



HOTLINE

FALL 2010

VOLUME 39 NO. 4



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



SOUTHERN COMFORT

*The Hobie Cat Mini-Mega
On the Mississippi Gulf Coast*

*Hobie 14, Wave, 17 & 18
North American Championships
Ocean Springs Yacht Club
June, 2011*



The Official Publication of the Hobie Class Association of North America

**FALL 2010
VOLUME 39, NUMBER 4**

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HOTLINE

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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.

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it'sallgood ...



I was on Facebook the other night and saw a posting on Clint Ellis' page about a fatality on Lake Hefner in Oklahoma City involving a Hobie Cat. Many of us from Division 7 regularly travel down to Hefner for their early season event, so I am familiar with the lake and the area.

It seems a 46 year old man with some sailing experience bought an old Hobie 16 and was itching to use it. He invited a friend from work who brought along his two young children, aged 9 and 11. They had been sailing around Lake Hefner for about three hours on a Saturday afternoon when a gust caught them off guard and flipped the boat. The boat drifted quickly while they tried to right the boat. They were unsuccessful and somehow the children got separated from the boat. In an effort to swim faster to the children, both men took off their life jackets. In the confusion, one of the children took off **her** life jacket. The boat owner managed to get both kids back to the boat, but exhausted himself in the process. He was separated from the boat with no life jacket. About 20 minutes later, a boat came along and pulled the father and his two children out of the water to safety. 45 minutes later, the Lake Police found the boat owner's body about 50 yards from Hobie Point.

This is one of the most horrible things I have ever read, very sad and very frightening. I know where this happened, I know how this happened...we all do. Everyone reading this has most likely tipped over on a catamaran. For those with less experience (and especially for children), it can be scary.

Avoiding a tragic situation like this begins with a realistic assessment of your experience and knowing your limits - especially when children are aboard. Practice righting the boat to ensure your ability to do it. If at all possible, **never, ever, let go of the boat**. Wear a life jacket **all the time** on the water. (The OKC Lake Police Officer said it best in the articles I read: "Had he had his life jacket on, we may not have been in this situation.") If you get separated from the boat in high wind and waves, don't exhaust yourself swimming to catch it. Just float. **Don't drink alcohol and sail**. Lastly, use extra caution on unfamiliar waters and **always keep a lookout on the weather and water conditions**. Watch out for other people on the water - if you see a boat that's flipped over, go check it out and make sure the people are OK.

I hope that the more experienced sailors will set a good example for the people who are new to sailing, especially our up and coming younger sailors. This pass through of knowledge and experience is what makes us different. **That** is the The Hobie Way of Life.

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on the cover

Lake Arrowhead, CA – Trey James and Erika Korzenieski lead Nate Brown and Kate Porter into the weather mark. Photo by Ellie Martin

2010



regattaschedule

North American Championships www.hca-na.org

Hobie 14 / Wave June, 2011 Ocean Springs, MS
Hobie 17 / 18 June, 2011 Ocean Springs, MS
Hobie 16/20 October, 2011 Ft. Walton Beach, FL

Area Championships

All done for 2010 - see next issue for 2011 dates

Women's Events

See you in 2011!

HCA Division Regattas (shaded events are non-points, reverse are Area Champs, Boxed are YC OD points or F18)

Division 1—Hawai'i

Contact: Dan Williams – 808-235-3507, 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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
MBYC	Oct 9–10	Catfight II San Diego, CA	Mission Bay YC	mbyc.org
SBYC	Oct 30–31	Goblin Regatta Santa Barbara, CA	Dana Jones	805-965-8112 ext 14 racing@sbyc.org
ABYC	Nov 20–21	Turkey Regatta Long Beach, CA	Alamitos Bay YC	abyc.org

Division 3—Northern CA

www.div3.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
MPYC	Oct 23-24	Turkey Regatta Monterey Bay, CA	Jason Moore	559-906-5336 hobie.20@comcast.net

Division 4—Pacific Northwest

www.div4.hobieclass.com

Division 5—Mountain States

www.division-5.ning.com

Division 6—South Texas, Louisiana

Contact: Chris Green – 281-352-1325, greencj@bp.com

Division 7—Prairie States

www.hobied7.ning.com

Division 8—South Florida

Contact: Arie van Duijn – 239-770-7248, ariejacqpt@comcast.net

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
FWYC	Nov 13–14	Alter Cup Area D-South Qualifier Ft. Walton YC, Ft. Walton Beach, FL	FWYC	www.fwyc.org
IWCA	Dec 2-5	IWCA Open, Women, Masters and Silver Fleet Nationals Islamorada, FL	Rick White	305-451-3287 rick@catsailor.com

Division 9—South Atlantic

Division 9 needs a contact!

Division 10—Great Lakes

Contact: Gail Stiemsma – 269-760-2666, gtinker@flowserve.com

Division 11—Mid-Atlantic

www.div11.hobieclass.com

Division 12—New England

Contact: Dave Heroux – 401-647-3203, davebarbara448@msn.com

Division 13—Mexico/Caribbean/Central America

Contact: Pedro Colon – 787-744-3246, kcario@caribe.net

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
133	Oct 30–31	Discover the Caribbean Series I Ponce Yacht Club, Ponce	Gabriel Vázquez ("Cuco")	gabrielvazquez45@hotmail.com
133	Nov 6–7	Ponce Yacht Club, Ponce	Gabriel Vázquez ("Cuco")	gabrielvazquez45@hotmail.com
133	Dec 10–12	3er Campeonato Nacional Puertorriqueño de Hobie 16 Playa Pine Grove, Isla Verde	Gabriel Vázquez ("Cuco")	gabrielvazquez45@hotmail.com

Division 14—N. TX, OK, AR, S. KS

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

Division 15—FL Panhandle, MS, AL

Contact: Brad Stephens – 850-235-2281, brad@sunjammers.com

Division 16—Upstate NY, Ontario

www.nahca-div16.org

**POINTS RESULTS GO TO:
HOBIESCORES@YAHOO.COM**

**SEND 2011 SCHEDULES
TO
HCANEWS@COMCAST.NET**



by Mike Levesque, HCANA Membership Chair

2010 HCA Membership Report

This has been a successful year for the Hobie Class Association of North America's membership. We are on track to be even with the year-end results for 2009. Not bad, considering our tough economic times. We have approximately 700 members as of mid-September. Our average in 2008 and 2009 was about 790 members, and we should end the year near that number.

Our most popular promotion continues to be the raffle. This year, we opened the prizes to include gear including harnesses, gear bags and Hot Sticks.

The online database performed reasonably well during 2010, but there were some issues at the beginning of the year that caused enough problems to warrant delaying the Hobie Gear raffle. Once those issues were addressed, the system ran smoothly for the remainder of the year.

We have increased to a ratio of 72% online-based memberships vs. 27% paperbased. This is a tremendous accomplishment, not only does this reduce manual labor and delays of entry; it means that fewer people are waiting to join at regattas.

Items that need some additional work going forward include a Divisional contest, and more efficient management of the calendar program with Hobie Cat Company.

We also need to vigorously go after "lost" members. The transition from 2007 to 2008 did not go smoothly, and many members ceased to pay dues for a variety of reasons. Most of those reasons were convenience, and I have no doubt that there are a large number of former members that would rejoin as soon as we send out a reminder package.

We also need to address maintenance of the online database. We have not been willing to spend money to maintain the system, and no "free" resources have been identified that can actually manage the system. This was also mentioned in my report from 2009.

In conclusion, I need some time off, as Michelle and I are expecting our second baby. I have enjoyed serving the HCA in this role for the past three years. This has been challenging and fun. I look forward to the possibility of serving the Class (in yet another role) in the future.

Thank You! 2010 Top Cat Members

Bob & Judy Heyer
Karlton Spindle
Charles Froeb
Mark Santorelli
Graham McGlashan
Ted Lindley
Bruce Veilleux
James Sohn
Craig Parson
Pedro Colon
Steve Murray
Todd Wilson
Gerald Valeske
Michael Levesque
Kenneth Hilk
Al Mohill
Brad Stephens
Gordon Bagley
Chuck Blair
Bruce Krupke
George Burchfiel
Mick Minette
Bil Weidner
Karl Brogger
David Mortenson
Jeffrey Newsome
Michelle Eatough
Jim Glanden

justinoffthewire

News and Notes

Wetsuit Man Identified!

In the summer issue of the *HOTLINE*, we poked fun at an old ad for Omega PFDs and Sealsuit wet suits featuring the same male model, shown at left in the “I am Wet Suit Man!” pose.

We received a note from Hugh Greenwald, former owner of Sailing Systems, Inc. (SSI - the advertiser). Hugh wrote:

“WETSUIT MAN is none other than Skip Snyder, the co-founder of SSI. At the time we were working with the fellow who started Omega so we were featuring his life vests. I forget much about the Seal Suit except they were the only place we could get a distributors discount. All the other wetsuit makers employed factory sales reps and cut out us middle men.

‘Skip wasn’t always that trim but those pictures happened to be taken when he was between wives/live-

ins, so he had trimmed down to be more marketable with the young ladies. I lost track of him after I bought him out but I think he is no longer in the land of the living.”

Here’s to you, Skip. Thanks for making our days a little brighter.



2010 Membership Drive Raffle Winners

The 2010 Hobie Gear Raffle Membership Drive was an outstanding success once again! In case you’ve forgotten, it’s (long past) time to renew your HCA membership for 2010.

Here are the winners:

- March: Keith Strasser of Frederick, MD (351 members to date)
- April: Tom Whitehurst of Pensacola, FL (445 members to date)
- May: Abby Peterson of St. Helena, CA (567 members at the close of the contest) Abby is a Hobie Youth member!

Congratulations to all of our winners! It’s never too late to join!

To join, go here:

www.hcanamembers.com

(The old-school, paper form is near the back of this magazine.)

Hobie Hut to Make Debut at John Wayne Airport

A new shopping and dining experience is being built along with the new Terminal C at John Wayne / Orange County Airport, serving southern California (rendering below).



In addition to airport staples like McDonalds, Carl’s Jr., Burger King, Lee’s Sandwiches, Panda Express, and Sbarro; a new restaurant: **Hobie Hut**. Inspired by Hobie Alter, this surf-themed beach bar will offer cocktails and food with a healthy twist.





IHCA Rules Committee Ruling – Hobie 17 Mast Rotation System

At the request of several Division 5 sailors, the International Hobie Class Association (IHCA) has made a definitive ruling on a type of positive mast rotation system for the Hobie 17. The system (shown in the photos above) connects to the boom aft of the outhaul cleat and thence via a 2:1 purchase system to a double-ended block that runs on a line bridle attached to the trampoline eye straps on either side of the front crossbar. The applicable IHCA Class Rules are:

Hobie Class General Rules:

16.1 A single boom vang may be added. It may be attached to the base of the mast and/or be movable from side to side on the front crossbar for use as a preventer. Vangs shall not travel on tracks or wires, which can be fastened to both sides of the boat simultaneously. The maximum purchase shall not exceed 3:1.

Hobie 17 Class Rule:

6.2 A preventer may be added to keep the mast in rotation and may be rigged in any manner.

The IHCA Rules Committee has determined that the system shown in the photos above is not class legal. It is a vang that is fastened to both sides of the boat, in contradiction of General Class Rule 16.1.

The system shown in the photos below **is class legal**. There are a lot of different versions of this, but they all entail a length of shock cord and a line that connects to the mast rotator from both sides of the mast. A line or other mechanism to restrain the rotator's tendency to lift up is necessary. These systems are self-tacking and require no adjustments other than a shove to the correct side in light air.

The system shown below cost about \$20 - the most expensive part being the Harken Micro block in the center. The forward part is made from ¼" solid elastomer; the aft portion is made from 3 mm Dyneema single braid line. The forward part is attached via pins in the bridle adjusters; the line is tied to the rotator.



hobiehistory

13, 23 & 33 Years Ago



1977

Low Profile Mainsheet System from Seaway

Chosen for use in Yachting's "One of a Kind Regatta" on Hobie 16

Rake it back . . .

Full-size Seaway blocks save over 4" vertical space compared to standard systems.

Ratchet cleating
The only two-block system with on/off ratchet mechanism. Excellent cleating angle even while "hiked-out."

5:1	6:1
\$85.95	\$89.95

Price includes swivel coupler (connects directly to "Tracker" Traveler).

MURRAY'S SPORTS CENTER
Competition Catamaran Components
11727 GATEWAY BLVD.
LOS ANGELES, CALIF. 90064
(213) 478-0723

🕒 A great idea for people that strip their masts down for travel or storage, the Spaghetti Bag kept all your wires neat and organized. Until you took the Velcro off.

the **spaghetti bag** Patent Pending

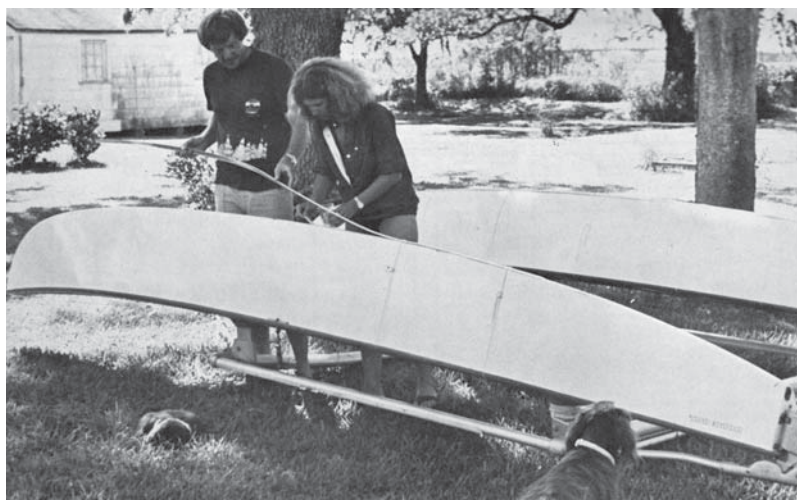
From the Makers of **COOLERS**

\$49.95 ea.

🕒 The beginning of a trend - before Harken made the low profile systems for the 16s, Seaway broke into the market with this offering.

🕒 As part of the introduction promotion for the Hobie 18, Hobie Cat did a photo shoot on California's Big Bear Lake. In 2010, due to fear of quagga mussels, permit fees for the regatta on Big Bear effectively killed the event

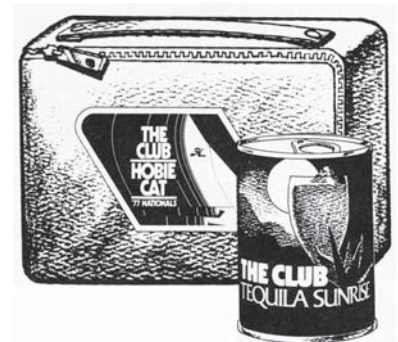
🕒 A bottom job in a box, Hull Caps sounded like a good idea, but was difficult to implement in the real world. Seems that no two Hobie hulls wore down in the same pattern.

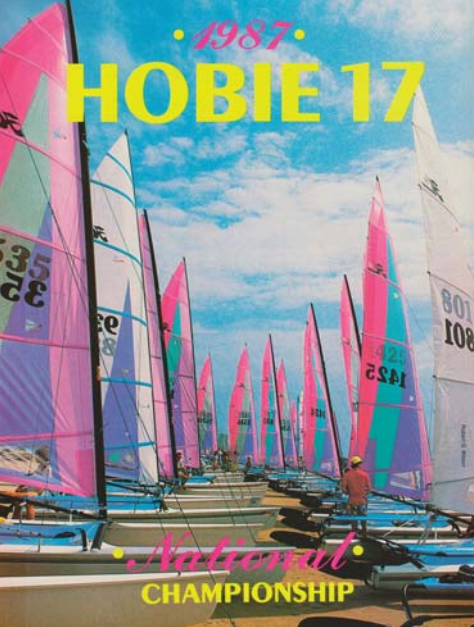


HULL CAPS® today – sailing tomorrow.

🕒 The Club Cocktails were canned, pre-mixed alcoholic drinks popular in the mid-'70s. In 1977, Hobie Cat inked a major sponsorship deal with the brand, leading to the availability of event merchandise for the '77 Nationals.

Amazingly, The Club Cocktails are still available in certain markets.





1987 HOBIE 17

National
CHAMPIONSHIP

The 1987 Hobie 17 Nationals in Daytona were a light air affair, won by the master uni-rig sailor - Bob Curry.



The winners of the 1987 Toronto Hobie 18 Worlds strike a pose for the photographer. From left to right: F. Scuttig, Mark Laruffa, K. Dryland, Brett Dryland, Sue Pesane (now Korzeniewski) and Carlton Tucker. For Sue's latest adventures, check out page 18.

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- LIFETIME REPLACEMENT GUARANTEE
- GOLD ANODIZED

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DEALER INQUIRIES INVITED PAT. PEND.

A condom for your boat (safe sailing?) sounds a little ridiculous, but these stretchy covers from Grifgrabbers were great for trailering.



Cat Pro-Lactic Tips (Cat Bra)

Easy to zip on quick to remove!

These cat pro-lactic tips are perfect for covering and protecting the front of your hulls from dirt, rocks and road debris. A must when trailering or storing your boat. Made from durable nautahyde and plastic zippers. Available for your Hobie™ 14, 16, 17 & 18 in black or blue.

A slick solution to solo mast stepping, it's a wonder the SafeTStep didn't catch on.

"Trophy Gloves, son. Nothing else in the world smells like that. I love the smell of Trophy Gloves in the morning. The smell, you know that glove smell. Smells like... victory."

1997



CATAMARAN GLOVES

These fine cowhide gloves have an extra strip of leather sewn in the length of each finger and across the palm for maximum protection and extra wear.

Trophy
gloves make
all the
difference



¾ FINGER
SAILBOARD
GLOVES

Comfortable protection that will not resist dexterity! Rugged and thin, the ¾-Finger glove has a vinyl-impregnated cotton palm and mesh back. Yellow and white.

Both the Catamaran Gloves and ¾-Finger Sailboarding Gloves are available in S, M, L, XL - for men and S, M, L - for women.

HOBBIE NAHCA News

VOLUME 1, ISSUE 8
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AUGUST / SEPTEMBER, 1997

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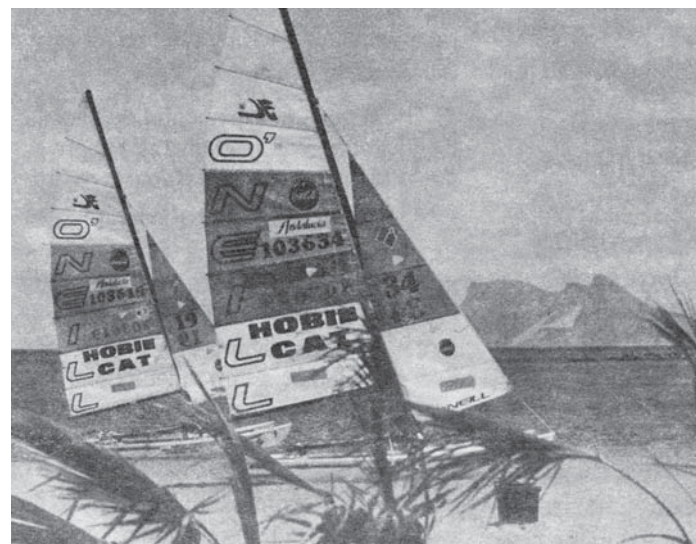
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The **NAHCA News** had coverage (and some murky photos) of the recent Hobie 16 Worlds in Sotogrande, Spain. The French won nearly all the categories, except for the Masters (they came in 2nd). Gwenaél Roth and Thierry Montret were the new world champions.

My first memory of Marv Gantsweg was of him carrying a Hotstick on the plane to the '88 16 Nationals in Corpus Christi. I knew he had to be a Hobie sailor. We said goodbye to Marv only nine years later.

Goodbye to Marv

Barb McPherson, Fleet 180, Simi Valley, CA
My brother, Marv Gantsweg, died yesterday (July 3, 1997) of pancreatic cancer. He found out he had pancreatic cancer on May 2nd. He loved to sail, and he loved the Hobie Way of Life. He was the best and only brother and skipper that I ever had, and I'll miss him terribly. I think anyone that knew him will find that his absence creates a loss that won't be forgotten.



This Old Hobie

Get the Rudder Slop Out!

By Matt Bounds

The “health” of your rudder system is one most important aspects of boat tuning. Excessive weather helm, different helm on opposite tacks, a mushy feel, rudders not locking down properly – are symptoms of rudder system trouble. In the last *This Old Hobie*, we briefly touched on rudder rake, alignment and slop removal and their affect on performance. In this installment, we go into significantly more detail on how to tune up your rudder system.

With your boat on the trailer, lock the rudders down. Grab one rudder tip and wiggle. Does it move side to side? Fore and aft? Have someone hold the rudder still while you “steer” with the tiller extension. Can you move the tiller without moving the rudders?

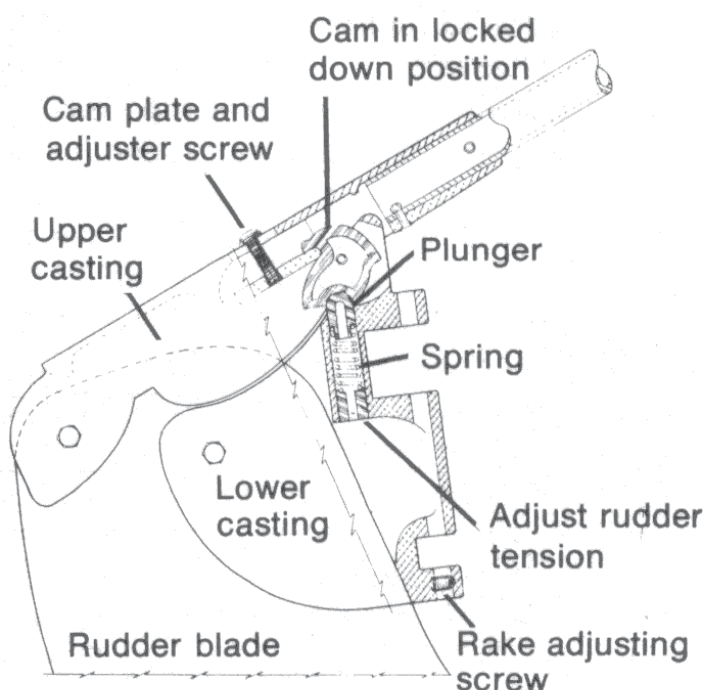
Then you’ve got slop. “Slop” is any wobble, rattle or looseness in the entire steering system – every connection of one part to another. Rudder system adjustment is futile until you fix all that play. Let’s start at source of most of the problems:

Rudder Pins / Gudgeons / Lower Castings

The aluminum components wear down and get very sloppy with age. It doesn’t take long – on the three year old Hobie 16 used in the photos, the tip of the rudder could move back and forth over an inch. You should determine the source of any slop and address it incrementally. One caveat – once you tighten this connection up, you will not be able to easily remove the rudder pins (and the rudder assembly) for trailering. You’ll need to remove the rudder head bolt on the lower casting or leave the rudders on for trailering (not recommended for long distances).

Start with replacing the stock aluminum pins with stainless steel pins (\$15-\$20, depending on model, from Hobie Cat). This is not recommended if you frequently sail through surf. Stainless pins don’t break and being set back by a wave with the rudder down can lever the transom off the boat. Use fiberglass pins (\$10-\$12, depending on model, from Hobie) instead and resign yourself to buying new pins every year. Remind yourself they’re a lot cheaper than a new hull.

Now that you’ve removed that source of slop, attach the lower casting (without the rudder) to the boat. Rattle the casting to see where the play is. You’ll quickly see what needs tightening up. Almost all the slop on the boat in the first few photos was in the die cast gudgeons.





Tighten up the gudgeons with one of the following methods depending on your gudgeon type:

1) Die-Cast Aluminum One-Piece Gudgeons – Flanged bushings are available from Hobie (\$9) and nylon spacers are available from Lowes (\$2) [1]. The flanged bushings require a $\frac{7}{16}$ " hole; the spacers require a $\frac{1}{2}$ " hole. Where you use flanged bushings vs. straight bushings depends on where the gaps are between the lower casting and the gudgeons. [2] The flanges act as bearing surfaces and support the weight of the rudder. File the opposing surface (in the case, the gudgeon) to ensure it's smooth.

Drill out the pin holes to accept plastic bushings [3]. A drill press is not required, but it's makes the job easier and more accurate. Mount the gudgeon on a scrap piece of wood to hold it while you drill out the holes. Photo [4] shows the gudgeon with the bushings installed. The spacer in the top hole will fit into the hole in the deck lip when it's enlarged.

If the pin is loose in the lower casting, you can use the same procedures to install plastic bushings / spacers in the casting.

2) Stainless Steel Two-Piece Gudgeons – Clean thoroughly with acetone, especially the inside. Tape off the bottom of the pin holes. Fill the holes completely with epoxy thickened with fumed silica (WEST System 406). You can add a little graphite powder to provide some lubrication. Use a

toothpick to make sure all the air bubbles are out [5]. Let cure overnight. Use a very sharp $\frac{3}{8}$ " centerpoint bit to drill them out. You should end up with a very thin coating of epoxy on the inside of the gudgeon pin holes [6]. This works just like the nylon bushings, but whereas the bushings will last several years, this method will only last a season.

The deck lip on 14s and 16s can be enlarged to accept a plastic bushing as well. Use a Dremel tool with a small sanding drum [7]. The bushing can be installed with 3M 5200 [8] or epoxy.

On 17s and 18s, install flanged bushings in both pin holes on the lower rudder casting [9].

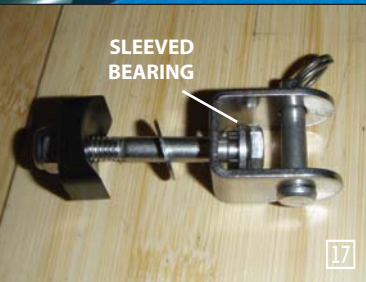
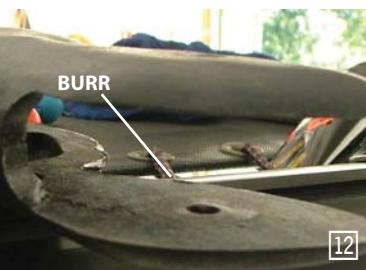
On some 14s, the lower castings interfere with the drain plug housing [10]. That can cause leaks. You can fix this by fabricating a plastic spacer (a Delrin scrap piece) that sits on top of the deck lip [11]. Once again, 3M 5200 holds it in place.

Reassemble the gudgeons, pins and lower casting. The connection should be very tight – you'll need to tap the pin in with a hammer. The lower casting should have no up and down movement.

Periodically lubricate the pin with silicone or other dry lubricant. Rinse the system often with fresh water to keep salt and sand out. If you sail in salt water frequently, remove the stainless pin at least once a year to check for corrosion. The aluminum is sacrificial.

Tightening pin/gudgeon/casting connection will have the greatest affect on performance, but some skill is needed with tools, especially drills. Cost: <\$30, time: 2+ hours





Rudderhead / Castings

The very first thing you want to do is file down any burrs or sharp edges from the inside of the castings [12]. Make sure the bolt holes in the rudder are not wallowed out – fill and re-drill them as necessary. Get the rudder stiffening kit (\$8 from Hobie Cat) that includes UHMP spacer disks and locking nuts [13]. It can be tricky to get the spacers in place – use a couple of rudder bolts to hold them in place while you slip the rudder in [14]. Tighten the bolts until the rudder will just barely fall down under its own weight. Do the same with the upper casting/tiller arm – just tight enough to allow the arm to fall down under its own weight. [15] shows a nice tight fit on a 14. No spacers were required.

Cost: \$8, time: 1 hour.

Tiller Arms / Upper Casting

The rivets get stretched and soon you've got a rattle – and slop. Drill the rivet heads off with a 1/4" bit and punch the tails through with a 3/16" punch. Remove the tiller arm from the casting, clean it and wrap the end with electrical tape. Reinstall and set new rivets. Done. Cost: \$5, time: 1/2 hour. This one's too cheap not to do.

Tiller Arm / Crossbar

Hobie 20 Style Connectors [16]. It's the only way to go. You can try to use the old stock system of half balls, washers, springs and bolts, but the bolts bend and you can never quite get them tight enough. Plus, the 20 style connectors allow you to remove the tiller crossbar for travelling in about 15 seconds. Cost: \$133, time: 1 hour. Expensive and worth it.

Tiller Extension / Crossbar Connection

The stock system is OK, but it works loose, even with the locking nut. The problem arises because you can't tighten down the bolt too much because the yoke won't pivot easily. Jeremy Leonard (Surf City Catamarans) makes a tiller extension yoke kit [17] that includes a small bushing. You can tighten the bolt down without affecting the swivel action.

Cost: \$20, time: 15 minutes.

The alternative is to tighten the bolt every time you go sailing.

Lockdown Mechanism

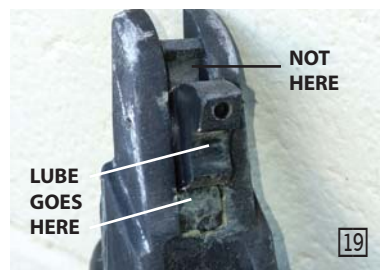
With everything re-assembled, lower and lock the rudders down. Did they lock with a firm *snap*? Does the rudder kick up release with about 20 lbs of force on the tip? Is there any fore-and-aft play in the rudder tip? If so, then you've got more work to do.

Replace the rudder cams if they are bent or chewed up. Use the sister screw kit to install new ones [18]. Free up the Delrin adjusting screw and lube everything up with a white lithium grease [19].

What you do next depends on if you have the rake-adjustable rudders or not:

- 1) **Rake-Adjustable castings** – Back off the nylon Allen screw on the lower casing until it's flush with the inside of the casting. Lock the rudder down and loosen the bolt in the upper casting. While holding the rudder as far forward as it will go, use a screwdriver to lever the bolt / plate forward [20] while re-tightening the bolt. There's a fine line between getting it right and getting the plate too tight against the rudder cam. Pop the rudder up and down a few times. It should go down with a resounding *snap* and have little or no fore-and-aft play in the rudder tip. If there's movement between the upper / lower casting, it's too loose – try again.
- 2) **Pre-1983 Rudder Castings (non-rake adjustable)** – First the bad news: you need to re-drill your rudders. There is no good news. You'll have to wait until the next "This Old Hobie" to learn how to drill rudders – once.

Next issue, we'll go into depth on the black art of drilling rudders and making adjustments to improve performance.



An aerial photograph of a rugged, rocky coastline. In the foreground, a small sandy beach is nestled between dark, jagged rock formations. Two sailboats are beached on the sand; the one on the left has a white sail with the text 'IOSES' and '23201', while the one on the right has a multi-colored sail with the text '23824' and 'ESSES'. Several small, light-colored tents are pitched on the beach, and a group of people are visible near them. The ocean is a deep blue, with white foam from breaking waves visible as it meets the shore. The overall scene conveys a sense of adventure and outdoor recreation.

DISCOVER
THE HOBIELIFE..
Irresistible.



RACE FAST – RACE HARD SAIL WELL OR DIE!

Hobie Fleet 431's motto may sound a little harsh, but it was born of the tricky winds on Lake Arrowhead, California. Last August, thirty-one youth and junior sailors received a harsh welcome by the fickle Lake Arrowhead winds at the 2010 Hobie 16 Youth and Wave Junior North American Championships.

This year's Hobie Youth Nationals were held in California, at Lake Arrowhead Yacht Club. Located at the summit of Bear Mountain, Lake Arrowhead is an extraordinary body of water that is about two miles in length and one and a half miles in width. The lake is

surrounded by large peaks and has several valleys where the wind funnels through, forming very predictable patterns. The valley on the west side of the mountains heats up quickly during sunny days and pushes the warm air over the mountain. It is truly a beautiful place to sail, and the combination of its geographic factors

provided for a unique and unusual race course.

Every race day, the wind seemed to be identical, and there were consistently predictable favored portions of the lake. Sailors left the beach around noon every day and the wind progressively built to about eighteen knots. The learning curve for



STORY BY TREY JAMES
PHOTO BY DAFNA BROWN



NATE BROWN MAKES A BIG SPLASH when he goes down the mine – another victim of Lake Arrowhead's gnarly gusts. Sage Stahmer (above, top) motored his way to victory in the Waves while Brittany Martell and Laura Barrish (bottom) await the gas-powered righting assistance of a chase boat.

the course was interesting; the first day, people began experimenting, banging corners, over-standing lay lines, and straying into questionable coves. As a general rule I found that staying away from the wind shadows created by the peaks was helpful. Because of the shape of the lake, the race committee had to place the leeward mark on a completely different segment of the lake. So, in order to get to the gate, one had to sail through a channel that had major pockets of holes that were created

by the peaks on top of the mountain. This treacherous area in the course was hard to avoid. The Swiss cheese nature of the wind could take you from two knots to eighteen knots in the blink of an eye (kind of sounds like a car commercial, I know). I also found that using the heavy gusts provided by channels allowed me to advance positions in the fleet. As the days passed, boats began discovering the advantageous routes, and almost every boat in the fleet began using the same path

throughout the course. Distance wasn't gained through course knowledge but through personal feel at the helm, team maneuvers, and how well one could sail the hazardously unpredictable holes and puffs. The race committee ran three or four hour-long races each day, depending on the wind conditions. Extra thanks to the photo boat that followed us around the course. They definitely did an amazing job capturing the memories and good times that we had in the heavy breeze. The long races were great, but demanding on the sailors, and by the time we reached shore, we were all ready for a nap.

On shore, there were lots of activities provided to the competitors by the venue. Lake Arrowhead Yacht Club has a great youth section, with games such as foosball, guitar hero on the Xbox, and ping pong available to pass the time in the mornings before races and after meals. I recall Philip Porter dominating nearly all competition on the foosball tables, challenging all the sailors that he deemed worthy. On the morning before the second day of races, I remember stumbling into the yacht club barely awake, only to see Alex Bommersbach jamming out on Guitar hero. He was completely immersed in the game, while I was still working on opening my eyes. Oh, and Ben Brown may be going pro in the table tennis world. Look out, if you play him; he's got some nasty spins. Each night, the yacht club graciously provided meals to the regatta so there was no need to stray into town for food. This was convenient because it kept all the youths together. When the sun went down, the regatta set up a bonfire down by the boats, where we could enjoy stories by Gordo and some acoustic guitar from Nate Brown. Nate has got mad skills,



ELLIE M

and showed them off for hours by the campfire at night. I think he made up a song about how he hated me on the race course for various reasons, but my mind could be skewing the truth a little bit. Regardless, the music was a perfect way to end the night. One night, the event organizers arranged a ferry tour to take all the youths and a few of the parents around the lake. Although the tour narration was impossible to hear due to the loud chatter between sailors, the ferry ride was great fun and provided ample opportunity to bond with our fellow sailors. The lake appeared much larger inside

the slow trolling ferry. The time to cross the lake was about 30 minutes. This was a significantly different perspective than the ten minutes that it takes on a Hobie Cat! It's interesting how speed alters perspectives. Overall the Yacht club was highly pro-Hobie, and provided the perfect venue for such an



DAFNA BROWN

HOBIE YOUTH / JUNIOR NORTH AMERICANS LAKE ARROWHEAD CALIFORNIA

HOBIE WAVE JUNIOR

Place	Name	City/ST	Races							Total Points	Net Points
1	Sage Stahmer	Encinitas, CA	1	1	(3)	3	1	1	2	12	9
2	Cooper, Will	Lk Arrowhead, CA	3	2	(4)	1	3	3	1	17	13
3	Malcom, Clayton	Fountain Valley, CA	2	3	1	(5)	4	5	4	24	19
4	Stahmer, Erich	Yorba Linda, CA	4	4	2	(6)	2	2	5	25	19
5	Saduddin, Jacob Allen, Jason	Fountain Valley, CA	5	5	5	4	5	4	(6)	34	28
6	Miranda, Alexis	Big Bear, CA	(6)	6	6	2	6	6	3	35	29
7	Stahmer, Emma Saduddin, Amy	Yorba Linda, CA	7	(8.0 DNF)	7	7	7	7	7	50	42

HOBIE 16 YOUTH

Place	Name	City/ST	Races										Total Points	Net Points
1	James, Trey Korz, Erika	Fayetteville, NY	1	1	1	1	(3)	1	1	1	1	1	12	9
2	Brown, Nate Porter, Kate	Los Altos, CA	2	(4)	3	2	4	3	3	4	2	3	30	26
3	Brown, Ben Larson, Casey	Los Altos, CA	2	(4)	3	2	4	3	3	4	2	3	30	26
4	Bommersbach, Alex Larson, Alex	Sioux Falls, SD	4	(12 DSQ)	4	8	5	4	4	7	4	5	57	45
5	Rodriguez, Dan Flanigan, Ryan	Crawford, NJ	(12 DSQ)	6	2	4	6	5	(12 DNF)	2	5	4	58	46
6	Martell, Brittany Barrish, Laura	Blue Jay, CA	5	3	8	7	8	6	5	6	6	(12 DSQ)	66	54
7	Jones, Tucker Jones, Taylor	Lk Arrowhead, CA	(12 DSQ)	9	9	10	2	7	7	8	7	6	77	65
8	Manning, Jordan Porter, Philip	San Jose, CA	7	5	7	6	9	9	9	10	8	(12 DNS)	82	70
9	Chyleck, Albert Dunn, Sierra	Flagstaff, AZ	9	8	(10)	9	7	8	8	5	9	8	81	71
10	Jones, Trevor Ludford, Theo	Fountain Valley, CA	8	7	6	5	10	10	(12 DNS)	9	10	7	84	72
11	Begle, Stephanie Perthos, Paul	Big Bear, CA	6	10	11	11	11	(12 DSQ)	6	11	11	9	98	86

A QUICK GUST, A SUDDEN FLIP,
but hey! I didn't lose my glasses!
Team AlexeIA (Alex Bommers-
bach and Alex Larson)(above)
style for the camera. A little blood
wasn't going slow Ryan Flanigan
down at all (left).



event. Thanks to the coordinator of the youth activities, Sue, who did a phenomenal job entertaining the competitors and keeping them all together for the entire event. Thanks, too, to the parents and organizers who made 2010 Youth North Americans possible.

Editor's Note: Trey James received a Youth Grant to attend this event. He and Erika Korzenewski are also the 2010 Hobie Youth North American Champions.



SYRACUSE SUEGATTA

Hobie Fleet 204's First Women's Regatta

by Katie Appel

photos by Sue Korzeniewski

A weekend in August provided the perfect backdrop for a "no pressure" training camp in upstate New York for women skippers and crew.



Women sailors are surprisingly hard to find, and women skippers are even more rare. But from

July 31st to August 1st, male and female sailors of all ages came to Syracuse to sail in the 1st (hopefully) Annual Women's Hobie 16/J24 Regatta at Oneida Lake Sailing Club. Sue Korzeniewski came up with the idea and organized the event to promote Women on the Water.

The "Suegatta," as it is now known around the fleet, was not like a typical Hobie event. First, as can be seen from the title, there were J24s out on the course





with us. Second, only women could be at the helm of the 16s; guys could only crew in co-eds. There were sixteen H16s signed up, separated into three groups: all girls, co-eds, and youths. Not only were there boats from Fleet 204, but also teams from Canada, Michigan, Maryland, and Florida.

Another difference was that on Saturday only drills were held. It was all about practicing, because most of the skippers had either been driving for a short period of time, driven a different kind of boat, or, like me, had never driven at all. Before we went out on the water, Sue conducted a seminar so everyone could ask questions about anything and everything sailing. She gave us easy-to-follow explanations for tactics like barging and port/starboard rights.. She gave terrific tips for sailing

in various conditions. Sue also planned some really helpful drills, however the wind was not cooperative.

I knew skippering was hard, but I never really realized how difficult it could be until I was driving my sister's old 16 in practically no wind. I sailed by Erika Korz and Trey James, who were on the practice start line, laughing hysterically. Erika and I now have a new motto: crews for life. I think she came up with that as I drove the boat into irons for the thousandth time while she ran over the pin and got stuck. Saturday gave me a new found respect for my skippers that I wouldn't have gotten without sailing at the women's event. After getting off the water, we debriefed as a group and gave our thoughts about what worked well and what didn't work for us.

Everyone hoped for more wind on Sunday, and with a thunderstorm coming and a breeze when we woke up, we were all hopeful for heavier air. The first race had some wind, which provided good learning conditions for the newer skippers. However, after that, the wind completely died. I think the best sailors are the ones that can sail downwind even in very light conditions. Fluffy White and Kathy Miles started singing, and soon enough, every boat around them joined in. The second race was abandoned, and the third race was completed painfully.

Despite the conditions, many positive things came out of the women's event. In her first time as skipper in a real regatta, Robbin Mocarski got a bullet in her first race, and placed first in the all women's class. Sarah Bisesi, also a first time event



skipper, got a two and a three overall, and won the youth division with her mom, Diane. Sally Slavich, yet another new skipper, won the co-eds with her husband Jeff. The seminar and drills were so helpful, and I think everyone learned a lot throughout the weekend.

The event couldn't have happened without a lot of key people. First, thanks to the competitors, because there wouldn't have been a regatta without them. Thanks to our guests from Florida, which were Ms. Patty Hale, Larry Hale and their Scouts from Troop 22, Amy and Erin McNeil and Kerry Romanufa who came from Canada, Ela Sliwerska and Austin Lee, two F18 sailors from Michigan, the group from Maryland, and, of course, to everyone from 204. The beach crew was great; we had very little space to launch boats, and they got everyone on and off the water quickly. Thanks to Pappy Caster, Rico Quatrone, Dave Appel, Mike Dejanero, Mike Depalma, Pat Bisesi, and everyone else who helped move boats. On the water there were

multiple powerboats that provided beer, tows, and coaching advice. Thanks to all who helped on the water, including Steve Oad, Bill Whalen, Lou Scheiderich, Tom Korz, Geoff Becker, Rob and Darcy Jerry. Barb Caster was our PRO; we couldn't have had any races without her, and she did a great job. Ron Squires and Oneida Lake Sailing Club provided us with our venue, built a launching ramp for us, and drove the trailers with a tractor so we didn't have to move them by hand. Of course, thank you Sue Korzeniewski. Without her, the event wouldn't have been possible, and we really appreciate all her hard work. Hopefully, we can do it again next year with cooperating wind.

Even if the wind wasn't exactly what we all wanted, the point of the regatta was clear: get more women out on the water. The "Suegatta" was a great environment for all the girls to try new things, whether it was a skipper/crew switch, sailing with someone new, or getting on a new boat for the first time. I hope everyone got as much out of the women's event as I did.



Personal Profile

A chat with former Hobie 16 World Champion Gavin Colby

by Mike Madge

*Editor's Note: The **HOTLINE's** interview guru, Mike Madge, caught up with Australia's Gavin Colby shortly after the Hobie 16 Worlds in Weihai, China. Gavin won the 2002 Hobie 16 Worlds in New Calendonia and placed in the top three four times since, including a second place in Weihai.*

MADGE: Congratulations on your second place finish in China. Were you satisfied with this result or do you feel had there been more racing first place was attainable?

COLBY: Thank you. Both Sash and I are really happy with our result. Could we have done better? Yes. That is only if there was more racing. The results we had through the semi-finals were the best we could come up with at the time. Having said that, the guys that sailed the qualifying and masters series had the advantage of sailing the boats before us. Other than [Jerome] LeGal (the eventual winner), most of the other

competitors placed near us had previously been on the water.

Through the qualifying, we tried to be consistent and in the top eight. I have messed up many a regatta by winning the most heats and still not winning over all. At the conclusion of the semi-finals, I had a pretty strong belief we would not be sailing again. To get the one race in the finals was a

bonus especially because we were in the strongest position to move up as we had no race worst than a fifth.

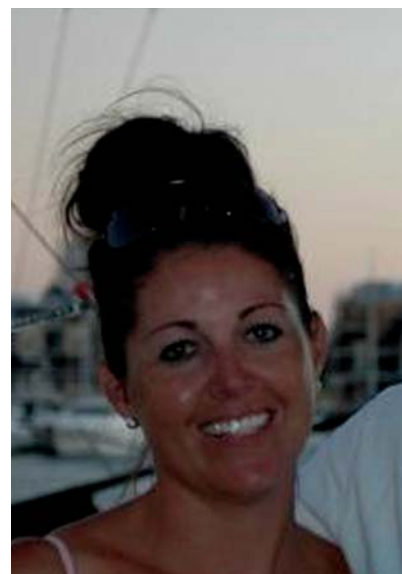
So in the final race, the fact that we and all our main competition around us were in the middle of the fleet really helped. It was the best-worst race of my life I think! I had a plan and it almost came off, we would have like to have won, but the competition and the conditions were such we could have easily finished out of the top five or worse.

MADGE: Do you feel LeGal had a speed advantage?

COLBY: Yes he was quicker.

MADGE: With LeGal picking up a DSQ, would this have changed your strategy in any further races, as in maybe covering him, forcing him to pick up another high throw out?

COLBY: To be honest, the way the last race played out, I was not overly enthusiastic about sailing a lottery race again.



Sasha Marks and Gavin Colby

Sasha Marks and Gavin Colby on a gloomy day at the 16 Worlds in Weihai, China



However, if there was more racing, I would have stayed well away from LeGal until we were around the top mark and racing around the course. I think he would have had more pressure on him and bigger issues to deal with than us. We also had a lot to lose with a big a throw-out race.

MADGE: What happened in the last race?(where most of the top guns picked up big scores.)

COLBY: We all started at the favoured end and went left. Some started at the boat and went right. The right was favoured and the breeze gradually dropped. There was simply no way to catch up and that was it. But like I said to be racing even that race was a surprise so when we were back in the pack I just said to Sash "dont worry this is a fifth, we are now in second." And that is the way it finished.



MADGE: Can you elaborate what contributed to your success,was it getting good starts,boat speed or more of a tactical venue.

COLBY: Many things but overall it was consistency and understanding what the weather was going to do in regards to when the regatta was going to finish. Having a bad race in the semi finals when there going to be no or very little racing in the finals was detrimental. No we did not win a race but we sailed to not have a bad one. We were fast, but not the fastest. On the water we were smart but took very little risk. It is no coincidence we finished second. I was still trying to win the event. To win a World's you must be good both on and off the water.

MADGE: Being as the event was in the middle of your winter,what did you do in order to prepare.(maybe here you could elaborate on your training sessions with Darren and Cam and what you guys worked on)

COLBY: It was very difficult. To top it off we only

found out I was able to attend because of work commitments a week before the semi finals started. We are building a house and then I got Bronchitis, so our preparation was far from ideal. Having said that everyone from Perth tried to sail most weekends and in the lead up we tried to sail 2 days a week. I think we de-tuned ourselves a little especially downwind. Sailing in small fleets downwind going very deep and low we found to be fast. Especially on small courses like we were training on. At the World's everyone was very high and very fast. In the first few races Sash and I were slow downwind. We really had to change the way we sailed quickly to keep up. The biggest problem with having the regatta in our winter is just getting out on the water. In Perth during winter there is no wind or too much. We just tried to get out as much as possible, maintain sailing fitness and get in as many races as we could. Darren's dad, Bill did a great job of helping us all out with this. Also did his brother Rob and all the guys from JBSC. (Jervoise Bay Sailing Club)

MADGE: I understand you had a new crew Sasha Marks,maybe you could give us some details on her sailing background and how she preformed in her first Worlds.

COLBY: Well Sasha is my girlfriend and we have been together for five years. While I was taking a break from sailing and concentrating on flying we sailed for fun every now and again just for a laugh. Sash enjoyed sailing and the people so she wanted to continue on.

Gav and Sash on their way to winning the Australian Nationals



Personal Profile - Gavin Colby

continues



Sasha, Gavin (2nd place); Enrick Obert, Jerome Le Gal (1st place); and Jasmine Hill, Darren Smith (3rd) at the 2010 Hobie 16 Worlds awards in Weihai, China.

We sailed our first regatta 3 years ago but it was only a one off. This was Sash's first time on a 16. She has not sailed anything before that. We bought a boat when we were based in Brisbane and we were going to begin racing there but before we picked it up I got a promotion and was told we were going to Perth. Mal Grey our dealer kindly bought the boat back. So about a year ago we bought another boat now based in Perth and we started racing in October 2009 at our club Nedlands. So Sash has basically been sailing 10 months, with the odd regatta over the years. She has been great, learned quickly and works hard. She gets a little scared with lots of wind and big waves but she is getting better. She is from country/ inland New South Wales so the ocean can be a little daunting for her at times. Just like at our Nationals she was very nervous but as the World's went on she calmed down and we sailed better.

MADGE: After taking a short Hiatus from sailing Hobies do you find you came back with renewed enthusiasm and was there a little rust?

COLBY: There was lots of rust and a few extra pounds! But even I was shocked at how quickly it came back. The first month or two there was no noticeable improvement. Then all of a sudden the light bulb came on and off we went. I am definitely not as enthu-

siastic as when I was 18. Back then missing a sailing day was a major depressing experience. However I am certainly a lot more enthusiastic now than a few years ago when I decided to take a break. I am really enjoying sailing now probably because I am doing it purely for fun and not as a job. I think Sash and I now have good balance between work and sailing. I love my job, and at the moment I love going sailing. Except in winter!

MADGE: Any differences on how you are sailing the boat?

COLBY: Well yes, the boats have changed a lot since I decided to take a break. Downhaul adjustment is a lot more critical now. Before I would set and forget, now we are constantly changing it. I like this improvement to the boat. I think it has made the sailing closer for crews of varying weights. Enabling light crews to really depower the boats in a blow and allow heavier guys to power up in the light. Can I throw in that I would like to see a loose foot main and an adjustable outhaul too!

MADGE: Do you feel there is still some unfinished business and will be back at the next Worlds to go after your 2nd, Hobie 16 Worlds title?

COLBY: Yes, there is unfinished business. Our preparation for this event was as good as we could make it but there was a lot of room for improvement. I have finished second in too many World's, probably due to the fact I am a little lazy. Hopefully in the lead up to the next World's both Sash and I will be less busy and be able to focus more time on winning the event and not just doing the best we can do.

MADGE: Entertaining anymore thoughts of coming over to North America again?

We would love to come back to North America again. Sash has never been and I have many friends over there. Perhaps the next Hobie 16 World's being the 20th should be in California! We would love to be there for that! But I am just a lowly sailor. So if there is going to be a big event in the States over the next few years and someone can lend us a boat we would love to come over.

fromthedriver'sseat



by Matt Bounds, **HOTLINE** Editor

What's Going on with the **HOTLINE**?

2010 is the fifth year of the return of the **HOTLINE** name to the Hobie Class Association of North America's magazine. It has been my sixth year as editor of the class magazine. It's hard to believe I've produced nearly forty issues of this publication.

The **HOTLINE** continues to be a great tool for promoting the class. Unfortunately, few division chairs / fleet commodores take advantage of it. If your fleet/division has a booth at a boat show or other promotional opportunity, a box of **HOTLINE**s for give-aways is available for the asking. **Just ask.**

Chris Wessels has been suggesting for some time that we go to four issues a year and I think I'm finally willing to accept his position. The Hobie Class is the only one-design class that produces a

bimonthly magazine. Most classes use a Winter/Spring/Summer/Fall format. This issue is the fourth for 2010 and there will be one more.

Reducing the number of issues will save the class about \$4,000 per issue in production, printing and postage.

The reasons for reduced number of issues this year are legion – new page layout software, printer problems, lack of motivation on my part, but in reality it comes down to lack of suitable material. **There won't be a magazine if there's nothing to print. Send us stories and pictures!**

We have had some problems with our printing / mailing house in the past year. Various delays and production problems allowed us to negotiate full color magazines at no additional cost going forward. The

lag time from upload to delivery continues to drive the content away from news and event reporting to less time-sensitive material, like human interest and tuning/repair articles.

In closing, I would again like to thank all our contributors over the past year, especially Rick Buchanan and Dan Williams (This Old Hobie), Mimi Appel (College Sailing), Barb Perlmutter (Puerto Penasco), Mike Madge (Personal Profiles); our photographers (Ellie Martin, Dick Dixon, Teri McKenna and many others) and our advertisers – Boatworks, Hobie Polarized, and of course – Hobie Cat.

Again, special thanks go to my wife, Laurie, who does a large part of the text editing and puts up with my time commitment to the magazine.

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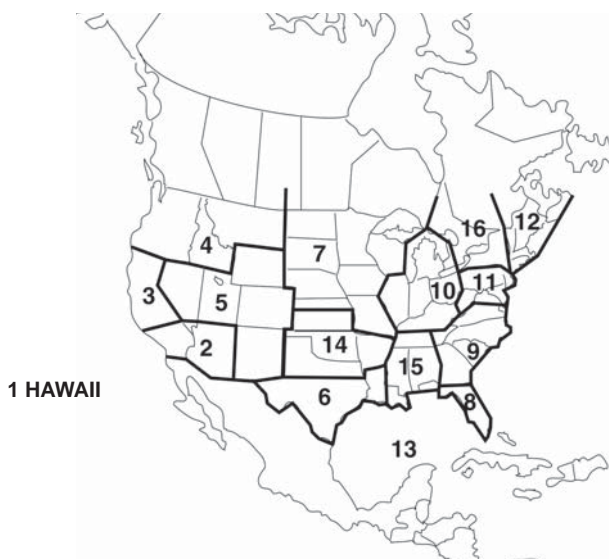
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1 HAWAII

on the web

International Hobie Class Association

www.hobieclass.com

Hobie Class Association of North America

www.hca-na.org

Hobie Cat Company USA

www.hobiecat.com

Women's Hobie Cat Racing

www.hca-na.org

Hobie Product Support

www.hobiecat.com/support

Hobie Community Forums

www.hobiecat.com/community

HOBBIE SOCIAL NETWORK

HCspace.org

additional resources

Championships / Guest Expert Program Coordinator

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HOBIE CLASS ASSOCIATION OF NORTH AMERICA

2010 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 21 as of Dec 31 of the membership year.*

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 21 as of Dec 31 of the membership year.*

\$ _____

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: _____

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 cur-

rent 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



HOBBIE 16 AND HOBBIE 20

NORTH AMERICAN CHAMPIONSHIPS

CARLTON TUCKER
MEMORIAL REGATTA



FORT WALTON BEACH

OCTOBER 2011





Hobie
WATER WEAR

**HOBIE CLASS ASSOCIATION
of NORTH AMERICA**
45 Patriot Way
Uxbridge, MA 01569
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Michigan City, IN



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Increase comfort & extend
your sailing season.
To purchase or for more information
contact your Authorized Hobie Dealer.



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spray top