



HOTLINE

FALL 2011

VOLUME 40 NO. 4



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



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The Official Publication of the Hobie Class Association of North America

**FALL 2011
VOLUME 40, 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's all good ...



As I come to the end of my term as Chair, I wonder at how the last three years have gone by so quickly! I am proud of my time on the HCA Council and feel we have accomplished a lot in such turbulent times. Going through one of the worst economic periods in history, being involved in an association that basically embodies a bottomless, hungry pit to throw your disposable income into; I am happy to say that we are still here, and still strong. Success does not happen overnight. A sustainable future for HCANA requires many years of hard work, innovation and persistent efforts on the part of the Executive, and the Division Chairs to ensure our Class is alive and well when our kids and grand-kids want the same benefits of membership that we've enjoyed. Keep up the hard work!

The "Hobie Nation" is on pace to meet (or come really close to) our membership goals for 2011 and that has been foremost on our minds. We've done well, but we need to continue to push and get to the next level in 2012.

We have done an excellent job maintaining our finances, continuing to stay in the black quarter after quarter. We really have John Mork to thank for being a great gatekeeper and treasurer. John has served with me for three years and I owe a debt of thanks to him for all his frustration and impossibly hard work. He is retiring from the treasurer position in November, please take the time to thank him when you see him at regattas.

We continue to have top quality race management and events. While there have been challenges the last few years, as we've had to make mad dashes to replace postponed events (mostly due to the spill in the Gulf), Matt Bounds has taken the bull by the horns for three years as Race Director. Matt's term is up as well, but I can guarantee you'll see him on the committee boat for years to come. Thanks for your dedication the last three years, Matt.

Pat Porter has been 1st Vice Chair for as many years also, and has taken a lot of initiative on a number of issues. Being in the center of one of the most populated Hobie divisions in the region, he's been involved with a lot of planning, politics and controversy. Pat and I have spoken at length on nearly every issue that has arisen the last three years and he has been a pleasure to work with through all of it – even when he was "mildly irritated....to say the least" as he would say!

We still have much work to do. We must continue working to introduce people to the "Hobie Way of Life" and ensuring our major events continue to be competitive, well run and lots of fun for the competitors. I want to thank the countless numbers of sailors, their families and friends for their continued support, service and hard work – all of whom have made our Hobie Nation what it is.

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Cover – **Jeremy Leonard**

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on the cover

Santa Cruz, CA – Jordan Manning and Pat Porter in a spectacular pin-end start. Photo by Jeremy Leonard

justinoffthewire

News and Notes

Class Rule Proposal to Allow Tiller Extensions for Hobie Waves



JACK WOERHLE

Original rudder castings & tillers

EZ Loc rudder system



HOBIE CAT

European rudder system



BENGTO

The International Hobie Class Association (IHCA) is soliciting input from Hobie Wave sailors regarding the following proposed rule change.

Proposal: Add new Wave Class

Rule 1.3:

1.3 A single tiller extension may be added with either an extendable or non-extendable design. The tiller extension shall be connected to the crossbar in the approximate center. Tiller arms may be cut shorter. NON-ELECTRICAL CONDUCTIVE TILLER EXTENSIONS ARE RECOMMENDED ON ALL BOATS WORLDWIDE.

Reason for Change:

The Wave has been manufactured with three different rudder systems: original, EZ Loc (current US production) and European (all illustrated at left) - each with a different tiller length. The European system already uses a tiller extension. The original system is preferred for racing in North America. Without a tiller extension, the skipper's weight position is determined by the tiller length, resulting in some strange driving postures (see the last issue of the *HOTLINE*) as skippers try to get their weight forward. A tiller extension would improve skipper comfort, especially downwind, and would equalize all rudder system varieties for racing around the world.

The proposal has been distributed for comments according to General Class Rule 24. Comments should be sent to: rules@hobieclass.com.

The deadline for comments is December 1, 2011. The proposed change would go into effect as of April 1, 2012 if accepted.

Hobie Cat General Rule 10.1 Interpretation:

Based on questions regarding the interpretation of Hobie Cat General Rule 10.1 in regards to rudder cams, the IHCA has issued an interim amendment (in red below) has been decided under the provisions Hobie Cat General Rule 23:

10.1. HOBIE CAT CO. supplied rudder assemblies and rudder blades shall not be modified except for minimum filing to improve fit and function unless specifically allowed in the individual boat rules. **The shape and design function of the rudder cam shall not be altered in any way except through normal wear and tear.**

Penalty Turns

In the Summer 2011 *HOTLINE*, we ran a sidebar on page 40 listing the previous Carlton Tucker Sportsperson of the Year honorees. Unfortunately, the editor's memory isn't what it used to be, and we inadvertently omitted Max Hinnenberg, the 2007 recipient of the award.

Our sincere apologies have been expressed to Max, who continues to be the primary spark plug behind the Hobie Day for Craig Hospital spinal cord and head injury patients.

Max Hinnenberg and the Carlton Tucker Award





Hobie Fleet 204 Newbie Tuesdays

Hobie Fleet 204 in Syracuse, NY started a new program this summer – Newbie Tuesdays – with the mission to get new people into the fleet, even if they don't race. From the latest 204Play newsletter (photos by Bob Longo):

Newbie Tuesdays were well attended and well supported from the Newbie side and the Fleet side. Bringing out people on non-race days took off the pressure of racing and we could concentrate on introducing everyone to the enjoyment of Hobie sailing.

Attendance was typically 6-8 boats and we got the full range of wind conditions by the end of the summer. There was even a neighborly invitation night for the Baptist Church across the street with 20+ attending and 16 boats on the water. More boats are on the beach: Derek with 2nd Orange

boat, Ben, who sails a 14 from last year, Bill Ziegler on a 16 and is from Binghamton, Fred Bateman (With the pristine 16 that was sailed five times and kept in a barn for the last 25 years – literally!! What a find! Original California factory air still in the hulls!), Derek McKenzie is working his Uncle Brad Wilson to put one of his 16s at Therre's next year. Jason Dutton was on a blue 16, and of course Jason and Theresa who survived the Outing and almost sailed their first regatta at Rochester this year (no wind)!

Thanks to the entire Fleet 204 who all turned out at some point this summer to take people out, run a chase boat, drop marks, help on shore... We recognize it takes a village and Bruce Krupke and Bob Longo truly appreciate the support shown by all. Thank you!!!

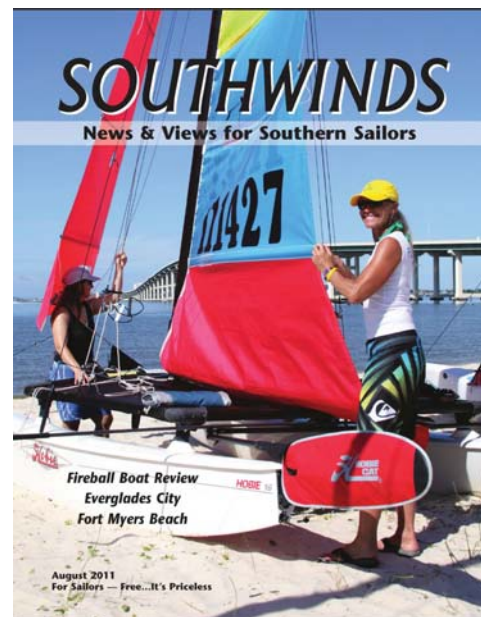


Hobie Cats and Hobie People in the Media

Who can resist colorful Hobie Cats on a beach? Certainly not the editors of two regional magazines.

The *Wildwood Leader*, a weekly that covers the Wildwood communities on the New Jersey shore, ran this cover shot of Division 11 Chair and Wildwood Regatta beach captain Ron LaPorta sending a team off the beach.

Southwinds, a monthly dedicated to Sailing and Cruising in Florida, the Florida Keys, the Gulf Coast, Southeast Coast states and the Bahamas, featured 2011 Hobie 16 Women's champions Keri Romanoufa and Susan Korzeniewski on the August cover.



Hobie Alter Inducted into National Sailing Hall of Fame

From the August 25 Laguna News-Post:



Hobie Alter (left) and "Grubby" Clark (right) inspect the finish on new surfboards circa 1960

The National Sailing Center and Hall of Fame on August 2 announced 15 sailors – including Laguna Beach's Hobie Alter – who will make up the inaugural class of inductees for the National Sailing Hall of Fame.

"After so many years of planning, we are so pleased that the heroes of our sport are getting their long-overdue recognition," said Dick Franyo, president of the National Sailing Hall of Fame, in a press release.

The National Sailing Center and Hall of Fame will be a place to honor these heroes and provide inspiration for all sailors – young and old."

The inductees are U.S. citizens 45 and older who have made significant impact on the growth and development of the sport in the U.S., in categories of Sailing, Technical and Contributor. Nominations of non-citizens were also considered if they influenced the sport, and posthumous nominations were also accepted.

Alter – who is also an inductee to the Huntington Beach Walk of Fame – is one of five inductees from

California. The others include four-time America's Cup winning skipper Dennis Conner (San Diego); 1968 Star Olympic Gold Medalist and founder of North Sails Lowell North (San Diego); 1998 Whitbread Round the World Race skipper Paul Cayard (Kentfield) and singlehanded circumnavigator and noted writer Joshua Slocum (San Francisco).

Emphasizing the national scope of the National Sailing Hall of Fame, this first group of inductees will be honored October 23 during an invitation-only ceremony at San Diego Yacht Club.

The next group of National Sailing Hall of Fame inductees will be announced in July 2012 – and through 2013, the number of inductees will not exceed 15. Beginning in 2014, the selection committee will induct a maximum of five sailors each year.

Alter opened up Southern California's first surf shop in Dana Point in 1958. Then in 1958, he and his buddy Gordon "Grubby" Clark (as in Clark Foam) began experiments making surfboards out of foam and fiberglass which ultimately resulted in the development of the Hobie Cat catamaran.

welcomenewmembers ...

Michael Kaldawi, Highland Village, TX
Grace Kaldawi, Highland Village, TX
Dawn Malcom, Cedar Glen, CA
Connor Stack, Lake Arrowhead, CA
Nicholas Bostic, Goose Creek, SC

Charles Gerlach, Claremont, CA
Caroline Stack, Lake Arrowhead, CA
Kathy Steveson, Atascadero, CA
Steven Fair, Laguna Beach, CA
David Brown, Goose Creek, SC

Laura Farris, Olympia, WA
Blair Sutton, Lawrence, KS
Philippe Kahn, Soquel, CA
Mauro Spagnolo, Burlington, ON
Sharyl Wong, San Francisco, CA

welcomebackmembers ...

Kim Brittain, Des Moines, IA 1992
Grahame Southwick, Suva, FIJI 1995
Jeff Janders, Gig Harbor, WA 1996
John Volkman, Forest Lake, MN 1998
Rob Kollman, Frisco, TX 1998

Mike Lodes, Memphis, TN 2003
Robert Eckles, Holdenville, OK 2003
Margie Buchanan, Denton, TX 2008
Paul Baltimore, Blue Jay, CA 2008
Karlton Spindle, Lake Arrowhead, CA 2008

Eric Styrmoe, Tucson, AZ 2008
Byron Watson, Long Beach, CA 2008
Mike Gross, Aberdeen, WA 2008
Jeff Wagner, Black Diamond, WA 2008
William Groesz, Redmond, OR 2008

thankyoutopcatmembers ...

Gordon Bagley, Searchlight, NV
Chuck Blair, No. Little Rock, AR
Roger Brown, Lake Forest, CA
Doug Campbell, Corona Del Mar, CA
Phil Collins, Piedmont, OK
Pedro Colon, Caguas, PR
Charles Froeb, Tiburon, CA
Jim Glanden, Newark, DE

John Hauser, Huntington Beach, CA
Bob Heyer, Carlsbad, CA
Gordon Isco, Gulfport, FL
Ted Lindley, Paradise Valley, CA
Graham Mcglashan, Vancouver, BC
Michael Megrew, Charlestown, RI
Al Mohill, Temecula, CA 2008
Jason Moore, Clovis, CA
David Mortenson, White Bear Lake, MN

Steve Murray, Carpinteria, CA
Jeffrey Newsome, Rancho Palos Verdes, CA
Craig Parson, Lawrenceville, NJ
Mark Santorelli, Barnegat, NJ
James Sohn, Des Moines, IA
Brad Stephens, Panama City, FL
Bruce Veilleux, Reno, NV
Bil Weidner, Dover Foxcroft, ME, 2010
Todd Wilson, Bondurant, IA

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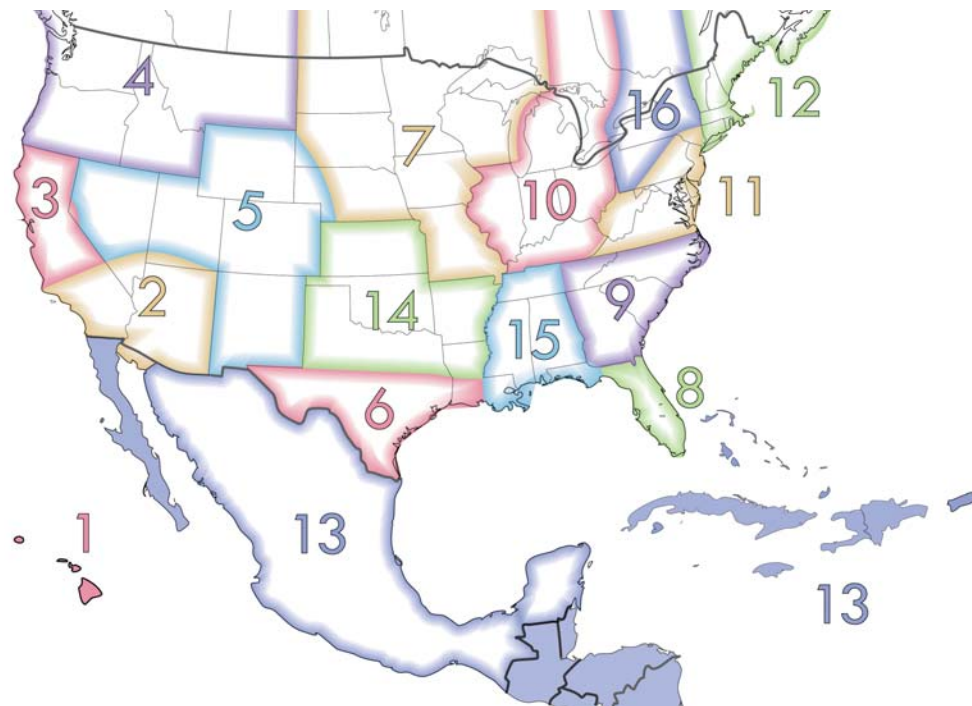
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NEW This Old Hobie

Aluminum Bits

By Matt Miller, Hobie Cat Company, USA

Photo credits by number: Matt Miller – 1-8, 13-15, 22, 23; Extruded Aluminum Corporation, Belding, MI – 9; Coatings and Fabrication, Mario S Pennisi – 10, 12; Extrusions Industrial Company, Hong Kong – 11; submarineboat.com – 16, 18; Baycast Foundry, New Zealand – 17; KVF Quad Corporation, East Moline, IL – 19; IB Wiki / WikiTech – 20; Schreuder Foundry Technology – 21

Hobie Cats are not just made from fiberglass. This is the first of several articles focusing on the boats' metal parts. This article starts with how the aluminum parts are made, machined and assembled at the Hobie Cat factory. Future articles will focus on repairing and refinishing the aluminum parts of a Hobie Cat.

Many structural parts of a Hobie Cat are aluminum, including masts, pylons, cross beams, side bars, booms, corner castings, rudder castings and some internal fittings. The Hobie Cat Company designs these aluminum parts for your boat, but other than machining, bending and assembly, we do not make these materials in our factory. We use outside vendors to extrude, cast heat treat and anodize our aluminum parts.

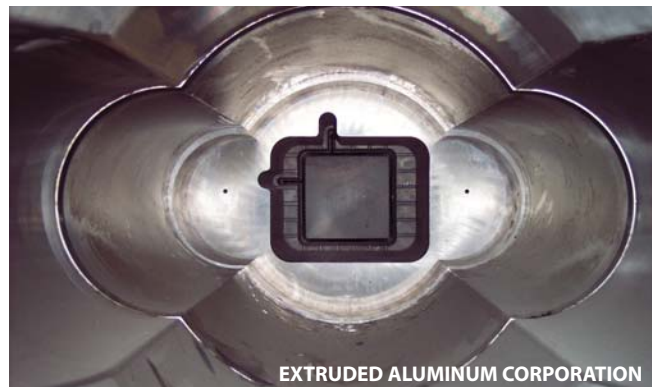
Extruded aluminum is used for long, continuous section parts—masts, booms, beams, wing frames, tiller arms and tiller crossbars. Castings are formed from molten aluminum poured into molds. Extruding and casting aluminum is a foundry art that requires much specialized equipment. Equipment, such as extruders and heat treating ovens, are quite large and costly.

Extrusions

Extrusions are made in a process where aluminum alloy blocks (billets) are softened by heating to around 800° – 900°F (not melted) and forced through shaped dies. This process requires tremendous hydraulic pressure. How do you form a hollow tube shape? This requires a die (mold) that has an inner core that shapes the hollow center. The core is held in place by a number of pins. As a hydraulic ram forces the aluminum through the die, material divides and moves around the pins. The material



Aluminum billets being loaded into the billet oven (white box)



An extrusion die for a hollow rectangular section



Start of the extrusion process as aluminum emerges from the die



then forms together again on the far side. The aluminum is at such a high heat at this point that it fuses back together. On an extrusion, you may see straight lines along the entire length. Some of that can be scaring from the die, but several marks are where this material is fused together. On a mast, one such fused line is inside the luff track. Many years ago we experienced some failed forward beams on the Miracle 20 due to a problem in this process. When they start up the extrusion process, they lubricate the dies. They should reject (re-melt) some of the first run, but in this case, some of the initial material made it all the way into our production. A failed part would literally fall apart in four separate pieces!

The extrusions Hobie sources are 6061 alloy, a precipitation hardening aluminum alloy, containing magnesium and silicon as its major alloying elements. It has good mechanical properties and exhibits good weldability prior to heat treatment. It is one of the most common alloys of aluminum for general purpose use.

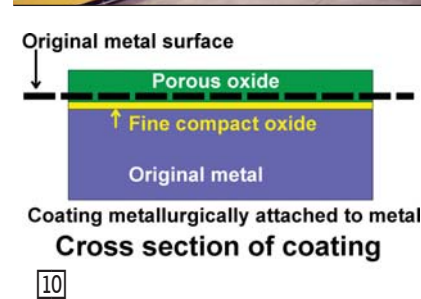
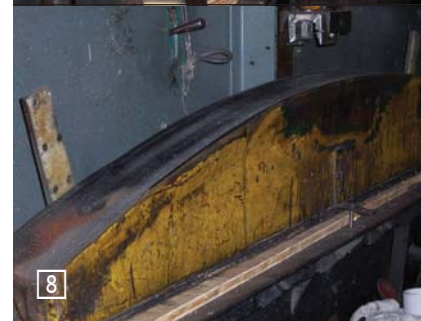
Hobie Cat receives the extrusions cut to length in a unfinished state [1] – [4]. The aluminum has not been heat treated and hardened, so we can more easily machine it. The parts are then processed in our metal shop. We drill, mill [5], cut [6] and bend the extrusions. Arched crossbars are a hallmark of the Hobie 14, 16, 17 and 18. The arched crossbars raise the trampoline area for a drier and smoother ride. Bending these

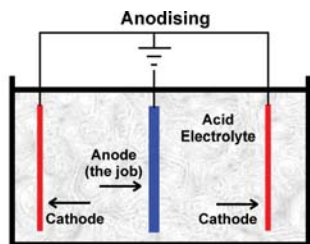
extrusions is done using hydraulic rams which pull the extrusion down upon a form. We have used the same bending jig since 1968! [7], [8]. If this thing ever burns in a fire, we're in trouble.

To keep the extrusion tubes from kinking during the bending process, we insert a hose within the entire length. We then inflate the hose with high pressure. The air pressure pushes outwards against the extrusion's walls. This keeps the walls from denting-in while bending. Years ago they used wood inside to perform the same function, but the wood was then left inside. This soaked up salty water and caused accelerated corrosion from within. Wood was only used on very early models.

We then send the extrusions to a company for heat treatment (hardening) and coating. The 6061 alloy arrives with an "O" temper from the extruders. It is given a "T6" temper by heating it to 320°F for 18 hours in a large oven [9]. This more than doubles the ultimate strength and increases the yield strength by a factor of four. Welding parts after this process removes the T6 temper from the welded areas, significantly weakening the part.

The typical coating process we use is anodizing. Anodizing is an electrolytic passivation process used to increase the thickness of the natural oxide layer on the surface of the parts [10]. This process uses large tanks of chemicals [11] to clean, passivate (create the coating) and dye the aluminum black. The process is called "anodizing" because the part to be treated forms the anode electrode of an electrical





12

circuit. The parts are hooked to an electrical circuit and lowered into the tank. A charge is run through the parts while submersed in the chemicals 12. Anodizing increases the alloy's resistance to corrosion and wear.

Once the parts are anodized and hardened, they return to our metal shop for final assembly of tangs, blocks, castings and fittings which are riveted in place 13-15.

Castings

Hobie Cat's aluminum castings are made using a few different processes. Many of our smaller parts are sand casted. A form which represents half of a part is loaded into a box. Sand with a binder is packed in on top of the form. When the form is removed you see a hollow cavity of the part in the sand. This process is done for the two sides of each part 16. The two sand formed molds are then joined. When set on top of each other, they create complete hollow spaces for each part. Channels, for molten aluminum to flow through, are typically created by the forms or they can be carved or drilled into the sand by hand. Molten aluminum at 1300°F is poured 17 into the channels and flows into the hollow cavities. Once the aluminum cools, the mold box is broken open and the sand is broken and brushed off of the new aluminum parts 18. The parts are cut away from the excess aluminum channels and flashing (aluminum that seeps between gaps in the molds-left side of 18).

The casting parts are delivered to us in this somewhat rough state. They are tumbled together,

along with what looks like triangular shaped stones, in a machine called a Vibra-Mill 19. This shakes and tumbles the parts to sand and smooth them. They come out looking somewhat smooth. They actually have tiny dings all over their surfaces. We then trim, file, drill and or machine needed areas of each casting.

Our current Hobie 16 corner castings are die cast in Europe. This is a process requiring hydraulic pressure and very robust steel molds. Molten aluminum is forced under pressure into the molds 20. The result is a more consistent, tighter tolerance than possible using sand casting. Holes such as the pylon bolt hole can be molded-in. The surface is more finished right out of the mold. The process is much more expensive due to the specialized machinery involved 21. We use the die cast process to hold the tight tolerances of fitted crossbar parts which helps keep the Hobie 16 hulls in best alignment.

Once the castings are ready, they are sent to a vendor who does the coating. Most are anodized, but the process is a bit different from extrusions. Each casting part is not hooked to the circuit. Rather a metal basket full of parts is lowered into the tank of chemical. Each full basket is hooked into the electrical circuit.

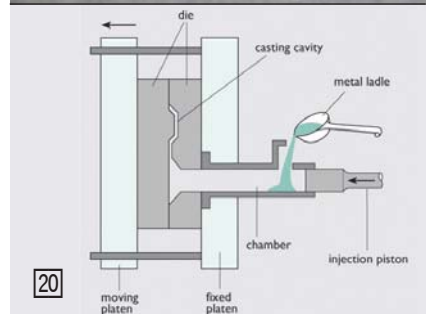
Once dried, cleaned and each part is wrapped in paper 22, they are delivered back to Hobie Cat for assembly onto masts 23, booms, crossbars or sent to our parts department for use as replacement parts.



18



19



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21



22



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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





Madcatter MAD LIBS™ INSTRUCTIONS

MAD LIBS® is a game for people who don't like games!
It can be played by one, two, three, four or forty.

• RIDICULOUSLY SIMPLE DIRECTIONS

On these pages, you will find stories containing blank spaces where words are left out. One player, the **READER**, selects one of these stories. The **READER** does not tell anyone what the story is about. Instead, he/she asks the other players, the **WRITERS**, to give him/her the words. The words are used to fill in the blank spaces in the story.

• TO PLAY

The **READER**® asks each **WRITER** in turn to call out words—an adjective or a noun or whatever the space calls for—and uses them to fill in the blank spaces in the story. The result is a MAD LIBS® game.

When the **READER** then reads the completed MAD LIBS® game to the other player, they will discover that they have written a story that is fantastastic, screamingly funny, shocking, silly, crazy, or just plain dumb—depending upon which words each **WRITER** called out.

• EXAMPLE (*Before and After*)

“_____!” he said _____
EXCLAMATION ADVERB
as he jumped into his convertible _____ and
NOUN
drove off with his _____ wife.
ADJECTIVE

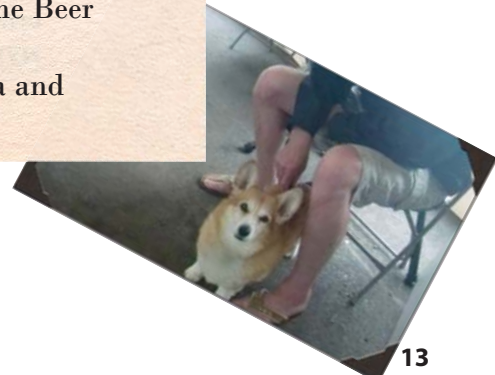
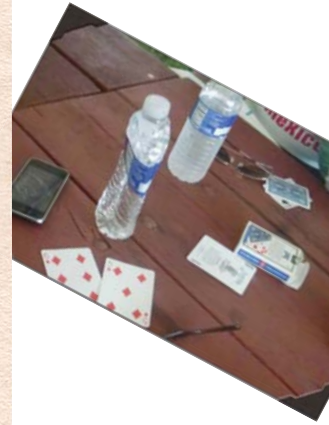
“Ouch _____!” he said stupidly _____
EXCLAMATION ADVERB
as he jumped into his convertible cat _____ and
NOUN
drove off with his brave _____ wife.
ADJECTIVE



Madcatter MAD LIBS™ Getting There



This year's Madcatter began like all of the others, with a sail down from the South Shore of Oneida Lake to _____ PLACE on the Thursday before the event that counts as a fleet race in host Fleet 204's _____ ADVERB series. We arrived at the beach to find that the _____ NOUN and the stereo equipment had already arrived, along with a few frosty brews, so the party started a little early earlier than the regatta. Friday brought an excellent Guest Expert Program by Mark Moderman, as well as the _____ VERB ENDING IN "ING" of Stanley's Cup, an annual distance race that precedes the Welcome Party. The competitors in this year's distance race were treated to a reasonable breeze, and at long last, everyone made it around the _____ NOUN to the finish line! After racing, many relaxed with a Guinness or a Smithwick from the Beer _____ NOUN while they made their way to the pizza and





Madcatter
MAD LIBS™
Light Air

wings. Once evening fell, Steve Oad had the music pumping as the party took an interesting turn toward gymnastics and break dancing (Ask _____ about it the next time
PERSON IN ROOM
you see them!), and continued far into the night! Saturday morning brought breakfast from Dunkin' Donuts, as well as registration for competitors from far and wide. Although the furthest distance travelled probably still goes to the Puerto Ricans in attendance, we had competitors from as far away as Nebraska, Kansas City, and _____, as well as our
PLACE
old friends from Divisions 10, 11, and 12. We also had over 70 boats registered: 9 Waves, 13 F18s, 8 Hobie 17s, and 43 Hobie 16s. The weather was uncooperative that day, giving spectacular _____ (including a double!) instead of
PLURAL NOUN
good Hobie wind. People still managed to enjoy the dinner and party that evening. There's just something about





Madcatter MAD LIBS™ Regatta Time!

a rum _____ that manages to fill up the dance floor,
NOUN
and I'm told that at least some of the revelers made it to the
traditional _____ before going to sleep. On Sunday,
TIME OF DAY
PRO Irene McNeil pulled out all the stops and got in 4 good
double-trapping races. It was interesting to see the diversity
of sailing techniques across styles of _____. The Hobie
PLURAL NOUN
16s flying a hull upwind, F18s flying hulls up and downwind,
and the Waves sailing without _____ (they use their
PLURAL NOUN
feet. Who knew?!). When we had to come in to pack up, we
found that the Bisesi family cooked a good lunch to help fill
both our _____ and the time before trophies. Con-
BODY PARTS
gratulations to all the winners of the 35th Madcatter, and
thanks to all of our sponsors for making it happen!

Story by Theresa White
Photos by Bruce Krupke and Elizabeth Burrowes



Meet the New Officers

New Leadership for the HCA in 2012

The Bylaws of the Hobie Class Association restrict elected officers from holding office more than three consecutive annual terms. This year is especially important as Chris Wessels (Chairman) and Matt Bounds (Race Director) are termed out.

The HCA Nominating Committee has submitted the following slate of Officers for 2012. Officers are elected by the voting members of the HCA Board of Directors (the Division Chairs and Women's Representative) at the Annual

*General Meeting. The AGM will be held on Tuesday, November 7 in Ft. Walton Beach, FL at the Hobie 16 North Americans. Nominations may be taken from the floor, so we will have a final report in the next **HOTLINE**.*



Candidate for Chairman

Pat Porter

Pat is an active 16 sailor who started sailing Hobies in his 20's and proceeded to embrace the "Hobie Way of Life." In his years of sailing, he has sailed all of the Hobie classes in National and World events, most recently at the Hobie 16 Worlds in Fiji and the Hobie 16 North Americans at Lake Mohave. He and his family presently participate in Hobie regattas and events across California. His children also participate in the sailing and love anything to do with Hobies. His experiences are very diverse.

He has participated in past events such as the Worrell 1000 (twice) and the Hog's Breath 1000 (twice) and most of the Hobie Worlds dating back to the early 1980s.

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

Pat wants to continue to stay active and involved with Hobies and hopes to help influence their development.



Candidate for 1st Vice Chairman

Mike Madge

Mike started sailing in 1978 and raced through the and raced through the mid-80s. After a break to attend to life (marriage, kids) he returned to sailing in 2002. A high school math teacher from Thunder Bay, Ontario, Mike also enjoys working out and playing lacrosse and hockey. He enjoys sailing on several lakes, including Barnum Lake,

Green Lake, and Lake Superior. A recent accomplishment for him was finishing in the top 10 in one race at the both the 2008 and 2009 Hobie 16 North Americans and a 16th overall finish in 2009.

Mike is a frequent contributor to the **HOTLINE**, specializing in interviews of top teams all over the world.

Candidate for 2nd Vice Chairman

Tony Krauss

Tony Krauss was elected 2nd Vice Chair of the HCA Council by the HCA Board of Directors last year, replacing Donna McIntosh. Tony and his wife Lani are regulars at Division 2 events, especially the events in Puerto Peñasco. They have been sailing “A” fleet for the last 12 years or so, and have gotten to the point where they can almost read the sail numbers on the boats finishing in front. They also keep trying to finish in the top half of a National event, or make it through the qualifying rounds at the Worlds, but haven’t managed it yet. Tony is a current officer in Hobie Fleet 514, and is a past Commodore. Tony has been the PRO for Fleet 514’s Division Points Regatta several times, and has helped run events for the local multihull fleet. Tony MCs a mean raffle, is an opinionated bastard, and has several times regretted hitting “Reply All” on an e-mail response. He made good on his promise to pay his 2010 HCANA dues,



and got his back issues of the *HOTLINE*.

So far neither he, nor anybody else, looks back on this decision and wonders what they were thinking. He’s done a great job working with the bylaws committee to streamline the HCANA bylaws.

Candidate for Treasurer

Becky Campana Ashburn

Becky comes from a true Hobie family; her parents have sailed Hobie 16s since before she was born, and she started racing with her brother on a Hobie 16 seven years ago. She met Mark Ashburn while racing against him in Division 2, and in the true “if-you-can’t-beat-‘em,-marry-‘em” spirit, they wed last year! In addition to Hobie 16s, Becky has recently been racing on J/120s and a Hobie Holder 20. She has also enjoyed learning the ins and outs of Race Committee Work as a Club Race Officer. Other than sailing, she enjoys SCUBA diving and kayaking – not easy hobbies to have when living in Las Vegas, so she and Mark spend quite a lot of time in California!

Becky has a BA from University of La Verne and an MA from Claremont Graduate University, and has served as the Technical Director for the Music and Theatre Arts departments at ULV, as well as the Inventory Manager at The Theatre Company. Becky currently works from home as an online writing consultant and instructor for various companies and schools across the U.S., which leaves her non-sailing weekends free for



her other interests: geocaching, crossword puzzles, and volunteering in Mexico.

Becky is looking forward to taking on the new challenges brought on by her role as HCANA Treasurer, and is excited about working with Pat Porter this next year!



JUDY ALTMAN

Candidate for Race Director

Mark Santorelli

Mark is honored to know a group of his peers think of him as qualified for this position. PU and Matt Bounds have left pairs of shoes that will be challenging to fill, a challenge Mark is ready to accept.

Mark has been very active in the area of Race Management over the last ten years. He foresees his activities expanding in the future as he pursues his National Race Officer certification. His race management experience, although based solely in multihull racing, is rounded out with the humble beginnings of running club races to being the Gate Leader of the 2004 Hobie 16 Worlds.

A major part of Mark's qualifications is his competitive Hobie racing career. He was an active Hobie competitor starting in 1986. He has won four Hobie 16 National/Continental titles while sailing with Wally Myers from 1989 – 2000. He and Wally also competed in numerous Hobie World Championships as well as the first IYRU/ISAF Worlds in 1994 and the 1999 Pan American Games. Mark believes a well rounded, competitive racing background is a key to being able to manage a competitive race course.

Mark became interested in being a Race Officer so he could give back to the sailing community that which he learned through the years of on the water experience as a competitor.

Mark has been co-chair of three National/Continental Championships; 1993 with Rich McVeigh, 1998 with Bruce Andrews and again with Bruce in 2003. Mark also worked closely with Paul Ulibarri and Lori Mohny in organizing the on the water parts of the Mega in 2002. Outside the Hobie Class, Mark also helped organize the 2005 and 2006 F18 North Americans, working with their Event Organizers in establishing the on the water needs. Just this year, Mark was the PRO for the Mississippi Mini-Mega (working with Chief Judge Matt Bounds) and ran the catamaran course at the Barnegat Bay Junior Olympic Festival.

As the Area C Representative for the Multihull Council of US SAILING, Mark has solicited venues for the Alter Cup Eliminations as well as hosted them for as long as he held that position.

Mark's experience on the water continually provides for the opportunities to train and educate up and coming race committee members as well as keeping him well versed in the rules and regulations of the Hobie Class and US SAILING. Mark believes his ability to lead is evident in the quality of the events he has run with the many Race Committees he has had the pleasure of working with and training.



DAFNA BROWN

Other Incumbent Candidates Running Unopposed / Not Subject to Term Limits:

Kathy Ward – Secretary

Matt Bounds – Membership Chair

Guest Expert Program / Events Coordinator – Bridget Quatrone

Scorekeeper – Bill Jeffers

Junior Program Coordinator - Gordo Bagley

HOBIE 16 AND HOBIE 20

NORTH AMERICAN CHAMPIONSHIPS

CARLTON TUCKER
MEMORIAL REGATTA

FORT WALTON BEACH FLORIDA
NOVEMBER 6-11 2011



REVISED 09/07/2011

ORGANIZING AUTHORITY: The Hobie Class Assoc. of North America in conjunction with the Ft. Walton Yacht Club and Hobie Fleet 178

VENUE: The Ramada Plaza Beach Resort, Ft. Walton Beach, FL www.ramadafwb.com. Racing will be in the Gulf of Mexico. Alternate racing venue in the event of high surf shall be Choctawhatchee Bay.

RULES: The event will be governed by the rules of the Racing Rules of Sailing (RRS). This is an international competition; therefore, pursuant to the US Sailing Rx to RRS 88.2, the US Sailing Rx to RRS 40 will not apply.

ELIGIBILITY: The ISAF Competitors' Eligibility Code applies (ISAF Regulation 19). All crew members must be paid members of the HCA-NA (or other National Hobie Class Association).

ENTRY FEE:
\$375 if paid by October 15, 2011, \$400 thereafter.
Register on-line at www.RegattaNetwork.com

SCHEDULE:
Sunday, November 6, 2011
1000-1700 Registration
1300 Practice Races

Monday, November 7, 2011
0800-1000 Registration
1000 Competitors' Meeting
1200 1st Warning Signal

Tuesday - Friday, Nov 8-11, 2011
1100 1st Warning Signal

Social includes Sunday Welcome Party, Wednesday "Cut Party", Thursday Carlton Tucker Memories Night, Friday Awards Banquet.

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

COMPETITOR'S INSURANCE: Each Competitor must show proof of liability insurance with a minimum coverage of \$100,000 (USD). Competitor's proof of insurance and coverage must be available for review at registration.

SAILING INSTRUCTIONS: The Sailing Instructions will be made available at registration.

PRIZES: Awards will be presented to the top 20% of pre-registrants in each class.

ACCOMMODATIONS: Ramada Plaza Beach Resort, 1500 Miracle Strip Parkway, SE, Fort Walton Beach, FL 32548 800-874-8962 or 850-243-9161 www.ramadafwb.com

AIR TRANSPORTATION: Fort Walton Beach / Okaloosa County Airport (VPS) is about 20 minutes away.

EVENT INFORMATION CONTACTS:
Bridget Quatrone - bqfaces@netzero.net
Chris Wessels - xanderwess@yahoo.com
Matt Bounds - hcaracedir@comcast.net

Other information is available via Facebook:
2011 Hobie 16 / 20 North American Championships

NOTICE OF RACE

THE CAT



TRISH MORE

CAME BACK

by D'Arcy O'Connor

IN December 1981, workers at the sprawling Hobie Cat factory in Oceanside, California, were busy assembling a catamaran with hull number B3394 and sail number 66164. It was one of more than 10,000 1982-model Hobie Cats to come off their production line.

Almost 30 years later, I found myself experiencing a déjà vu feeling as I sailed that very same boat on Sand Lake in the Muskoka region of northern Ontario.

And thus begins the tale of a cat that came back.

In the summer of 1983 my partner Ann Elsdon and I rented a cottage on Lake Champlain (dubbed North America's "Sixth Great Lake") in Alburg, Vermont; just south of the Canadian border and about an hour's drive from our home in Montreal. It was a perfect place to spend summer weekends and holidays with our then three-year-old daughter Miranda and our soon-to-be-born son Patrick. The best feature of the rustic cottage was a sand beach on our back doorstep; a place where the kids could safely swim and where I could keep the Laser 2 sailboat we'd brought with us.

I spent the first two summers happily sailing the Laser around that part of the open lake between the Green Mountains of Vermont and the Adirondack Mountains of New York. It was a fast boat – or so I thought until the day a multi-colored sail went swishing past me. The boat turned out to be a Hobie 16, owned by a lakeside neighbor. He and I later met on the beach and he offered to take me sailing – even handing me a harness and showing me how to ride as crew on the trapeze wire. I was immediately smitten!

So the next summer I sold the Laser and went to Chiott Marine, the Hobie dealership in Burlington, Vermont, where I purchased the only Hobie 16 they had in stock and which was fully assembled on a nearby beach. It happened to be the same cat that had rolled off the Oceanside, CA, assembly line in December of 1981, crated in pieces and shipped to Chiott (along with a Hobie 14, two other 16's and an 18) in the spring of 1982. I paid \$4,800 for the boat (about half

the price of a fully-equipped Hobie 16 today). I also bought a pair of trapeze harnesses and wetsuits, and had the boat trailered to our Alburg cottage near the north end of the lake.

I then sailed my heart out for many summers to come. Of course, there were lots of wet dumps during those early sails until I became attuned to the art of flying the windward hull as high as possible without burying the lee hull into a wave. On one such flip I even managed to rip my right ear lobe off on a mast tang. I wear that restitched ear lobe today as a badge of honor, because, as the saying goes: "If you come back from Hobie sailing without a few bruises or nicks, then you ain't had fun!"

The Hobie 16 became a focal point of our cottage life with our kids, as they grew older, learning how to hang from the double trapeze and even "ride the banana" (in which, lying on their stomachs on the front of the asymmetrical yellow hulls, they'd watch the water rushing by just inches below their face).

It was definitely a fun family boat; but also a competitive racing machine when it scored several bullets in impromptu regattas we held on that part of the lake.

She proved to be a fast long-distance cruising boat as well. In September 1991, a next-door cottage friend, Diana Czertok, and I managed to sail the Hobie the full 121-mile length of Lake Champlain and back in just under 24 hours, averaging a speed of eight knots,



Apr. 1982 - Hobie 66164, Chlott Marine, Burlington, VT



Sept. 1991 - D'Arcy with Diana, Lake Champlain circumnavigation



June 1984 - D'Arcy and the kids, Alburg Beach, VT



Summer 1993 - Miranda, Genevieve, and Crispin, West Swanton, VT

and occasionally broad-reaching at 20 knots. (Try doing that in a keel boat, much less on a monohull dinghy). Granted, it had been our fifth attempt to accomplish the lake's circumnavigation; the earlier four having been aborted due to contrary winds, or hours of frustrating flat calm, and even a dismasting under a full reef during Force 7 winds and six-foot waves off of Burlington. (See "A Fifth of Lake Champlain" article in the March/April 1992 issue of *HOTLINE* magazine).

In May of 1992 our family moved to a new cottage in the West Swanton area of northern Lake Champlain. Naturally, the Hobie came with us, providing another six years of riding the wire on screaming reaches across Campbell's Bay. But it was here that the cat could also become stealthy and quiet as we rode it on picnic trips up the Missisquoi River through the National Wildlife Refuge to Swanton, gliding past beaver lodges, osprey nests, turtles basking on logs, and families of ducks that paddled away at our silent approach.

The cat spent its last Lake Champlain winter bundled up on the shore of West Swanton where it unfortunately became one of many victims of the great January 1998 ice storm. A falling tree punctured a hole in the tramp

and in the upper surface of the port hull. For that and other reasons, I decided it was time to sell it.

The following summer I sailed the temporarily patched cat north to Venise-en-Québec in Missisquoi Bay at the Canadian end of Lake Champlain (so as to avoid import duty costs) and placed a classified ad in the *Montreal Gazette*. The first person to reply was Niels Ksonzek, the son of the owners from whom we'd rented the West Swanton cottage. He was to be one of several interconnections in the story of the cat that came back.

While in his twenties, Niels had crewed and skippered with me many times on the Hobie in Campbell's Bay and, like any newbie trapeze-hanger, he immediately became addicted to the adrenalin rush of being out on the wire while flying across the water at great speed. (I liken it to being, literally and metaphorically, "hooked" on the wire).

Niels called the phone number in the ad, and he and I were both surprised that he was inquiring about the same Hobie he'd been introduced to by me. As Niels recalls it today, "When I saw your ad for selling the cat and realized it was the same boat that had turned me into a cat junky, I just had to buy it."

We sealed the deal over the phone, and a few days later Niels and his recent bride Carla met me at Venise-en-Québec where the boat changed hands. As Niels and Carla drove off with the cat on their makeshift trailer on that June day in 1999, I wistfully watched it disappear down the road, figuring that was the last I would ever see of my beloved Hobie - a boat I'd spent fourteen joyful years sailing on Lake Champlain.

Niels and Carla took it to their home in Rivière-Beaudette on Lake St. Francis in southwestern Quebec where they sailed it for the next two years. During that time Niels put on a new tramp and repaired the damaged hull. He also repainted the hulls white, obliterating their original yellow top surface. Niels still remembers the "fantastic winds and fairly big waves on that lake" and the "lots of reefed-sail sailing I did on the Hobie".

In 2001 they moved to Perth, Ontario, trailering the boat with them. There they sailed it on nearby Christie Lake off of a secluded sand beach for the next six summers. During that time Niels suffered a work-related accident that required several years of back surgery which impaired his ability to sail the cat. However, he says, "That's when my wife Carla was given the opportunity to sail the cat and discover for herself what a rush these boats can give you." Carla too had now been infected by the Hobie bug.

The two of them sailed through the fickle winds that continually changed direction between the 28 small islands that dotted Christie Lake where, as Niels admits, "We cart-wheeled many times." But, he adds, "It was always a fun boat!"

In 2007, with a child on the way, Niels and Carla decided to sell the Hobie and return to Quebec. Niels was contacted by a prospective buyer who wanted to give it to his son to sail on the Ottawa River outside of Ottawa, Ontario. That unknown buyer owned it for less than a year before placing a classified ad in Autotrader. The ad was spotted by Glenn Atkinson of Etobicoke, Ontario, who bought it that fall and brought it to the Etobicoke Yacht Club on Lake Ontario.

Although Glenn seldom sailed the cat, he maintained it well, including sanding and reapplying Gel coat to the hulls. He also built a proper trailer for it that included storage tubes in which the boom, sails, rudders, harnesses, life jackets and other equipment could be stowed and securely locked. He then put the boat and trailer up for sale in the late summer of 2008. As Glenn now says, "I had perhaps two good sails on it before completing the maintenance when I realized that I needed a single-hander, and this boat was too hard for me to single hand; so I sold it."



Next to arrive was Karen-Ann Xavier, another serendipitous connection to the story of the wandering cat. She is a hot-shot Hobie sailor from Toronto who has owned and raced almost every Hobie design ever made. That woman knows more about Hobie Cats and multi-hull racing techniques than I will ever learn. It was she who put Glenn Atkinson in touch with her Toronto friend Alan Greer, himself a long-time sailor who at the time was looking for a boat to sail on Lake Ontario. So the Hobie once again changed hands when Alan, through Karen-Ann, bought it, along with the trailer, trapeze harnesses and other ancillary equipment from Glenn in October 2008.

The first thing Alan did was give the boat a name. Born in California in December 1981 as a no-name boat during all the years that I and others owned it, she was now christened Rum Runner – a name currently emblazoned on her two hulls.



2010 – Alan and Shelley, Regatta on Sand Lake



PHOTOS BY TRISH MORE

Sept. 2011 – D'Arcy and Alan, Sand Lake, Ontario



2011 – D'Arcy and Alan, Sand Lake, Ontario



e, Ontario

Alan's choice of a name was simple. Since 1980 he has owned a variety of sailboats, from a J-24 to a Viking 28 and a 36-foot Albin Stratus that he day-chartered for several years out of St. Croix in the U.S. Virgin Islands. "All my boats were named Rum Runner, says Alan, adding that "this one is certainly the fastest of them all."

Shortly after buying the Hobie, Alan sailed it in Lake Ontario



ake, Ontario



July 2011 - D'Arcy, Sand Lake, Ontario

and trailered it down to Key West, Florida, in January 2009, where he had little success in making the boat perform, mostly because, as he admits, "I didn't know how to sail it" compared to the monohulls he was used to. Considering my early Hobie dumping experiences on Lake Champlain, I know what he means.

In the summer of 2010 Alan brought the Hobie up to the cottage of a mutual friend of ours, Trish More, on Sand Lake, a few miles east of Kearney, Ontario, near Algonquin National Park. Alan and



2010 – Sand Lake, Ontario

Trish somehow managed to turtle the Hobie twice that summer. Clearly they were doing something wrong; not the least of which was, as it turned out, the rudders had been installed “ass-backwards” on the transoms, and the mast locking pin (used to raise the mast) had been left in place at the step, thus preventing the mast from swiveling.

This past summer I visited Trish at Sand Lake where I met Alan who took me for a sail on Rum Runner (now with its rudders correctly matched to their proper hulls, the cams greased and locking properly, and the mast free to swivel at its base).

It was while I was cinching up the trapeze harness on the beach that I got my first twinge of déjà vu. I clambered onto the Hobie as Alan and I pushed off and he dropped the rudders. It all came back to me quite naturally - like riding a bicycle, I thought. Within seconds we were beating to windward on a port tack. “Wow, I feel like I’m in a time warp,” I commented to Alan as the boat sped across the lake. We attributed it to the fact that it had been some 12 years since I’d last been on a Hobie Cat, though I’ve been sailing a lot of monohulls since. But there was something else that was nagging me, even if I couldn’t quite put my finger on it.



TRISH MORE

Shortly after my return to Montreal from Sand Lake, Trish emailed a digital photo she'd taken of me and Rum Runner at the cottage in July 2011. I compared it to an old 1985 photograph that I had on my kitchen fridge of me and my two young kids on our Hobie Cat in Alburg, Vermont. The sail number, 66164, was identical in both photos! I was flabbergasted. Could I have by some fluke been sailing the same Hobie 16 that I had initially purchased 26 years earlier?

The answer was yes - a fact that was confirmed once I later checked out the hull numbers stamped on her transoms. Moreover,

the 2011 photo showed me wearing the same Tequila Sunrise pattern trapeze harness that I'd originally bought with the boat in 1985.

And so began my quest to follow the trail of the cat through its five different owners over those many years.

My first task was to track down Ed and Helene Ksonzek, the people from whom we'd rented the West Swanton cottage. Through them I contacted their son Niels, now living in St. Lazare, Quebec, and to whom I'd sold the Hobie to in 1999. Niels then filled me in on the nine years when he'd sailed the cat until the time he sold it to someone in Ottawa in 2007. That person, whose name none of us were able to trace, shortly after sold it online via Autotrader to Glenn Atkinson in Etobicoke, Ontario. Glenn sailed it only twice at the Etobicoke Yacht Club before selling it, along with a trailer, to its current owner, Alan Greer in October 2008.

And that was how I found myself in the summer of 2011 once again sailing Hobie Cat 66164 - an experience I can only equate to being serendipitously reconnected with a long-lost lover.

The cat had come back. She is now bedded down for the winter at Sand Lake where I hope to occasionally ride her again for many more summers to come.



Sep. 2011 - Put away for the winter, Sand Lake, Ontario



D'Arcy O'Connor (shown here in 1985 on his beloved, if unnamed Hobie 16) is a veteran journalist, script writer, TV documentary producer, non-fiction book writer and a round-the-world sailor. He has contributed to the Wall Street Journal, People magazine, Yachting magazine, National Geographic, and many other publications in North America and Australia. His most recent book (April 2011) is Montreal's Irish Mafia: The True Story of the Infamous West End Gang.

2011 Membership Form

Membership is for the calendar year (Jan 1 - Dec 31)

JOIN OR RENEW ON-LINE

www.hcana.hobieclass.com



Primary Member Information

PLEASE PRINT LEGIBLY

FIRST NAME	MI	LAST NAME	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
STREET ADDRESS		APT #	
CITY		ST / PROV	ZIP / POSTAL CODE
E-MAIL ADDRESS		FLEET	DIVISION
HOME PHONE	CELL PHONE	DATE OF BIRTH IF UNDER 21	

Family Member Information

LIMITED TO A MAXIMUM OF ONE ADULT LIVING AT THE SAME ADDRESS AS THE PRIMARY MEMBER
YOUTH MEMBERS MUST BE UNDER THE AGE OF 21 AS OF DECEMBER 31 OF THE MEMBERSHIP YEAR

FAMILY MEMBER NAME (ADULT)	E-MAIL ADDRESS	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
FAMILY MEMBER NAME (YOUTH)	DATE OF BIRTH	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
FAMILY MEMBER NAME (YOUTH)	DATE OF BIRTH	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE

Boats Owned / Sailed

CHECK ALL THAT APPLY

- | | | | | |
|---------------------------------------|--|--|---|--------------------------------|
| <input type="checkbox"/> Bravo | <input type="checkbox"/> Getaway | <input type="checkbox"/> Hobie 18/M/SX | <input type="checkbox"/> Hobie 20 | <input type="checkbox"/> SUP |
| <input type="checkbox"/> Wave | <input type="checkbox"/> Hobie 16 | <input type="checkbox"/> Tiger | <input type="checkbox"/> Hobie 21 | <input type="checkbox"/> Other |
| <input type="checkbox"/> Hobie 14/14T | <input type="checkbox"/> Hobie 17 SE/Sport | <input type="checkbox"/> Wildcat | <input type="checkbox"/> Adventure Island | |

Membership Categories

STANDARD	IHCA Membership (eligibility to race in HCA points regattas, NAs and Worlds), support for Guest Expert Programs, Youth Programs and subscription to HCA HOTLINE magazine	\$ 35.00
FAMILY	(Standard and Top Cat members may purchase additional memberships for family members - see restrictions above.) Same benefits as Standard, but no additional copies of the magazine.	\$ 10.00 EACH
TOP CAT	Patrons, sponsors and corporate members. Same benefits as Standard, with special recognition in the HCA HOTLINE magazine.	\$ 100.00
WEB	Same benefits as Standard, without a subscription to the paper copy of the HCA HOTLINE magazine. Issues may be viewed on the web.	\$ 25.00
INDEPENDENT YOUTH	Same benefits as Standard, for non-family youth members. Must be under the age of 21 as of December 31 of the membership year.	\$ 15.00
RECREATIONAL / SUP	Subscription to HCA HOTLINE magazine only. Does not fulfill IHCA membership requirement to race in sanctioned points regattas. Allows participation in SUP races at regattas.	\$ 20.00

TOTAL ENCLOSED
(MAKE CHECK PAYABLE TO HCA-NA)

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 the IHCA and HCANA) 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

Send completed form with check or money order to:

HCA MEMBERSHIP

% Matt Bounds

3798 Damas Dr.

Commerce Twp., MI 48382

248-980-7931

hobiemembership@gmail.com

SOMETHING STRANGE IS HAPPENING IN THE NEVADA DESERT . . .

JOIN US . . . DON'T ALIENATE YOURSELF

HOBIE 17 / 18 NORTH AMERICAN CHAMPIONSHIPS

OCTOBER 21 - 26, 2012 LAKE MOHAVE NEVADA - USA

NOTICE OF RACE

Organizing Authority

Hobie Class Assoc. of North America, HCA Division 2 and Hobie Fleets 51 and 88

Rules

The regatta will be governed by the rules as defined in the 2009-2012 Racing Rules of Sailing (RRS). This is an international competition; therefore, pursuant to the US SAILING prescription to RRS 88.2, the US SAILING prescription to RRS 40 will not apply.

Advertising

Advertising is allowed in accordance with RRS 80 and ISAF Advertising Code (Regulation 20). Boats may be required to display advertising chosen and supplied by the organizing authority.

Eligibility and Entry

The event is open to class legal Hobie 17s and 18s. All crew must be 2012 HCA-NA members. Membership forms will be available at registration.

Racing Schedule

Registration and check-in will take place on Sunday, Oct. 22 from 1000 to 2000 at the regatta venue. Practice races may be held that afternoon. The event will have five days of racing (Oct. 23 - 28) with the objective of 3 to 5 races per day, back to back. The first warning signal will be at 1100 on Oct. 23.

Registration & Fees

Hobie 17s - Pre-registration by Sept. 1 - \$300 / Late Registration - \$350

Hobie 18s - Pre-registration by Sept. 1 - \$350 / Late Registration - \$400

Social (includes parties and banquet) - \$75

Pre-registration - online at www.regattanetwork.com or in person at the venue.

Social Schedule

Sunday, Oct. 21 - Welcome Party; Wednesday, Oct. 24 - Mid-week "Cut" Party;

Friday, Oct. 26 - Awards Banquet

Measurement

Boats will not be weighed at this event. Competitors are responsible for ensuring their equipment is HCA Class Legal. Crew members will be weighed in accordance with the class rules. During the competition, any boat may be subject to inspection.

Sailing Instructions

The sailing instructions will be available at registration.

Venue

On Lake Mohave, based out of Cottonwood Cove Resort

Insurance

Each participating boat shall have current third party liability insurance with a minimum coverage of not less than **\$100,000**. Proof of this insurance must be presented at registration.

Host Hotel

Cottonwood Cove Resort & Marina (702) 297-1464

www.cottonwoodcoveresort.com

Rooms have 2 beds, TV, microwave & small fridge. \$103.50/night+tax

Houseboats w/4 bedrooms available starting at \$200/night+tax

Alternate Accommodations

El Ray Motel (702) 297-1144

Located in Searchlight, NV - 13 Miles from regatta site

RV Parking / Camping - Large RV Park at resort and close adjacent RV & Camping spaces at Lake Mead NRA facilities

Information

David Martin, h16music@cox.net, 702-914-8099 (H), 702-301-6210 (M)

Gordo Bagley, gnbii@msn.com, 702-427-7328



Hobie
WATER WEAR

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of NORTH AMERICA**
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Commerce Twp., MI 48382
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contact your Authorized Hobie Dealer.

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