat.
- 4) Duratec High Gloss Additive – it's **extremely** sticky, and is a medium-thin running product, used to give a smoother “gloss like” finish. It has a surfacing agent in it to help the gelcoat cure with a tack-free finish. Use a plastic syringe to pull the Duratec out of the can and dispense it into the gelcoat. Avoid pouring the Duratec. You'll regret it.
- 5) Surfacing Agent – sometimes called wax, is a watery

type liquid used to insure a tack-free finish. This product can change a laminating resin or gelcoat into a finish coat (tacky vs. tack-free cure).

- 6) Acetone – is used to clean up tools and spills you might have. Its vapor is toxic to breathe and you should not get it on your skin. I wouldn't recommend using acetone to thin the gelcoat as it makes for a soft finish with an orange peel texture.
- 7) Sprayer – you can use just about any quality sprayer from a turbine powered HVLP (high volume low pressure), to a Preval®. If you use a compressor-driven sprayer, keep in mind pressurized air is hot, which can cause your gelcoat to kick-off quicker than you want. Preval® sprayers are good for small jobs and they don't cost very much. Buy one complete setup which includes the glass jar and the power unit. After you have one complete set, you only need to buy the power units. Once you use a power unit and are finished spraying, discard it.
- 8) Filter mask – 3M's 6000 series is a good choice.
- 9) Latex exam gloves – it's best to have a full box.
- 10) Paper towels – a full roll is recommended.
- 11) Poly Vinyl Alcohol (PVA) – is a mold release agent. It is used to seal freshly sprayed gelcoat from the ambient air. This allows the gelcoat to cure tack-free and much harder than without.

Step 2 - Preparation

Prep your repair area by taping off the surrounding areas and attaching plastic drop-cloths to prevent over spray as needed (photos **2**, **3**, & **4**). To blend the new repair to the surrounding surfaces, try masking off several inches beyond the repair area and taper your sanding into this area. Doing this allows new gelcoat to be feathered in.



Using a small piece of cardboard to block wind & over spray often helps (photos **5** & **6**). You can use the cardboard to test spray, too.

Step 3 - Mix the Batch

If you want to color an area on your hull which equals about one foot square (photo **4**), you might use 1½ oz. of gelcoat. Add to this about 1 oz. of stirred Duratec. If the gelcoat you are using is thick, you may want to add about ¼ oz. styrene monomer. Next, add about 8-10 **drops** of the surfacing agent. Put the cap on the jar and shake the mixture to blend. After mixing, it's time to catalyze it. To the combined mixture given so far in this example, adding about 30-35 drops of catalyst should be adequate (with an ambient air temp around 65°-75°). Once catalyst is added, make sure the cap is securely closed and shake to mix for a minute or two.

Step 4 - Spray

With the mixture ready to spray, replace the cap on the jar with the Preval® power unit making sure the siphon tube is firmly attached. Using a Preval® sprayer is almost identical to using a can of spray paint (photos **5** & **6**). As you spray, be sure to keep moving to avoid excessive buildup of liquid. Don't try to lay down a full coat of color all at once, but rather move around the area you're working in several passes. Gelcoat is usually applied in a thickness ranging from 15 to 22 mils. This can be checked using a Mil Thickness Gauge (photo **7**). To feather the new gelcoat to the surrounding area try pulling the sprayer away from the surface as you work outwards from the repair.

Different gelcoats require different catalyst amounts to achieve the same cure times. Curing times will vary, but should start gelling in about 15-20 minutes depending on the temperature, and should cure hard in 4-5 hours. Darker colors tend to require more catalyst. White gelcoat with a consistency of latex house paint takes about 15-20 drops of catalyst per oz. When working with a new can of gel, mix up a small test batch and time how long it takes to harden. Adding too much catalyst can cause gelcoat to smoke and crack.

Placing a shop light (photo **8**) near the curing gelcoat can speed up the curing process. Check the heat output of the light (photo **9**), opting for a warm summer day feel.

If the area you are spraying gelcoat on is a vertical surface (photos **10** & **11**), spray several thin "laminating" coats without a surfacing agent to prevent sags. Make sure the final coat includes Duratec and Surfacing agent for a tack free finish.

Step 5 - Clean Up

Pour off the excess gel into a plastic container and set aside to cure. Clean the glass Preval® jar with acetone for future use. Once the gel has begun to cure (roughly ½-1½ hrs.), carefully remove the tape (photos **12** & **13**). This eliminates chipping the new gelcoat along the tape line.

After gelcoat has begun to harden a light mist spray of PVA (photo **14**) will help get the hardest cure. Let the it cure overnight and confirm it has cured the next day to the point the PVA may now be washed off (water) prior to buffing.





SOUTH DAKOTA THUNDER

**STORY BY DAVID RICE
PHOTO BY DAVE CLARK**

Thunder. Lightning. Hail. Forty knot winds. The South Dakota had all of this and more. After two hours had been run. The race committee pulled out the sails for two more hours to complete the regatta. In the end, a new treatment chemical salesman sealed his second H



Hobie 20 North Americans in Yankton, South Dakota, ran for two and a half days, only three races had winners and ran nine races in less than 24 hours. A perfect score by an Oklahoma waterman won the Hobie 20 North American Championship.



KATIE BLAALID



DAVE DOTY

Counter clockwise, from right:

With this kind of intensity, it's no wonder they won 11 of 12 races - Phil and Bev Collins

Bob Davidson seeks shelter from the storm on the Nebraska shore. Despite the ugly damage, the sail was repaired and they sailed the next day.

The thrill of victory (or at least second place) – Al Leonard and Steve Lawler celebrate.

The agony of defeat - the youngest skipper, Jake Larson

The signal boat heads to the dock for the last time with all flags flying



DAVE DOTY



ROD HAGLUND

Point blank, the Hobie 20 North Americans **rocked!** Seeing sailors come in from across the country rocked. Having a beach bar and host hotel within walking distance from the venue rocked. On a couple of occasions the winds rocked the sailboats, which also rocked the signal boat. Thank goodness nobody wound up on the rocks, but some came close.

The best way to sum up the Hobie 20 NAC's is to say that we had it all. During the weigh-in we had no wind and sunshine. Day 1 gave us light winds and cloudy skies. Day 2 brought heavy winds and thunderstorms. Day 3 was clear and windy, until around 3:30 pm when racing commenced and winds decreased to light conditions. Day 4 began with partly cloudy skies and light winds and ended with full sunshine and great wind for double-trap racing—what a scream!

The various sailing conditions provided a true test of everyone's sailing ability. This is perfect for a NAC

this gave the early arrivers plenty of time to setup, tune and check out any quirky areas on the water. Almost every night storms rolled through giving way to clearing skies in the late morning, which left very little breeze in their wake. (So much for practice on the water.) The early birds were not completely out of luck. Sailor's ingenuity kicked in and they easily found other fun activities such as golfing, mini-golf, and go-karting. Paul Ulibarri arrived late Sunday night and was greeted by the Bommersbach family who also put him up for the night. After a long day's travel and a busy week ahead they retired early. Come Monday both Paul B. and Paul U. headed to the event location to double check the committee boats and verify supplies.

Tuesday late afternoon things got cooking with boat weigh-ins and registration. Earlier that day some of the sailors were hoping to get in some practice mark roundings, however little wind kept even the most optimistic sailors from raising the sails. After weigh-ins and registration were complete, several people headed to the Marina Galley bar for a few night caps and to gear up for the days ahead.

Day 1 - The Party Gets Started

We awoke to rain and very little wind. It was looking like a soggy day on the water. However, by the time we held the skippers meeting (9:30 am) the rain had stopped and the skies were beginning to show signs of clearing. At the skipper's meeting the mayor of Yankton Dan Specht welcomed everyone and PU explained the logistics for the day. It was also an appropriate time to recognize all the people who traveled great distances to be here. Especially (by land) Al Leonard and Steve Lawlor from California, and (by air) Matt Derrego, Dan Williams and Kevin Wilson from Hawaii.

Following the skippers meeting was a ceremony that recognized an amazing contribution to the local Sea Scout Ship 791 that will leave an everlasting impression on young sailors of and around the city of Yankton for many years to come. On behalf of the HCA-NA, Bobby Ray Edmonds provided the local scout troupe with **two** brand new Hobie 16's. This contribution comes at a time when the local troop was struggling to get their youth sailing program off the ground. The scout masters and leaders of the sailing program attempted to work with older "donated" boats



that is intended to find the best of the best. We've all heard the beach talk; that some people sail better in light winds and some people sail better in heavy winds. Under these conditions, sailors had to adjust with the weather to consistently perform well.

By now all of you know the results, but you have to read on to know the stories behind the scores.

In the Midwest, we get the typical April showers that bring May flowers. But this spring our weather seemed to be about three to six weeks behind. Even the local farmers were commenting that they haven't seen this much rain and cool weather in years. Typically, once Memorial Day comes and goes, so does the rain ... but not this year. On the bright side, the grass and everything around was lush and green.

Sailors started arriving in Yankton on Saturday, May 31st. With races not starting until Wednesday,



One of the two new Hobie 16's donated by Bobby and Kim Edmonds to the local Sea Scout Troop.

and a tired Hobie 16 that needed lots of TLC. This was not really an ideal way to encourage young adults between 13-18 to get into sailing. Now they really have something to look forward to. Bobby Ray worked directly with one of the Scout masters (Kevin Kuhl) to make this donation. They spoke in great detail about the youth sailing program, and when things were finalized, a very enthusiastic Kevin Kuhl called up to share the news. I can still hear the excitement in Kevin's voice as he started rambling

about all of the possibilities and how this would be a great way to introduce Hobie sailing to many, many scouts from across the Midwest. Yankton happens to be home to a summer scout camp that brings in hundreds of scouts each year for leadership and training programs. Now they can add Hobie sailing on their list of things to do. The two boats will be left on Hobie Beach for the summer which means that there will be many experienced people around to get them started safely.

Anyway, back to the races ...

The breezes for the 1st day of racing started at five knots and grew to 8-10 knots by the later part of the day... light but still good enough for three races. Initially, the start line was a little busy, but not packed. On the race course, the 33 Hobie 20's quickly spread out. Mark roundings were rarely congested. However, as racing continued, that would change. It was evident that for some sailors, the sailing season was still early as many of them were clearly attempting to work out the bugs and find their groove. Phil and Bev Collins had no problems finding their groove, scoring three straight bullets.

That evening a kick-off party was held at the Party Barn. Yes, it's a real barn that has been converted into a great entertainment location that often hosts private parties, live music on the weekends and has both outdoor horseshoes and sand volleyball. Twelve teams entered our chili cook-off and brought in crock-pots that contained their secret recipes. Thanks to the help of local volunteers, the chili had been simmering all afternoon. The judges arrived at 6:00 pm and began

sampling. For approximately a half hour, the judges donned looks of intense concentration as they worked through all twelve chilies. At 6:30, the line opened and approximately 100 very hungry sailors tore into the chili, salads, and corn bread.

When it came time to announce the winner of the contest, I was handed the judging sheet with all the final tallies. Mind you, I was still in "race mode", which is that the low score wins, right? When I looked at the scores, I realized that I couldn't announce the winner. My wife and I had also entered the contest. So I called on one of Division 7's finest public speakers/presenters, Todd Wilson. As Todd read the "winners", one of the judges quickly sensed a problem. Remember what I said about being in "race mode"? I was pulled aside, and reminded that the highest score wins. So even though this wasn't really Todd's error, he was quick on his feet. He mentioned that due to the libations he had been enjoying that night, he was a little "confused". Thanks Todd, good recovery, and I owe you one. So divine retribution set in as my wife and I went from top of the list to the bottom. The *real* winners of the chili cook off were Kenny and Donna MacIntosh. Some sailors retired for the evening while others were getting their second wind. They were to regret that the next day.

Day 2 - Thunder and Lightning

We awoke to clouds, but by now we're all getting used to it. It was blowing around 20 knots. Yeee Haaaa! The sailors from Hawaii said this is what they had been waiting for. Even PU seemed excited as he set a pretty long race course. All was going well until five minutes prior to the start of the race; the conditions on the water were beginning to change for the worse. Heavy winds came in and sailors were making additional adjustments to de-power their boats. At the start, there some sailors were just happy to cross the start line without any carnage; unfortunately this was yet to come. Midway through the first race several

The chase boat speeds to help c





KATIE BLAALID

Jim Sohn awaits the return of his crew, who was separated from the boat and using the daggerboard as a life raft.

sailors were still trying to finish while others had already abandoned and were headed for shelter. A couple of boats were moments away from crossing the finish line when the race abandoned. The scramble for the beach was under way. Some didn't make it to Hobie Beach, however they were able to find refuge at beaches on other parts of the lake. The chase boats, media boat and signal boat provided assistance to as many sailors as necessary.

Meanwhile another story was unfolding on Hobie Beach. It quickly became evident to Melinda Bommersbach and Melodie Rice that more boats should be on the beach. They tallied the boats to ensure everyone was safe and all of the boats were accounted for. It was a tense and frustrating 45 minutes checking off the sail numbers coming

in. With some boats not making it back we relied on communications from the chase boats. The Game Fish and Parks personnel also helped locate and identify those who took shelter on other beaches around the lake.

The races were postponed and people sat around to wait this one out. At 2:45 a lightning strike hit on the other

side of the lake convinced PU to abandon all races for the day. About fifteen minutes later, the skies got lighter and the winds dropped off considerably. We could have held races, but by this point the sailors and the RC had pretty much thrown in the towel.

The rough weather was followed by a BBQ at a nearby shelter featuring locally made buffalo burgers, premium smoked sausage, cole slaw and all the fixings. Yum! Once again, a pack of hungry sailors attacked the food line and were soon satiated.

Just as dinner was ending, Mother Nature gave us one more shot. A wall cloud was rapidly approaching from the West. For three minutes, the wind blew strong and a small amount of rain fell. However behind the wall cloud were clear skies. Finally, it looked like this weather was going to be behind us. The recent blast did leave a bit of cleaning up to do. Two sailboats tipped over on shore. Another one was blown off of a beach up the lake and was near some rocks. The horrible thought of having a boat bouncing up against rocks was a concern. By the time we retrieved the boat, the wind was nil, and the Hobie 20 was just calmly sitting in the water as if ready to be saved. And as a bonus ... no damage! (Whew!)

Day 3 - Waiting for the Wind ... To Die

In the wake of the frenzy from the previous day, we were greeted with clear blue skies, and lots of wind from the west. The winds blew a steady 20-28 kts, with a gust recorded at **44 kts**. Paul Ulibarri postponed the races. Since the lake mostly runs from west to east, there were some gnarly looking waves being

The sky continued to look nasty even after the main part of the storm was over and boats were returned to the Hobie Beach.

capsized sailors during the storm



KATIE BLAALID



ROD HAGLUND

kicked up and cruising past the beach. Just the look of the waves conjured up bad thoughts from the previous day.

The winds had been forecasted to die down by around 3:00. At 3:15 PU got antsy and sent out the race committee. The signal boat slogged crashing through the waves, which was both interesting and humorous. We thought that there was little chance they would be able to anchor, but sure enough they did. The signal boat hailed the beach with horn blasts to inform the sailors that it was time to come out and play. (I think Matt Bounds' quote sums it up best ... "Come on you wussies! It's really not that bad.") When the postponement flag was dropped (moments later) we knew it was time to screw on the skull cap and get our head's back in the game.

Half of the 33 boats went out. The other half, still



recoiling from a bit of shell-shock, decided to sit this one out and see how the others fared. Two teams split the difference and went out with the jib furled ... a decision which would later come back to haunt them.

There was no chaos, no capsizing, and no carnage. In fact, little did we know that the winds were only blowing around 15-20 knots. PERFECT!

With each successive race, the winds dwindled. We finally had clear skies and good breezes. With the sun going down in the West, the bluffs across the water lit up. One of the most amazing sights is to sit and watch the bluffs to the south glow in the radiance of the setting sun across the lake. It's just something you have to see.

Since the sailing ended late in the day, we headed off to dinner at 9:00 pm. Dinner was not planned so sailors were on their own. A local establishment called



the Waterfront Bar and Grill offered up free appetizers and drink specials for the sailors. While we were at the Waterfront, Dave Clark (a photographer from Overland Park KS) showed people a short video clip he had made. It was a huge hit and is now posted on YouTube. It is available through his website: (www.digitalcreativeads.com) or email Dave at dave@digitalcreativeads.com.

Day 4: Last Day (and a little bit of everything)

The day started mostly cloudy, mild temps and a small breeze from the north. Since Tuesday was a bust, we needed to play catch up. We were prepared for a long day on the water. Everyone went out with sandwiches, power bars, and lots of water.

The winds for the first two races were very light. The signal boat tried to find a good spot on the lake, but the wind kept shifting to the left. The windshifts finally caught up to Phil and Bev Collins' string of perfect bullets in the third race, when Paul and Erin Bommersbach hit the left side of the course, caught the big header, then tacked back in to take the win. Phil and Bev were caught on the wrong side of the course and had to settle for fourth.

Then the winds from the north suddenly built to



Bommersbach for registration and beach captain, Paul Bommersbach for getting all of the supplies organized, Kelvin Tellinghuisen for the food, Jeff Wahl for providing the lodging and the signal boat, Charlie Clemens for another support boat, Sky Padgett for the pin boat, Jim Hein for a mark boat, and Todd and Joni Archambeau for providing the chase boat and two Jet Skis. Todd and Joni also did an exceptional job on the water as chase crew. They helped many people on the second day when it was really blowing. Great job!

I will add one more short tidbit. The people of Yankton are fantastic. This was a big event and required a lot of dedication from many people. If something came up for one of the RC volunteers, there were two more waiting in the wings to take over. All of the people that were new to this sport commented about (in spite of the weather) they all had a good time and learned a lot.

Lastly, thanks to all the people who came to Yankton SD. While we didn't always have "perfect" conditions, we did have a great time.

Full results and photos can be found at:
www.yoyodyne1.com/h20/index.htm

15 kts! The fourth and fifth races were screams! We had a blast double trapping up wind and screaming downwind. For the last race, PU ran a Course 6 for an upwind finish right in front of Hobie Beach. In keeping with tradition, each boat was saluted with air horns blasting as they crossed the finish line. Ah yes, this is how to end the event – nine races between 4 pm Friday and 4 pm Saturday.

The awards banquet was held at the Quarry Steak House, which is nestled into cliffs that provide a panoramic view of Lewis & Clark Lake and valley below. We wanted to get right to the ceremony to help some of the sailors get on the road.

In addition to recognizing the sailors, it was also a time to thank all of those who supported the regatta. The main sponsors for the event were Bank of the West, Budweiser, Coke-a-Cola, and Truxedo. We appreciate all of the support they provided to help make this an exceptional event.

The biggest round of applause was saved for the 30+ volunteers who stepped forward to become part of this event. It takes a lot of man-power to pull off an event of this caliber. At the awards ceremony we had each person who contributed in some way, come to the front of the room to be recognized. Most notably, Chris Wessels for conducting the weigh-ins, Melinda



Meet the Candidates

New Leadership for the HCA in 2008 – 2009

The Bylaws of the Hobie Class Association restrict elected officers from holding office more than three consecutive annual terms. Therefore, every few years, there is a change of leadership within the class. 2008 is especially important since for the first time in several years, there are multiple candidates for positions.

Candidates are elected by the voting members of the HCA Board of Directors (the Division Chairs and Women's Representative) at the Annual General Meeting. The AGM will be held on Tuesday, September 9 in Clear Lake, LA at the Hobie 16 North Americans. If you have a candidate preference, contact your

Division Chair and let them know how you would like them to vote. Nominations may also be made from the floor at the AGM.

Therefore, in their own words, here are the 2008 candidates for office in the Hobie Class Association of North America as of the HOTLINE press date (7/16/08):

For full candidate statements and resumes, go to www.hca-na.org

Candidate for Chairman

Chris Wessels

My name is Chris Wessels, I am a Hobie sailor from Fleet 10 in Clear Lake Iowa and I am a candidate for the office of Chairperson for the term beginning in September 2008.

I am currently serving my second term as 2nd Vice Chair, mainly dealing with Bylaws as my primary responsibility. I also find that I am involved in alot of what goes on within the workings of the Class Association from coast to coast. It still amazes me how small the world is thanks to the Internet!

I am a regular contributor to the Hobie Hotline, with my main contribution being the 'Hobie's Profile' located on the back page of the magazine. I have contributed a number of articles as well as photographs and I occasionally chase content for the editor to help with the production of the magazine.

Previous to being on the Executive Board, I was Chairperson of Division 7 for a number of years and have been involved in the solicitation and planning of four North American Championships (two this year alone, where I am serving as Host of the 14/16 NAC on my home lake).

My primary interests are in the regattas. While I think that the huge Worlds and NAs are really important, I would argue that the regular points regattas across the continent are MORE important. This is where the good times and friendships and memories are made and that is the basis of my involvement in the first place. I think that these events are good for people, families and the sport as a whole and they need to be nurtured and encouraged. If elected Chair, this will be my primary focus.



Incumbent Candidates Running Unopposed:

Kathy Ward – Secretary

Mike Levesque – Membership Chair

Guest Expert Program Coordinator – Kim Edmonds

Junior Program Coordinator - Mimi Appel

Candidate for 1st or 2nd Vice Chairman

Dan Ward

I write to offer myself as a candidate for 1st Vice Chairman. I have been an active member of HCA since 1988. In that time I have served as commodore of Fleet 65, secretary of Division 11 and currently serve as commodore of Fleet 416. I have also been very involved in regatta organization over the years and



have been a contributor to the Hobie *HOTLINE*.

I grew up in Bermuda and moved to the

United States in 1985. My involvement in competitive sailing goes all the way back to my childhood. Over the years I have been active in and competed in many classes including: Sunfish, sailboards, 505, offshore, Tornado, Prindle and Hobie. I presently have a Hobie 16 and a 17.

I am an Architect and operate my own architectural practice in Pennington NJ. Thank you for your consideration.

Candidate for 1st or 2nd Vice Chairman

Pat Porter



I am an active 16 sailor who started sailing Hobies in his 20's and proceeded to embrace the "Hobie Way of Life." In my years of sailing, I have sailed all of the Hobie classes in National and World events, most recently at the Hobie 16 Worlds in Fiji. I

and my family presently participate in Hobie regattas and events across California. My children also participate in the sailing and love anything to do with Hobies. My experiences are very diverse. I have participated in past events such as the Worrell 1000 (2 times) and the Hog's Breath 1000 (2 times) and most

Candidate for 2nd Vice Chairman

Donna McIntosh

I, Donna McIntosh, would like to be considered for the HCA 2nd Vice Chairman position. During the past 26 years, I've raced Hobie Cats w/ my husband, Kenny, competing in approximately 250 points regattas and 10 North American Championships. I'm currently serving as commodore of the Tulsa Hobie Fleet, and I would be happy to fill this position as well.



Candidate for Treasurer

John Mork

I would like to offer myself as a candidate for the Hobie Class Association Treasurer. I graduated from the University of Central Oklahoma with a Bachelors of Science Degree in Accounting and have experience in preparing Financial Statements and reconciling cash accounts.

I have been racing since 1995 on the Hobies 20, 14, 16, 17, and the Tiger. I have competed in six North American Championships for the 20 and the 16. I truly enjoy the "Hobie Way of Life" and the friendships that have developed. If I can help the class association by volunteering my services, then I would be remiss in not paying back those who have done so much to make my sailing experiences the wonderful memories that they are.



of the Hobie Worlds dating back to the early 1980's.

It's not just the racing that I love; it is the whole family-involved "way of life" that has made this community and sport so terrific. It is very important to me that these ways are continued.

I want to continue to stay active and involved with Hobies and hope to help influence their development.



Candidate for Event Coordinator

Mark Amico

I have been involved with Hobie Sailing for over 25 years. Initially, I learned the ropes through race training events taught by veterans such as Miles Wood, Bob Seaman, Rick White, and the late Carlton Tucker. Over the majority of my sailing career, I sailed Hobie

16s yet ten years ago, I took up the Hobie 17. Even more recently with the influx of interest in the Hobie 14's, I secured a 14. I have been enjoying this cornerstone boat for the last 5 years along with using this boat to get my kids (6 & 4 yrs. old) involved in sailing.

Experience

Event Chairman

2007 Hobie 14/16Y/16W/17/18
North Americans

Commodore - Hobie Fleet 295

2006-2007

Major Event Attendance:

Hobie 14 NAs - 2006, 2005

Hobie 16 US Nationals - 1986, 1993, 1995

Hobie 17 NAs - 1997, 1999, 2005

Hobie MWE - 3 times

Chairman - HCA Division 16

1990-1991

Youth Coordinator - Division 16

2007-present

Candidate for Event Coordinator

Bridget Quatrone

I have been sailing Hobie Cats for 23 years and attended nine Nationals as a participant, so I am quite familiar with what the sailors expect. I've worked closely with both Lori Mohney and PU on several North American and World events and have the administrative understanding of what to expect as well. In 1985 thru 2008; I worked various committees for the Northeastern Championships held annually in Syracuse NY, I know what goes into making an event successful and how to motivate people to coordinate these events. It's something I enjoy, and if you're doing something you like, it's not work.

Experience

Event Coordinator

2007 Hobie 14/16Y/16W/17/18
North Americans

2002 Alter Cup Championship
1994/1997 Hobie 17 NAs

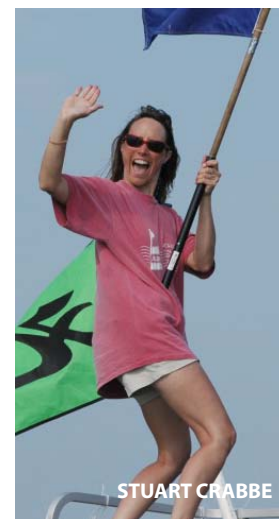
Commodore / Vice Commodore /

Secretary - Hobie Fleet 204

Administrative / RC - 2004 Hobie
16 Worlds, 2004 Hobie 14/16
North Americans, 2006 H-16 W

Major Event Attendance:

Hobie 16 Nationals / NAs - 1985,
1995, 1997, 1998 (O+W), 2000,
2003 (O+W), 2005, 2007 W



Candidate for Event Coordinator

Todd Wilson

The history of our Hobie Class has seen great successes, endured challenges, and survived some dramatic changes. One of the many attributes of our class has been to consistently recognize our best competitors through regional and continental events. I believe these events are critical to ensuring our One-Design class. These events are the 'true' competition side of Hobie Sailing. For our class to continue into the next decade we need to emphasize well organized, well planned, regional & continental events on a competitive level and stress the Hobie Way of Life for our local fleet events.



Experience

Event Chairman

2005 Hobie 18/20 NAs

2008 Hobie 14/16/16W/16Y NAs

Commodore - Hobie Fleet 10

2007-present

Major Event Attendance:

Hobie 14 NAs - 2006

Hobie 16 NAs - 2002, 2003

Hobie 20 NAs - 2006

Asst. Event Chairman

2006 Hobie 14 NAs

Past Commodore - Hobie Fleet 84

Vice Commodore - Hobie Fleet 84

Candidate for Race Director

Mark Santorelli

I am also honored to know a group of my peers think of me as being potentially qualified for this position. Mr. Ulibarri has left a pair of shoes that will be challenging to fill, a challenge I believe is within my abilities.

I have been very active in the area of Race Management over the last seven years. I foresee my activities expanding in the future as I pursue my National Certification. My Race Management experience, although based solely in multihull racing, is rounded out with the humble beginnings of running club races to being the Gate Leader of the 2004 Hobie 16 Worlds.

A major part of my qualifications is my competitive Hobie racing career. I was an active Hobie competitor starting in 1986. I have won four Hobie 16 National/Continental Titles while sailing with Wally Myers from 1989 – 2000. Wally and I also competed in numerous Hobie World Championships as well as the first IYRU/ISAF Worlds in 1994 and the 1999 Pan American Games. I believe a well rounded, competitive racing background is a key to being able to manage a competitive race course. I became interested in being a Race Officer so I could give back to the sailing community that which I learned

through the years of on the water experience as a competitor.

I have been Co-Chairman of three National/Continental Championships; 1993 with Rich McVeigh, 1999 with Bruce Andrews and again with Bruce in 2003. I have also worked closely with Paul Ulibarri and Lori Mohny in organizing the on the water parts of the Mega in 2002. Outside the Hobie Class, I have also helped organize the 2005 and 2006 F18 North Americans, working with their Event Organizers in establishing the on the water needs.

As the Area C Representative for the Multihull Council of US SAILING, I have solicited venues for the Alter Cup Eliminations as well as hosted them myself for as long as I have held this position.

My experience on the water continually provides for the opportunities to train and educate up and coming Race Committee members as well as keeping me well versed in the rules and regulations of the Hobie Class and US SAILING. I believe my ability to lead is evident in the quality of the events I have run with the many Race Committees I have had the pleasure of working with and training.



Candidate for Race Director

Matt Bounds

As race director, Paul Ulibarri brought excellence through standardization, education and an uncompromising will. I am extremely fortunate to have him as my mentor. However, my vision for the Race Director's position is slightly different than PU's. The Race Director's primary job is to make sure competitors have fair racing and most importantly, a good time. Training Race Officers to maintain the high standards of the Hobie Class Racing Program is also part of the job. Most of our events can no longer afford to fly officials in and put them up in a hotel. It's important that we have regionally based, highly qualified race officers that can run our Area and North Americans. It would

be my goal to develop this system of regional PRO's, thus laying the groundwork for many years of high quality events.

A question everyone will ask is, "What will happen to the *HOTLINE* if you're Race Director?" In the short term, nothing. My direct efforts to the magazine are waning as more people help out and the production process is streamlined. The Race Director role will not add that much more. Regardless of the election outcome, a new editor will

ultimately need to be trained to take over. That is already an objective of mine, since I can't do the magazine forever.

Insofar as my experience is concerned, I have attended upwards of thirty-five Hobie Cat Nationals / NAs and two Hobie 16 Worlds. I've raced every type of Hobie Cat being actively raced today, except the Wave. I don't know how many regattas I've attended since I started racing in 1973 – the number is around 500. It continues to grow today as I actively race my 14, 16, 17 and Tiger. You must have the mind set of a competitor in any race you're conducting.

In the past year, I have been PU's Deputy Race Officer at the Tornado NAs, the Hobie 17/18 NAs and the Hobie 20 NAs. I was the PRO for the 2007 NACRA F17 NAs and I will be the PRO for the 2008 NACRA F17/F18/N20 NAs. I've been on the signal boat for the 2007 Melges 24 Nationals, either mark set or signal boat for three high-level match racing events, line judge for the Detroit NOOD regatta, PRO for the Thistle Districts and mark set for the Force 5 NAs.

I have been a member of US SAILING since 1977. I am currently Chairman of the One-Design Class Council. I will achieve my Regional Race Officer certification this fall and have nearly completed the requirements of a National Race Officer. This level of participation is crucial to being current on the rules and procedures being adopted around the US and the world.



BRIAN ALLSTON



Shauna McGee-Kinney

First Gear

Equipment and Apparel Buying Tips for New Crew

When I first started crewing, I was unsure of how involved I would become. I was busy with many other activities, like cycling, and concerned about how much I would spend on this new sport. Here are some tips I learned from other crew as well as my own experience.

Where and When to Buy

Buy your gear over a couple seasons. This gives you time to find the right gear for your body type and to help you pace your expenses.

First Season

- Buy or use gear that fits multiple sports
- Buy less expensive gear
- Borrow sailing-specific gear
- Rent gear
- Ask sailors what gear they like and why

Second Season

- Space purchases over the year
- Take time to choose the best gear
- Buy warmer (winter) wetsuits in summer
- Buy life jacket and harness during season

Start by purchasing or using gear that can be used in multiple

activities. Use baseball hats, canvas shoes and swimsuits that you already own or that you can use in many activities.

Borrow sailing-specific gear during your first season, such as harnesses and life jackets. Most skippers have a variety of sizes to share with their crew. Many skippers will share gear with crew sailing on someone else's boat. Ask other crew as well as your skipper. As crew, I share my gear with other crew when I can't make a regatta.

As you start attending regattas, talk to people that have your body type and size. You will find tips about manufacturers and models of gear that best fit short people, tall people, curvy people and muscular people. Fellow crew often let me try on their gear for comparison.

What to Wear

The table at right gives some basic guidance. This the maximum amount of gear you would want to wear for those conditions. You can reduce or change your gear, based on your personal sensitivity to sun, cold and heat.

If you get hot in any of these situations, splash water onto your body or jump in the water to cool down. Drink water throughout the day, even in cold weather.

You will want to get your gear off as soon as you return to the beach. Wet, salty gear will irritate your skin, cause chafing or chill you as it dries. Wearing a swimsuit will allow you to peel the outer layers off without finding a private changing room. Wear a dry long sleeve shirt and dry sweat pants (cold) or loose fitting cotton pants (hot) over your swimsuit until you have time to change. A dry hat is also nice to keep the sun off your head and face.

Keep your skin covered, even if you have a dark complexion. Too much sun exposure drains your

What to Wear

	HOT AND HUMID	COLD
ISSUES	Sun protection, heat exhaustion	Moisture, chafing, cold
PHILOSOPHY	Maximize evaporative cooling (sweat)	Layering, protection
HEAD	Hat / sunglasses	Hat
BODY	Swimsuit Dry-wicking, long sleeve running shirt Running tights	Swimsuit Wetsuit Spring break Winter
FEET / HANDS	Gloves Barefoot / water shoes	Gloves Boots Water shoes

body's energy, causing you to feel tired and not perform in the following day's races or even get drowsy when driving home.

Canvas shoes, booties or water socks to prevent burning the tops of your feet in bright sun. Footwear also protects your feet from getting cut or hurt in the surf or on the beach.

Buy Smart

For multi-sport gear such as swimwear, ski/snowboard fleece layers and winter running apparel, – buy these items on sale at a sporting goods store or on-line. If you are a small woman, consider buying kids sizes. They can be less expensive than the women's sizes. Some sports retailers in other industries offer the same equipment. Take a look at the kayaking department, especially for comfortable life jackets and good cold weather gear.

Be cheap with a few items. Buy canvas shoes at the drug store. Buy gloves at a garden store. Look for hats that can be adjusted to your

head at sports stores or boating warehouses. Most hats grow when wet and shrink as they dry. You want to get a hat that can be tight enough to stay on your head when you are sailing at 15 knots upwind. Plastic, brass and stainless buckles for adjusting hats often work better than Velcro. The Velcro can tangle in your hair while racing.

Find comfortable, polarized, UV protection (non-prescription) sunglasses. I recommend choosing a pair dedicated to sailing at a price that you won't cry when they get scratched or get lost. When choosing sunglasses bring your sailing hat! Put on the glasses, run your hands down the back of your head towards your neck. You should not be able to bump the glasses from the back or knock the piece behind your ears with your hand or your hat. Put on the hat and lean forward, look at the floor and shake your head gently from side to side. The glasses should not feel heavy, lift away from your eyes, fall off your face or slide down your nose.

My Life Depends on It

You should try on the model of life jacket you want before buying it. Sailing and kayak stores can recommend lifejackets that allow the best range of movement and comfortable placement of flotation. Some life jackets designed for recreational boating were not designed for the range of movement you need. Inflatable life jackets, such as the ones used on cruising sailboats are not appropriate for catamaran racing. Only buy US Coast Guard certified life jackets – they are the only ones that are class legal in the US.

Put the life jacket on, adjust the straps and crouch down – the life jacket should not ride up. Stand up, put your arms up and lean back slightly – the life jacket should stay close to the original position. Bring your arms down and twist as far as you can to both sides. The life jacket should not pinch your armpits and your head should be able to turn both directions without having to move the lifejacket. Finally, check that zippers and clasps were secure and stayed in the correct position before taking off the life jacket.

If the life jacket doesn't fit, try a different size or different model. Most retailers can help you. Don't buy a life jacket that is too big expecting that the wetsuit and gear will "fill out" the jacket.

Work with the Retailers

Ask for referrals to a reputable sailing retailer from other sailors. Some retailers are more responsive to special orders, carry items in stock or have better customer service than others. Be sure to get the return and refund policy before you purchase your new gear. Some items are expensive to restock and you may not want to order an item if you cannot return it.

If you have used gear that doesn't fit you, you might consider giving it to new crew or donating it to your fleet. Be wary of used life jackets. The foam in life jackets exposed to sun, chlorine or detergents may be compromised. Don't buy lifejackets with torn nylon shells, broken buckles or worn web straps and make sure the life jacket fits correctly.

Enjoy your racing in comfortable gear and sail fast!

WARM / COLD CHANGES	COLD AIR / WATER
Morning starts foggy, afternoon is bright & sunny	Evaporative cooling, Hypothermia
Wetsuits - peel off as day warms up.	Minimize evaporative cooling, maximize heat retention
Life jackets / sunglasses	Surfer's neoprene hoodie or wool hat & sunglasses
Wetsuit + Fleece ski mid-layer + Dry top, Daybreaker or foulies	Swimsuit + Fleece ski mid-layer + Heavy wet suit or Dry suit
Neoprene gloves Booties Waterproof sneakers	Neoprene gloves Booties Waterproof sneakers w/polypro socks

guestexpertprogram



by Sue Korzeniewski, HCA Guest Expert

St. George Island, FL

Sue Korz re-visits Scout Troop 22 / Hobie Fleet 934

The sweet smell of burning wood in 85 degree weather was a welcome sign we were back on St. George Island. The 9th Annual Youth Regatta preceded by a GEP (Guest Expert Program) was about to unfold. Twenty-two kids, mostly scouts, were anxiously waiting to hit the water .



The 9th Annual St. George Island Youth Event coordinated by Larry & Patricia Hale leaders of Scout Troop 22 / HCA Fleet 934 took place May 4th & 5th. The GEP conducted by Susan Korzeniewski covered safety, flags, starting, race course, mark roundings & basic rules. Veteran sailors from Troop 22 assisted Susan as she practiced the race sequence with flags. Boat rigging and tuning followed the chalk talk. Young sailors ranging from age 7-20 years old enthusiastically listened to the information presented. With help from Susan

Korz, Kirk Newkirk and Glen Holmes the Hobie 16's were checked and ready to go.

The George Mahr Sea Base Camp is located on the Bay Side of Apalachicola Peninsula 75 miles south of Tallahassee. Race drills were held in the lagoon just inside of the bay due to the heavy wind. A series of race drills kept the kids moving for over 2 hours. The wind conditions were very gusty and shift. A couple of teams added a third person for more weight on the boat. Only one Hobie 16 capsized when a brand new sailor took the helm and tried to fly a hull. Many smiles and thumbs up were displayed as the starts improved. Short courses allowed for many starts and mark roundings. The scouts handled the boats with ease even though many of the teams were under 200 lbs. Drills were followed by an onshore debrief. The kids were excited and ready for the next day of racing.

Forecast of a front added to the anticipation of the racers as they rigged their Hobies early the next morning. A few teams added another crew member for more ballast. After a six mile sail to the location of the race course set outside the beautiful tip of the St. George Island Plantation, the

scouts beached their boats on the most gorgeous white beach at the cut where the Gulf meets the Bay. Transported by powerboat Principal Race Officer (PRO) Kirk Newkirk from Pensacola Beach held the skippers meeting on the beach. Susan offered last minute coaching for the brand new racers.

There were a total of 14 Hobies on the race course consisting of both Youth and Open Fleet. With both fleets starting together the first start set the stage for the order of finishers. Local Scouts Tim Wallace and Carl Ard crossed the fleet on port to win the 1st race.

The wind was shifting left early in the day and the sailors who noticed gained a big advantage. Race 2 started in 5-8 knots but the winds decreased as the race continued. Panama City Team of Taylor Riess and Evan Miller took the next bullet. The fleet was starting to tighten up with only 15 minutes between first and last place boat.

This was the first day of Sailboat Racing for many teams. There were five lady skippers on the race course ranging from age 12 to 19 years. As the breeze continued to die Race #3 was shortened at the second weather mark and boats were sent in for pulled pork

barbeque sandwiches. Taylor and Evan came in first again followed by local brothers on separate boats. Younger brother Kevin Williams (age 16) crossed the line in front of older brother Richard Williams (age 17) to mix up the scores.

After a hardy lunch made by the parents and friends of the troop, the racers returned to the water. In Race #4 Alex Hoffman hit the line with speed and perfect timing. The first two mark roundings were very tight for the entire fleet. The teams were successfully using the techniques that were taught and enjoying themselves. Tim and Carl were the first boat to go left; they got lifted and rounded the 2nd A-Mark in first followed closely by Taylor and Evan. Evan gived inside to pass Tim at C-Mark then proceeded to do a 360 degree turn. Tim & Carl crossed the finish line first. It was a very exciting and close 4th Race.

The wind shifted left and built to 8 knots for Race #5. Half of the fleet started on port to follow Tim and Carl around the course. Again local scouts Tim and Carl got the horn for the 1st.

PRO Kirk assisted by Glen Holmes did a remarkable job executing 5 races with a lunch break in one day. It was a very

rewarding moment to watch the new Hobie racers sail off in a freshening breeze knowing this day may change the rest of their lives. Another group of young kids have turned into Hobie Racers!!!!

The St. George Island Youth Regatta Award Ceremony was extra special this year. Dressed in full uniform, local scout and Hobie racer Sam Biard was awarded his Eagle Scout status. Larry Hale's Troop 22 was very proud of Sam. Racing trophies were handed out followed by an incredible spread of fresh home cooked southern specialties: grouper, raw oysters, shrimp, hush puppies and salads. A huge thank you to George and Pam Mahr for use of their beautiful waterfront property, on water support RC boat. Their continued sponsorship helps to keep the kids on St. George Island sailing. Thanks to the St. George Island Yacht Club, Coast Guard Auxiliary as well as the community that pitched in to help make the Regatta a real success. Many thanks to the Seafood Dealers: Buddy Ward Seafood (shrimp), Water Street Seafood (grouper) and Allen's Seafood (oysters). This is a truly fantastic place in the country to go Hobie racing.



SUE KORZENIEWSKI

RESULTS:

Youth Class

- 1st Taylor Neiss / Evan Miller
- 2nd Kevin Williams / Brandon Raymond
- 3rd Richard Williams / Bobbie Robinson

Open Class

- 1st Tim Wallace / Carl Ard
- 2nd Sam Biard / Kellie Robinson
- 3rd Alex Hoffman / Liam Capstick

Overall (combined)

- 1st Taylor Neiss / Evan Miller
- 2nd Tim Wallace / Carl Ard
- 3rd Kevin Williams / Brandon Raymond



PATRICIA HALE



SUE KORZENIEWSKI

2008hcaboardofdirectors

elected officers

Chair

Bob Merrick
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203-488-7820
bmerrick@sbcglobal.net

1st Vice Chair

John Mork
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2nd Vice Chair

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appointed officers

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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

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HOBIE CLASS ASSOCIATION OF NORTH AMERICA

2008 MEMBERSHIP APPLICATION

MEMBERSHIP IS FOR THE CALENDAR YEAR: 1/1/07—12/31/07

NAME (PLEASE PRINT CLEARLY) _____ Member # _____

ADDRESS _____

CITY, STATE/PROVINCE, ZIP _____

COUNTRY _____ E-MAIL ADDRESS _____

HOME/CELL PHONE _____ DIVISION _____

WORK PHONE _____ FLEET _____

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.

I usually sail a:

(Please check all that apply)

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

Top Cat \$100.00 Patrons and Sponsors

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

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

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

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

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

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

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

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

TOTAL \$ _____

Release and indemnity agreement:

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

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

Payment Enclosed (\$US only): ☐ check (U.S. banks only) ☐ money order
 (credit cards accepted only on Internet memberships / renewals)

Join via the Web!
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Wellmark
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BlueShield

2008 Hobie Cat North American Championships

Hobie 14, 16 Women, 16 Youth - Sept 5-7

Hobie 16 Open - September 8-12



NOTICE OF RACE

Organizing Authority

The Hobie Class Association of North America (HCA-NA), HCA Division 7 and Hobie Fleet 10.

Venue & Dates

The venue for the Hobie 14, 16Y and 16 W events will be the Clear Lake Yacht Club, 103 Main Ave., Clear Lake, Iowa. The Hobie 16 Open event will be held at the Clear Lake State Park in Clear Lake, Iowa. The Hobie 14, 16Y, 16W North American Championships will be held Friday, Sept. 5 through Sunday, Sept. 7, 2008. The Hobie 16 Open North American Championships will be held Monday, Sept. 8 through Friday, Sept. 12, 2007.

Rules

The event will be governed by the ISAF RRS, as prescribed by US SAILING, the 2008 IHCA Class Rules and this Notice of Race except as modified by the Sailing Instructions. RRS 44.1 and 44.2 (Alternative Penalties) will be changed so that only one turn, including one tack and one jibe, is required.

Eligibility

The ISAF Competitors' Eligibility Code applies (ISAF Regulation 19). All crew members must be paid members of the HCA-NA (or other National Hobie Class Association). All members of Youth teams shall be under 19 years of age at the start of the event on Sept. 5, 2008. This modifies IHCA Rule 17.7. All members of Women's teams shall be female.

Schedule, Entries & Registration

Event schedule, Pre-registration and other information is available via www.fleet10.com.

Equipment

All boats will be weighed and inspected prior to competing. It is the responsibility of each skipper to have their boat weighed and inspected at the event site by the Official Weigh Master.

Competitor's Insurance

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

Sailing Instructions

The Sailing Instructions will be made available at registration.

Prizes

Awards will be presented to the top 20% of pre-registrants in each class at a minimum. 15 minimum for Hobie 16 Open North Americans.

Accommodations

Heartland Inn of Clear Lake - 641-357-5123 (2 min.)
Best Western Clear Lake - 800-606-3552 (10 min.)
Mention "Hobie Cat" for special rates. For condo or home rentals, contact Dick Hayes at 641-357-6123

Air transportation

Available by all major carriers through Minneapolis-St. Paul International (MSP), Des Moines International (DSM), both approx. a 2 hr. drive to the race site. Mason City Municipal Airport (MCW) is 10 min. away.

Please visit www.fleet10.com for more information.

Event Chair: Todd Wilson

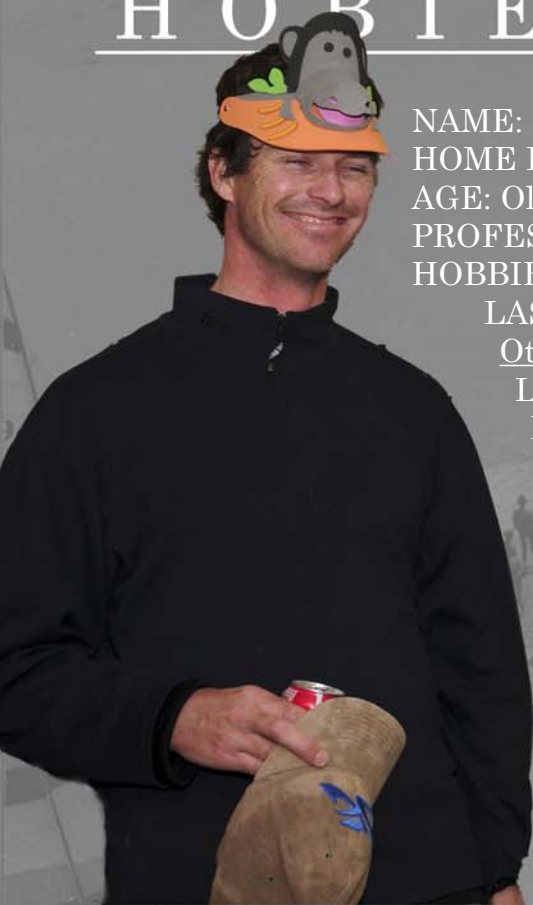
(commodore@fleet10.com) 641-691-0203

Event Host: Chris Wessels

(xanderwess@yahoo.com) 641-425-8720



HOBIE'S PROFILES:



NAME: Bob Merrick

HOME FLEET: Hobie Fleet 448 in Rhode Island.

AGE: Old enough to know better, but young enough to do it anyway.

PROFESSION: Engineer

HOBBIES: Dorkin' out.

LAST BOOK READ: 747: Creating the World's First Jumbo Jet and Other Adventures from a Life in Aviation, by Joe Sutter

LATEST ACCOMPLISHMENT: Winning thee party at MadCatter.

Liza carried the team but I was there trying to keep up.

WHY DO I DO WHAT I DO: Fear of failure.

QUOTE: $\rho \left(\frac{\partial \mathbf{v}}{\partial t} + \mathbf{v} \cdot \nabla \mathbf{v} \right) = -\nabla p + \mu \nabla^2 \mathbf{v} + \mathbf{f}$
(he said he was a dork)

PROFILE: I've been racing sailboats for almost my entire life but it wasn't until the spring of 2000 that I had my first experience in a Hobie Cat. Liza and I rented a Hobie 18 for the day, and it was a blast. The irony was that I had been sailing boats for more than a decade and had only just realized at that moment just how much fun sailing could be. A few months after the Olympics, Liza and I bought our first Hobie 16.

HIS BOAT: The Hobie 16, the world's best one-design

NAME: Dan Williams

HOME FLEET: Fleet 6, Division 1. Kokokahi Sailing Club, Kaneohe, HI

AGE: 45

PROFESSION: Chevron Global Marketing

Logistics, Terminal Engineer

HOBBIES: Travel, Cycling, Karate, Rollerskating

(quads not inline), Soccer

LAST BOOK READ: Musashi's Book of Five Rings. Actually, who has time for books when there's YouTube?

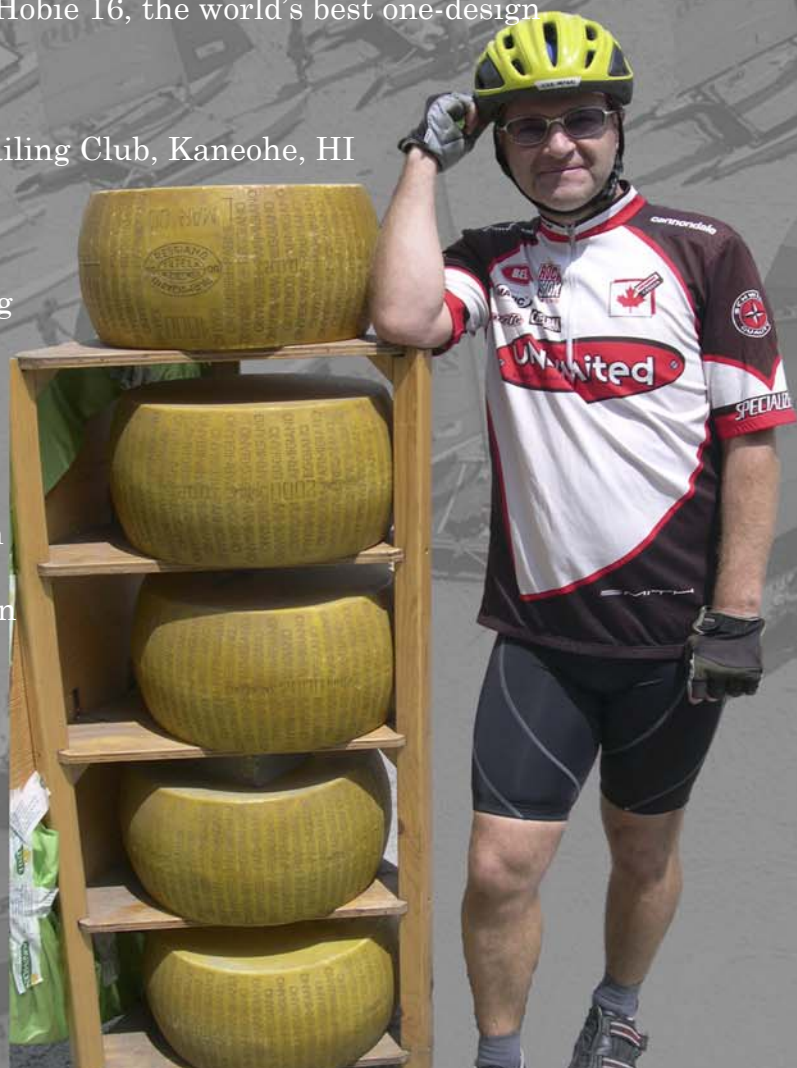
GREATEST ACCOMPLISHMENT: Talked my crew & my wife into flying from Hawaii to South Dakota just to go sailing.

WHY I DO WHAT I DO: Answering this question for me is very difficult, I liken it to playing golf.

FAVORITE MOVIES: *Captain Ron*, *Blazing Saddles*: "Somebody's got to go back and get a s**tload of dimes!"

PROFILE: If the weather is right, quite often it is in Hawaii. I'm either doing one of my hobbies, working on the boat or sailing. I don't have time for golf.

HIS BOAT: The Hobie 20 Miracle





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Comfort and Stability*

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The Bravo is Hobie's latest contribution to sailing simplicity. The Bravo's large sail area makes it responsive in light winds, while the roller-furling main and square-top sail design allow for controlled sailing in all wind conditions. Now get out and have some fun!

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