



# HOTLINE

SEP / OCT 2009

VOLUME 38 NO. 5



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA







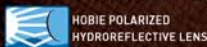
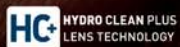
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The Official Publication of the Hobie  
Class Association of North America

**SEP – OCT 2009**  
**VOLUME 38, NUMBER 5**

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

#### HOBBIE CLASS ASSOCIATION HOTLINE

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# it'sallgood ...



I've gotten to know a little more about HYSEF (Hobie Youth Sailing Education Foundation) and wow!, is this a great asset to the HCA. It's a marvelous tool as a donation center for boats, gear and funds to put more power in our hands to build youth programs throughout North America. Anybody in or out of the class that wishes to build their own youth program on Hobies, and do so with less outlay can use it.

The concept of HYSEF started when some of the racers in the HCA thought it would be great for the class to become a not for profit association. There were a few roadblocks that made that an impossibility, but the thought remained. That's when that rascal Gordo Bagley called Al Mohill, a long time Division 2 H16 racer who happens to have a law practice in Southern California. They talked about forming a not for profit corporation to assist youth programs in their efforts to build assets for Hobie sailing. Al was more than willing to undertake the writing up of all the documents to apply for a 501(c)3 mutual benefit corporation, and he did this pro-bono. John Ziolkowski agreed to take the task of being president and Rex Miller agreed to be secretary/treasurer. Simple by-laws were written, forbidding any gain by officers and directors of HYSEF, and the basic purpose of HYSEF would be to provide resources to assist youth sailing programs that give youngsters the chance to sail and race Hobie Cats, you know 'the fun boat'. It took almost two years for the Dept. of the Treasury to approve HYSEF, but that is now done. Thanks to all who supported this effort.

Now, if you want to seek donations to sponsor youth programs, or wish to solicit boat donations from people who cannot sell their Hobies, or find other ways to use the HYSEF donation center, just do it! A good example you can learn from is that in the past month, Gordo has acquired three great H16s from people who would rather have a tax deductible receipt than go through the hassle of selling their boats for what they realize is less than the boats are worth because of the lagging economy. Two of the boats will be used for sail training starting this winter, and one is race ready and reserved for the use of youngsters who participate in HCA events. It's first race will be at HAVAMEGA this November with Albert Chylek (15) from Arizona skippering. He currently trains on his old boat, and will have a race ready boat at the big event. How do you think that makes him feel? That boat was donated by John Forgrave of Calabasas, CA.

Thank you all very much for a great year and your membership in such a great association.

CW

september / october 2009

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 Contents – **Rick Buchanan, Geoff Webster, Dave Clark, Matt Bounds**  
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## on the cover

**Toronto Hobie 14 NAs** – *Trey James chases after his father Herb on the first day of racing in the Hobie 14 North Americans. Herb only beat his son on a tie-breaker.*



# 2009 / 2010 regattaschedule

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

**HAVAMEGA (Wave/17/18/20/Tiger)** Nov 7-13, 2009 Lake Havasu, AZ  
**Hobie 14 / Wave** June 4-6, 2010 Ocean Springs, MS  
**Hobie 17 / 18** June 7-11, 2010 Ocean Springs, MS

## Area Championships

**Midwinters West** Mar 26-28, 2010 San Felipe, MEX  
[www.members.cox.net/midwinterswest](http://www.members.cox.net/midwinterswest)

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

### Division 1—Hawai'i

Contact: Dan Williams-808-864-6067, [rollerskate-hi@clearwire.net](mailto:rollerskate-hi@clearwire.net)

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

### Division 2—Southern CA / AZ / NV

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
434	Sept 12-13	<b>Lake Arrowhead Regatta</b> Lake Arrowhead, CA	Chris Dunn	909-336-6769 <a href="mailto:dunndi@charter.net">dunndi@charter.net</a>
PBYC	Sept 26-27	<b>Blue Water Regatta</b> Ventura, CA	Jeff Petron	Pierpont Bay YC 805-644-6672
514	Oct 10-11	<b>Piñata Regatta</b> Puerto Peñasco, MEX	Barb Perlmutter	Skipperbarb36@ hotmail.com

### Division 3—Northern CA

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
240	Sept 19-20	<b>Otter Regatta</b> Monterey Bay, CA	Steve Boese	<a href="mailto:lakecat1620@yahoo.com">lakecat1620@yahoo.com</a>
281	Sept 26-27	<b>Shark Feed</b> Bodega Bay, CA	Mike Montague	<a href="mailto:mike@teevax.com">mike@teevax.com</a>
SCYC	Oct 3-4	<b>Alter Cup Area G Qualifier</b> Santa Cruz, CA	Bert Lemke	<a href="mailto:info@scyc.org">info@scyc.org</a>

### Division 4—Pacific Northwest

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
BYC	Sept 19-20	<b>Alter Cup Area L Qualifier</b> Bellingham YC, Bellingham, WA	Mike Hensel	206-396-1839 <a href="mailto:mikehensel220@msn.com">mikehensel220@msn.com</a>
CYC	Oct 3-4	<b>Fleet Championships</b> Shilshoe, Seattle, WA	CYC	

### Division 6—South Texas, Louisiana

[www.div6.com](http://www.div6.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
Div 6	Sept 19-20	<b>Spindletop Regatta</b> Port Arthur, TX	Ricky Richardson	409-882-4847 <a href="mailto:cricharson@gt.rr.com">cricharson@gt.rr.com</a>

### Division 8—South Florida

Contact: Bob Johnson -813-960-1937, [hobiebob@aol.com](mailto:hobiebob@aol.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
USSA	Oct 18-19	<b>United States Multihull Championship for the Alter Cup</b> Clearwater, FL	US Sailing	<a href="http://ussailing.org/multihull">ussailing.org/multihull</a>
	Nov 21-22	<b>Alter Cup Area D-South Qualifier</b> Clearwater, FL		
	Nov 28-30	<b>IWCA Wave Youth Nationals</b> Key Largo, FL	Rick White	305-451-3287 <a href="mailto:rick@catsailor.com">rick@catsailor.com</a>
	Dec 4-7	<b>IWCA Wave Women's Nationals</b> Key Largo, FL	Rick White	305-451-3287 <a href="mailto:rick@catsailor.com">rick@catsailor.com</a>

### Division 11—Mid-Atlantic

[www.div11.hobieclass.com](http://www.div11.hobieclass.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
Div 11	Sept 12-13	<b>Shore Acres YC Hobie Regatta</b> Shore Acres, NJ	Rob Wingender	732-673-1772 <a href="mailto:rawingender@comcast.net">rawingender@comcast.net</a>
54	Sept 27-28	<b>Rock Hall YC Regatta / 17 Div's</b> Rock Hall, MD	Dan Flanigan	410-821-6761 <a href="mailto:dfp135@msn.com">dfp135@msn.com</a>
106	Oct 3-4	<b>Sharkey's Cup Regatta</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 <a href="mailto:hobie106@verizon.net">hobie106@verizon.net</a>
	Oct 17-18	<b>Area C Alter Cup Qualifier</b> Berkely Is. Park, Lanoka Harbor, NJ	Mark Santorelli	<a href="mailto:mark@hobiebrat1.com">mark@hobiebrat1.com</a>

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

Contact: Alfredo Figueroa-[vientoyvela@gmail.com](mailto:vientoyvela@gmail.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
236	Sept 12-13	<b>Regatas de la Independencia</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 <a href="mailto:hoblemex@hotmail.com">hoblemex@hotmail.com</a>
236	Oct 3-4	<b>Regata del la Luna</b> Lake Chapala, MEX	Armando Noriega	52-55-5631-5555 <a href="mailto:hoblemex@hotmail.com">hoblemex@hotmail.com</a>
236	Oct 17-18	<b>Copa Marinazul</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 <a href="mailto:hoblemex@hotmail.com">hoblemex@hotmail.com</a>
236	Oct 31-Nov 1	<b>Regata Oktoberfest</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 <a href="mailto:hoblemex@hotmail.com">hoblemex@hotmail.com</a>
236	Nov 14-15	<b>Regata de la Revolución</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 <a href="mailto:hoblemex@hotmail.com">hoblemex@hotmail.com</a>
236	Nov 28	<b>Regata Pro Valle</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 <a href="mailto:hoblemex@hotmail.com">hoblemex@hotmail.com</a>

### Division 14—N. TX, OK, AR, S. KS

Contact: Tom Page -918-232-2598, [Tom.Page@hilti.com](mailto:Tom.Page@hilti.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
25	Sept 19-20	<b>Tulsa Cat Fight</b> Keystone Lake, OK	Kenny McIntosh	918-232-7919 <a href="mailto:kmcintosh@rmi.net">kmcintosh@rmi.net</a>
23	Oct 3-4	<b>SheGatta (WHCA)</b> Lake Ray Roberts, TX	Sheila Holmes	940-637-7485 <a href="mailto:sheilaholmes@ntn.net">sheilaholmes@ntn.net</a>
23	Oct 10-11	<b>Daggerboard Divisionsals</b> Lake Tawakoni, Tawakoni TX	Bob & Sue Mirlitch	903-447-4111 <a href="mailto:sue_and_bob@verizon.net">sue_and_bob@verizon.net</a>

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





LAKE HAVASU CITY, ARIZONA

# 2009 HAVAMEGA

WWW.HCSPACE.ORG®

## HOBIE CAT NORTH AMERICAN CHAMPIONSHIPS



REVISED 5/13/09

# 2009 Hobie Wave, Tiger, 20, 18, 17, 16 Trapseat HCA North American Championships

with Hobie FX-One, 16, 14, Getaway HCA Points Regatta and Bravo, Adventure Island Exhibition

November 8-13, 2009 at Lake Havasu City, Arizona

### NOTICE OF RACE

#### Organizing Authority

The Hobie Class Association of North America (HCA-NA), HCA Division 2 and Hobie Fleet 88

#### Venue & Dates

The venue for all classes will be in Lake Havasu City, across the London Bridge, on The Island. Hobie Tiger, FX-One, 20, 18, 17 and Waves will launch off the Crazy Horse Campground beach area and race in the North Basin of Lake Havasu. All other classes will launch off the Rotary Park beach and race in the South Basin of Lake Havasu. All races will be held Monday, November 9th through Friday, November 13th, 2009.

#### Rules

The event will be governed by the *rules* as defined by the Racing Rules of Sailing (RRS). Hobie 16 Trapseat Class shall use Appendix A of the IHCA Class Rules, excluding Rule 2.2. For all classes, RRS 44.1 (Penalties at the Time of an Incident) will be changed so a one turn penalty shall be required for a breach of Part 2 rules.

#### Eligibility

The ISAF Competitors' Eligibility Code Applies (ISAF Regulation 19) for ISAF International Classes. All skippers and crew participating in North American Championship Classes must be paid members of the HCA-NA (or other National Hobie Class Association). All skippers participating in the HCA Points Regatta portion of this event must be paid members of the HCA-NA.

#### Schedule, Entries & Registration

Sunday, Nov 8 Registration / Weigh-in - 10 AM - 5 PM  
Practice Races - 1st Warning Signal - 1 PM  
Monday, Nov 9 Registration / Weigh-in - 8 AM - 10 AM  
Competitors' Meeting - 11 AM  
1st Warning Signal - 12:30 PM  
Tues, Nov 10 - Fri, Nov 13 - 1st Warning Signal - 11 AM

#### Equipment

All NAC Class boats will be weighed and inspected prior to competing. Each NAC Class may elect to waive weigh-in if that class agrees unanimously. Inspection is mandatory and it is the responsibility of each skipper to have their boat weighed (if necessary) and inspected at the event site by the Official Weigh Master. All HCA Points Regatta skippers have the responsibility of making certain their boats meet the requirements of the IHCA rules governing each of their respective classes.

#### 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 Southwestern 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 25% of pre-registrants (30 days prior to the event) in each class at a minimum. Other awards will be presented in special categories meriting recognition.

#### Accommodations

The Nautical Beachfront Resort – 928-855-3955 Host Hotel  
The Island Inn – 928-680-0606 Co-Host Hotel  
Crazy Horse Campground – 928-855-4033  
Special rates mention 'Hobiecat Racing'  
Check VRBO.com for houses/condos in the Lake Havasu City area.

#### Air Transportation

Available by all major carriers through McCarrin International Airport (LAV) in Las Vegas, Nevada, approximately 2-2.5 hour drive to Lake Havasu City. Directions available upon request.

**www.havamega.com for the most current information**

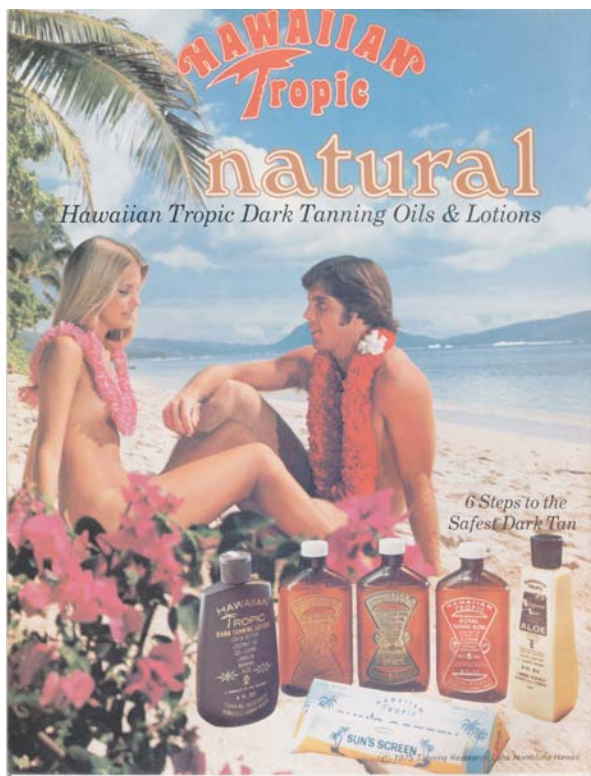
Event Chair: Gordo Bagley  
(gnbii@msn.com) 702-427-7328



# hobiehistory

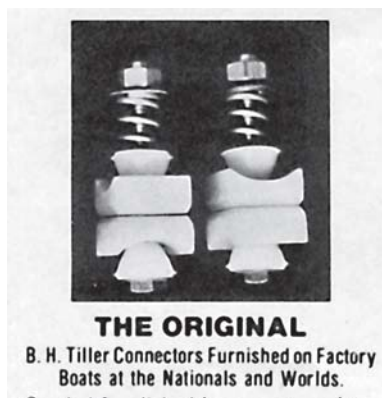
## 13, 23 & 33 Years Ago

# 1976



☞ Hawaiian Tropic bares all in a **HOTLINE** ad from 1976. Nothing like showing a little skin to sell suntan lotion. Makes you want to run right out and buy some!

☞ A Hobie Sportswear ad from the very same **HOTLINE** issue. They should have taken some cues from Hawaiian Tropic. A dude with funky hair and bad teeth just doesn't make you want to jump in the car and go buy clothing.



☞ The original stock tiller connection, while simple, was not very durable. The B.H. Tiller Connector would eventually become the stock tiller connector for the next 20 years.

☞ The other part of the tiller / tiller crossbar connection solution was the "Rudder-Trim", which finally allowed easy rudder alignment. Both the "Rudder-Trim" and the "B.H. Tiller Connectors" would be obsoleted by the Hobie 20 style tiller connectors in 1995.

"RUDDER-TRIM"™ GIVES YOU PERFECTLY ALIGNED RUDDERS WITH A TWIST OF YOUR WRIST!!!  
**FLASH!!! GOOD NEWS FLASH!!!**  
**RUDDER-TRIM** will be used on all national and world racing boats!!! 14' & 16' Classes  
• **LEGAL FOR RACING** RUDDER-TRIM LOVERS  
• **MORE BOAT SPEED**  
• **BETTER PERFORMANCE**  
• **EASY TO INSTALL**  
• **FITS 14' & 16'**  
**AVAILABLE AT YOUR NEAREST DEALER**



☞ For the first time, the Hobie sail loft allows anybody to design their own sail pattern, with a palette of ten colors. You can still "Do Your Own Thing" with the Hobie loft, but the palette is much less diverse - white, gray, red, blue and yellow.

The Hobie Sail Loft invites you to design your own Special Sail Color combination during their **"DO YOUR OWN THING" SPECIAL**

Bill Cummins, Manager of the Hobie Sail Loft, and his crew invite you to be the sail designer during their "Do Your Own Thing" special 3-month offer. That's right, you decide what colors you'd like Bill to make your sail out of—and he's got every color in the rainbow to choose from, so go crazy! Add as many tell-tail and base windows as you'd like, too—it's all up to you.

The "Do Your Own Thing" special will run from October 1 to December 31, 1976. Orders must be placed through your Hobie dealer.

PRICE: Hobie 14... \$299.<sup>00</sup> / Hobie 16 (Main & Jib)... \$599.<sup>00</sup> / Tell-Tail Windows... \$20.<sup>00</sup> ea. / Base Windows... \$37.<sup>00</sup> ea. / Sail Numbers... \$2.<sup>00</sup> ea.

**SAIL CLOTH COLOR SELECTION**

DARK BLUE	YELLOW
LIGHT BLUE	LIME GREEN
GOLD	WHITE
PURPLE (Hobie 14 only)	ORANGE
DARK GREEN	RED

**"DO YOUR OWN THING" ORDER FORM**

HOBIE 14		HOBIE 16		JIB	
Panel #1	Panel #1	Panel #1	Panel #1	Panel #1	Panel #1
#2	#2	#2	#2	#2	#2
#3	#3	#3	#3	#3	#3
#4	#4	#4	#4	#4	#4
#5	#5	#5	#5	#5	#5

I would like tell-tail windows ( ) in Panel # \_\_\_\_\_ I would like base windows ( ) in Panel # \_\_\_\_\_

NAME \_\_\_\_\_ ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE/ZIP \_\_\_\_\_

HOBIE DEALER \_\_\_\_\_ ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE/ZIP \_\_\_\_\_

☞ A primitive, early version of Cat-Trax, weighed twice as much and cost over \$375 in today's money.



# 1986



## HOBIE 17 CLASS RULES

**HC** The Hobie 17 class rules are published for the first time in the **HOTLINE** and there was coverage of the first Hobie 17 Nationals in La Jolla, CA.

The 17's first sails were made by Neil Pryde and were probably the most colorful sail patterns ever made.

Hobie P. Alter (Jr.) won the event in the last race.

**➡** The 80's saw Hobie Cat partner with several other corporations to market their products. Anybody still know if any of these Vanagons are still around?

**U** Everybody's favorite repairman, Rick Buchanan (center), shows that he can sail, too! He and fellow policeman Dan Polder (right) won the open catamaran division of the 1986 California State Police Olympics.

**It's official!**  
Volkswagen Vanagon is the official vehicle of Hobie Cat and the World Hobie Class Association.

Volkswagen and Hobie Cat have teamed up to bring you the Limited Edition Hobie Cat Vanagon. It's the van that comes with an Alpha sailboard. And it's going to be making waves at beaches all over America.

Now while supplies last, when you buy or lease this special Vanagon, you can get an Alpha sailboard from Hobie Cat, plus our own specially designed sailboard roof rack, and eye-catching Hobie Cat Rainbow graphics—all for a special price. Look for this exciting

Vanagon—the van with more passenger and cargo space than any mini-van—at Hobie-sanctioned regattas. Or cruise over to your participating Volkswagen dealer. But hurry, the warm weather won't last. And neither will our supply of these special Vanagons.

Hobie Cat and Alpha are registered trademarks of Coast Community Corporation.

**Limited Edition Hobie Cat Vanagon**

## Hobie Cops Sail 18 to Victory



**C** The 1986 Hobie 16 Nationals were in Cape May, NJ. Jeff Alter and Sue Brenny won a predominately light air event. Who remembers finishing under the lights of the signal boat on Wednesday and having only the shore lights to guide us in?

CAPE MAY, NEW JERSEY

**16TH HOBIE 16 U.S. NATIONAL CHAMPIONSHIPS**

Women's — September 16-19, 1986  
Open — September 21-27, 1986

# 1996

## Skidmore Named New President of Hobie USA

**U** Hobie Cat Company was purchased by its current owners in 1995. It didn't take them long to recognize long-time Hobie sailor Doug Skidmore's talents as a leader and made him president of the company shortly after. Doug is still president of HCC today.

**C** The 1996 Hobie 20 Continentals were held in Fort Walton Beach, FL the year after they had to be cancelled due to hurricane Opal.

The 20s will return to Fort Walton Beach next October for their North Americans.

**➡** An adaptive seat for disabled sailors, the Trapseat is the brainchild of Hobie 16 sailor Mike Strahle.

The Trapseats will have their North Americans this year at the HAVAMEGA on Lake Havasu.

**NAHCA News**  
VOLUME 4, ISSUE 5  
OCTOBER / NOVEMBER, 1996  
THE OFFICIAL PUBLICATION OF THE NORTH AMERICAN HOBBIE CLASS ASSOCIATION

Hobie 20s get early general recall on the last day of racing in Ft. Walton Beach, FL.

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**First Hobie 16 Trap Seat World Championship**

Sanctioned by ISAF  
March 9-16, 1997  
Sydney, Australia

Tel +61 2 99 22 4333 or fax at +61 2 99 23 2883

Australian Yachting Federation  
Pittwater, Sydney, Australia

### HCA-NA Annual Meeting

Will take place in Lake Havasu on November 10<sup>th</sup>. If you have items you would like included in New Business or have an opinion on something, please get with your Division Chair so they can make a request of 1<sup>st</sup> VP Pat Porter to get it on the Agenda.

### Havamega Wave Charters

Hobie Cat will be providing a limited number of Hobie Club Waves for use as Charter Boats at the upcoming HAVAMEGA multi-class event being held in Lake Havasu City, Arizona, November 8 through 13, 2009. The boats will be available for sale

at the conclusion of the event, with special pricing for boats picked up on Friday, November 13th in Lake Havasu City. The boats will be equipped with beautiful custom-colored mains and will feature "HOBIE" down the luff of the sail, and a two-digit sail number as well.

The pricing for the Charter Waves will be as follows:  
Pick-up at Event \$4,199  
After Event, FOB Oceanside, CA \$4,325

Want to charter one? Contact the event organizers for details. \$500 gets you a Wave for the week.

### The Hobie Wave Project

IHCA Executive Director David Brookes sent us this link because he knows we are interested in the Wave as a starting point for getting new people into our sport: <http://sailingsite.com.au/>

This is a really neat thing they are doing and being this organized is incredible. This is really where we should be leading the way with programs like this.

Surf this site a bit and talk to your fleets and find out if there are possibilities of doing something similar in your respective divisions. Even Chris Wessels, in Pigsknuckle, Iowa, has a place he can go and rent 5-10 Hobie Waves and hold a Youth event annually without much cost or too much work and attract 20+ kids (mostly never before sailed/sailed Hobie). Most of the kids we saw at the Division 7 Youth Event a few weeks ago were in the 10-12 year old range and we have had 2 people ask where to buy boats for their kids (they say it's cheaper than Hockey.....)

Lets get some discussion going on growth and figure ways to attract new youth/parents to the sport. With the new Jr. Youth Class (Wave racing), we have the opportunity to plant the seeds with some young kids and we have the people and resources to make things happen.





## Charlotte Harbor Regatta February 5–7, 2010

The Charlotte Harbor (FL) Regatta is inviting Hobie 16s to participate in their annual regatta. Charlotte Harbor is about two hours south of Tampa on Florida's Gulf Coast. SAIL magazine named Charlotte Harbor one of the 10 greatest places to sail in the United States. The harbor has hosted the U.S. Olympic Soling and windsurfer trials and the Sunfish midwinters, in addition to numerous regional and local regattas. **This will be a HCA Division 8 Points Regatta for the Hobie 16 class.**

The Charlotte Harbor Regatta will feature at least seven one-design classes on three circles. In addition to the Hobie 16s, classes committed to attending include the Weta trimaran, the Flying

Scot, the S2 7.9 and the Sunfish class associations. Other classes expressing interest include the Melges 24, Viper 640 and J/24s.

The regatta's onshore activities will be based out of Fishermen's Village Resort & Marina ([www.fishville.com](http://www.fishville.com)). The multihull classes will launch from the beach at the Port Charlotte Beach Complex across the Peace River from the resort. There is ample parking, storage and beach to handle dozens of multihull participants, their vehicles and their equipment.

Registration fees for vessels 18 feet and under have been set at \$75, but an early entry discount of \$10 is available until Oct. 31, 2009. For that modest fee, participants will receive dinners Thursday, Friday, Saturday and Sunday and box lunches and water on race days. Awards for the top three class finishers will be given at the awards ceremony Sunday afternoon. Registration will be available via the Web site or by mail.

The Charlotte Harbor Regatta is a not-for-profit corporation — 501(c)(3) application pending —

comprised of representatives from more than a half-dozen area boating, sailing, tourism, media and community organizations. The board of directors includes former national champion sailors, current and former yacht club commodores, tourism and sports marketing professionals, media representatives and businessmen and women committed to growing the sport of sailing on Charlotte Harbor.

The Notice of Race is posted on their Web site:

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

Arie Van Duijn ([ariejacqpt@comcast.net](mailto:ariejacqpt@comcast.net)) is our Hobie organizer for this event, so please contact him via e-mail to indicate interest in attendance. We are in hopes of a good number of 16s, as this will be a great opportunity to show off the Hobie Catamaran advantages in front of sailors from lots of other boat classes.

If you need any additional information contact:

Brian Gleason, Chairman  
Charlotte Harbor Regatta  
[gleason@sun-herald.com](mailto:gleason@sun-herald.com)  
941-206-1133



## Penalty Turns

In last issue's "Thelma and Louise" article, we failed to mention the co-author of the story, Susan Rodolfi, who was the "Louise" in the article. Almost as bad, there weren't any good photos of her, either - because she was the photographer. Here's a photo of Naomi Sarasola (Thelma) and Susan (Louise) out on Biscayne Bay.





by Chris Bradshaw, HCA Women's Rep.

## WHCRA Meeting

Minutes from the meeting in Kingston

### Women's Hobie Cat Racing Association Meeting

Held in Kingston at the Hobie 16 Women's North American Championship, July 2009

In absence of our current HCA Women's representative Chris Bradshaw, Susan Korzeniewski ran the meeting. Eighteen women attended along with several guests.

#### Goal of the meeting:

To promote the Women's Hobie 16 Event with more participation and finds ways to get more women to skipper.

#### Ideas to achieve our goal:

1. Only hold the Women's event during the summer months (not school year) Attendance at the 2008 event proved this (only three women teams)
2. Hold the event every two years (this was voted on and passed by the women in Sandy Hook 2006). Just because a venue wants the event does not necessarily make it the best choice. We feel every two years will make the event bigger.
3. Try for more WOW (Women on the Water) seminars across

the country to teach and promote more women skippers.

4. Hold a one or two day seminar before the Women's North American Championship at the site to allow fine tuning of the skills for racing
5. Try to move the event from the East

Coast to the West Coast to the Midwest to the South every other event.

6. Invite other women skippers from other classes to attend our events. Promote through College or High School Sailing Programs.
  7. Holding the Women's North American Championship separate from the Youths event would allow the Youth women two championships to compete.
  8. Provide child care at more events to allow both Mom & Dad to race.
  9. Hosting the Women's event with a single-handed boat works well (Hobie 14 or 17).
  10. Update the Women's section on HCA website with current news and advertise early for the North American event
- We look forward to any other ideas and ways to promote Women's Hobie Cat Racing. We want the Women's North American Championship to represent a strong part of our Class. Chris Bradshaw has stepped up to the plate as our Representative to make this happen please send any articles about women's sailing to Chris at [cthah@hotmail.com](mailto:cthah@hotmail.com)





Hobie 14 / Wave  
Hobie 17 / 18  
Hobie 16 / 20

June 4-6  
June 7-11  
October 11-15

Ocean Springs, MS  
Ocean Springs, MS  
Ft. Walton Beach, FL

**Mark your calendars now!**

# **2010**

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# personalprofile

## A Convert to the Dark Side

Mike Madge talks with Geoff Becker

*Editor's Note: You may not have heard of Geoff Becker before, but he is well known in the Lightning Class. He was the 2007 Lightning North American Champion and recently placed second in the 2009 edition of that event and sixth in the recently concluded Lightning Worlds. He is a formidable competitor and recently started racing Hobie 16s. Mike Madge spent some time with him after the Hobie 16 North Americans to discuss his performance and the class:*

**HOTLINE:** First off congratulations on doing so well in your first Hobie 16 North Americans, are you surprised at all with your results?

**BECKER:** Overall I have to say that we were surprised at such a high finish in our first attempt at the Hobie 16 NAs. I was not surprised at being in front of the fleet since I am very competitive and expect to do well in any boat that I sail. Having said that, until this summer, we had not seen much success in any one Hobie regatta. We did, however, have some successes at some point during each of the regattas we sailed and we kept close track of what we were learning during those events. We knew eventually, our speed would catch up with our learning curve and that happened to be in time for the NAs this year.

**HOTLINE:** Maybe you can fill us in on some of your previous sailing background and accomplishments before coming to the dark side.

**BECKER:** Most of my sailing has been in smaller boats and dinghies in a variety of different classes. Most recently, my primary sailing has been in the International Lightning Class and in match racing events. Our team won the 2007 Lightning North American Championship and we recently placed second this year in 2009. We have also qualified for, and will compete in, the 2009 Lightning World Championship in September. In spring 2008, I began sailing match racing events around the US. Our team has had moderate success and my ISAF world open ranking has just moved inside the top 100.

I think it is also important to note that since 1993 I have been coaching sailing professionally and that certainly has an impact on my own sailing. I am able to find ways to make my sailing better, using my coaching experience, and that is a big asset when learning to sail a new boat like the Hobie 16.

**HOTLINE:** When and who introduced you to the Hobie 16?

**BECKER:** In 2003 I was on the coaching staff for the US Sailing Team attending Pan American Games in the Dominican Republic. At that event I got my first exposure to Hobie 16 racing by the US Sailors Paul and Mary Ann Hess; in fact, Paul took me for a sail at the end of one of the race days to introduce me to the Hobie 16. I remember Paul showing me his boat while he was de-rigging and explaining to me the tricks of the Hobie Trade, when I mentioned how fun sailing the Hobie looked from the coach boat. He then asked me if I had ever sailed on a Hobie 16, and when I said "no", he stared at me and said, "take off your shoes, we're going." I grabbed a harness and we pushed off the beach and sailed around for an hour or

Geoff Becker and Krista Hankins at the 2009 Hobie 16 NAs in Kingston, Ontario



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so. I had so much fun I knew that I had to find a way to sail and race one of these boats someday. Unfortunately, it took me until the spring of 2008 to finally get a boat out to the start line. Better late than never!

**HOTLINE:** You seemed to get up to speed rapidly in the class. What and who do you attribute your speedy ascent to?

**BECKER:** One factor for me has been sailing with the same crew, Krista Hankins, in the regattas I have sailed. Since we were both new to the Hobie 16, we have been learning to race the boat together and trying to learn as much as we can as we go. In the months leading up to the 2009 NAs, we sailed several regattas and I must say, didn't do particularly well overall in any one of them. We did have moments of speed that seemed to be as good as the top group of boats. We tried to learn from what worked for us during each event and kept close track of what we did in those instances.

When we began racing the Hobie 16, we quickly realized that many Hobie sailors have been sailing the boats for much of their lives and know a lot of the tricks of the trade that you can't find in any tuning guide. From my experience, the Hobie 16 crowd is very open and willing to assist newbies to the class and genuinely want to help those who are trying to get better. We were not shy about asking a lot of questions of the top sailors in the class. Sailors like Bob Merrick and Liza Cleveland, Rich McVeigh and Carol Hilk, Paul and Mary Ann Hess and Mark Modderman and Sandra Tartaglino were very helpful to both of us. I can say that Krista was excited how open and helpful the sailors were to her, especially how willing the other crews were to help her with her technique.

Basically, by the NAs, we got to a point where we were up to speed with many of the top boats and all that was left was to sail the regatta. Since I have sailed in many large fleet events, that part didn't need as much focus for us and with our new speed we were able to sail in the front group most of the time.

**HOTLINE:** What are some of the major differences you notice between the sailing and racing the Lightning and the Hobie 16?

**BECKER:** Other than the obvious physical differences, the biggest difference in racing Hobie 16s over



Lightnings is in the course tactics. You plan out your upwind tactics based primarily on the number and placement of your tacks. You lose a significant amount of distance when you tack a Hobie 16, so minimizing the number of tacks is a major tactical consideration. Knowing that, the layline tacks are relatively important. In most cases, the boats coming in on the laylines overstand 'A' Mark. On the starboard layline, this is because the penalty for tacking twice near the mark is much worse than the extra distance sailed by overstanding. The fleet seems to overstand port layline as well and I really never found a reason why this was the case, but it was very common. We tended to approach 'A' mark on port tack, just below layline, and save the extra distance while at the same time approaching the mark in front and to leeward of the boats above the port layline.

Another significant difference in the Hobie 16 vs. Lightnings is in the tuning and pre-race setup of the boat and mast. In Lightnings, significant time is spent making sure the mast is properly set up with regard to rake, tension and bend. In fact, adjustments are made both while sailing and between races to change the mast characteristics. The setup is such a major factor that there are many different controls that can be made to the mast and sails to get the boat set up properly. On my boat, in addition to the mainsheet, I have 5 control lines led to my position to help me shape the mast and mainsail.

While the Hobie 16 has its own pre-race setup of the mast and sails, the primary control for that setup is

**personalprofile** Continues on page 28

# This Old Hobie

## Pylon Shoe Repairs

By Rick Buchanan

**W**hat is a “pylon shoe”? If you’re new to Hobie sailing, or don’t have an inspection port on the deck of your boat you may have never seen one. They are unique to the Hobie 14 and 16. *Pylons* are the aluminum extrusions that attach the hulls to the trampoline frame. *Pylon shoes* are high-density foam blocks that are the internal lower support for the pylons. They are a hidden major structural component of a Hobie 14 and 16.

Why do you need to know about pylon shoes and reinforcing them? Some Hobie sailors love to sail the boat up on the beach after a sail on the bay. Others stop short of beaching the boat and opt to stand in the small waves near shore that brutally beat against the hulls. All this movement against the hull puts strain on the internal parts of the boat ... the pylon shoes.

The most common sign that a pylon shoe is in need of repair is a crack in the gelcoat on the inboard curved side of the hull. These cracks are almost always beneath the front pylon and up from the keel line by

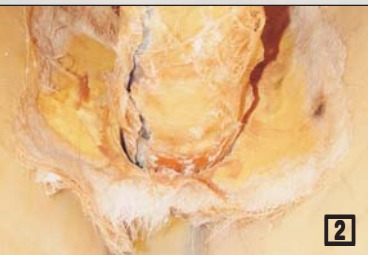
about 4 – 5 inches, as seen in the photos below. It’s rare this will occur at the rear pylon, but it does happen on occasion. Other signs that you have a pylon problem are grinding noises coming from the pylon when sailing in light air, a depression in the deck around the pylon fairing and excessive trampoline frame movement. So now that we know there’s a problem with the pylon shoe, it’s time to go to work.

If the cracks are significant, then they warrant cutting a hole through the hull to expose the shoe itself (photo **1**). This is necessary to provide a structurally sound anchor for the shoe. The main repairs to pylon shoes must be made through a port cut in the deck. It is much preferable to put the port behind the front pylon to preserve the structural integrity of the forward decks.

The oldest Hobie 14s did not have the foam shoe. The pylon was attached to the hull with a wad of wetted out fiberglass cloth. Photo **2** shows the pylon attachment on one of these early boats. There is some







corrosion and cracked fiberglass that will have to be cleaned up before a repair can be made. Photo **3** shows a 16's pylon shoe with a crude repair to the crack. Again, this needs to be cleaned up before a solid repair can be made. To clean up old repairs and corrosion, use a Dremel tool with a coarse grit sanding drum on an extension cable. Photo **4** shows the pylon and shoe have been cleaned up and prepped for reinforcement.

Photos **5** and **6** show the crack in the 16's hull is ready for resin. The fiberglass cloth used in this repair is a dual bias type. The piece of fiberglass in photo **5** extends to the far side of the shoe. To saturate the fabric with resin use 1" wide disposable brushes and Monojet syringes.

Because of the odd shapes involved with pylon reinforcements, it's helpful to use some large pieces of paper and cut patterns for each piece prior to cutting any fiberglass cloth. Fit the paper patterns and, when satisfied with the shape, then cut your fiberglass.

Photos **7**, **8** and **9** show the dual bias fiberglass tailor fit to the shoe, beginning with the front vertical surface and continuing to the inboard and outboard sides of the hull. Next the shoe's top surface is covered with two pieces of fiberglass which overlap each other (left to right) and continue upwards on both inboard and outboard sides. Another piece of fiberglass is placed over the original (remember the crack?) covering the hole and also the two tabs from the piece shown in photo **8**. Since the shoe in the Hobie 14 is much smaller, the reinforcing fiberglass is placed on the top surface and the inboard and

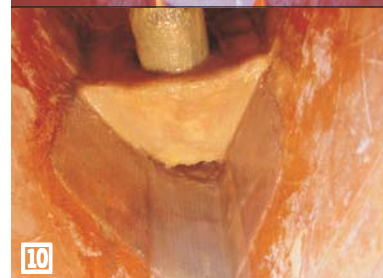
outboard walls. To finish up the reinforcing for both pylons and shoes a "collar" is wrapped around the base of the pylon securing it to the fiberglass placed on the top surfaces as seen in photos **10** and **11**. Take note of the gap at the base of the shoe in photo **10**. This is to allow any water which may find its way to the front of the hull to drain out.

Finishing this repair includes dealing with the exterior crack seen in the first photos. This part of the repair can be treated like the "Blind Hole Repair" in the 2008 May / June issue of the *HOTLINE*.

Unfortunately, this particular hull had been to someone else's repair shop before. A strip of fiberglass peeling off with finger pressure shown in photo **12**. This prior fix was done improperly - the fiberglass and resin were applied over the gelcoat, which must be removed to get good adhesion. It's bad enough to make a repair without having to redo other people's work!

When making a fiberglass repair it's best to use the resin the boat was originally built with, which for Hobie Cats is polyester / vinylester, not epoxy. Not to mention that polyester resin is much less expensive!

If you spray gelcoat over epoxy resin used in a repair, you will most likely find that in time the gelcoat will delaminate and eventually separate. The reason this happens is because epoxy chemically cures with less porosity than polyester leaving gelcoat less surface to bond with. Also, when epoxy cures, it has an "amine blush" on the surface that must be removed to provide a good surface for adhesion.





feature

# NUCLEAR, LIGHT

The 2009 Hobie 16 North America  
Kingston, Ontario, Canada





# T & LUMPY

ans

STORIES BY ROBBIN MOCARSKI  
AND BOB MERRICK

PHOTO BY MIKE WALKER





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*Clockwise, from right...*

*Contractors working at the waterfront put on a show for the returning competitors in the light air of the open event.*

*Transitions were tough for the women and youth. Matt Perkins executes a perfect three-point pitchpole at the weather mark.*

*Intensity and style - Monica Cabrera scans ahead for driver Pedro Colon.*

*Not only were the starts crowded, it seemed like everybody got the weather mark at the same time. Wally Myers leads the pack downwind.*

*Brothers Eric and Matt Raybon ripped it up in the big air of the youth event, staging a come from behind finish the last day to take the youth championship.*



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# NUCLEAR

## 2009 Hobie 16 Youth & Women North Americans

**P**icture this, it would make a great movie: it's the Hobie Women and Youth North American Championships in Kingston, Ontario.

The women and children go sailing off to sea (big chop and 20+ knots), with the men waving farewell, sending the women off with kisses and the youth off with pats on their backs. The men shout wishes for fast sailing and a safe return. Wouldn't it be awesome? Can't you just hear the epic music in the background?

OK, here is what really happened. Three days of sailing in challenging conditions with the greatest race support imaginable. It's not so different from the movie in that there was amazing beach support from many men (and women, too!), as well as some pretty

big wind. Many of the women and youth teams brought their own A-fleet pit crews. There were also quite a few top Hobie skippers that showed up early for the Open Competition. All these people were willing to help wherever they were needed. Thanks again, guys – you know who you are!

The first day started out pleasantly enough. Even the first trip through the marina was uneventful, largely because of the west wind. The first two races were fun, with fierce competition at the top. Then the wind came. Uh-oh...The wind shifted to the SW and suddenly, 17 knots were blowing across the water...yee hah! The wind laid down a little during the last race of the day, but came back with a vengeance, never

**NUCLEAR**  
*Continues on Page 20*



BRIDGET QUATRONE

## LIGHT & LUMPY

## 2009 Hobie 16 Open North Americans

**I**n July, the 39<sup>th</sup> Hobie 16 North American Championships returned to Portsmouth Olympic Harbor in Kingston, Ontario, home of the sailing competition for 1976 Olympic Games and the first Olympic catamaran competition. Situated on Lake Ontario, Kingston is famous for its strong and consistent thermal breeze. Largely due to the CORK organization and Sail Canada, the area is also famous for hosting world-class sailing events.

The North American Championships was organized in the typical format, with a three-day weekend of racing for the Youth and Women's Championship, followed by a five-day Open event. These were very civilized events, with a 12:00 start

time each day. Even with racing every day, sailors had plenty of time and energy to enjoy all that downtown Kingston had to offer – great restaurants, bars, and maybe the best ice cream on the planet. Seventy boats competed in various aspects of the event, with 8 teams vying for the Women's Championship, 8 teams fighting for the Youth Championship, and 54 teams battling in the Open competition. While many of these teams were from the United States, there was also a strong international contingent from as far away as Nigeria and Brazil.

The Women and Youth events were wrapping up as many of the sailors for the Open event started to roll into town. It was windy. In fact it was so windy that

**LIGHT & LUMPY**  
*Continues on Page 21*

# NUCLEAR

leaving (until Monday!). Sailing down wind was suddenly so fast that I almost missed my jibe for the gate. Day one ended with three women teams tied for both first and second place.

The next day, the wind was blowing at least 20 knots when we sailed out of the marina. The wind shift to the SW made the marina sail very challenging. To leave the marina, we had to be able to sail straight up wind, or tack a lot. Thank goodness for the ramp volunteers and the safety boats! If there was any difficulty, the safety boat would come along side and grab the boat with their bare hands and tow the team out to the opening into the bay. Looking back at the harbor from the open water, things looked intense. Boats were immediately double trapped and taking off. Did I say 20 knots? Maybe it was more like 25 knots and what about that chop! In fact, it was actually too windy for the chase boats to maintain support, so only two races were completed. Some boats flipped five times, some boats flipped seven times, and some boats



*The 2009 Hobie 16 Women's Champs - Erika and Sue Korzeniewski*

flipped and just kept on flipping. At least one boat begged for a jumper to hop on and sail them to shore (thanks again, Randy!). At the end of Day 2, the three way tie for first was over. Lynn Meyers/Janet Payne were in first, Sandra Tartaglino/Carol Hilk had second and our four-time past National Champion was in third. That night, I saw Lynn and Sandra doing their bullet shots at the martini bar. Boy was this exciting!

On Sunday morning, Sue Korz held a meeting for the Women's Hobie Cat Racing Organization in Chris Bradshaw's stead. (We missed you on the water,

Chris!) The was discussion about when to hold the next Women's North American event. The majority of women favored having the event during the summer (July/August), and moving to an alternating year schedule. Several WOW events were proposed for summer 2010. A five-day (2 days of drills, 3 days of racing) North American Women's Championship for 2011 was also proposed, with the proviso that it be located somewhat centrally, in a place where both west-coast and east-coast women can attend. All through the meeting, the wind grew stronger.

There is some debate on whether it was windier on the second or third day. My personal opinion is that Saturday was the warm up day for what was to come on Sunday. At the start of Day 3, I sat and stared at the water from the wall. The wind meter at Kingston Yacht Club was already at 20 knots at 11 AM. I decided I'd better de-power the boat. Then a gust came screaming across the water. Two of the women's teams decided not to go out for the last races. Skip-pers were sailing much more conservatively, so less carnage was seen on the water. Lynn and Janet sailed well, but Sandra and Carol had amazing boat speed and looked great in the high breeze. They sailed so well that they looked untouchable - and yet, as it turned out, experience prevailed. Susan and Erika Korzeniewski had three bullets on Sunday, making them the 2009 Women's North American Champions. For the second time. Sandra Tartaglino and Carol Hilk came in second place, and Lynn Meyers and Janet Payne took third. The conditions were such that only three of the six women's teams (and four of the eight youth teams) finished the third race of the day and final race of the event. Some skippers said that they did a lot of soul searching as to whether they should keep sailing, or whether they should abandon racing.

The women's fleet is comprised of some terrific sailors. Some are old salts with lots of stories from days of yore; some are youth, who chose to sail in the women's event. Some are newer to the game and keen to compete. I'm brand new to the back of the boat, and trying hard to come up to speed. Throughout the event, though, there was this subtle feeling that we are really all just one big sailing team, even though on the water we are individual competitors. Irene McNeil, her team, and CORK did a great job running the event. Thank you, McNeil Family- we had a great time!



# LIGHT & LUMPY

everyone knew what would happen at the start of racing on Monday. As usual, the women and youth had used up all the air! Sure enough, day one got going in light air. The wind was out of the east, which is opposite the thermal direction. Any check of a wind history on Kingston will tell you that it rarely blows from the east – less than 10% of the time. Fortunately, we had three races in marginal single-wire conditions and lumps as the wind was opposite the current. It was no surprise that Enrique Figueroa (six-times a previous North American Champion), sailing with a very young Victor Aponte, won the day.

Day two was again from the East; another, even lighter air day. Jason Hess with Hugo Guzman from



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Guatemala took the lead, but scored an OCS in race four. This score would be a drop race, but not exactly the best circumstance with three days of racing still to come.

On Wednesday, the wind was from the East again! The race committee was only able to accomplish one race in the very light and unstable air conditions. Unfortunately for the Guatemalans, the racing presented another issue – a DSQ in that race. To the surprise of some, the 61<sup>st</sup> ranked team in 2008, Geoff

The 2009 Hobie 16 Champs - Enrique Figueroa and Victor Aponte



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BRIDGET QUATRONE

An informal debrief in the CORK parking lot, courtesy Rums of Puerto Rico! Sue Korz, Dan Borg, Enrique Figueroa, Principal Race Officer Mark Santorelli and Rico Quatrone chill out after a long day of light air on the water.

Becker and Kristina Hankins from Division 11 were having a great series. They were in second place and within striking distance of the leader (still Enrique) at the end of Wednesday.

On Thursday, it rained in the morning. When the wind filled in, it was again from the East. (Is anyone telling the statisticians?) Still the race committee was able to complete two races, despite the numerous general recalls (current!). This shook up the results. Becker and Hankins were over early, and Figueroa and Aponte moved further into the lead. The Guatemalan team of Hess and Guzman moved into a solid second place, despite having to count the OCS. Mark Modderman and Sandra Tartaglino moved into third.

Finally, on the last day of the event, the fleet saw more typical thermal breezes. A south-west wind blew in at around 12-14 knots. Pedro Colon and Monica Cabrera took advantage of the change of conditions and moved into third place. Hess and Guzman retained their second place, and Enrique Figueroa, the clear favorite, won again – his seventh Championship!

An amazing party ensued after the awards dinner. It took on a true international flavor, with teams offering iPod music from all over the world. The dancing continued until late into the evening. In fact, some of the dancing was surely legendary ... but you know what they say – what happens in Kingston....!



feature

# E-Ticket Ride


## The 2009 Hobie 14 North Americans Toronto, Ontario, Canada

STORY BY MATT BOUNDS  
PHOTO BY DAVE WEST



*Since the 1950s, the phrase E ticket ride has referred to an unusually interesting, thrilling or expensive experience. It derives from the tickets used at Disneyland and Walt Disney World theme parks until 1982. The tickets came in different denominations, from A through E, with E tickets being the most expensive and reserved for the newest, most expensive or popular rides and attractions.*



A background image of a sailboat on Lake Ontario with a city skyline in the background. The sailboat is a small, white, single-masted boat with a red sail. It is on the water, and the city skyline is visible in the distance. The water is blue, and the sky is a pale blue.

Slicing down the face of the wave, the bluish-green water glittering from the sun over my shoulder, I hiked as hard as my tired legs would allow, trying to keep the leeward bow from burying into the next wave. The boat slows down in the trough and I head up slightly, sheeting in to work up the wave face, when it all starts again. Surf down, heat up, surf down. My legs were burning, my arms were tired and my grin was ear-to-ear. Closer to shore, the wind built to the high teens, jacking the adrenaline level even higher. I blasted by a big keelboat heading for the harbor, spray flying, styling for the spectators. “Woo hoo!” This is what a Hobie 14 was made for!

I’ve owned a 14 for five years, but I’ve never had the opportunity to sail in big waves like we had the first day of the Hobie 14 North Americans in Toronto on Lake Ontario. A southwesterly wind kicked up six-footers by the end of the day, and the broad reach back to the Etobicoke Yacht Club after five races was worth the price of admission.

The day hadn’t started so nicely. As is typical with Lake Ontario, the chop built up faster than the wind. Tacking a Hobie 14 in eight knots with big lumps is challenging at best; totally frustrating at worst. The appearance of a current (yes, there are currents on the Great Lakes) made things interesting in the first race. A huge pile-up on the starting pin – precipitated by yours truly and the current – got things started with lots of swearing. Dan Borg bailed out early and took off on port tack behind the mess at the pin. He led the whole race while the rest of us struggled to get going.

This was a small North Americans – only fourteen boats. However, the competitors spanned at least three generations, from Bruce “Wrinkly” Fields in his 70’s to sixteen year old Trey James, racing against his father, Herb. Teenager Amy McNeill was the sole female competitor, but she would give the old men a run for their money – if her borrowed boat held together. Doug Carey’s boat was older than he was, yet he was surprisingly competitive. The group was geographically diverse, too. The New England “Odd Couple”, Tom Rizzo and Dave Heroux, drove many miles to get to Toronto, as did Wrinkly from Arkansas. The small size belied the competitiveness – there were three multiple-time North American Champions in this group. This would be a tough regatta.

The competition level didn’t faze Dan, who promptly rattled off three bullets in the first three races. However, as the wind built on that first day, some chinks started showing. Billy Jeffers led around the first mark in the fourth race, but I passed him upwind and Dan passed him on the last downwind leg. I was able to hold Dan off to take the fourth race. Now the wind was over 15 kts and the waves were up to six feet. I was in full power mode while the lighter guys were struggling. I led the whole race

but Dan was able to run me down on the last downwind leg to the finish to nip me by half a boat length in the fifth and last race of the day. At the end of the first day, Dan had 4 points; I had 7. Bill Jeffers and Randy Payne were third and fourth with scores in the teens. In order to catch Dan, we would need lots more races and, in my case, big wind.

Unfortunately for the rest of us, it was not to be. The second day, Saturday, was lost to no wind. Boats were rigged and waiting on the beach, but only a light shore thermal managed to check in by the late afternoon. Still, it was enough for the antsiest of the sailors to go out and test the tweaks they had been performing on their boats that morning. Bill Kast, Dan Borg, Randy Payne and a few others practiced ultra-light air racing close to the shore, giving the spectators in Humber Bay Park a show.

The Etobicoke Yacht Club is situated just west of downtown Toronto on a sheltered harbor with hundreds of keel boat slips. The dry sail area has a small beach, just perfect for the 14s. However, if you want to keep the singlehanded sailors happy, feed them well. The clubhouse has a Great Hall upstairs with a full kitchen where Chris Ufton and Clive Warwick would feed us breakfast every morning, supervised by ex-short order cook Wrinkly. In addition to the breakfasts every day, we were served dinners on Friday and Saturday night. We were happy. After dinner, the competitive action moved to the motor homes where brutal games of Euchre and Canasta broke out.

Sunday dawned with a steel gray sky and the prospect of some wind – we had heard it in the trees all night long. By the time we got to the racing area, though, it fizzled out. Principal Race Officer Irene McNeill tried to get a race going, but five minutes after the start, it was abandoned as boats were pointed every which way, not going anywhere. So we sat and waited for the wind to fill. Finally, a light breeze started to fill, and Irene reset the course and started a sequence.

I knew that Dan Borg needed two bad races for me to catch him. He didn’t have a throw out race yet and I did. He’s also known as a “pointer”; you don’t want to be caught on his weather hip at a start or a mark rounding. Especially when you weigh a good 40 lbs more than him (like me). So my strategy was to win the pin and foot out to the left. About 20 seconds before the start of the first race, the wind went hard left so nobody could cross the line on starboard tack. Since I was nearest the pin, I was the first to tack and motored away from the fleet, at times almost laying the weather mark. So far, so good.

About halfway up the leg, things started to go bad. I was getting headed; Bill Jeffers and Dan were being lifted inside me. We rounded the weather mark, Dan in the lead followed by Bill





*Waiting for the wind to fill on Sunday*

and myself. Positions didn't change on the slow downwind leg – if anything, Dan and Bill stretched out a bit in the light air. I figured this race was done, but I might have a chance if I could split from them.

As fortune would have it, both Dan and Bill went left through the gate on the next upwind leg. Randy Payne and I went right. The wind, which had gone hard to the left on the first weather leg, now “bounced back” and went right. Randy and I dove into the header, found more pressure, tacked and made out like bandits. We held on to our lead positions downwind to the finish. Dan had his throw out race and now only two points separated us. I'd need to put two boats between us in the final race, since he would win a tiebreaker.

The start of the seventh and final race did not go well for me. The right side looked to have more pressure, but it didn't pay off at all. I was struggling in the middle of the pack while Dan was leading again. The fickle wind was very puffy and you needed to “connect the puffs” to do well. I rounded the last weather mark in a very frustrated eighth place.

The Hobie 14 is a funny boat downwind in light air. The typical operating mode is to head nearly dead downwind while standing on the front crossbar, facing aft. This gets your weight well forward and presents more “sail area” (your body) to the wind. Tacking downwind is not beneficial, but it isn't detrimental, either. This opens up some interesting tactical consid-

erations. As I stood on the front crossbar that last downwind leg, silently stewing over my meltdown in the race, I noticed a darker patch of water upwind on the left side of the course. Maybe all was not lost after all . . .

I slowly worked myself to the left side of the course. Waiting for the puff to arrive was painful, but when it finally arrived . . . jackpot! I slithered down the left side of the course, passing all the boats in front of me who were crowded together in the center. Redemption!

Well, almost. Dan still won the race and the regatta. He put on a hell of a show by winning five of seven races. I was relegated to second place for the fourth time in six years. Randy Payne, Chris Ufton and Bill Jeffers rounded out the top five. Herb James was only able to beat his son Trey on a tiebreaker. We all had a great time on Hobie Alter's first sailboat that's still a blast to sail. If you haven't had an opportunity to play on a 14, I highly recommend it. Most of the boats at the North Americans cost less than \$1000, including a trailer. You don't get much more bang for the buck anywhere these days.

Thanks to Irene, Mark Dams, Sue Bennett and all the other race committee folks who took their time off so we could play on our little boats. Thanks also to the Etobicoke YC, who rolled out the red carpet for us. Thanks and congratulations to Dan Borg who not only won the event, but was the event host. As I told him at the awards, though – it's not polite for the event host to win the event! We'll see you next year in Ocean Springs, Mississippi!

*Amy McNeill, the sole female competitor, struggles with a balky rudder on the first day of racing. A bonk on the head by the boom after the first race would send her to the hospital with a concussion.*





# HCA Youth Grants

## Purpose of the Youth Grant

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

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

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

## Grant Request Guidelines

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

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

such action. They may sail as a skipper or crew in those events.

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

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

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

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

## Selection Process

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

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

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

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





# REGATTA LIABILITY INSURANCE

by Roger Brown & George Burchfiel

**O**K, find a comfortable chair and grab your favorite caffeine-laced drink. We're going to talk about regatta liability insurance.

Although most people find this topic mind-numbing, it is vital protection provided by the Hobie Class Association of North America (HCANA) and should be understood by all persons involved in Fleet leadership and regatta management.

Without liability coverage, we would not be allowed to hold our regattas in most of the wonderful venues around the continent. Fortunately, we have existing insurance policies which cover HCANA sanctioned events throughout the Continental US and Canada at no additional cost to regatta organizers.

Our liability insurance protects race committees, Fleet and HCANA officers, volunteers and HCANA members against being sued for property damage or bodily injury. The various policies provide \$1,000,000 per occurrence limit for covered claims. The coverage is in effect both on land and on the water. Don't confuse our liability coverage with your personal liability insurance, which is intended to protect you as a participant in a regatta and which you must purchase yourself.

Local municipalities and organizations frequently request that an "Additional Insured" certificate be

COVER  
YOUR  
ASSETS





issued in their name for a specific event. This can be quite easily done by contacting our insurance broker, Denece at the Gowrie Group ([deneceh@gowrie.com](mailto:deneceh@gowrie.com)), and requesting an AI certificate at least 2 weeks prior to your event. There is no fee for on-land certificates, which are the most common, but there is a \$50 fee for on-the-water AI's.

Included in the coverage is liability and limited physical damage coverage for "borrowed boats" up to 85' in length used in conjunction with running an event (e.g., committee or mark boats). A borrowed boat is one where the owner is not aboard. There is generally no additional fee for this coverage, which is supplemental to the owner's own insurance. However, a borrowed boat form should be completed (downloadable from [www.gowrie.com](http://www.gowrie.com)) and returned to them a few weeks prior to the event.

For larger events, chartered boat insurance (for Hobies) can be obtained using the same borrowed boat form, although some fees will apply in this case. Plan ahead when dealing with chartered and/or borrowed boat coverage to make sure the arrangements are properly done.

One specific safety requirement is imposed by the insurance underwriter: life jackets are required for youth events & clinics, and strongly recommended for all other events.

Again, although these policies provide valuable coverage for the HCANA, it does not replace the requirement for each boatowner to carry their own personal liability and physical damage insurance for their vessel. As a racer, if you cause an accident with another racer, it is not covered by this policy.

Note that all the information in this article and more is on the HCA web site under "Resources". Some of the FAQ's from the site and others are listed below:

## Frequently asked questions

**Q:** Is it necessary to be a member of the Hobie Class Association to be protected by this policy?

**A:** In most cases, yes. It's particularly important for all Fleet and Division officers to maintain current HCA membership. However, volunteers helping out at a HCA event who are not class members are covered as well. This is primarily designed to provide liability protection to someone who is not an active Hobie sailor and who assists with a regatta or other event. Note that HCA membership is required for at least one sailor per boat at all class-sanctioned regattas regardless.

**Q:** My Hobie Cat was damaged in a collision (or stolen, vandalized, ...) while at a Hobie regatta. Is it covered by this insurance?

**A:** No. This should be covered by your own personal liability and physical damage policy, which you need to purchase yourself.

**Q:** I ran into another race boat at a Hobie regatta and I was at fault. Would the property damage and bodily injury be covered?

**A:** No. Collisions between racers are not covered. Again, this emphasizes the importance of being covered on your own boat policy.

**Q:** Why are members of incorporated Fleets not covered by this policy?

**A:** Fleets that have incorporated, including 501c(3) non-profits, are considered separate legal entities and their members cannot be included as a part of the Hobie Class policy when conducting activities exclusively for their Fleet. These members would, however, be covered by the policy if conducting activities in events directly sanctioned by HCANA.

**Q:** What are "larger, non-incorporated Fleets" & why should they get their own insurance?

**A:** Larger Fleets could potentially be considered a separate legal entity from the Hobie Class in a lawsuit. There is no specific definition of what constitutes a large Fleet, but generally Fleets with 50 or more members would be considered large. Also, this policy does not protect any funds a Fleet might have in a bank account, so Fleets with larger balances might want to get their own insurance to protect their assets.

**Q:** Our Fleet owns a power boat that we use for regatta support. Will it be covered by this policy?

**A:** No. The policy *does* provide coverage for physical damage and liability for *borrowed* boats. It does not cover boats (or other equipment) owned by a Fleet, so the Fleet needs to obtain separate insurance.

**Q:** Does my Homeowner's Insurance provide any coverage for me?

**A:** Maybe. Many insurance companies extend the personal liability section of their homeowner policy to include small sailboats. There are frequently severe limitations and conditions included, and physical damage coverage is minimal. You should talk to your agent before relying on this source of coverage. A better solution is to buy a boat policy specifically designed to provide coverage for your personal Hobie activities.

the jib halyard. Whenever you talk about tuning your Hobie 16, you are certainly talking about jib halyard tension. Since I am used to a boat that has more factors in rig setup, it did take some time to get used to the more “sheet and go” aspect of the Hobie. Once I did get my boat figured out and tuned properly, I could start to sheet in and go with everyone else.

**HOTLINE:** How would you compare the level of competition in the two classes?

**BECKER:** In the Lightning class, there is a high level of talent at the major events, which include a large amount of professional sailmakers and full time professional sailors. This makes the larger events much more difficult than the local events. At local events you might see only local sailors with a much smaller number of the professionals. Since our team is up to speed with the top sailors in the class, we really don't sail many, if any, local events, as we could be a mismatch of talent at the smaller events. This seems to be true for many of the other top teams as well.

The Hobie 16 class is somewhat different with regard to participation and competition level. At most events, including smaller local events, you can sail against the best in the class. Local sailors at all levels sail in local regattas. I think this is one of the reasons we were able to improve more quickly, as we had the chance to compare ourselves to the top sailors much more often.

I know that there are many out there, some I have talked to, that think the Hobie 16 class is a “Woo Hoo!” class and not overly competitive. I can tell you that while the sailors in the class love sailing Hobies and having fun, they are just as serious about sailing and racing as the sailors in any of the other classes I have sailed. Yes, we did well at the NAs this year, but I certainly don't consider myself an expert in the Hobie 16 and fully expect to get beat down on occasion. The fleet may have an outwardly relaxed appearance, but the sailors and the competition in the Hobie 16 is as high as in the Lightning.

**HOTLINE:** Did you find your success at this year's NAs was more attributed to tactics or boat speed?

**BECKER:** That is a tough question. It has taken us a while to get our crew work and boat up to speed, so I would have to say that boatspeed was certainly a factor. In any class, being up to speed with the front group is going to be a prerequisite to success in that class. Fortunately for the NAs we had the boat going as fast as the top group. That's not to say we were the fastest boat, we weren't, we were just close to the top guys.

Since we were up to speed with the big boys, tactics became increasingly important. Since maneuvers dramatically slow the Hobie, tactics became in large part about minimizing those maneuvers. The two biggest factors in our tactics included reducing the amount of tacks and jibes and saving distance wherever possible. We tried to save distance by not overstanding



marks whenever reasonable with our situation. That is why we seemed to start the race on the left side of the line in almost every race. By doing this, with a good start, we were able to sail toward the left side and choose when we tacked to port toward 'A' mark.

One of the primary reasons for approaching from the port side of the course was again to save distance. Boats that make a tack toward 'A' mark from the right side of the course on starboard tack have two options, 1. Overstand the mark, and by definition waste distance, or 2. Tack short of layline leaving two tacks left before rounding the mark. By approaching on port



tack there is automatically one tack left before rounding 'A' mark and if the approach is short of layline there's no distance wasted.

Of course it is important to keep in mind that the port tack approach into 'A' mark isn't without its risks. Anytime a boat approaches 'A' mark on port tack, they have to be very careful of the boats approaching on starboard and careful when they make their tack to round the mark. In fact, we had to do a penalty turn in one race because of a poorly placed tack near 'A' mark.



**HOTLINE:** What are some of the things you like most about sailing the 16?

**BECKER:** Simple, the boat is FUN to sail! Included in all the fun of sailing the Hobie 16 are the people involved with this class. Everyone in the class we have met are all about having fun and enjoying sailing. The class has it all, fun, speed and a high level racing. What more could one ask for?

**HOTLINE:** I noticed you like to use a more traditional dingy tactic at the start by approaching on port, maybe you could discuss some of the advantages of this tactic?

**BECKER:** I think the best way to answer this is to describe a typical start for our boat....

*5 min to the start:*

Get the time to the start and the course number. We both get a line sight, or transit, of the starting line.

*4 min to the start:*

Re-check the time to the start and the line sight if we are near an end.

*3 min to the start:*

Sailing on the line from the left end toward the right end. Exactly where depends on where we intend to be at the start.

*2 min to the start:*

Find a spot to tack to starboard for our final approach to the line. This tack is positioned about 1/3 the length of the line to the right of where our goal spot is, which allows us to move forward and down the line into a front row position on the line.

*1 min to the start:*

By now we have moved forward into a spot in the front row of the group near our starting area. At this point we are going to start where we are, no matter if that is where we wanted to or not because the most important element of any start is being on the line and that is our goal at this point. We now are checking our line sight to see how far away from the line we are and how much room we have to get to the line.

*30 sec to the start:*

Continuing to check the line sight and trying to maintain separation from the boats near us. How far from the line is key at this point and how much time it will take to get to the line. We will try to accelerate before the actual start, using our space and distance to the line. This is the point where a good sight can make a huge difference.

*Start:*

By now we are up to speed, just below our line sight and hopefully moving forward on boats near us. If we are comfortable with our group we sail fast and maintain separation on boats around us. If we have traffic problems, I try to sail the boat as fast as I can and Krista looks around for a way out of trouble, usually looking for a lane to tack clear.

**HOTLINE:** Any chance of convincing more of your monohull buddies to join the Dark Side?

**BECKER:** Actually, yes. At Rehoboth, earlier in the summer, I helped arrange some of my former college sailors to participate in the regatta. To be perfectly honest, I like that the group we sail against in the Hobie is different from the group in other classes. The boat is different, the sailors are different and the fun level is different, HIGHER!

# 2009hcaboardofdirectors

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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

### Hobie Community Forums

www.hobiecat.com/community

## HOBBIE SOCIAL NETWORK

# HCspace.org

## additional resources

### Championships Coordinator

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412 Radcliffe Road  
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bqfaces@netzero.net

### Guest Expert Program

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HOBIE CLASS ASSOCIATION OF NORTH AMERICA

# 2009 Membership Application

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

(please print clearly)

☐ Renewal

## PRIMARY MEMBER

☐ New Member

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

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

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

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

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

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

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

## FAMILY MEMBERS

(NOTE: Family memberships are limited to a max of two adults. Youth members must be under the age of 19 as of **Dec 31, 2009**.)

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

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

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

### Please check all that apply:

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

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

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

### Top Cat \$100.00 Patrons and Sponsors

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

\$ \_\_\_\_\_

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

\$ \_\_\_\_\_

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

\$ \_\_\_\_\_

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

\$ \_\_\_\_\_

**Web \$25.00** Same benefits as Standard but you will not receive magazine.

E-mail address is required if you want to be notified when HCA *HOTLINE* is on the web.

\$ \_\_\_\_\_

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

Youth members must be under the age of 19 as of **Dec 31, 2009**.

\$ \_\_\_\_\_

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

\$ \_\_\_\_\_

### Release of Liability - Waiver of Claims:

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

SIGN: \_\_\_\_\_ DATE: \_\_\_\_\_

Signature of Primary member (Parent's signature if youth is under 18 years old)

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



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

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

Phone 508-278-3887  
hobiemembership@gmail.com



### Official Use Only:

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

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

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

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



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



**Anniversary Dates are March 31 or September 30**

GA memberships paid January 1 thru June 30, 2008, will expire on March 31, 2009  
 GA memberships paid July 1 thru December 31, 2008, will expire on September 30, 2009

**Golden Anchor Memberships are now accepted for 1, 2 and 3 Years**

**John Williams is the MHC Golden Anchor Administrator**

Name		
Company name, if applicable		
Address		
City	State	Zip+4
Phone	Email	
Boat(s)		
Primary Racing: One Design?	Portsmouth?	Other? (specify)

Phone numbers are for MHC/Portsmouth contact only, not for release

Addresses are for MHC/Portsmouth contact plus E-USSAILING, the email news service from US SAILING

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

- \$ \_\_\_\_\_ \$ 20 **Youth** Under 21 or full-time student - birthdate: \_\_\_\_\_  
 \$ \_\_\_\_\_ \$ @ 50 **Individual** Includes individual foreign  
 \$ \_\_\_\_\_ \$ @ 75 **Family** For family membership cards, include names & youth birthdate (s)  
 \$ \_\_\_\_\_ \$ 100 Sustaining - one year (Individual Membership)  
 \$ \_\_\_\_\_ \$ 250 Supporting - one year  
 \$ \_\_\_\_\_ \$ 500 Benefactor - one year  
 \$ \_\_\_\_\_ \$1,000 Patron or President's Club - one year  
 \$ \_\_\_\_\_ \$ 10 **Special** one-year, 6-issue subscription to **Multihulls** Magazine for **NEW** US SAILING members **only** (regularly \$21) - **NO RENEWALS**

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

- \$ \_\_\_\_\_ Youth Multihull Fund to support the Stevens Trophy  
 \$ \_\_\_\_\_ Hoyt-Jolley Multihull Fund to support the Alter Cup

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

Please print and mail with check payable to

**John Williams/MHC - 5357 E The Toledo, Unit A - Long Beach, CA 90803**

If questions or problems, please email [john.e.williams@charter.net](mailto:john.e.williams@charter.net)

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

- A **\$10 discount** on annual membership dues.
- **Discounted entry** at every regatta that is hosted by a member club or organization that uses the USSA insurance program.
- A **\$20 West Marine coupon** with each renewal.
- A free **Racing Rules of Sailing** book.
- Eligibility for USSA's outstanding **one-design insurance** for Hobie Cat-manufactured catamarans.
- **Member discounts** on USSA gear, clothing and accessories.

Your membership identifies you to US SAILING as a multihull sailor, ensuring your voice is heard at the national level. Participation in your individual class and in the National Governing Body keeps you in touch and on top of the sport. Thanks for supporting US SAILING with your membership – John Williams, Program Administrator



# HOBIE'S PROFILES:

NAME: Tom "Korz"eniewski

HOME FLEET: Liverpool, NY Hobie Fleet 204, 204, 204!!!!

AGE: 50

PROFESSION: Car wash chain owner. It's all soap and suds, cuz!!

HOBBIES: Besides sailing, Come on!?! Martial arts, ice hockey, scuba.

LAST BOOK READ: : Lost at Sea by Patrick Dillon. The story of the Anacortes fishing industry and reforms to make the boats and the working conditions safer.

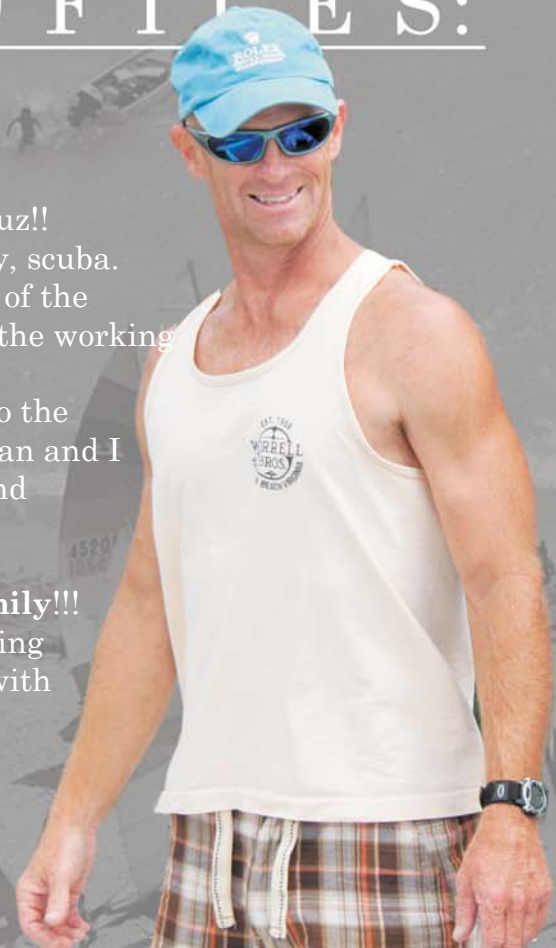
LATEST ACCOMPLISHMENT: Bringing youth development to the forefront of our Class. At the AGM at the 2002 Mega, wife Susan and I presented the first plan to promote youth sailing and racing, and became the first to co-chair the youth committee. Winning the Madcatter with Erika rates up there too!

WHY I DO WHAT I DO: Besides an intense love of sailing, **family!!!**

I grew up sailing with my father and sisters. Continued on sailing with my wife, nephew and nieces. I'm now sailing and racing with my daughter, Erika (13)

PROFILE: : I grew up at **204** Avery Ave, Syracuse, Zip Code **13204**. Our first sail number was **13204**. I was born to be in Hobie Fleet **204**.

HIS BOAT: Weaned down to a Hobie 16 and an F/C 31 tri



NAME: Nate and Ben Brown

HOME FLEET: Hobie Fleet 20, Santa Cruz, CA

AGE: 15 / 13

PROFESSION: Students

HOBBIES: Sailing, basketball; Nate - guitar, swimming; Ben - ping pong, tennis.

LAST BOOKS READ: Slam by Nick Hornby, Ranger's Apprentice by John Flanagan

LATEST ACCOMPLISHMENT: Skippered/Crewed in the Hobie 16 Youth and open North Americans in Kingston, Canada this past summer — 8 consecutive days of crazy racing!!

WHY WE DO WHAT WE DO: Awesome adrenaline rush!!!!

QUOTE: "If you ain't first, you're last" (Ben)

PROFILE: We've been very fortunate to have wonderful sailing mentors, especially our grandpa, Rafi Yahalom, who bought us a Hobie 14 and taught us to sail; Rex Mitchell, who not only gave us each our first taste of victory as our skipper, but continues to encourage us to be the best people and sailors that we can be.

THEIR BOAT: Currently sharing a Hobie 16. Nate's goal is to teach Ben to skipper and get him off

their boat so that he can replace him with a hot, cute crew! Ben's goal is to become a skipper and beat his older brother out on the water!





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