



# HOTLINE

NOV / DEC 2009

VOLUME 38 NO. 6



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





# 2010 Hobie Wave, 14, 17 & 18 HCA North American Championships

June 3-11, 2010 at Ocean Springs Yacht Club

Ocean Springs, Mississippi

## NOTICE OF RACE

### Organizing Authority

The Hobie Class Association of North America (HCA-NA) in conjunction with the Ocean Springs Yacht Club.

### Venue & Dates

The venue for all classes will be the Ocean Springs Yacht Club, located at the north east side of the Rt. 90 bridge over Biloxi Bay. Hobie Waves and 14s will race from June 4 to June 6. Hobie 17s and 18s will race from June 7 to June 11.

### Rules

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

### Schedule

#### Hobie Waves / Hobie 14s

Thursday, Jun 3 Registration / Weigh-in - 1 PM - 6 PM  
Friday, Jun 4 Registration / Weigh-in - 8 AM - 10 AM  
Competitors' Meeting - 10 AM  
1st Warning Signal - 11:00 AM  
Saturday, Jun 5 and Sunday, Jun 6 - 1st Warning Signal - 10 AM

#### Hobie 17s / Hobie 18s

Sunday, Jun 6 Registration / Weigh-in - 1 PM - 6 PM  
Monday, Jun 7 Registration / Weigh-in - 8 AM - 10 AM  
Competitors' Meeting - 10 AM  
1st Warning Signal - 11:00 AM  
Tuesday, Jun 8 - Friday, Jun 11 - 1st Warning Signal - 10 AM

### Entry Fees

Hobie Wave / 14 - \$125

Hobie 17 - \$275

Hobie 18 - \$375

**\$50 discount if you register for both events**

\$25 late fee after April 30, 2010

Enter on-line at [www.hcspace.org](http://www.hcspace.org)

### 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.

### 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 Southern 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

Knights Inn Ocean Springs - (228) 872-188  
Holiday Inn Express & Suites Ocean Springs - (228) 872-7255  
Isle of Capri Casino Resort Biloxi - (228) 435-5400  
Limited RV parking and camping on-site for a modest fee.  
Primitive - no hookups.

### Air Transportation

Available by all major carriers through Gulfport-Biloxi International Airport (GPT), approximately 30 minute drive to OSYC. Directions available upon request.

### Event Chair

Ken Altman  
([goclav@yahoo.com](mailto:goclav@yahoo.com))

### Additional Information Available at

<http://2010nationals.ning.com/>



HOBIE CLASS ASSOCIATION  
OF NORTH AMERICA



INTERNATIONAL  
CLASS



CERTIFIED RACE  
OFFICIALS



OCEAN SPRINGS  
YACHT CLUB





The Official Publication of the Hobie Class Association of North America

**NOV – DEC 2009**  
**VOLUME 38, NUMBER 6**

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Jan Anderson	

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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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# it'sallgood ...



I would like to give you some insight into what some of the Division Chairs are faced with from time to time. The Division Chairs (and the Women's Representative) are the voting members of the HCANA Board of Directors. They are charged with making the important decisions for the class association.

When they get asked to vote on an issue, they should poll their fleets' opinions on said issue and vote according to their division's position. Most of the time, these are pretty simple, noncontroversial issues. However, very controversial issues with widely varying opinions and solutions do come up. Geography plays a big part in how these votes are handled, as there are different classes of boats in clusters of different part of the region and that makes a big difference depending on the issue. These issues need to be discussed and debated and a solutions need to be sought. Not always an easy task, and in fact, sometimes downright impossible.

Currently, the board is in debate on an issue that the Tiger Class Representative has proposed. This proposal is a variation on the "Yacht Club Rule" that was instituted last year. In essence, this proposal would allow non-Hobie F18s to compete in HCA-NA sanctioned events in those divisions with an active Tigers one-design class. This proposal would certainly mean different things to different people. The Division with no Tiger one-design class (or no Hobie sanctioned sailing at all) has little downside no matter how they vote. The Division that has five Tigers, sailing as F18s wanting to increase their regatta attendance and regatta revenue, this would have a great effect. This is the dilemma that the Board has to deal with, and there is pressure from all sides on this one – the regatta organizers, the Tiger Class, the IHCA and the F18 Class. They are all watching this debate closely.

As of this writing, the proposal has been sent to our Bylaws committee for review and they will make a determination if they feel this proposal is or is not within our bylaws structure. They will then make a recommendation to the board on what they feel the Class should do. The HCA Board of Directors will take this recommendation into consideration when and if this proposal comes up for a vote.

We have a process in place and a quality group of board members to help make these tough decisions. If you have an opinion not yet voiced on this or any other issue, I would encourage you to contact your friendly Division Chair (listed in the back of the *HOTLINE*) and let them know what you think. I would like to welcome Arie van Duijn (Division 8) and Don Atchley (Division 4) to the Board and hope you send them a note welcoming them as well.

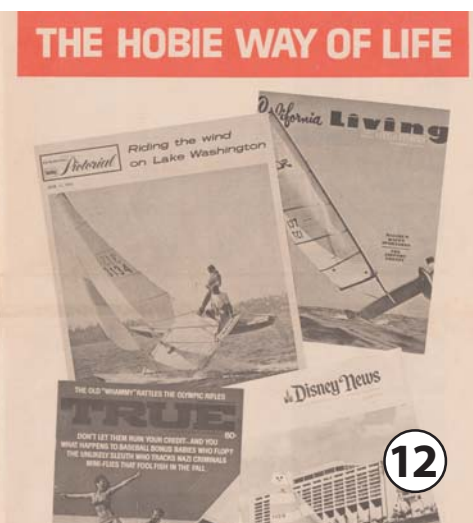
Winter is here, but spring will be here before you know it. We have some great events planned for 2010, so check the schedule and get your travel plans in place!

Have a great holiday season!

november / december 2009

# contents

- features**
- 12 The Hobie Way of Life**  
What Is It?
- 14 Puerto Peñasco**  
Hobie Fleet 514's Mexican Hideaway
- 18 Is College Sailing in your Child's future?**  
Part # 3 — The Right Fit
- 22 An Aussie in King Gustaf's Court**  
Mike Madge Talks with Tim Shuwalow



## photo / illustration credits

Cover – **Jan Anderson**

It's All Good – **Clear Lake Yacht Club**

Contents – **Matt Bounds, Barb Perlmutter, Annapolis Sailing Fitness, Jasper VanStaveren**

Hobie History – **Hobie Cat USA / Hobie HOTLINE**

Just in Off the Wire – **Matt Bounds, Singing River Yacht Club**

Women on the Water – **Paul Wenzig, Sheila Holmes**

Hobie Way of Life – **Corey Comstock, Ben Wells**

Puerto Peñasco – **Barb Perlmutter, Wanda Lucht, Anita Howard**

College Sailing – **Mimi Appel, David Silverman - DSPICS.net**

Aussie in Sweden – **Jasper VanStaveren**

## columns

- 6** **Hobie History**  
13, 23 and 33 Years Ago
- 10** **Women on the Water**  
Shegatta - A Division 14 Tradition
- 12** **Just In Off the Wire**  
News and Notes



## resources

- 4** **2010 Regatta Schedule**
- 30** **2010 HCA Council Members and Contacts**
- 31** **2010 HCA Membership Application**
- 32** **2010 US SAILING Membership Application**

## on the cover

***Tiger Intensity*** – Skipper Jim Holstine and crew Paul Pihl show the intensity of driving a Tiger on the edge. Photo by Jan Anderson



# 2010 regattaschedule

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

**Hobie 14 / Wave** June 4–6 Ocean Springs, MS  
**Hobie 17 / 18** June 7–11 Ocean Springs, MS  
**Hobie 16 / 20** October 10–15 Ft. Walton Beach, FL

## Area Championships

**Midwinters East** Mar 19–20, 2010 Pascagoula, MS (TENTATIVE)  
**Midwinters West** Mar 26–28, 2010 San Felipe, MEX  
[www.members.cox.net/midwinterswest](http://www.members.cox.net/midwinterswest) - See NOR facing page

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

### Division 1—Hawai'i

Contact: Dan Williams – 808-235-3507, [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
465	Mar 19-21	Mid-Winter's West San Felipe, MEX	Rick Buchanan	760-722-0909 <a href="mailto:MidwintersWest@cox.net">MidwintersWest@cox.net</a>

### Division 3—Northern CA

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

### Division 4—Pacific Northwest

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

### Division 5—Mountain States

[www.division-5.ning.com](http://www.division-5.ning.com)

### Division 6—South Texas, Louisiana

Contact: Chris Green – 281-352-1325, [greenrcj@bp.com](mailto:greenrcj@bp.com)

### Division 7—Prairie States

[www.hobied7.ning.com](http://www.hobied7.ning.com)

### Division 8—South Florida

Contact: Arie van Duijn – 239-770-7248, [ariejacpt@comcast.net](mailto:ariejacpt@comcast.net)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
CHYC	Feb 5–7	Charlotte Harbor Regatta Punta Gorda, FL	Brian Gleason	<a href="mailto:gleason@sun-herald.com">gleason@sun-herald.com</a> 941-206-1133

### Division 9—South Atlantic

Division 9 needs a contact!

### Division 10—Great Lakes

Contact: Gail Stiemsma – 269-760-2666, [gtinker@flowserve.com](mailto:gtinker@flowserve.com)

### Division 11—Mid-Atlantic

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
54	May 1–2	Gunpowder Regatta / 14 Divisionals Gunpowder, MD	Dan Flanigan	410-821-6761 <a href="mailto:dfp135@msn.com">dfp135@msn.com</a>
106	May 15–16	Rehoboth Regatta Rehoboth Beach, DE	Bill Colgan	302-475-9083 <a href="mailto:hobie106@speakeasy.net">hobie106@speakeasy.net</a>
250	June 19–20	Sandy Hook / Wave Divisionals Sandy Hook, NJ	Kathy Kulkoski	732-787-4314 <a href="mailto:kkulkoski@aol.com">kkulkoski@aol.com</a>
267	June 26–27	Spray Beach Spray Beach, NJ	Ron LaPorta	610-384-8443 <a href="mailto:ronlaporta@verizon.net">ronlaporta@verizon.net</a>
	July 3–4	Statue of Liberty Race Sandy Hook, NJ	Kathy Kulkoski	732-787-4314 <a href="mailto:kkulkoski@aol.com">kkulkoski@aol.com</a>
RHYC	July 10–11	Rock Hall YC Junior Olympics Youth Divisionals Rock Hall, MD	Ron LaPorta	610-384-8443 <a href="mailto:ronlaporta@verizon.net">ronlaporta@verizon.net</a>
416	July 17–18	Barnegat Breezer Barnegat Bay, NJ	Fred Myer	215-646-4193 <a href="mailto:hobnut@aol.com">hobnut@aol.com</a>
	July 31– Aug 1	Area C Alter Cup Qualifier Location TBD	Mark Santorelli	<a href="mailto:mark@hobiebrat1.com">mark@hobiebrat1.com</a>
443	Aug 21–22	Wildwood Classic Cup / 16 Divisional Championships Wildwood, NJ	Rob Wagner	609-923-1355 <a href="mailto:Rob.Wagner@verizon.net">Rob.Wagner@verizon.net</a>
Div 11	Sept 11–12	Shore Acres YC Hobie Regatta Shore Acres, NJ	Rob Wingender	732-673-1772 <a href="mailto:rawingender@comcast.net">rawingender@comcast.net</a>
54	Sept 25–26	Rock Hall YC Regatta / 18 Div's Rock Hall, MD	Dan Flanigan	410-821-6761 <a href="mailto:dfp135@msn.com">dfp135@msn.com</a>
106	Oct 2–3	Sharkey's Cup Regatta / 17 Div's Rehoboth Beach, DE	Bill Colgan	302-475-9083 <a href="mailto:hobie106@verizon.net">hobie106@verizon.net</a>

### Division 12—New England

Contact: Dave Heroux – 401-647-3203, [davebarbara448@msn.com](mailto:davebarbara448@msn.com)

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

Contact: Pedro Colon – 787-744-3246, [kcario@caribe.net](mailto:kcario@caribe.net)

### Division 14—N. TX, OK, AR, S. KS

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

### Division 15—FL Panhandle, MS, AL

Contact: Brad Stephens – 850-235-2281, [brad@sunjammers.com](mailto:brad@sunjammers.com)

### Division 16—Upstate NY, Ontario

[www.nahca-div16.org](http://www.nahca-div16.org)

### 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).

**REGATTA SCORERS:  
DON'T FORGET TO SEND YOUR  
RESULTS TO:  
[HOBIESCORES@YAHOO.COM](mailto:HOBIESCORES@YAHOO.COM)**



# MIDWINTERS WEST 40<sup>th</sup> ANNIVERSARY

## HOBIE CAT CHAMPIONSHIP REGATTA

### NOTICE OF RACE

MARCH 26, 27 & 28, 2010 • BAHIA DE SAN FELIPE  
SAN FELIPE, BAJA CALIFORNIA, MEXICO  
HOST HOTEL - EL CORTEZ HOTEL

REGISTRATION CHECK-IN: EL CORTEZ HOTEL - ROOM  
134

#### EVENT SCHEDULE

##### FRIDAY MARCH 26TH

3:00 PM - 6:00 PM

6:00 ~

REGISTRATION ROOM 134

**WELCOME PARTY**

ON THE BEACH AT CASEY'S PLACE

##### SATURDAY MARCH 27TH

7:00 - 9:30 AM

10:00 AM

11:00 AM

6:00 PM

REGATTA REGISTRATION

COMPETITORS' MEETING

FIRST SIGNAL (WIND PERMITTING)

**FIESTA - POOL SIDE**

##### SUNDAY MARCH 28TH

8:00 AM

10:00 AM

11:00 AM

AFTER RACES

HCA DIVISION 2 MEETING

COMPETITORS' MEETING

FIRST SIGNAL (WIND PERMITTING)

TROPHY PRESENTATION ASAP

OTHER ACTIVITIES, SCHEDULE CHANGES, OR GENERAL INFORMATION WILL BE POSTED ON THE OFFICIAL NOTICE BOARD.

#### RULES

THIS REGATTA WILL BE GOVERNED BY THE 2009-2012 RACING RULES OF SAILING, THIS NOR (EXCEPT AS ALTERED BY THE SAILING INSTRUCTIONS), AND THE CLASS RULES OF THE IHCA. SIS WILL BE AVAILABLE ON-SITE AT REGATTA REGISTRATION.

#### REGISTRATION

REGISTRATION FORMS WILL BE AVAILABLE AT:

[WWW.MEMBERS.COX.NET/MIDWINTERSWEST](http://WWW.MEMBERS.COX.NET/MIDWINTERSWEST)

OR EMAIL [MIDWINTERSWEST@COX.NET](mailto:MIDWINTERSWEST@COX.NET) TO REQUEST ONE.

REGISTRATION FEES ARE: \$45.00 FOR HOBIE WAVES, 14's & 17's AND \$55.00 FOR HOBIE 16's, 18's, TIGERS, 20's.

**NO REGISTRATION FEE FOR YOUTH SAILORS (SKIPPER) UNDER THE AGE OF 18.**

**2010 HCA MEMBERSHIP IS REQUIRED TO PARTICIPATE IN THIS EVENT. COMP TIPS ARE MANDATORY TO COMPETE.** FOR ADVERTISING PURPOSES, THIS REGATTA IS A CATEGORY C EVENT (ISAF APPENDIX G). TWO SHIRTS INCLUDED WITH \$55.00 PRE-REGISTRATION ENTRIES, ONE SHIRT FOR \$45.00 PRE-REGISTRATION ENTRIES RECEIVED BY FEBRUARY 27, 2010. YOU MAY PRE-ORDER EXTRA SHIRTS FOR \$15.00 EACH. MAKE CHECKS PAYABLE TO: **MIDWINTERS WEST**. DONATIONS OF CLOTHING AND CANNED GOODS WILL BE COLLECTED AT REGATTA REGISTRATION AREA FOR LOCAL FISHERMAN.

#### TROPHIES

TROPHIES WILL BE BASED ON PRE-REGISTRATION. FIVE OR MORE PRE-REGISTERED BOATS CONSTITUTE A CLASS, ONE TROPHY PER FIVE BOATS WITH A MAXIMUM OF FIVE TROPHIES PER CLASS.

#### INFORMATION: HOTELS, RV PARKS, CAMPING

EVENT WEBSITE:

[WWW.MEMBERS.COX.NET/MIDWINTERSWEST](http://WWW.MEMBERS.COX.NET/MIDWINTERSWEST)

OR

CONTACT ANY OF THE FOLLOWING SAILORS:

RICK BUCHANAN, REGATTA CHAIRMAN,  
OCEANSIDE CALIF. PHONE: (760) 722-0909  
EMAIL: [MIDWINTERSWEST@COX.NET](mailto:MIDWINTERSWEST@COX.NET)

ARMANDO NORIEGA, MEXICO CITY, MEXICO  
TEL: (011) 52 55 5631 5317  
FAX: (011) 52 55 5630 1988  
EMAIL: [HOBIEEMEX@HOTMAIL.COM](mailto:HOBIEEMEX@HOTMAIL.COM)

#### TRAVELING IN BAJA MEXICO

**PASSPORTS & VISAS:** PASSPORTS ARE REQUIRED BY THE USA TO RE-ENTER THE USA. IF YOU HAVE QUESTIONS REGARDING PASSPORTS PLEASE CHECK THE US STATE DEPTS. WEBSITE. THE FOLLOWING WEBSITES MAY BE HELPFUL WITH OBTAINING NEW PASSPORTS:

**IF YOU NEVER HAD ONE**

[HTTP://WWW.TRAVEL.STATE.GOV/PASSPORT/GET/FIRST/FIRST\\_832.HTML](http://WWW.TRAVEL.STATE.GOV/PASSPORT/GET/FIRST/FIRST_832.HTML) IF YOU ARE RENEWING AN OLD ONE:

[HTTP://WWW.TRAVEL.STATE.GOV/PASSPORT/GET/RENEW/RENEW\\_833.HTML](http://WWW.TRAVEL.STATE.GOV/PASSPORT/GET/RENEW/RENEW_833.HTML)

THERE IS NO TRAVEL VISA REQUIRED TO ENTER OR LEAVE BAJA CALIF. WHEN TRAVELING TO SAN FELIPE. FOR THOSE SAILORS WHO HAVE NOT BEEN TO SAN FELIPE BEFORE, THE FOLLOWING IS SOME INFORMATION THAT MAY BE USEFUL.

**GENERAL SAFETY:** THE MEXICAN AUTHORITIES MAKE A GREAT EFFORT TO MAKE OUR VISIT TO SAN FELIPE SAFE AND ENJOYABLE, BUT YOU ARE REMINDED THAT TRAVELING IN MEXICO IS NOT TRAVEL IN THE UNITED STATES. ADDITIONAL PRECAUTIONS SHOULD BE TAKEN, USE COMMON SENSE. THE CUSTOMS AND CULTURE ARE DIFFERENT AND BEHAVIOR THAT IS COMMON IN THE USA MAY NOT BE ACCEPTABLE OR MAY BE MISINTERPRETED BY THE MEXICAN PEOPLE. ACT RESPONSIBLY, DO NOT MAKE YOURSELF A TARGET, DO NOT DRINK TO EXCESS, AND DO NOT GO OUT ALONE LATE AT NIGHT. WHEN DRIVING, MAKE A **COMPLETE STOP** AT ALL "ALTO"s (STOP SIGNS).

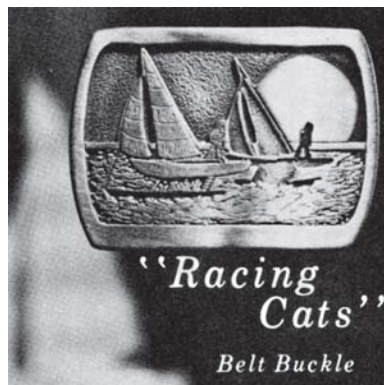
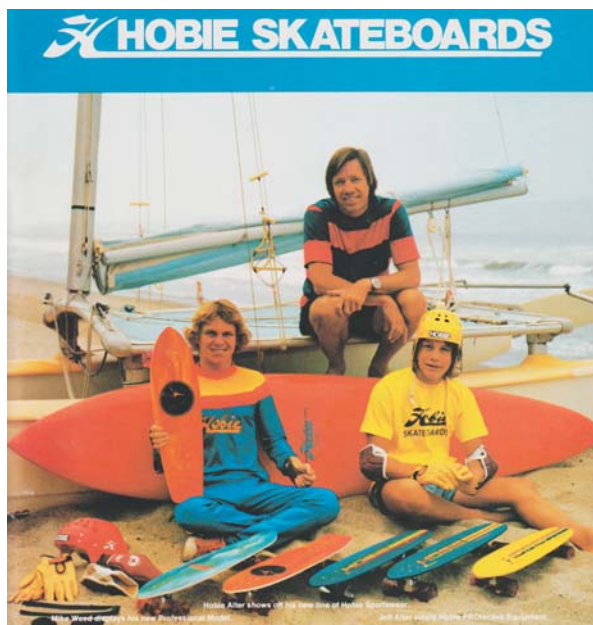
**INSURANCE & DOCUMENTS:** VEHICLE LIABILITY INSURANCE IS REQUIRED BY MEXICAN LAW. OUR SPONSOR "[INSURANCE4MEXICO.NET](http://INSURANCE4MEXICO.NET)" OFFERS VERY COMPETITIVE PRICES & IS AVAILABLE ON-LINE 24/7. OR, IT CAN BE PURCHASED FROM AN AGENT ON EITHER SIDE OF THE BORDER. MEXICAN CUSTOMS OFFICERS WILL LIKELY VERIFY OWNERSHIP OF VEHICLES, BOATS AND TRAILERS. YOU WILL NEED CURRENT REGISTRATIONS AND COPIES OF TITLES FOR ALL VEHICLE(S), TRAILER(S), & BOAT(S). IF YOU ARE USING OR BRINGING A VEHICLE, TRAILER OR BOAT THAT IS NOT REGISTERED IN YOUR NAME, YOU NEED TO HAVE A NOTARIZED LETTER OF PERMISSION FROM THE OWNER. NOTE: OVER THE PAST YEAR, MEXICAN CUSTOMS OFFICERS HAVE BECOME MORE FORMAL, CHECKING VEHICLE, BOAT AND TRAILER REGISTRATIONS. DON'T MAKE THE LONG DRIVE WITHOUT THESE PAPERS OR YOU MAY BE TURNED AROUND AT THE BORDER.



# hobiehistory

## 13, 23 & 33 Years Ago

# 1976



What was it about big belt buckles in the late '70s and early '80s? Anybody still have one of these lying around?

Hobie hawks catamarans, clothing and skateboarding equipment with some help from a very young Mike Weed and Hobie's youngest son Jeff.



## BEER CAN HOBIE CAT

Over 2000 beer cans, glued together with silicone, made up this entry in a Westport, CT ecological program contest. Rigging was supplied by Sailing Systems, Inc. - then owned by current Hobie Cat parts guru, Hugh Greenwald.

**HOT FLASH!**

**HOBIE HAWK CRASHES!!**

It is with a deep feeling of loss that Coast Catamaran announces it must withdraw the famous Hobie Hawk Radio-Controlled Glider from active production.

Due to the skyrocketing costs of the sophisticated manufacturing techniques required to produce quality radio-controlled gliders, the "Bird" that has withstood numerous crashes in actual use is unable to survive the toughest blow of all—the economic crash.

Even though Coast Catamaran will no longer manufacture Hawks, they will maintain an inventory of parts and accessory items for future orders.

Less than four years since its introduction, Coast Catamaran halts production of the Hobie Hawk RC sailplane. Tooling would pass through three subsequent owners before the last Hawks were made in 1994. In all, roughly 20,000 Hawks were built. They still command premium prices on eBay.



**1977 HOBIE CALENDAR**

A beautiful collection of 8 1/2 x 11 full-color Hobie photos suitable for framing.

See your Hobie dealer, or order directly from us. Calendar—\$2.25 plus 70¢ for postage and handling. Total \$2.95. California residents add 6% sales tax.

Send check or money order to: HOBIE CALENDAR, P.O. BOX C—19509, IRVINE, CA 92713.

Enclosed please find my check or money order for \_\_\_\_\_ Hobie Calendar(s) at \$2.95 ea.

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_

ZIP \_\_\_\_\_

**Have a Hobie Year!**

An annual favorite, the Hobie Calendar has been produced each year since 1974. You can get your 2010 version free by renewing your HCA membership ([www.hcanamembers.com](http://www.hcanamembers.com)).

A Hobie-themed, seven-day ski trip at Steamboat Springs with Olympic skier Billy Kidd only cost \$200 per person - including accommodation and lift tickets! Even accounting for inflation, that wouldn't even cover the lift tickets today.

**NEW for "77"**

**\*HULL TENSIONER KIT** \$ 18.50

This revolutionary addition to a Hobie 16' or 14' completely eliminates hull and trampoline platform racking. This system keeps hulls diagonally rigid. Ideal for bungee mounted trampoline. Built of S.S. Roller Swaged cable and threaded stud for minimum windage and water resistance. Easy to install instructions.

The "Hull Tensioner Kit" was one of several Cooke Marine products advertised that weren't class legal. Shaped shroud anchor bars and forestay swivels were also included in the ad.





① Proof, PROOF! that the Hobie 17 is the best boat Hobie's ever made - even Santa Claus drives one! Don't think the reindeer power is class legal, though.

➡ A photo from the 1986 Hobie 18 Nationals in Clearwater, FL has some interesting sail patterns exclusive to 18s. Maybe it's time for an 18 sail pattern chart?



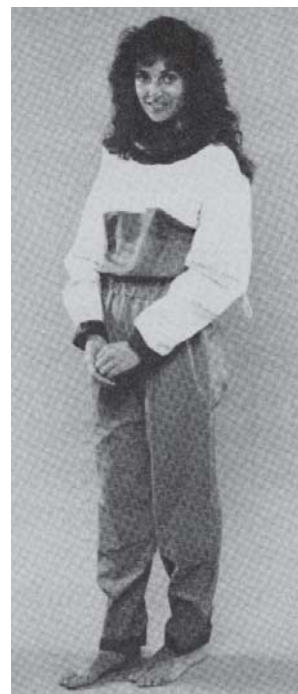
① 1995 / 96 were difficult years for the Hobie Cat Company. You know times are tough when the boss is modeling clothes for the catalog. Hobie Cat President Doug Skidmore shows off a spray suit.

# 1986

➡ The first-generation sailing drysuits worked a little too well - they kept your sweat in as well as the water out. We just want to know how she got all that '80s big hair past the latex neck seal!



➡ A new take on the humble tiller connector yoke is introduced by KISME. It removed the annoying slop that develops in the stock parts. An even better version is now offered by Jeremy Leonard at Surf City Catamarans - [www.surfcitycatamarans.com](http://www.surfcitycatamarans.com).

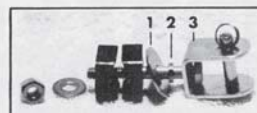


## THE KISME CONNECTION™

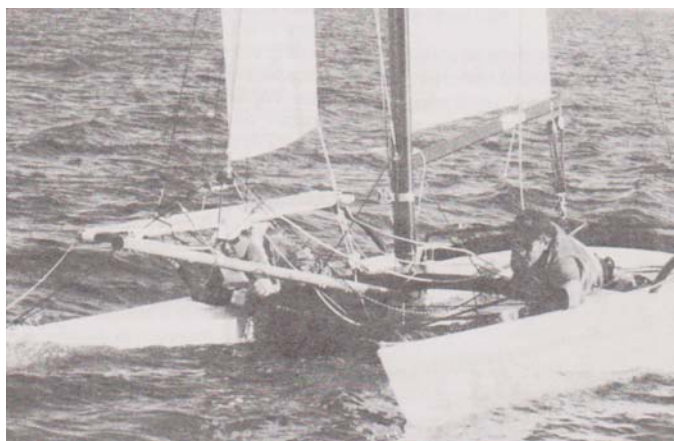
A SIMPLY BETTER HIKING STICK CONNECTOR

**Good:** (not shown) We all started with a "good" hiking stick connector. It came with the fixed length stick on our boat, or with the adjustable stick that we bought later. However, this "good" connector has one limitation: the bolt that holds the connector yolk on the crossbar **MUST** be installed **LOOSE** to permit the yolk to rotate.

**Better:** (shown) We made our "good" connector even "better" with three changes: (1) We added a large stainless steel washer under the yolk to provide a solid, flat, load bearing surface. (2) We added a stainless steel sleeve between the head of the bolt and the large washer. The sleeve functions as a compression spacer and a rotation bushing for the yolk. (3) We made new yolks to precisely fit the new sleeves.



# 1996



① Joe and Dave Marshall work through light air in the last Hobie 21 Continental Championship, won by Joe Valente and Doug Baker.

① An iconic photo of John & Linda Hauser at the 1996 Santa Cruz 16 Continentals typifies the brutal conditions at the event.

## NAHCA News

Volume 1, Issue 1  
The Official Publication of the North American Hobie Cat Association

NOVEMBER / JANUARY 1996

PHOTO BY JOE MARSHALL

### INSIDE

Just in Off the Wire	3	Weather on the Web	14
Your NAHCA Chairman	3	"Sailing the Web"	14
Ruff Riders	4	Olympic Trials	15
Sailing Crewless	6	Olympic Report	16
Find that Sponsor!	7	We Get Letters	18
Hobie 16 Continentals	8	Electronic Addresses	21
Hobie 21 Continentals	11	Directory of Fleets	25
What's the Point?	12	Division Regattas	26
It Was a Very Good Year	13	Major Events Schedule	26
Helpful Hints	13		



### Restoration Project Underway by the **HOTLINE**

A unique item appeared on eBay about a year ago – a newspaper-style marketing piece produced by Hobie Cat in 1973 entitled “The Hobie Way of Life”. Fortunately, it was purchased by long-time Hobie Cat sailor (and now Hobie Cat employee) Rex Miller who sent it along to us for preservation. It consists of a number of early ‘70s magazine and newspaper articles written about Hobie Alter and Hobie Cats.

The newspaper has since been scanned into digital format. Because it is tabloid sized (11” x 17”) each page required at least four scans. As soon as it’s reassembled, we’ll put it up on-line for you to download as a PDF file. It’s very interesting reading!



### Hobie Cat to make new Hobie 18 Hulls

Hobie Cat has been approached by a number of Hobie 18 owners and Hobie Dealers as to the ability of Hobie Cat to produce a number of replacement hull sets for Hobie 18s. This concept is to allow consumers to refurbish their older Hobie 18s by using these hulls and their existing major components. This concept has been discussed at length with consumers via the Internet. A strong interest has been seen for a minimum run of hulls. Hobie Cat will not stock hulls for this purpose. **This is a one time offer.**

They have decided to go forward with the following offer depending on consumer response on the fixed-timeline and minimum required ten hull sets ordered, with deposits paid to Hobie Cat.

#### Offer

- Hulls: Hobie Cat to build sets of Hobie 18 hulls at a price of \$6,950.00 USD
- Hulls would be fitted with all standard attached hardware, tangs, tracks and aluminum one piece gudgeons. Current graphics as seen on a Hobie 16.
- Serial Numbering: Serial numbers to match the replaced hulls. Serial numbers to be provided to Hobie Cat upon ordering the hull set.
- Additional Parts / Accessories 20% Discount: 20% discount on

replacement parts, sails, trampolines, wires etc. when ordered along with the hull sets.

- Freight: FOB Oceanside, California. Freight charge (Continental USA) is \$150.00 per hull.
- Additional Parts Freight: FOB Oceanside, California.

#### Timeline

- Program Trigger: The minimum of 10 sets of hulls must be on order with Hobie Cat by January 15th 2010. If we do not receive the minimum of orders by that time, we will cancel the hull orders and return deposits to dealers.
- Order: Must be received by Hobie Cat by January 15th 2010. All orders are through an authorized Hobie Cat Dealer.
- Deposit: Orders must include a \$2,000 nonrefundable\* deposit payable to Hobie Cat Company. (\*refundable if the program does not move forward after January 15th deadline for minimum 10 sets ordered)
- Shipping: Hull shipping from Hobie Cat is expected by late Spring 2010 (Late May, June). Parts and accessories can be shipped prior if requested.

For additional information, contact your local Hobie Cat Authorized Dealer.



## Hobie Midwinters East Heads to a New Venue

Newly reconstituted Hobie Fleet 68 (Singing River Yacht Club, MS) has put together an impressive proposal to host MWE. They have the full support of Hobie Fleet 120 (Panama City, FL) who have been our hosts for the past four years.

Founded in 1970, the Singing River YC is a full service private club with 350+ members. It is located on the Mississippi sound in Pascagoula, Mississippi. They offer their members and guests tennis, boat mooring, swimming, dining and entertainment.

As the *HOTLINE* went to press, the HCA Board was still voting on the event, but it looks like it will be a go. Hobie MWE is scheduled for March 19-20, 2010. Remember, the Hobie Wave/14/17/18 North Americans will be held in Ocean Springs - just 17 miles away. As a bonus, SRYC is offering free storage for your boat/trailer until the NACs just two and a half months later (June 4-11). Look for the Hobie MWE NOR in the next *HOTLINE*.

A Hobie Tiger sailboat with two people on board, sailing on the water.

**"New York's largest Hobie dealer"**  
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315.438.8915





by Chris Bradshaw, HCA Women's Rep.

## Shegatta

A Division 14 Tradition

**S**hegatta. Yep, it's just what it sounds like; a regatta just for the ladies. Well, okay, not completely as there were still more than enough guys hanging around the campfire. I do have to admit that they guys play a key role throughout the event. They assist with trailering, boat rigging, loading and unloading boats, running race committee, manning the chase boats and most importantly cooking exceptionally tasty meals. Thanks guys for taking such good care of us Hobie gals!

backyard that literally opens up right onto Lake Ray Roberts, Texas. There were fourteen boats that participated with a total of 26 women and youth sailors. Almost every Hobie class was represented with H16s, a Wave, a H20 and H14s in attendance.

Saturday turned out to be perfect conditions with winds around thirteen knots and building as the afternoon wore on. Three great starts were pulled off and the racing was close and competitive within the different classes. Due to some ominous dark clouds, the race committee played it safe and called it quits a little early. So we headed on in to enjoy the shrimp boil the guys had been slaving over all afternoon. It was literally one of the best regatta meals I'd ever had! No knives, plates, or forks were allowed! The shrimp, corn on the cob, sausage, potatoes, garlic cloves mix was drained and spread directly all over the paper lined tables where the food was a free for all. It was quite a sight to watch, especially as the rain started to downpour on our dinner!

We didn't make it back out on the water again on Sunday due to poor weather conditions. But I think everyone was satisfied with the great winds we had on Satur-



day. What was most inspiring was the continuous chatter about new experiences and lessons learned throughout the weekend. Though I was a first time attendee of this event, I could see the incredible effect it had on promoting our sport, not just for women, but for all sailors alike.

### Making it Matter

The Shegatta event deserves much admiration. For the last ten years, it has helped promote and grow Hobie sailing during a time when most of our fleets are



PAUL WENZIG

### Recap

The Shegatta Regatta is hosted every year by Fleet 23 and organized by Sheila Holmes. It actually takes place in Mark Ralph's and Sheila's very spacious twelve acre



experiencing unfortunate declines. And it has been able to build up two of our minority parties: women and youth.

What makes this event such a success? There are a few “Key Factors” that are important to recognize:

#1 Sacrifice. The men of this division (and some women, but em-



PAUL WENZIG

phasis on men) were willing to give up an entire weekend of racing and skippering their own boats to assist and encourage others to take the next step in their sailing education. This was a big step. As a skipper myself, I know it's tough to step back and release your grip from that tiller, or even harder yet to let someone borrow your boat. But seeing the excitement it brings to a novice skipper as they start to figure things out and things start to 'click' makes it well worth it. Plus, it'll bring some good competition for you a few years down the road

when all these newbies aren't quite so new anymore!

## #2 Pre-planning and Preparation.

Incredible pre-planning, organization and advertising to participants goes into this event every year. (Thanks again to you wonderful ladies who sacrifice hours of planning to put on Shegatta. You Rock!) These things are important with any regatta but they're even more important when you're dealing with youth school and sports schedules, women who have to line up baby-sitters, find someone else to caravan their kids around for the weekend, find a crew or skipper of the appropriate gender, figure out where they're going to find a boat to sail on and get up the courage to just go sailing! Somehow you've got to find a way to make this event a priority for youth ladies, moms, and women who could be doing a gazillion other things.

#3 Reputation. Shegatta has a reputation that has spread far beyond the boundaries of Division 14. A positive reputation of encouragement, camaraderie and support for sailors of all shapes and sizes. It's all the people and the community they've built that make it a great regatta to attend. I can guarantee you that once you've attended a Shegatta Regatta, you'll be back for more year after year!

Do you hold a similar event in your Division/Fleet? Let me know so we can help promote it and hear your awesome stories! Are you interested in putting on a regatta similar to Shegatta? I'd love to help! E-mail me at [hobiewomen@gmail.com](mailto:hobiewomen@gmail.com)



SHEILA HOLMES



PAUL WENZIG



SHEILA HOLMES



# What Really is the Hobie® Way of Life?

By Ben Wells

*Editor's Note: Ben Wells is a communications major at the University of Northern Iowa. For the past year or so, Ben has been helping me with various bits and pieces of the HOTLINE. Most of us who have been doing this "Hobie" thing a long time have developed our own understanding of the phrase "The Hobie Way of Life." It's a laid-back, semi-nomadic lifestyle that evolved from the surfing culture of the 1960s. What makes this article interesting is Ben's perspective as a 20-something, relative newcomer to the sport with no preconceptions.*

I was sitting at home, thinking about what the next article to write should be. I had a few ideas, but none really hit me as being a nice story. I thought to myself, "what could I write about that would interest and excite people about the Hobie Way

of Life?" And right then, it hit me. What exactly is the Hobie Way of Life? I hear the term tossed around all the time. It is even used as criteria for some awards for example, "How does so and so exemplify the Hobie Way of Life?" So I took it upon myself to figure out what the Hobie Way of Life really means.

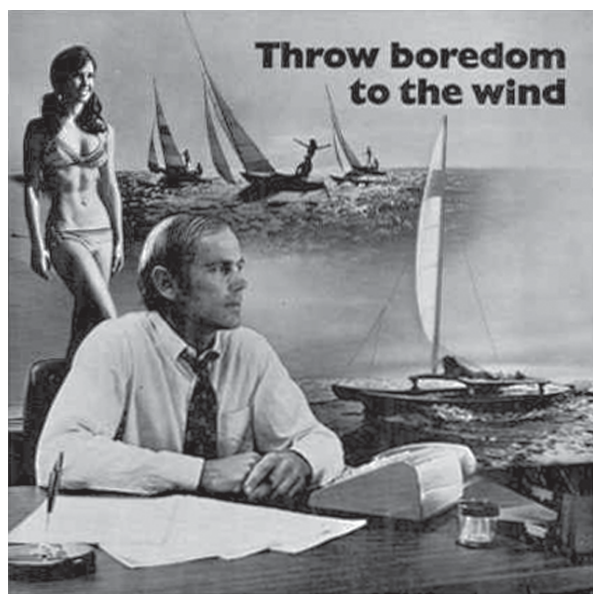
Well first of all, "what is a way of life?" Well, that seems pretty simple. A "way of life" is really a path we follow while we are here on earth. It includes our beliefs, virtues, and culture. Our way of life is who we are and what we do. Put the word Hobie in front of all that and it makes the meaning a bit more specific.

The Hobie Way of Life means a lot of things to me. I have had a lot of people help me out in many various ways. Too many to put in this one story. I have made friends who have been there to help me out at the drop of a hat. I have met people who have sacrificed their own boat parts just to see me have a good time on the water. All those things have helped shape my Hobie Way of Life. The only way I can truly repay those who have helped me, is to help out a younger generation myself someday. So for me, helping people out is a distinctive trait of Hobie people.

Another thing, I have found, is pride. Most Hobie sailors I know take great pride in their boats and trying to be the best. On the race course, everyone wants to be the fastest. Personally, I take that same attitude and determination from the race course and apply it to everyday life situations. That hard-nosed, go-get-it attitude is another part of my Hobie Way of Life.

Now I know I am absolutely right all of the time about everything. But just for fun, I wanted to find out if other people had been led to the same meanings I had been led to.

Corey Comstock is a California Wave sailor. Kind of a double meaning, as he sails his Hobie Wave on the costal waves... but I digress. He finds a different meaning in his Hobie way of life, but its one I think many can relate to. Corey says, "When I am out flying with my Hobie Wave, I don't think of anything else except the wind and the waves." Many of us have probably felt that exact same way. Corey starts a Hobie



When you feel saddled behind that desk or caged by your job, your mind may wander to what you'd like to be doing. Here's some Hobie food for thought. A way of life of enthusiastic people participating in great sport, in fresh surroundings. It's wind, water, companionship, sun and parties. It's indescribable—and it's all Hobie catting. Enjoy the thrill of speed asail—the fastest, competition—over 500 regattas—and the participation of thousands of enthusiastic owners, their families and friends. It's a Hobie way of life.

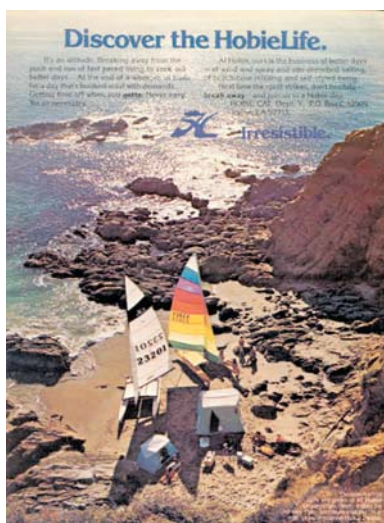
Write today for free brochure and name of your nearest dealer. Specify Hobie Cat 14 (1) Hobie Cat 18 (1) Hobie 19 Mono-Cat (1) Send \$1 for 32-page Hobie Cat Sailing Manual and "Have a Hobie Day" bumper sticker. Existing Hobie homes available to clubs, bars and civic organizations for nominal charge.

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In that spirit, make the Hobie Way of Life mean something important to you. And of course, **Have a Hobie Day!**





# PUERTO PEÑA

## HOBIE FLEET 514'S MEXICAN HI

M

exico is famous for its picture-perfect resort beaches, yet there are still a few hidden gems that make for a calmer, more reflective experience. Puerto Peña, on the Sea of Cortes and framed by the El Pinacate Mountains, is one of those spots. An ecological haven for marine creatures and a place where the desert meets the sea. The closest ocean beaches to many southwestern US areas, it is only a four-hour drive from the border. The weather there is excellent; the water is clear; the sun shines and the skies are blue about 360 days per year. It's also home to Hobie Fleet





ASCO

feature

AWAY

STORY BY BARB PERLMUTTER  
PHOTO BY BARB PERLMUTTER

ative escape. Puerto Peñasco, overlooking  
and birds of paradise, Puerto Peñasco  
a Phoenix or Tucson. The fishing  
et 514's annual event, the Piñata Regatta





WANDA LUCHT



ANITA HOWARD



ANITA HOWARD



BARB PERLMUTTER

**Memories of the Piñata Regatta 2009 (clockwise from below):**

**Jeff "The Bearded Wonder" and Barb Perlmutter are the sparkplugs behind this regatta. It wouldn't happen without them.**

**Other than sailing, the next best reason to visit Mexico is the mouth watering local cuisine. Fajitas to die for!**

**A mixture of old and new on the beach in Puerto Peñasco**

**This is one of the few west coast regattas to have a Hobie Wave fleet**

**Blue water, blue sky and a Hobie 18 out for an afternoon sail.**

**Opposite page - Hand crafted trophies were awarded to the winners; rough conditions cancelled racing on Sunday**



BARB PERLMUTTER



# ¡HOLA!

If you were not at the Tucson Hobie Fleet 514 Piñata Regatta the weekend of October 10 and 11, you missed a fantastic Division 2 event. The sky was clear and blue, the air was 88° and the water was 88°. **Does it get any better than that?** This year we had twenty four boats registered including competitors from Arizona, California, Nevada and New Mexico. Attendance was light due to the upcoming Lake Havasu National HavaMega Event. However, we managed to hold one of the largest Hobie Cat Regattas of 2009.

We sailed four races in light winds and smooth seas on Saturday. Dolphins provided on-the-water

On Sunday, the winds grew stronger and launching through the surf was treacherous. After a postponement due to safety reasons, racing was called off for the day. Trophies were awarded at noontime which allowed a lot of sailors to enjoy the sunshine. Special hand crafted trophies, carved in the shape of a wave, were presented to each class of winners. Additionally, a "Thanks for the Memories" trophy was awarded to Ted and Sue Lindley. We are proud they chose Piñata 2009 to be the final regatta of their long, thirty five year Hobie Sailing career. They certainly deserve this award!

We had another successful weekend enjoying Hobie smiles and friends. We are really excited for Piñata 2010. It will be the 25<sup>th</sup> Annual Piñata Regatta; we are expecting it to be our grandest event yet. Check out our Fleet Web site



entertainment. The party Saturday night was our best yet. Plates were filled to the brim with fabulous entrees and yummy side dishes. Many hungry sailors eagerly participated in the Salsa contest. Margaritas and Tecate Beer were flowing for hours under the moonlight while sailors talked about their race experiences on the warm Sea of Cortes. Many great prizes were raffled off after dinner. We guaranteed that no one would leave the raffle tent empty handed and we were right. Everyone was a winner, especially the kids that broke open the Piñata. Thanks to the generosity of the competitors, we sold many raffle tickets. This was greatly appreciated because it helped pay for some of the costs incurred by running such an event.

([www.fleet514.com](http://www.fleet514.com)) for a list of our generous sponsors, results and photos from our regatta.

Hope we see you and your boat there in 2010!  
Bring a friend . . .                      Adios Amigo . . .



# IS INTERCOLLEGIATE SAILING IN YOUR CHILD'S FUTURE?

## PART 3 - THE RIGHT FIT

By Mimi Appel

### Spring 2008 - The Waiting Game

After two long years of searching for the right college for our daughter, Marie, we've filled out nine applications, spent hundreds of dollars, visited five campuses and interviewed at four colleges. My husband spent many grueling hours pouring over financial aid forms. This is an absolute necessity. If you cannot devote the time required to tackle the overwhelming financial process, consider paying a professional. Early spring the acceptance and rejection letters came rolling into our mailbox. Every school to which she applied had a sailing team, however she decided that a varsity team would be a time commitment that a freshmen couldn't handle.

*The 2009 ICSA North American Semi-Finals in Boston Harbor*



We were absolutely thrilled to find out that our daughter had been put on the wait list for Harvard College in Boston! While we waited to hear a definitive answer, it was recommended that she enroll in her second choice, Cornell. She put together a

short DVD about her volunteer teacher assistant job in a local fifth grade and mailed it to Harvard's admission office. On Madcatter/Senior Ball weekend in May, she got a call on her cell phone. Marie had a spot in Harvard's class of 2012! Boston here she comes!

### Fall 2008 - Game on

The whole "moving away to a big city college" was a very surreal experience for our country bumpkin family. I could write a book about the first weekend alone, but lets fast forward to the first month. Two weeks into the semester I got a call, "Mom send all my sailing gear, I'm going out for the sailing team." So much for not having the time to sail in college!

Each college runs its sailing team differently. Division 1 varsity teams race against club teams on a regular basis. A typical week for a Harvard varsity sailors is - gym work out on Monday, on the water practice, Tuesday, Thursday, Friday. The JV team sails on Wednesday. They both sail on the Charles River in Cambridge, Massachusetts. The boathouse, or Murr Center, was donated by the Vanderbilt family. It is nowhere near as fancy as we had expected. It is interesting how some of the boats - JY-15s, some 420s and Lasers - are hung from their bows on a huge, oval conveyor belt. It looks like an enormous dry cleaner's rack. The hydraulic belt moves each boat to the doorway where a small crane drops the boat into the water to waiting team. The sailors step the mast and off they go.

Harvard is very fortunate to have two salaried coaches, Mike OConnor and Burn Noack. They are outstanding with the team, on and off the water. Many schools don't have coaches at all. One self-coached team that we met were very responsible young adults. These sailors travel to regattas by themselves





DAVID SILVERMAN - DSPICS.NET

and arrange housing and meals while paying their own way. Some teams are funded by the school and are given dinner allowances. Harvard's dining service will pack lunches for any student athlete that travels off campus.

## The Organization

The [www.collegesailing.org](http://www.collegesailing.org) web site has tons of information on how the Inter-Collegiate Sailing Association (ICSA) works. The United States (with some parts of Canada) is broken up into seven conferences, there are about 200 member sailing teams. The ICSA sets an extensive schedule of intersectional regattas in which teams from two or more districts compete. The season starts early September and goes to until June, when the Championships are held. Weekends are packed full; there can be up to four regattas in four different venues on any given Saturday.

The North American Championships are held in six different categories. Fall Championships include Men's single Handed, Sloop and Women's Single Handed. In the spring, Women's Dinghy, Coed Dinghy and Team Racing are the events held. The best overall record in the six categories wins the L.M. Fowle Trophy. Teams qualify through district championships. Racing is a short course on rotated boats supplied by the hosting school; scoring is low point, no throw out. Most events are split into two Divisions – A and B with scores added for a combined total. The A Division is their "A Fleet" with the more experienced sailors.

*Marie practices with the Harvard Sailing Team in Cambridge, MA. Roll-tacking a 420 is a lot different than roll-tacking a Hobie 16!*

This past spring, we were fortunate to attend the ICSCA North American Co-ed Semifinals in the Boston Harbor. The Volvo Round the World Ocean Race boats were in town the for their only North American stop. The city of Boston turned Fan Pier into a sailor's heaven. Six, 70 foot yachts on cradles, sailing vendor booths and the Puma store/trailer/bar was an awesome sight. College sailors sporting pinnies in their school colors raced on Flying Juniors supplied by the host schools, Harvard and Massachusetts Institute of Technology. These events showcased sailing to the world, its a shame the wind didn't cooperate!

I hope that this article has provided you with some insight into college sailing. There is room for Hobie sailors in the college sailing scene. Finding the right school for your teen is the key. Marie's biggest concern was that she would not have time to put her studies first. Some schools are very supportive of students participating in athletics, others not so much. We are looking forward to this Fall season. If you have a teen that is looking into colleges with sailing teams we wish you the best of luck. Let us know if we can lend a Hobie hand!

*If you look closely, you can see the Hobie "flying H" on Marie's spray top.*



DAVID SILVERMAN - DSPICS.NET



# ROCKSTAR TO REGULAR SAILOR:

## The Do's and Don'ts of Getting Recruited to College

### DO

- Contact the coach one month ahead of visiting (or earlier).
- Send 3 things: Sailing Resume, Personal Resume and Transcripts, including all grades and test scores.
- Attend a class in a subject that interests you. Ask to speak to faculty in disciplines that interest you.
- Show up with questions for the coach and current team members.
- Put together a careful letter for the coach, explaining why you are interested in their school.
- Look at the schools that interest you **beyond** sailing.
- Be realistic and truthful with coaches about where you are looking/applying/your interest in their school.
- Tell the coach when your application went in.
- Contact coaches early with your resume & grades... Junior year if possible.
- Call about a week before your visit has been confirmed by the coach and make sure they have your flight schedule.
- Send a Thank You after your visit – let coach know what you enjoyed most about the visit, and where their school fits in your plans. Be honest!
- Work with your family and other resources to figure out how to pay for school.
- On your own, talk to the Financial Aid office at all your final choices, the folks there have lots of answers!

### DO NOT

- Show up and call them hoping for a tour.
- Send **ONLY** a sailing resume.
- Do not do anything that puts you or the team at risk. As a person who is under 21, think first and make wise choices about your social time with the team.
- Assume you know everything because “one of your friends goes there/went there/said...”
- Mix up the coaches’ names’ – (yes, it happens!)
- Rely on a friend’s experience.
- Tell every coach that their school is your **FIRST** choice.
- Send the coach a copy of your application (it’s not allowed).
- Wait until after your application is in – it’s nearly impossible to help at that point.
- Expect your parents to be given the same first class treatment that you will be given.
- Over-spend your visit. The NCAA rules that many schools must adhere to regulations that limit recruits to a maximum 48-hour visit.
- Expect the coach to help you with Financial Aid, it’s prohibited by ICSA rules.
- Accept any outside scholarships or aid from any organization based on your sailing skills (students competing in ICSA may not accept financial aid in any form if it was given to them based on interest in sailing).

### FREQUENTLY ASKED QUESTIONS:

*I'm not a Rockstar Sailor – should I even bother contacting the coach?*

YES! Coaches recruit for many reasons; you may be the right size, or live in a town where the team needs housing, have a great reputation as a team player... anything can set you apart from the crowd!

*Do Sailing Coaches really have any pull?*

YES! To varying degrees at different schools; from the full-on nod to even some Club Teams that are able to submit a slate of candidates that would be great members of their teams – it *never* hurts to contact a team ahead of applying.

*Should I bring my parents?*

Sure, they are welcome to visit with you, but we always recommend you plan on spending some time alone with the coach and the team. You want to show you are independent and ready to be a functioning member of the team.

*Jay Kehoe – Waterfront Director, Annapolis Yacht Club*

*3 Compromise Street, Annapolis, MD 21401*

*jkehoe@annapolisyc.org*

*(Head Coach, Stanford Univ. 2001-2008; USMMA-King's Point 2000-2001; Yale Univ. 1997-2000)*



# 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)



# personalprofile

## An Aussie in King Gustaf's Court

Tim Shuwalow talks to Mike Madge



*Editor's Note: In addition to winning a number of high-level events in his native Australia, Tim Shuwalow has been stalking the leaders at Hobie 16 Worlds for a number of years. He placed fourth in 2005, fifth in 2004 and 11th in 2002. He recently relocated to Sweden and won the Hobie European Championships last summer. Mike Madge conducted a long-distance interview with Tim to discuss his sailing style and the European Hobie 16 scene:*

**HOTLINE:** First of all congratulations on winning the 16 open and Spi event at the Europeans in Italy. Maybe give us a little insight as to how an Australian sailor ends up sailing for Sweden in Italy?

**SHUWALOW:** Thanks! Well it's a bit of a long story but it started when I met my girlfriend Cecilia (Cissi) at the 2004 Worlds in Mexico. Fast forward five years and I'm here living in Stockholm! For a long time before moving to Europe I'd wanted to sail in the Europeans. Last year I got my first chance in Denmark, Cissi and I had an up and down regatta finally finishing in 5th place. Our inconsistency combined with pretty miserable weather conditions made it not

quite live up to my expectations unfortunately. Something else I'd wanted to do for a while was sail on the Italian lakes of Garda and Como which this year I managed to do. While not quite as breathtaking as Garda, Como is very picturesque and proved to be a good place to sail. The breeze in the mornings was almost nonexistent but by late morning a hint of the thermal breeze was evident and built slowly and at start time we had solid breeze that generally continued to build a little more.

**HOTLINE:** Having won both the Australian Nationals and the Europeans how is the level of competition compare between the two regions?

**SHUWALOW:** I've always regarded the Australian fleet as very strong and competitive. It's no secret that a lot of Australian teams favor stronger breeze and generally excel in those conditions, it really becomes evident in a World's fleet when there's a lot of Aussies up the front. That's not to say that there aren't plenty of quick European sailors, I'd say the difference is that for one country Australia has a great deal of depth.

Cissi and Tim (center) at the 2009 Hobie Europeans awards ceremonies



**HOTLINE:** I understand that you had a pretty successful dinghy campaign in the Laser class, and have done some formula 40 sailing and Sydney Hobart races, maybe you could elaborate on some of your past successes in other classes?

**SHUWALOW:** Growing up I always sailed single-handed dinghies which led to sailing Lasers, first Radials then standard rigs. Sailing Radials I finished 2nd, 4th and 7th in World Championships and won an Asia-Pacific Championship. With the Olympics as a goal I sailed Lasers and although very much on the lighter end of the body weight scale I won a Victorian State Championship and finished 3rd in the Asia-Pacific.



For a few years while living in Sydney I got into One Design keel boat racing in the Sydney 38 class as main trimmer and tactician. It was a great class with up to 30 boats racing in the biggest regattas when the class was at it's strongest and suited to offshore sailing as well. In 2004 I sailed in the Sydney-to-Hobart, it was champagne sailing the first afternoon and night with 11 identical boats racing in our class. Unfortunately we were forced to retire when faced with up to 50 knots of wind on the nose and big breaking waves.

Last year in Stockholm I helmed a Seacart 30 carbon fibre one design trimaran. 7 boats sailed in a Race Week in the lead up to Gotland Runt (350nm offshore race). The Race Week with a mix of windward/leeward courses and a coastal race was a fantastic week! Gotland Runt however was a different and surreal experience! As we were approaching the southern tip of the island of Gotland which lies in the Baltic our boat caught fire due to a battery short circuit. Keeping the story short we were unable to extinguish the fire and had to jump in the water for 40 minutes. Fortunately the pontoons remained buoyant and we spent 8 hours drifting without any way to call for help. Finally a race yacht saw us and came to our aid to end the drama. Probably not something Cissi nor I will forget for a while to come.

I've only been for a couple of quick rides on an Extreme 40 when they were first launched back in 2005 but it's something I really would like to be involved in the future. I think the concept is fantastic, taking sailing to live audiences via an international circuit. Sponsor wanted!

**HOTLINE:** How did you end up in the Hobie 16 class, and how are you enjoying it?

**SHUWALOW:** I love it! I think the Hobie 16 is a fantastic boat, it may not be the most high performance when comparing it to newer catamaran designs but it really is fun to sail. It's durability and simplicity combined with the fact that it may be sailed by almost anyone are it's real advantages I think. The 'Hobie Community' is also something special which certainly isn't common to all classes.

During the years that I was sailing Lasers my mates and I talked about how much fun sailing Hobies must be. The thought of trapezing while flying a hull was



*Cissi and Tim show excellent upwind form at the 2009 Hobie Europeans*

very tempting compared to hiking hard from a Laser. We heard that Worlds venues much have white sandy beaches and palm trees - we were convinced without ever going sailing on a Hobie!

My introduction was due to one of those same friends purchasing an old 16 for fun after taking a break from campaigning Laser and Finn classes. A year or so later another friend's parents added a Hobie dealership to their marine business and soon after we set off to the nationals in a brand new boat with very little multihull experience! 10 months after that I bought a second hand boat together with a friend with our sights on sailing in the Worlds in Noumea in 2002 six months later - that was the start of a steep and long learning curve.

**HOTLINE:** Over in Europe you had a chance to compete in the 16 with a Spinnaker. Maybe you could give us some of your thoughts on that?

**SHUWALOW:** Overall I'm not in flavor of spinners on Hobie 16's but I must admit it did add another element to the racing at the Europeans. The Spi Cup was sailed in very light airs so it was not very physical at all. Normally in those conditions the downwinds would be very passive and slow, however with the gennaker the boat was more 'sailable', the boat had more feeling due to greater speed through the water making it more interesting and provided more options. My crew (another skipper waiting for the Opens) and I were a bit on the heavy side, I think the gennaker made it easy to compete with the lighter crews when we may have otherwise struggled in such light wind.

**HOTLINE:** Australians have a reputation as being pretty aggressive on the start line. How where your starts in Italy?

**SHUWALOW:** Normally I'd regard myself as a fairly confident and aggressive starter however in Italy our starts were generally pretty average to say the least. I put this down to a lack of racing in the time since the Fiji Worlds. I think that out of 12 races were only got 3 really good starts where we were jumped out clean and clear. Fortunately on a couple of occasions being forced to tack out onto port very earlier was actually advantageous so a bad start was not necessarily the end of the race and we were back in it half way up the beat.

**HOTLINE:** Did you feel you had a speed edge at the Europeans or was it more of a tactical venue. (Maybe just give us some details about your keys to winning!)

**SHUWALOW:** Upwind we were amongst the fastest which consisted of perhaps five teams. Stefan Greismeyer sailing with Eduard Canepa were the stand out of these I'd say. Downwind I felt we had an edge over everyone, pure speed wise and also the tactics we used. Something we did almost every time was to not gybe as early as the boats around us at the offset mark. In the vast majority of races the right hand side (close to a shoreline) was favored so everyone tended to gybe immediately to head for the same side downwind, but in doing so they sailed into disturbed air due the mass of boats on the starboard layline to the top mark. We held about 20-30 seconds before gybing, settling the boat into downwind mode and getting it going fast first. Doing this meant we had a much clearer lane and avoided the upwind traffic and we still got to the favored side of the course. When it came time to gybe back to starboard we had made a substantial gain and we could gybe into another clear lane and cover other boats around us. This worked on almost every occasion and was any easy way for us to make our way through to be close to the leading boats if not in front.

**To summarize:**

**Upwind** - we had good speed, tried to sail smart and find good lanes.

**Downwind** - we avoided getting slowed down by other boats by sailing clear and were able to capitalise on being fast. One thing that I forgot to mention that I do and is one of my keys to being quick downwind is



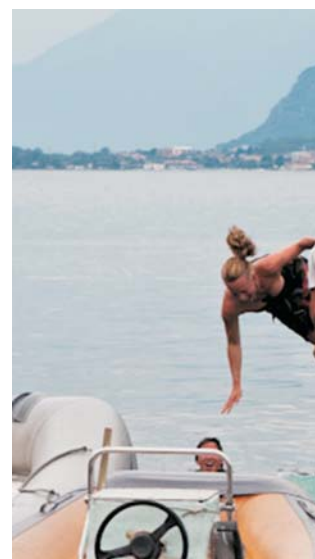
Tim and Cissi take their ceremony  
2009 Hobie Europeans

to constantly trim the main. The apparent changes on the boat quite a lot when the breeze gets to a point when the boats start moving along and steering higher/lower angles with gusts. Also on waves I steer quite a lot to catch them and pump each wave as permitted which means I am almost constantly pumping the sheet. To be able to do this effectively the mainsheet cleat must be well elevated, meaning that it cannot be cleated upwind (which I prefer anyway).

**HOTLINE:** The trend in Europe seems to be more towards adjusting the jib halyard downwind. Do you do any mid-race adjustments to the rig?

**SHUWALOW:** In the past I've made adjustments downwind if I wasn't happy with the rig tension. At the Europeans we made all our adjustments before the start and left it that way for the duration of the race.

**HOTLINE:** Any other go fast secrets or advice?







ial dunks after winning the



**SHUWALLOW:** I think sailing a Hobie 16 fast is a very individual thing. I don't think there's a particular tuning set up that suits everyone. For me personally I know how I like to boat to feel when I'm helming, this has come over time and listening to advice and trying different things and working out what suited me. I've settled on essentially always sailing on hole four (fourth from the bottom of the sidestay adjuster) with a lot of rig tension. In light airs, if you pluck the sidestay it would make a 'twang' sound. I gradually loosen the forestay, but only very marginally as the wind increases, which I feel lets the boat run (through the water) more free rather than want to lift a hull.

I believe a tighter rig means the boat is generally more powerful (not necessarily faster), enabling crew/and skipper to trapeze earlier or keep them there longer or being able to squeeze a bit more height out of the boat when required. In

medium wind conditions and above I think sailing a slightly lower groove results in sailing 'faster'. The speed you generate you can also use to gain height, each time the hull wants to lift you can steer up, keeping the boat flat and fast. A lot of concentration is required when helming.

Communication is also exceptionally important between skipper and crew. Keeping the boat sailing smooth is critical, this applies to both sail trim and crew movements. If there's a lot of 'talk' on the boat both crew and skipper will be aware of what's required so it's much easier to achieve.

An example of how communication helps sailing the boat fast is talking about playing the traveller. When the breeze is up I like the traveller to be worked a lot, timing is everything. It needs to be ready to be eased in anticipation of a gust, released to the amount required as the gust hits the boat, and pulled back up as it passes. I talk a lot about the pressure coming towards the boat, counting down when it will hit the boat and how big the gust (or lull) is.

**HOTLINE:** What is the Hobie scene in Sweden like?

**SHUWALLOW:** The Hobie 16 fleet here is relatively small but very active. Most of the boats (about 15) are at one club on the outskirts of Stockholm. A good turn out for a club race or regatta would be 10 boats. There's a mix of guys that have been in the class a long time and travel to Worlds and the Europeans regularly as well as new people entering the class. Occasionally training weekends are held away from Stockholm and a few crews also travel to Germany to compete in some of their summer regattas. To date the class has been too small to officially register for a Swedish Championship. Next year however there's a possibility to be part of a combined Swedish Championship with other classes and other sports for that matter in Malmö in the south of Sweden.

**HOTLINE:** With the North American's being in Florida next year, have you given some thoughts to sailing here?

**SHUWALLOW:** Now that I live in a place where the water ices over in winter sailing in warm waters is a huge attraction. Walton Beach looks like an idyllic location, white sand, palm trees and turquoise water! Perhaps we'll be there!

# 2010hcaboardofdirectors

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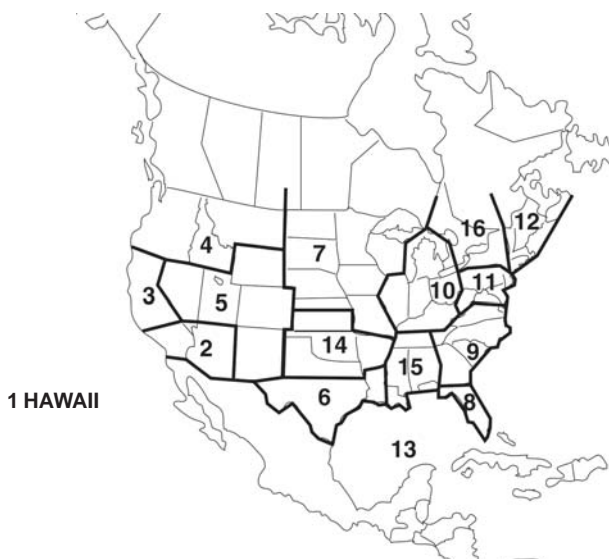
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## HOBBIE SOCIAL NETWORK

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