

# **HOTLINE**

SPRING 2011

VOLUME 40 NO. 2



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





ESTABLISHED 1967

# SOUTHERN COMFORT

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

## NOTICE OF RACE

**Organizing Authority:** Hobie Class Assn of North America, Ocean Springs Yacht Club, Ocean Springs Sailing Squadron & Hobie Fleet 70

**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:** 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:** All skippers and crews must be 2011 HCA-NA members per IHCA Rule 26.

### Racing Schedule:

#### Hobie 17/18

Check-in at the venue: Sat., 6/18 1300-1800 hrs and Sun., 6/19 0800-1000 hrs. The Hobie 17/18 NACs will have 5 days of racing (6/19 - 23). The first warning signal will be at 1130 hrs on 6/19.

#### Hobie 14 / Wave

Check-in at the venue: Thurs., 6/23 1300-1800 hrs and Fri., 6/24 0800-1000 hrs. The Hobie 14 / Wave NACs will have 3 days of racing (6/24 - 26). The first warning signal will be at 1130 on 6/24.

Both events will have the objective of 3 to 5 races per day, back to back. There is no maximum number of races.

**Registration & Fees:** Wave or 14 - \$125 / Hobie 17 - \$195 / Hobie 18 - \$375 \$50 discount if you register for both events. \$25 Late fee after April 30, 2011

**Register online at [RegattaNetwork.com](http://RegattaNetwork.com) - 17 / 18 Wave / 14 ([links](#))**

**Measurement:** Boats will not be weighed at this event. However, competitors are responsible for ensuring their equipment is HCA Class Legal. During the competition, any boat may be subject to inspection.

**Sailing Instructions:** The SIs will be available at registration.

**Venue:** The Ocean Springs Yacht Club (OSYC), located at the north east side of the US Rt. 90 bridge over Biloxi Bay. Racing will be on Biloxi Bay.

**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.

**Accommodations:** Gulf Hills Hotel and Golf - (866) 875-4211  
 Indian Head Station Hotel - (228) 818-1801

Isle of Capri Casino Resort, Biloxi - (228) 435-5400  
 Limited primitive RV parking and camping on-site for a modest fee. Contact Chris Wessels for more info - [xanderwess@yahoo.com](mailto:xanderwess@yahoo.com)

**Information:** Joe Pocreva - [fleetcaptain@osyc.com](mailto:fleetcaptain@osyc.com) (850) 499-2217  
 Additional information [www.osyc.com](http://www.osyc.com)





The Official Publication of the Hobie Class Association of North America

**SPRING 2011  
VOLUME 40, NUMBER 2**

**Officers**

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Youth Program Dir.	Race Director
Gordon Bagley	Matt Bounds

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

**HOBIE CLASS ASSOCIATION HOTLINE**  
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it's all good ...



Finally, spring has sprung! It was 80 here in Iowa recently. We might actually get to go out and sail again! For those lucky enough to attend the Hobie Midwinters events, you had nice weather and an early start to a great sailing season.

Midwinters West 2011, hosted by Gordo Bagley and the Lake Havasu Yacht Club on Lake Havasu, AZ, was the first time that the event was not held in Mexico. The best location for this event has been a source of heated debate. Lake Havasu City is such a great town; that venue is very hard to ignore. I believe our Area Championships should move around to give fleets the opportunity to host larger events and showcase different venues. This has proven to be a great way to build Hobie excitement and involvement in new locations.

A perfect example of this has been Midwinters East. MWE 2010 in Pascagoula, Mississippi did very well. They had good sailing, great food, made new friends and we helped re-establish an old Hobie fleet at the Singing River Yacht Club.

This year's Midwinters East, held in Ft. Lauderdale exceeded our wildest expectations. It's been many years since Division 8 has hosted a Hobie Area Championship, and the excitement of Ft. Lauderdale paid off in a big way. 60+ boats, with large numbers of 16s and Hobie Waves made for a great weekend of sailing. The use of Facebook as a medium for pictures and updates worked really well for those of us not able to make the drive. Congratulations to CAT44, and Regatta Chair Steve Voeller for all the great work on this regatta. It was truly epic.

Other Area Championships this year include the San Diego Classic with a tour of the Hobie Cat Company factory in Oceanside (NOR page 4). How many sailing classes get to do that? Did I mention the event is in San Diego? Also, the Northeastern Area Championships have been moved to Barnegat Bay, New Jersey (NOR page 9). According to our Event Coordinator, this is a fantastic location that will surprise people.

Also on the horizon are The Mississippi Mini Mega and the 16/20s in Ft. Walton Beach (NORs on inside covers). I am very glad that in our small way, we'll be able to help the Gulf Coast region recover from the oil spill. Pre-registration is critical and Regatta Network has the information. For Ft. Walton Beach, we have incredible pricing for the host hotel (Ramada Inn Beachfront Resort) but **don't wait, sign up now.**

Finally, there will be significant turnover in the HCANA Executive this year. If you are interested or know someone that would be suited as Chair, Vice Chair, Race Director, Youth Director, Treasurer or any of the other positions listed page 39, please make your nominations known to your division chair.

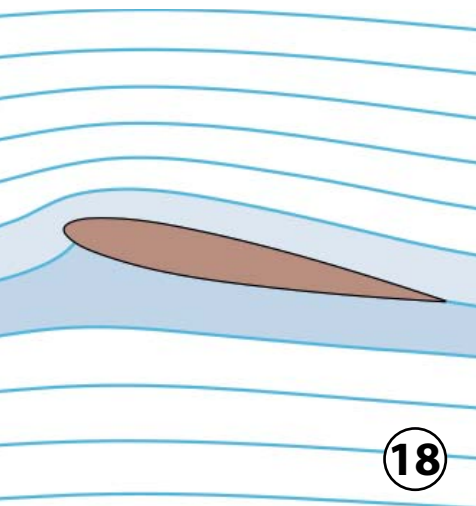
Have a great spring!



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## photo / illustration credits

Cover – **Terri Lusk**  
 It's All Good – **Clear Lake Yacht Club**  
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 Just in Off the Wire - **Hobie Cat Australasia, George Miscannon**  
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 Midwinters East – **Terri Lusk, Bridget Quatrone, Dave Martin**  
 Fleets are (re)Born – **Mark Van Doren, Floyd Adcock, Caleb Williford, Jean Tucker**  
 The Right Thing to Do – **Lake Chautauqua Lutheran Center**



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**on the cover**

**Ft. Lauderdale, FL** – Cats in the dark on the beach at Midwinters East.  
*Photo by Terri Lusk*



JUNE 3-5, 2011



# 39<sup>th</sup> SAN DIEGO CLASSIC

## SOUTHWEST AREA CHAMPIONSHIPS HOBIE CAT COMPANY FACTORY TOUR

### NOTICE OF RACE

**ORGANIZING AUTHORITY:** The Hobie Class Association of North America in affiliation with HCA Division 2 and Hobie Fleet 4.

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

**ELIGIBILITY/ENTRY:** Open to all Hobie Cat one-design classes. Pursuant to IHCA Rule 26, one crew member on each boat must be a member of the IHCA. Register on-line at [www.RegattaNetwork.com](http://www.RegattaNetwork.com).

**INSURANCE:** Proof of current \$100,000 liability insurance is required.

**FEES:** Double Handed: \$60; Single Handed: \$50; Youth Teams: \$40. **A \$10 late registration fee will be assessed after May 21, 2011.**

### SCHEDULE:

**Friday, June 3** – On site registration and check-in: 8–10 AM; Bus Ride to Oceanside for Hobie Factory Tour: 10 AM; Barbecue lunch: 11:30 AM; Poker Reach Sailing Event: 3 PM; Refreshments at regatta site: 6 PM.

**Saturday, June 4** – On site registration and check-in: 8–10 AM; First warning signal: 11:30 AM. Saturday Evening: Barbecue, Live Music, Dancing, Raffle and Silent Auction.

**Sunday, June 5** – First warning signal: 10:30 AM. No warning signal will be made for any class after 3:00 PM.

**SAILING INSTRUCTIONS:** Sailing Instructions will be provided at the on-site registration and check-in, Friday, June 3 and Saturday, June 4.

**RACING VENUE:** The racing will take place on San Diego South Bay.

**LAUNCHING LOCATION:** Bayside Park, 999 Bayside Parkway, Chula Vista, CA

**ACCOMMODATIONS:** Chula Vista RV Park, 460 Sandpiper Way, Chula Vista, CA  
Special Regatta Rate: \$99 for Friday and Saturday nights. **Reservations must be made through Susan Osburn (contact info below).**

**REGISTRATION INCLUDES:** Racing, Friday transportation to/from Oceanside for tour, Hobie Cat Factory Tour with barbecue lunch, Friday sailing event & evening refreshments, Saturday night dinner and party, Sunday morning continental breakfast.

### CONTACTS:

**Regatta Chair:** Joe Hurtado, [titaniumjoe@sbcglobal.net](mailto:titaniumjoe@sbcglobal.net)

**Wagonmaster:** Scott Wentworth, [scott\\_wentworth@yahoo.com](mailto:scott_wentworth@yahoo.com)

**RV Reservations: Must be made with Susan Osburn, [susanjosburn@yahoo.com](mailto:susanjosburn@yahoo.com)**

**REGISTRATION:** On-line at [www.RegattaNetwork.com](http://www.RegattaNetwork.com) (click on calendar, then scroll down to "39th San Diego Classic") **PRE REGISTRATION AND PAYMENT IS HIGHLY RECOMMENDED TO SPEED YOU THROUGH THE CHECK-IN PROCESS**

REGISTER ON-LINE AT [WWW.RegattaNetwork.COM](http://WWW.RegattaNetwork.COM)



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# 2011



# regattaschedule

## DIVISION 2

Lake Havasu, AZ  
March 12-13  
**MidWinters West**  
Gordo Bagley  
[gabi@msn.com](mailto:gabi@msn.com)

Lake Mohave, NV  
April 2-3  
**Hobie Way of Life**  
Dave & Ellie Martin  
[h16music@cox.net](mailto:h16music@cox.net)

Puerto Peñasco, MEX  
May 7-8  
**Cinco de Mayo**  
Roger & Patti Hensler  
[twohenslers@aol.com](mailto:twohenslers@aol.com)

MBYC - San Diego, CA  
May 14-15  
**Alter Cup Area J Qual.**  
John Williams  
[john.e.williams@charter.net](mailto:john.e.williams@charter.net)

ABYC - Long Beach, CA  
May 28-29  
**Memorial Day Regatta**  
Jeff Newsome  
[Jeff.Newsome@schawk.com](mailto:Jeff.Newsome@schawk.com)

ABYC - Long Beach, CA  
July 23-24  
**Multihull Regatta**  
Jeff Newsome  
[Jeff.Newsome@schawk.com](mailto:Jeff.Newsome@schawk.com)

June 4-5  
**San Diego Classic**  
SW Area Championships  
George Burchfiel  
[george@rtainsurance.com](mailto:george@rtainsurance.com)

Santa Barbara, CA  
August 20-21  
**Wine & Roses**  
Steve Leo  
[steve@infocuspromo.com](mailto:steve@infocuspromo.com)

Lake Arrowhead, CA  
September 11-12  
**Lake Arrowhead**  
Chris Dunn  
[dunncl@charter.net](mailto:dunncl@charter.net)

Ventura, CA  
September 24-25  
**Blue Water Regatta**  
Jeff Petron  
[jpetrondds@yahoo.com](mailto:jpetrondds@yahoo.com)

Puerto Peñasco, MEX  
October 8-9  
**Piñata Regatta**  
Barb Perlmutter  
[skippbarb@hotmail.com](mailto:skippbarb@hotmail.com)

## DIVISION 3

Santa Cruz, CA  
April 30-May 1  
**Kickoff Regatta**  
Adam Borchering  
[adam.borchering@gmail.com](mailto:adam.borchering@gmail.com)

Woodward Reservoir, CA  
May 14-15  
**Wet'n Wild Regatta**  
Mike Little  
209-466-4668

Clear Lake, CA  
June 11-12  
**Clear Lake Regatta**  
Andy Pollock  
[sharkfeed2000@aol.com](mailto:sharkfeed2000@aol.com)

Huntington Lake, CA  
June 25-26  
**Commodores Regatta**  
Sean Tomlinson  
[h16@sbcglobal.net](mailto:h16@sbcglobal.net)

Alameda, CA  
July 9-10  
**Round Treasure Island**  
Mike Little  
209-466-4668

Santa Cruz, CA  
July 16-17  
**Summer Multihull**  
Adam Borchering  
[adam.borchering@gmail.com](mailto:adam.borchering@gmail.com)

Huntington Lake, CA  
August 6-7  
**Mile High Regatta**  
Sean Tomlinson  
[h16@sbcglobal.net](mailto:h16@sbcglobal.net)

Bodega Bay, CA  
September 10-11  
**Shark Feed Regatta**  
Andy Pollock  
[sharkfeed2000@aol.com](mailto:sharkfeed2000@aol.com)

Richmond, CA  
September 24-25  
**Alter Cup Area G Qual.**  
Gene Harris  
[gene@pedrick.org](mailto:gene@pedrick.org)

Santa Cruz, CA  
October 8-9  
**Fall Multihull**  
Adam Borchering  
[adam.borchering@gmail.com](mailto:adam.borchering@gmail.com)

Monterey, CA  
October 22-23  
**Turkey Regatta**  
Jason Moore  
[hobie.20@comcast.net](mailto:hobie.20@comcast.net)

## DIVISION 4

Vancouver, BC  
June 11-12  
**Jericho Classic**  
Mark Jones  
[markjones2@shaw.ca](mailto:markjones2@shaw.ca)

Skamokawa, WA  
July 9-10  
**Smoke on the Water**  
Todd Christensen  
[toddcc@ci.issaquah.wa.us](mailto:toddcc@ci.issaquah.wa.us)

Oak Harbor, WA  
July 16-17  
**Dinghies Whidbey Island**  
Bob Combie  
[bobcombie@gmail.com](mailto:bobcombie@gmail.com)

Bellingham, WA  
July 30-31  
**Lake Whatcom**  
Scott Chapman  
[nllcar@earthlink.net](mailto:nllcar@earthlink.net)

## DIVISION 5

Longmont, CO  
Date TBD  
**3 Peaks to the Wind**  
Stephen Cooley  
[MUST429@aol.com](mailto:MUST429@aol.com)

Loveland, CO  
Date TBD  
**Prairie Winds**  
Stephen Cooley  
[MUST429@aol.com](mailto:MUST429@aol.com)

Lake Alcova, WY  
June 18-18  
**Wyoming Governor's Cup**  
Stuart Hill  
[boarderstu@bresnan.net](mailto:boarderstu@bresnan.net)

Lake McConaughy, NE  
July 9-10  
**Tropical Dreams**  
Stephen Cooley  
[MUST429@aol.com](mailto:MUST429@aol.com)

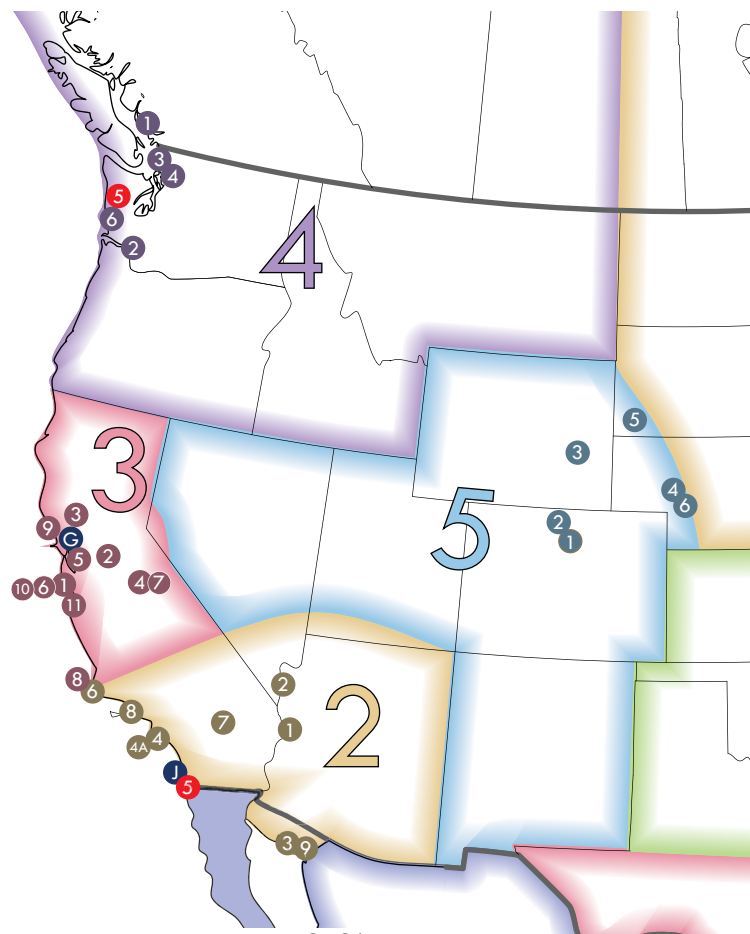
Oahu, HI  
April 2-3  
**April Fools**  
Dan Williams  
[rollerskate-hi@clearwire.net](mailto:rollerskate-hi@clearwire.net)

Oahu, HI  
October 1-2  
**Fall Regatta**  
Dan Williams  
[rollerskate-hi@clearwire.net](mailto:rollerskate-hi@clearwire.net)

August 13-14  
**Lake Quinault**  
NW Area Championships  
Al Jones  
[Atkjones@centurytel.net](mailto:Atkjones@centurytel.net)

West Port, WA  
September 10-11  
**West Port**  
Ben Colwell  
[teamsele@charter.net](mailto:teamsele@charter.net)

Location TBD  
Date TBD  
**Alter Cup Area L Qual.**  
Laura Sullivan  
[mslauras@hotmail.com](mailto:mslauras@hotmail.com)



## DIVISION 14

Lake Hefner, OK  
April 30-May 1  
**Daggerless 14/16 Div'1**  
John Mork  
[jmark1@cox.net](mailto:jmark1@cox.net)

Cheney Lake, KS  
July 23-24  
**Cat Chase**  
Scott Mathia  
[mathia1620@yahoo.com](mailto:mathia1620@yahoo.com)

Oak Point, TX  
May 7-8  
**DCYC Leukemia Cup**  
Laurie Cronan  
[lcronan@solbroadband.com](mailto:lcronan@solbroadband.com)

Oak Point, TX  
September 3-4  
**Mid-Americas Area Champs**  
Rob Kollman  
[r-kollman@ti.com](mailto:r-kollman@ti.com)

Cheney Lake, KS  
May 21-22  
**Prairie Regatta**  
Scott Mathia  
[mathia1620@yahoo.com](mailto:mathia1620@yahoo.com)

Lake Tawakoni, TX  
September 17-18  
**Daggerboard**  
Sue & Bob Mimlitch  
[sue\\_and\\_bob@verizon.net](mailto:sue_and_bob@verizon.net)

Lawton, OK  
June 11-12  
**OK State Champs**  
Bill & Peggy Coe  
[coe4302@aol.com](mailto:coe4302@aol.com)

Lake Ray Roberts, TX  
October 1-2  
**Shegatta**  
Sheila Holmes  
[sheilaholmes@ntin.net](mailto:sheilaholmes@ntin.net)



## DIVISION 7

Storm Lake, IA  
June 11-12  
**Storm Chaser**  
Andy Larson  
[larsona@iwnet.net](mailto:larsona@iwnet.net)

Yankton, SD  
July 30-31  
**Lewis & Clark Lake**  
Dave Rice  
[david.rice@bankofthewest.com](mailto:david.rice@bankofthewest.com)

Clear Lake, IA  
August 27-28  
**North Central AC**  
Todd Wilson  
[todd@hollingsworthmfg.com](mailto:todd@hollingsworthmfg.com)

Spicer, MN  
July 9-10  
**Green Lake Regatta**  
Kevin Chase  
[kcchase@comcast.net](mailto:kcchase@comcast.net)

Des Moines, SD  
August 13-14  
**Saylorville Lake**  
Roger Taha  
[rtaha@mchsi.com](mailto:rtaha@mchsi.com)

Storm Lake, IA  
September 11-12  
**Storm Lake**  
Andy Larson  
[larsona@iwnet.net](mailto:larsona@iwnet.net)

## DIVISION 10

Indianapolis, IN  
May 14-15  
**Mayor's Cup Regatta**  
Skip Kaub  
[skipkaub@mac.com](mailto:skipkaub@mac.com)

## DIVISION 16

Syracuse, NY  
May 20-22  
**Madcatter**  
Sean Smith  
[seansmith204@gmail.com](mailto:seansmith204@gmail.com)

## DIVISION 11

Gunpowder, MD  
April 30-May 1  
**Gunpowder**  
Dan Flanigan  
[dflp135@msn.com](mailto:dflp135@msn.com)

Toronto, Ontario  
June 4-5  
**Flying High**  
Dan Borg  
[Dan\\_Borg@toyota.ca](mailto:Dan_Borg@toyota.ca)

Dewey Beach, DE  
May 7-8  
**Rehoboth**  
Dave Raughley  
[draughley@aol.com](mailto:draughley@aol.com)

Angola, NY  
[cancelled]  
**Hobie Kenobie**  
Bob Burns  
[burnsmepup@verizon.net](mailto:burnsmepup@verizon.net)

Atlantic Highlands, NJ  
June 4-5  
**Sandy Hook**  
Greg Raybon  
[graybon@verizon.net](mailto:graybon@verizon.net)

Rochester, NY  
August 6-7  
**R.O.H.R.**  
Mark Gibson  
[Gibson@xelic.com](mailto:Gibson@xelic.com)

Spray Beach, NJ  
June 11-12  
**Spray Beach**  
Ron Laporta  
[ronlaporta@verizon.net](mailto:ronlaporta@verizon.net)

Canandaigua, NY  
September 17-18  
**CMOR**  
Sue Bennett  
[sharkoops5@aol.com](mailto:sharkoops5@aol.com)

Lanoka Harbor, NJ  
July 16-17  
**Barneget Breezer NEAC**  
Chris Begrow  
[cbegrow@aol.com](mailto:cbegrow@aol.com)

Location TBD  
July  
**Alter Cup Area C Qual.**  
Mark Santorelli  
[mark@mnktechnologies.com](mailto:mark@mnktechnologies.com)

## DIVISION 8

Punta Gorda, FL  
February 4-6  
**Charlotte Harbor**  
Brian Gleeson  
[gleeson@sun-herald.com](mailto:gleeson@sun-herald.com)

Wildwood, NJ  
August 20-21  
**Wildwood**  
Rob Wagner  
[rob.wagner@verizon.net](mailto:rob.wagner@verizon.net)

Fort Lauderdale, FL  
March 26-27  
**MidWinters East**  
Steve Voeller  
[svoeller@comcast.net](mailto:svoeller@comcast.net)

Shore Acres, NJ  
September 10-11  
**Shore Acres**  
Rob Wingender  
[rawingender2@comcast.net](mailto:rawingender2@comcast.net)

Tampa, FL  
November 5-6  
**Alter Cup Area D-5 Qual.**  
Dave Ingram  
[smalldog266@comcast.net](mailto:smalldog266@comcast.net)

Rock Hall, MD  
September 24-25  
**Rock Hall**  
Dan Flanigan  
[dflp135@msn.com](mailto:dflp135@msn.com)

Dewey Beach, DE  
October 8-9  
**Sharkey's Cup**  
Bill Colgan  
[hobie106@speakeasy.net](mailto:hobie106@speakeasy.net)

## DIVISION 15

Ocean Springs, MS  
June 19-23  
**17/18 North Americans**  
Ken Altman  
[goclaw@yahoo.com](mailto:goclaw@yahoo.com)

Fort Walton Beach, FL  
November 6-11  
**16/20 North Americans**  
Tom Garner  
[todd@hollingsworthmfg.com](mailto:todd@hollingsworthmfg.com)

Ocean Springs, MS - Ocean Springs Yacht Club  
June 24-26  
**14/Wave/Women/Junior/Youth North Americans**  
Ken Altman  
[goclaw@yahoo.com](mailto:goclaw@yahoo.com)

Lawrence, KS  
October 15-16  
**Frased Knot**  
John Eaton  
[mailflatlands@gmail.com](mailto:mailflatlands@gmail.com)

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GREEN Text denotes a yacht club one-design regatta. Check with the organizer to confirm which classes are invited.

POINTS RESULTS GO TO:  
[HOBIESCORES@YAHOO.COM](mailto:HOBIESCORES@YAHOO.COM)





GOEFF WEBSTER PHOTO



## NOTICE OF RACE June 23-26, 2011

**Organizing Authority:** Hobie Class Assn of North America, Ocean Springs Yacht Club, Ocean Springs Sailing Squadron & Hobie Fleet 70

**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:** 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.

**Classes:** Hobie 16 (no spinnaker), Hobie Wave.

**Eligibility:** All crew members must be current members of the IHCA. Hobie 16 competitors must be under age 21 on June 24, 2011. Hobie Wave competitors must be under 16 years of age on June 24, 2011. This modifies IHCA Rule 17.7. Both crewpersons in the Hobie 16 Women's event shall be female.

### Schedule:

Check-in at the venue: Thurs., 6/23 1300-1800 hrs and Fri., 6/24 0800-1000 hrs. All classes will have 3 days of racing (6/24 - 26). The first warning signal will be at 1130 on 6/24.

Both events will have the objective of 3 to 5 races per day, back to back. There is no maximum number of races.

### Registration & Fees:

Wave Junior - FREE  
Hobie 16 Youth - \$195  
Hobie 16 Women - \$195  
**\$25 Late fee after April 30, 2011**

**Register online at [RegattaNetwork.com](http://RegattaNetwork.com) - H16W / H16Y / HWJ (links)**

**Measurement:** Boats will not be weighed at this event. However, competitors are responsible for ensuring their equipment is HCA Class Legal. During the competition, any boat may be subject to inspection.

**Sailing Instructions:** The SIs will be available at registration.

**Venue:** The Ocean Springs Yacht Club (OSYC), located at the north east side of the US Rt. 90 bridge over Biloxi Bay. Racing will be on Biloxi Bay.

**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.

**Accommodations:** Gulf Hills Hotel and Golf - (866) 875-4211

Indian Head Station Hotel - (228) 818-1801

Isle of Capri Casino Resort Biloxi - (228) 435-5400

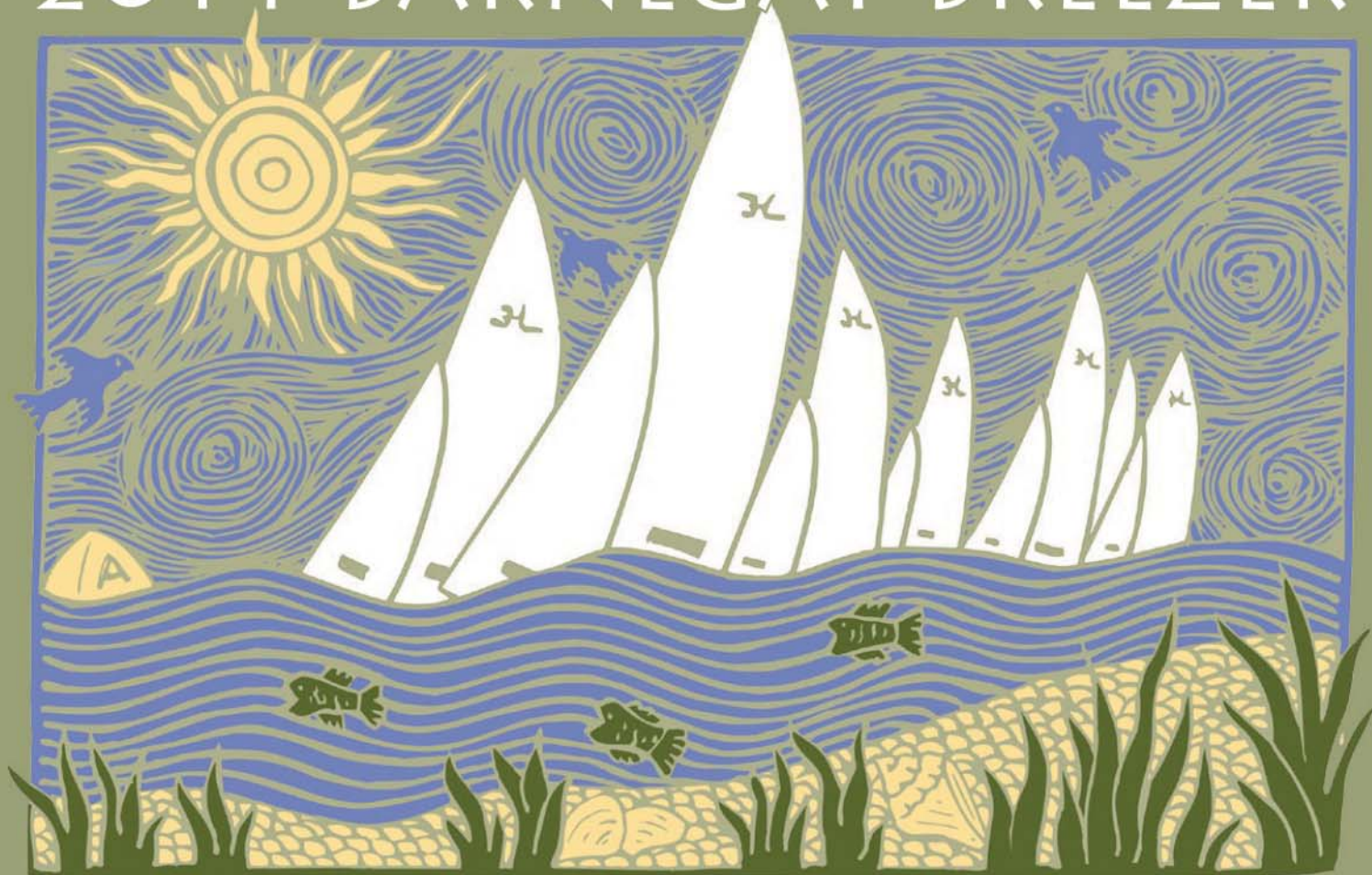
Limited primitive RV parking and camping on-site for a modest fee.

Contact Chris Wessels for more info - [xanderwess@yahoo.com](mailto:xanderwess@yahoo.com)

**Information:** Joe Pocreva - [fleetcaptain@osyc.com](mailto:fleetcaptain@osyc.com) (850) 499-2217  
Additional information [www.osyc.com](http://www.osyc.com)



# 2011 BARNEGAT BREEZER



## NORTHEAST AREA CHAMPIONSHIPS JULY 16-17 • BAYVILLE • NEW JERSEY

### NOTICE OF RACE

**ORGANIZING AUTHORITY:** The Hobie Class Association of North America in affiliation with HCA Division 11 and Hobie Fleet 416.

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

**ELIGIBILITY/ENTRY:** Open to all Hobie Cat one-design classes. Pursuant to IHCA Rule 26, one crew member on each boat must be a member of the IHCA. Register on-line at [www.RegattaNetwork.com](http://www.RegattaNetwork.com).

**INSURANCE:** Proof of current \$100,000 liability insurance is required.

**FEES:** Double Handed: \$55; Single Handed: \$45; Youth Teams: \$30. **\$10 late registration fee assessed after July 14, 2011.**

**SCHEDULE:** Saturday, July 16 – On site registration and check-in: 8 – 9:30 AM; Competitors' meeting: 9:30 AM; First warning signal: 11:30 AM.

Sunday, July 17 – First warning signal: 10:30 AM. No warning signal will be made for any class after 3:00 PM.

**SAILING INSTRUCTIONS:** Sailing Instructions will be provided at the on-site registration and check-in, Saturday, July 16.

**RACING VENUE:** The racing will take place on Barnegat Bay.

**LAUNCHING LOCATION:** Trixie's Marina/Berkeley Island Park in Bayville, NJ ([www.trixieslanding.com](http://www.trixieslanding.com)) 305 Brennan Concourse, Bayville, NJ

**ACCOMMODATIONS:** RV parking (no hookups) and tents. Alternative: Cedar Creek Campground (732) 269-1413

**REGISTRATION INCLUDES:** Racing, beverages, t-shirt(s), Sunday hot dog lunch, free on-site camping and a free chance at raffle prizes.

**MEALS:** Friday dinner: Grills provided for potluck dinner – bring dishes to share. Saturday dinner available at a modest additional cost – please order and pay in advance when registering on the Internet.

**OTHER:** BYO chairs/blankets to sit on. BYO tables if you have them.

**CONTACTS:** Dan Ward (609) 439-2762 [Danward@aol.com](mailto:Danward@aol.com) or Chris Begrow (215) 996-1011 [CBegrow@aol.com](mailto:CBegrow@aol.com)

For updated dinner, prize and party information: [www.hobiefleet416.org](http://www.hobiefleet416.org)

### DIRECTIONS:

**From North Jersey** – Take Garden State Parkway south to exit 77 Berkeley. Turn left onto Double Trouble Rd, and left again at 1st signal onto CR 618-Pinwald-Keswick Rd. \*\*\* Continue below.

**From South Jersey** – Garden State Parkway north to Exit 77 Berkeley. Turn right at end of ramp onto CR 618-Forrest Hills Parkway. \*\*\*Continue below

**From Trenton/Philadelphia Area** – Take Route 70 east. Turn right on Route 530 east. Go straight onto CR 618-Pinwald-Keswick Rd. when Route 530 turns left at Dover Rd. \*\*\*Continue below

\*\*\*Follow CR 618 (going left at the Central-Serpentine fork) until you reach Route 9. (This road changes names several times.) Cross Route 9 at signal and continue straight for another mile (this is Butler Blvd). Follow brown signs for Berkeley Island Park: Turn right onto Bayview Ave. At end, turn left onto Brennan Concourse. Look for "Flying H" Hobie signs.



# justinoffthewire

## News and Notes

### IHCA Class Rules Changes

After a vote of the International Hobie Class Association Council, the IHCA has deleted the restriction in the class rules on conductive tiller extensions which applied only to the North American Region. The rule change took effect on April 1, 2011. Carbon-fiber sticks are legal!

In addition to the tiller extension change, the crew composition for some classes has been better defined. For high-level events (ISAF events, Worlds and regional championships - like North American Championships), the "crew" must now consist of two people on the 16, 18 and 20.

The IHCA Class Rules are available on-line at: [www.hobieclass.com](http://www.hobieclass.com)  
Click on Class Rules> Rule Book, then the top link to the PDF version of the rule book.

### Hobie Cat in China

The Hobie 16 Worlds last year in Weihai, China introduced many people to the Hobie Cat brand and opened up a huge market for Hobie products. A growing middle class in China is primed to enjoy the "Hobie Way of Life."

A recent press release from Hobie Cat Australasia included this advertisement in *Yacht*, a Chinese language magazine similar to the *Yachting* magazine distributed in the United States. It illustrates the gains Hobie Cat has made in Chinese market with the Hobie Adventure Island in addition to the Hobie 16. Go Hobie Cat!

### Scorpion Memories

In the last *HOTLINE*, we had a photo of George Miscannon nursing a scorpion sting he acquired at the Hobie 16 NAs at Lake Mohave.

As the photo below shows, George has made his memory of the incident a bit more permanent - and we bet it hurt more than the sting!



### THE VERSATILE "HOBIE ADVENTURE ISLAND"

#### 多才多艺的HOBIE "冒险岛"

文/陈宇 图/Hobie Cat Australasia  
If you have this true adventurous and innovative craft, you will know how fun it is and how versatile it can be.

自从半个多世纪之前Hobie Alter在他父亲的仓库里搞腾冲浪板。"Hobie"就是个不断创新的运动品牌。"冒险岛"当然也不例外。第一眼看上去,它绝无仅有的外形令人惊异;而亲身体验所得到的乐趣会将这惊异转化成深深的喜爱。

它是帆船,它是脚踏独木舟,它还是电动船。它是风能、体能、电能三合一的船。说它多才多艺,一点不为过。

它总重8公斤。它配备的最新eVOLVE电路系统可以单独使用,也可以同MirageDrive脚踏系统联合使用。eVOLVE内置GPS,可在显示屏上显示实际速度。显示屏还可显示距离、消耗的电量及充电状态。它不惧风浪,对海洋更属环保。

它空间舒适,立鱼创新。面对如此精美的它,谁不想一试身手呢?





# working with ...

*In January, the HCANA partnered with Regatta Network to provide on-line membership database services. Since then, over 700 HCANA members have joined or renewed their memberships through the on-line system. A huge advantage of RN's regatta registration / scoring modules are that they are tied in to the membership database, making it a snap to verify class membership at regatta registration. RN also provides a quick and easy on-line registration solution for fleets that may not have the resources to set up their own system. However, as with any new (at least to us) system, there are some quirks. Here are some of the more frequent questions we've seen over the past few months:*



## **Membership**

**I'm a member trying to renew, but the database search doesn't find me. What gives?**

The search is stupid. No, really! First of all, try just using your last name or city (leave the other two boxes blank). If you've got a name suffix (like "Jr" or "III", try putting your last name plus the suffix in quotation marks ("White Jr"). The search is not case sensitive, so don't worry about that. If all else fails, just go in as a new member and we'll sort out the mess on our end.

**Do I have to be a US Sailing Member? Why are you asking for my USSA membership number?**

You don't have to be a US Sailing member - just leave the box blank if you aren't. If you *are* a USSA member, then Regatta Network can auto-populate the data fields by pulling your info from the USSA database.

**I've already renewed on-line, but I forgot to add a family member. Can I add one on-line?**

Unfortunately, no. You can e-mail the information to [hobiemembership@gmail.com](mailto:hobiemembership@gmail.com) and send us a \$10 check for each additional member.

**I renewed my membership, but something happened before I could pay. Now it says I'm current and won't let me pay?**

Don't worry - you show up as "unpaid" in the administrator's Membership Inbox. Within a week or so, you'll get an e-mail with a direct link for payment. Just follow the link to pay on-line or send us a check.

**I need to change my address. Can I do that on-line?**

Sorry, but the only time you can edit your membership record is when you renew. If you need to change anything mid-year (address, e-mail, etc.), just send an e-mail to [hobiemembership@gmail.com](mailto:hobiemembership@gmail.com) and we'll take care of it.

## **Regatta Registration**

**When I try to register for an event, it says I need a valid HCA Membership - but I renewed already!**

The program is very sensitive to how your name is in the membership database - it has to be a perfect match. "Dan Williams" does not equal "Daniel Williams".

## **Event Set-Up**

**We want to run an event using Regatta Network. How do we get started?**

There are two ways to go about it. If you have bank account already set up for your fleet or club, go to [www.regattanetwork.com](http://www.regattanetwork.com), click on "LOG IN" and then the "SIGN UP" button. Fill out the form on-line and submit it to Regatta Network. You'll be contacted within a couple of days with your account log-in info.

The other way to do it is through the HCANA's account. Just contact HCANA Race Director Matt Bounds ([hcaracedir@comcast.net](mailto:hcaracedir@comcast.net)).

**OK, we're set up - how much does it cost and when do we get paid?**

Regatta Network charges 7% of registration fees and 4.5% of other fees. They send out a reconciliation on the 1st and 15th of the month along with a check for the net amount. If you are using the HCANA's account, we'll send you one check just before the event with the proceeds collected to date and one check after the event with everything reconciled. It's much better if you set up your own account.

**How do we make sure that everyone registering is an HCANA Member?**

In the Event Information screen, make sure to check the "Ask For Class Assoc. Member Number" box is checked and choose the Hobie Class Association - North America in the "Verify Against" drop-down list.



# inbox

## Feedback

*The "Membership Matters" column in the Winter 2011 HOTLINE touched a few nerves – as it was intended to – and coupled with a mass mailing of that issue to over 5,600 current and former HCA members and an e-mail campaign to build membership resulted in a surprising number of responses, not all of which were "fuzzy bunnies and rainbows." It's impossible to make everybody happy in a 1,000+ member organization, but we do listen. Keep the dialog coming!*

### Marshall Akroyd, Blue Point, NY:

Thanks for the Winter 2011 issue of the **HOTLINE**. It sure brought back some memories. That must have been a labor of love to pour through all those old databases!

I started sailing when I purchased a Hobie 14 in 1979, and gave it to my sister when I purchased a 1981 Hobie 16 California Special, which I owned until 2009. The two young men who purchased it couldn't believe the good condition it was in.

Owning a Hobie Cat provided me with a real love for sailing--all kinds of sailing. I did occasionally race my H16, started to race monohulls as well, crewed four deliveries from Bermuda to NY, bareboat chartered cruising catamarans four times in the BVIs and finally purchased a used Lagoon 35ccc catamaran in 2008. Hence, the sale of my Hobie 16.

I race on a Hobie 18 Magnum with a friend of mine in Florida once a year. We compete in the Open Beach Cat Division at a regatta in Sarasota; Bill is 71 and I am 58, but we won this past October. I hope to go back down this year.

But that's about the extent of my Hobie sailing at the present time, and with my larger cat, I don't expect it to change. Thanks for a "sail" down memory lane, but I won't be joining HCA this year.

There are several Hobies at Sayville Yacht Club, where I am a member. I will bring my issue down, but if you have an extra couple of issues, I will distribute them.

We are also a very active racing club and have hosted many regional, national and even international events (including the Sunfish Worlds in the late 1990s). We have hosted Hobie events in the past, but not since the mid-to-late 1980s or early 1990s. We would most likely be interested in hosting an event.

All the best with your efforts to revive the Hobie Way of Life.

*Thanks for the reply, Marshall.*

*We appreciate your dilemma – we're not getting any younger either. However, Hobie sailing is something you can do to keep in shape even as a senior citizen. All us should take inspiration from septuagenarians like Bruce Fields, John Hauser and Stan Woodruff – still sailing and racing well into their 70s.*

*We have fond memories of the 2000 17 / 18 Continentals held in Sayville, NY on the Great South Bay, and the Northeastern Area Championships sailed out of Hecksher State Park in the '80s. What a great place to sail!*

*Fair winds, and good luck with your expedition to Florida and with the Lagoon.*

### Ian Sloan, Anacortes, WA:

Unfortunately I will not be renewing my membership in the HCANA this year. While the **HOTLINE** has provided some fun reading, there is very little that is relevant to my boat, the Hobie Tiger, or to F18 racing, which is the class in which I participate. Additionally, I never received a membership card, welcome letter, or any other items indicating I was a member, except the **HOTLINE**. I just simply do not see any significant return on membership fees.

*Thanks for the note, Ian.*

*Sorry about the **HOTLINE** content being somewhat irrelevant to the F18 crowd. We try to "share the love" with the different classes, but the bottom line is that we've not had anyone submit any articles regarding the Tiger or Wildcat in a while. We can't write everything that ends up in the magazine. We need help from individuals such as yourself.*

*We're also sorry about the membership card – we stopped doing them several years ago because they became an expensive, logistical nightmare for a volunteer organization. A welcome letter is something we haven't done in recent memory, but that's an idea we'll use.*

*We'll keep your name in the database, with a note not to bug you for a while. Good luck with your campaign this year!*

*Got something on your mind? Send us a note at: [hobiemembership@gmail.com](mailto:hobiemembership@gmail.com) and let us know about it!*



**Gareth Nisbett, Kennewick, WA:**

I appreciate receiving the recent **HOTLINE**. Although I am not currently a member, I understand your thinking behind mailing me a copy.

As a response to your article on your old database numbers issue (6000 v 700) on page 4, you mention that a lot of lapsed members are content to just putter around the local lake, which is true, but there is another issue at work. You lament the declining numbers at regattas, number of regattas etc. Sailors like myself got out of Hobie racing because of a number of factors.

You have heard all the usual ones I am sure . . . work, family, other commitments and in my case, getting far out of shape. But consider the sailors who maybe only want to attend one regatta a year but we cannot buy a weekend or one regatta membership, as I recall we had to join US Sailing, NAHCA, our local fleet and provide insurance. Add in travel expenses, camping, regatta fees *et al* and the proliferation of many different Hobie products (it was soooo much more simple and fun with just 16, 17 and 18's) in addition the doing away with X Class and open regatta participation and I think that Hobie has done itself in.

Probably not what you wanted to hear and only my opinion, but I had a lot of open regatta and X class friends who just drifted away. Why did you all have to take it so darn seriously? What happened to FUN?

This is the case not only with sailing but with virtually every other sport I can think of, people are so caught up in the latest, fastest, best of whatever, they have lost sight of the fun side of all this.

I wish you luck in your quest to reconnect with old members but I will not be one of them. It was fun however to see some familiar names in the magazine, yours being one of them.

All the very best for 2011 and beyond.

*Hi Gareth,  
As you can imagine, the article touched a nerve with a lot of people, and we're doing our best to answer each one.*

*Without addressing the past - that we cannot change - we still think that Hobie Cat sailing/racing represents one of the best recreational values out there. Regattas often provide the opportunity to sail in a venue otherwise inaccessible to beach cats. A web membership to the HCANA only costs \$25 - less than a night at the movie theater for two people these days. For another \$10, you get the **HOTLINE**, a damn fine magazine, if we do say so ourselves.*

*The fun is still there. It's not as easy to find anymore, but it's still there. We'll put a note on your membership record that you won't be joining this year, but we're not going to delete you from the database in hopes that one day you'll be back.*

*Fair winds, and good luck!*

**Gareth responded:**

Thank you for your reply.

I must apologize, I was venting and took it out on you. Turning 56, being way out of shape and looking at my 18 sitting in my front yard (and reminiscing) all gets frustrating. Yes, I know, "get off my duff and do something about it", real life issues have a horrible habit of getting in the way.

Please keep me on the database, I will try to remotivate myself. Keep up the great work you do for the Hobie world.

**Floyd Adcock, Surfside, TX:**

I liked your article in the new **HOTLINE**. My sailing group is one of the groups you mentioned, tooling around the Gulf and having a blast on the weekends. Racing has never crossed my mind to be honest. I agree also that the race crowd abandoned the recreational sailor which doesn't make any sense. These are some of the very limited amount of people who appreciate it or care.

I wish you the best of luck getting the message out to the A-fleet guys and I will do all I can to grow our small social Hobie fleet (Fleet 33). Thanks again for the **HOTLINEs** I will pass them out this weekend at our meet & greet!!

**Jeff Rehm, Commerce Twp, MI**

Was just enjoying the latest issue of the **HOTLINE** and thought I'd drop you a quick note.

My situation is almost a textbook example of what you mentioned in your article. About 18 months ago I happened upon an old H18 in a farmer's shed with 1/4" of dust and mold on it. Taking a closer look I realized it was fundamentally in very good shape and a diamond in the rough. I purchased it for very, very little (I still feel a bit guilty), and with a bit of elbow grease last spring it cleaned up quite nicely. We had an incredibly fun summer learning the nuances of sailing a cat and what a screaming reach really feels like. We capped it off with a trip to Tawas last fall for one of the CRAM (Catamaran Racing Association of Michigan) regattas. Even though there was little-to-no wind, my son and I had a fantastic time. It really whetted our appetite for 2011.

Anyway, I keep the boat down at Clear Lake, IN where they have a



regular racing series. Unfortunately, no cats - only C Scows and Flying Scots. There are two other regularly sailed H18s on the lake, and this summer I'm going to try to talk them into becoming more active sailors and perhaps racers.

As for racing, I just plunked down my \$35 to join CRAM and hope to be able to do some road-trips perhaps 4-5 times this season. Only concern I have is the lack of other H18s. If you know of any guys on the fence, let them know there is at least one other guy who would really like some direct competition. While I can hopefully hang with the F18's upwind, they crush me on the downwind legs as soon as the spinnakers go up. I know there's some equalization using Portsmouth ratings, etc. but its still no fun watching them disappear toward the leeward mark.

I have four children (15, 12, 9, and 6) and hope to get each of them involved in sailing and racing. My youngest still freaks out when we fly a hull, but the older ones really enjoy the experience, trapping out, etc. One thing for sure, the cat appeals far more to my kids' adrenaline junkie generation than the monohulls. Perhaps that's a marketing strategy? Hobie Wave jumping in the X-Games?

*Hi Jeff,*

*Keep trying with the 18 guys in Indiana - but don't push the racing bit too hard. If you're willing to travel a bit, there will probably be a fleet of 18s at the Madcatter regatta in Syracuse, NY come late May, the Rochester, NY Regatta in early August and the Canandaigua, NY regatta in early September. They're a 6 - 8 hour drive each way, but always a good time.*

*Dale Van Lopik is an 18 sailor on the west side of the state. He used to race a*

*lot back in the day and still brings his out occasionally. Steve Attard sails an 18 out of North Cape Yacht Club (on Lake Erie, just south of Monroe, MI). You could probably get both of them out at the CRAM North Cape Regatta.*

*There's also some 18 action further west, in Iowa. Pretty good hike from here, but not so bad from Indiana.*

*Hope to see you out this year!*

### **Jeremy Laundergan, Long Beach, CA:**

I joined HCANA when the Hobie regattas were "open" in the early 2000s. I have an A-class catamaran and we were able to get a fleet together and have some fun with the Hobie sailors. Then HCANA decided to become 'Hobie Only' again. From the sounds of it, that hasn't worked out too well for membership as active fleets are now mixed manufacturer A-Class and F18s catamarans and the H14, H16, F18 and F20 fleets continue to dwindle. If regattas were made open to other fleets of boats, I would likely join again.

*Hi Jeremy,*

*Sorry you got caught up in the mass e-mail. You really don't have any reason to be a member of the HCANA since you own/race an A Class cat.*

*The Hobie Class' one-design policy, as revised over the past few years has actually been working OK - for example, we now have points regattas in conjunction with yacht clubs like Alamitos Bay YC and Mission Bay YC. We expected consolidation, but we've lost touch with a lot of members who would rejoin if we put a little effort into outreach. We've already been able to recapture over 100 members in the last six weeks.*

*Thanks for the note, and we'll go ahead and delete your name from the database.*

### **Simon Roe, Raleigh, NC**

Sorry - haven't had a boat for nine years. We stopped racing when we bought a beach house. Kept the boat on the beach for a while, but then had two little kids and it never got in the water. I do a little sailboarding. The kids are nearly at an age where we're considering another Hobie on the beach. Had a sail of a Getaway last year and can see that it would be a comfortable safe family beach boat - but, there are lots of other things in life, so, at this point, it's pretty unlikely that we'll get a boat.

I did enjoy the **HOTLINE** but am not interested in membership. If we do get a boat, we'll see - our sailing is likely to be recreational

All the best to everyone.

### **Louise Steiner (Cramer), Vancouver, BC:**

I recently received the Winter 2011 issue of the **HOTLINE** and was pleasantly surprised! When I read the magazine I saw a few old friends who are still racing (Mike Montague and Kathy Ward). When I took a look at the standings, I also noticed the Hess' too.

The magazine brings back great memories and it was a wonderful way of life when I raced years ago (Canadian National and Women's Worlds Champion), and friendships are ever lasting.

I wish you every success in building your membership and I will be subscribing to the **HOTLINE**.

### **Chip ZenkeArlington, VA:**

Just caught your e-mail - good to hear the **HOTLINE** is back. I may join HCA in a few months to offer support. If you have a promotional copy of the **HOTLINE** to check what's new that would be great!



# welcomenewmembers ...

Gregory Minnaar, Fort Lauderdale, FL  
Hal Stead, St. George, UT  
Raul Hevia, St. George, UT  
Thomas Jaynes, Shreveport, LA  
Skip Kaub, Noblesville, IN  
Coco Hudson, Shreveport, LA  
Ted Page, Houston, TX  
Ron Holm, Kansas City, KS  
Michael Burley, Fort Pierce, FL  
Rocky Bond, Pascagoula, MS  
Patrick Ramsay, Pascagoula, MS  
Gerry Morelli, Beaverton, OR  
John Seffern, Shreveport, LA  
Steve Myer, Spring Lake Hts, NJ  
Harry Giddings, Boca Raton, FL  
Don Harper, Oviedo, FL  
Steven Craemer, Stuart, FL  
David Wilson, Shreveport, LA  
Michael Feidler, Pearland, TX  
Aaron Barr, Shreveport, LA  
Floyd Adcock, Pearland, TX

Chad Creagh, Houston, TX  
William Fix, Herrin, IL  
Michelle Rathkamp, Lake Jackson, TX  
Rob Latanville, Woodlawn, ON  
Charles Taylor, Atlanta, GA  
Ernie Walker, Aurora, CO  
Wesley Hodges, McKinleyville, CA  
Carlos Leon, Cooper City, FL  
Dana Taschner, Corona Del Mar, CA  
Mike Powers, Plantation, FL  
Chuck Saling, St. George, UT  
David Holm, Grain Valley, MO  
Richard Karpinski, Scottsdale, AZ  
Jay Blackwood, Rio Rancho, NM  
Steven Maffetone, Oakland Park, FL  
Danny Steyn, Ft Lauderdale, FL  
John Sherry, Coral Gables, FL  
Bret Moss, Southwest Ranches, FL  
Barbie Beckford, Alachua, FL  
Franklin Trainer, Port Orange, FL  
Barry Haley, Plantation, FL

Gurney Mizell, Newport, NC  
Norm Hansen, Highland Beach, FL  
Allan Wright, McMinnville, OR  
Jon Robinson, Sugar Land, TX  
Barbara Sander, Tomball, TX  
Tracy Curry, Merritt Island, FL  
Charles Smith, Ottawa, ON  
Brendan Castile, Del Mar, CA  
Jerry Shuett, Lake Wylie, SC  
Donald Thompson, Kanata, ON  
William Comeaux, Tucson, AZ  
Rich Schulman, Boynton Beach, FL  
John Lawton, West Vancouver, BC  
Tom Hansen, Fort Lauderdale, FL  
John Sloan, Montclair, CA  
Terry Greene, Pembroke Pines, FL  
Ivan Eduardo Aponte, Humacao, PR  
Jim Johnson, Ft. Lauderdale, FL  
David R. White, Key Largo, FL  
Steve Willett, Clarksville, TN  
Hannah Birkholz, North Mankato, MN

# welcomebackmembers ...

Jack D Welsh, Oklahoma City, OK, 1993  
Scott B Hubel, Melbourne, FL, 1994  
Chip Walters, Madison, NJ, 1997  
Dick Graves, Storm Lake, IA, 1997  
Lee J Dunn, Palm Bay, FL, 1998  
Tom Materna, Sherman Oaks, CA, 1998  
Don Kaster, Portland, OR, 1999  
Gord Heieis, Surrey, BC, 1999  
David Versocki, Scotia, NY, 1999  
Dave Milne, Nepean, ON, 2000  
Chris Stater, Hallandale Beach, FL, 2001  
Nicolas Liebel, Mississauga, ON, 2001  
Peter B Galvin, Boulder, CO, 2002  
Hunter Frye, Ft Lauderdale, FL, 2003  
Heriberto Martinez, San Juan, PR, 2003  
Brad Nelson, White Bear Lake, MN, 2003  
Tim Peppard, Cheney, KS, 2003  
Burt Sherriff, Carlsbad, CA, 2003  
Steven Attard, Temperance, MI, 2003  
Pete Haley, Daytona Beach, FL, 2003  
Dennis Teddlie, Lake Charles, LA, 2003  
Kevin J Renninger, Lake Hopatong, NJ, 2003  
Fred Steinbaum, Hopatcong, NJ, 2003  
Daniel M Heyse, Byers, CO, 2003  
John L Flanagan III, Baltimore, MD, 2003  
George Winter, Fond Du Lac, WI, 2003  
Chris W Bolton, Lorton, VA, 2003  
Michael A Ferguson, Cathedral City, CA, 2004  
David Nolte, Severna Park, MD, 2004  
John Lawton, West Vancouver, BC, 2006  
Spindler Krause Jr, Seaford, VA, 2007  
Alvin Jones, Roswell, NM, 2008  
Tony Krauss, Tucson, AZ, 2008

Patsy Aplin, Tualatin, OR, 2008  
Jeff Kitson, Rochester Hills, MI, 2008  
Stan Manning, Santa Cruz, CA, 2008  
Scott Rathburn, Atlantic Highlands, NJ, 2008  
David Pruitt, Irvington, AL, 2008  
Gary Koye, Summerville, SC, 2008  
Robert Wythes, Kaneohe, HI, 2008  
Robert Patt, Vancleave, MS, 2008  
Kenneth Altman, Ocean Springs, MS, 2008  
Phil Bumala, Dewey, AZ, 2008  
Shady Grady, Mary Esther, FL, 2008  
David Atkinson, Clear Lake, IA, 2008  
Thomas Kirkham, Apple Valley, MN, 2008  
Dale Crouse, Austin, TX, 2008  
Matthew Miller, Vista, CA, 2008  
Graham Mcglashan, Vancouver, BC, 2008  
Michael Megrew, Charlestown, RI, 2008  
Ted Knowlton, Lincoln, MA, 2008  
Rebecca Krause, Crystal, MN, 2008  
Sarah Burton, Richland, WA, 2008  
Dale Van Lopik, Zeeland, MI, 2008  
Virgil Gassoway, Chesterton, IN, 2008  
Robert Taylor, Fort Wayne, IN, 2008  
Lloyd Graves, Raleigh, NC, 2008  
Jon Nilan, Edmonds, WA, 2008  
Peter Kuebler, Encinitas, CA, 2008  
Kellie Arpy, Des Moines, IA, 2008  
Debbie Grubbs, Boulder City, NV, 2008  
Ryan Richardson, Knoxville, IA, 2008  
Kirk Spangler, Winter Haven, FL, 2008  
Michael Rayfuse, Sacramento, CA, 2008  
Stan Woodruff, Ruskin, FL, 2008  
Kurt Dunn, Sacramento, CA, 2008

Bob Burke, Phoenix, AZ, 2008  
Michael Garrett, Essex Junction, VT, 2008  
Al Colucci, Hamburg, NY, 2008  
Christopher Duley, Plattsburgh, NY, 2008  
Chris Jernigan, San Diego, CA, 2008  
Randy Neubauer, Apple Valley, MN, 2008  
George Pedrick, Pt. Richmond, CA, 2008  
Brian Joder, Folsom, CA, 2008  
Robert Bridgman, Derby, KS, 2008  
Michael Valenta, Danville, CA, 2008  
Richard Fennell, Santa Rosa, CA, 2008  
Sarah Newberry, Biscayne Park, FL, 2008  
Bob Forshay, Boulder, CO, 2008  
Paul Price, Eglin AFB, FL, 2008  
Donald Delaney, Holley, NY, 2008  
Eric Meyn, Oklahoma City, OK, 2008  
Kristen King, Vadnais Heights, MN, 2008  
Todd Ross, Bakersfield, CA, 2008  
Daniel Gottlieb, Margate, NJ, 2008  
Eric Thor, Vancouver, BC, 2008  
Bruce Veilleux, Reno, NV, 2008  
Win Larsen, Portage, MI, 2008  
Kevin Chase, White Bear Lake, MN, 2008  
George Tomkins, Yuma, AZ, 2008  
Mitchel Katz, Rocky Hill, CT, 2008  
Mike Wilson, Panama City Beach, FL, 2008  
Jack Kosydar, Granite Falls, WA, 2008  
David Menaker, Limerick, PA, 2008  
Kerry Steck, Woodruff, SC, 2008  
Chuck Blair, No. Little Rock, AR, 2008  
Brad Stephens, Panama City, FL, 2008  
Daniel Birkholz, St. James, MN, 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  
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  
Todd Wilson, Bondurant, IA



# hobiehistory

## The Object at Hand

In this issue, we're changing our HH theme - mainly because we've run through the early **HOTLINEs** and don't want to repeat ourselves. For the next few issues, we'll try to solve some nagging mysteries and pose some to you.

If you've got a Hobie History mystery, then let us know! We'll do our best to solve it and if we can't, we'll put it out for our readers to gnaw on.

Send your e-mails to [hcanews@comcast.net](mailto:hcanews@comcast.net)

*A few weeks ago, we received the following:*

Hi there!

I just came across this vintage leather belt and brass belt buckle this past weekend and was wondering if you could give me any information or perhaps link us up with someone who can.

We have not been able to find out anything else. This belt buckle does not appear to be from a race. It is attached to a leather belt that is stamped Colorado in the middle. The buckle is brass and super cool!

I have no idea if you can help us out, but it was worth a try. Thanks so much

Terri and Jason Mitchell



*Nothing we like better than a Hobie History Challenge!*



**SOLID BRONZE  
HOBIE CAT BUCKLE**

Actual Size

The buckles are cast in solid bronze by one of the leading art foundries in the Western United States, and are polished to emphasize the natural coloration of the metal. A light patina is added to provide highlighting and contrast.

**Dealer Inquiries Invited**

**Hobie Buckle Order Form**  
You can send a check, money order, or use your Mastercharge.  
All orders are processed the day of receipt.

Quantity	Unit Cost	Total
	\$1200	
Colo. Residents add 3% Sales Tax		
Postage/Handling Add \$1.50 each		
TOTAL ORDER		

☐ Mastercharge    ☐ Check or Money Order

Account No. \_\_\_\_\_

Expiration Date \_\_\_\_\_ Interbank No. \_\_\_\_\_

Signature (Required for credit card use)  
(Please Print)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone No. \_\_\_\_\_  
(To expedite your order)

**TIFFANY**    220 32nd Street  
Distributing, Ltd.    Boulder, Colo. 80303

HOTLINE / SEPT-OCT 1976

This did take a bit of research . . .

The buckle you have was first advertised in the July/Aug 1976 **HOTLINE**. The ad from the Sept/Oct 1976 **HOTLINE** that illustrates it best is shown at left. The first ad had a photo of what was obviously a prototype.

The ads ran until the Nov/Dec 1977 Hotline, then disappeared. Your buckle may have been bought later, as they filtered through the distribution chain. Certainly it was made in that late '76-'77 time frame.

Thanks for the peek into Hobie History!

If you are interested in acquiring the buckle for your personal Hobie History Collection, contact Terri Mitchell directly - [terandjay@comcast.net](mailto:terandjay@comcast.net)



## Hobie 16 “Woody” Edition Mystery

What’s the story on the “Hobie 16 Woody”? What do the sails look like?

Sent to us by John Bauldry, “I was on holiday in Brighton, UK and took a walk on the beach (they have a different definition of “beach” in England). I came across this 16 with a “woody” stripe. Never saw it before . . .” We know it’s fairly new - it has the integrated traveller tracks / jib traveller blocks in the corner castings, but beyond that, we’re stumped. Anybody know the story?

Send responses to [hcanews@comcast.net](mailto:hcanews@comcast.net).



## Division 4 Mystery

Who is in the photo below? Who’s being interviewed on camera? (far right)

Sent to us by Paul Evenden, “I found this picture among my files, taken at Jericho many years ago, I’m thinking early ‘80s . . .”

Send responses to [hcanews@comcast.net](mailto:hcanews@comcast.net).





# This Old Hobie

## Fine Tuning Rudder Shape

By Matt Bounds

If you've followed the advice in the last two *This Old Hobie* articles, your rudder system is tight and well adjusted. However, you're still having problems – the rudders hum, they stall easily, they ventilate (also incorrectly called cavitation) and well, they're just beat up from swinging on the castings and hitting the bottom. This article will address the rudders' shape and condition with the intent of improving their hydrodynamic performance. We'll cover four common fixes to rudders: surface repair and finishing (drag reduction and stall prevention), leading edge shaping (stall prevention), trailing edge shaping (hum elimination) and tip repairs (from grounding damage). But first, a little science . . .

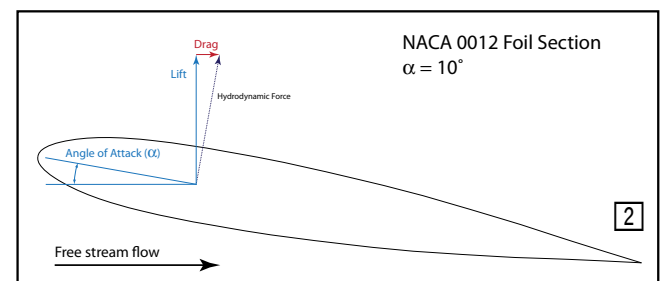
### Basic Foil Terminology and Behavior

Back in the 1930s, the National Advisory Committee on Aeronautics (NACA) performed extensive research on foil sections. NACA developed a standard series of foil sections, defined by a four-digit number. The first two digits describe the curvature of the camber line, a characteristic of non-symmetrical foils. Since we're talking about symmetrical foils – foil sections that are the same on both sides of the midline – the camber line

NACA 00XX foil sections are distinguished by having circular leading edges, the maximum thickness at 30% of the chord and a trailing edge thickness close to zero.

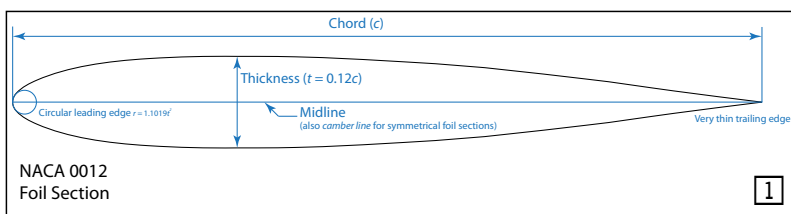
### Two-Dimensional (2D) Behavior

The two main effects of a foil section in a flow field [2] are lift (force perpendicular to the flow direction) and drag (force parallel to the flow direction). As the angle of attack ( $\alpha$ ) increases, lift and drag increase linearly – but not at the same rate – until the foil stalls. A stall occurs



when the flow separates from the upper (low pressure) side of the foil. Drag continues to increase and lift falls off sharply. The real trick with designing foils is to achieve a foil with a high lift/drag ratio (so you get more lift with less drag) and tolerant of high  $\alpha$  before stall. The circular leading edges of NACA 00XX foils will delay the onset of stall up to an  $\alpha$  of 10° to 15°. For rudders, that means that you can generate a lot of turning force without a lot of drag at fairly severe rudder angles.

NACA found that very small changes in the foil section's shape could produce dramatic differences in the foil section's behavior. By playing with the section, they created very low drag foils at low angles of attack, which were also resistant to stall at higher  $\alpha$ . They did this by exploiting a property of a fluid flowing over a surface



and midline coincide, and both those first two digits are zero. The last two digits represent the thickness of the foil section as a percentage of the chord. So a NACA 0012 foil section is symmetrical, with 12% thickness [1].



– the boundary layer. There are two types of boundary layers. The laminar boundary layer occurs along the front of the foil and is characterized by the fluid moving in layers. It's very low drag, but also very unstable. At some distance back from the leading edge, depending on the velocity, viscosity and density of the fluid and the surface roughness of the foil, the boundary layer transitions to a turbulent boundary layer – the layers intermix, causing more drag, but the boundary layer is much more stable and less likely to separate away and create a stall. By subtle tweaks to the foil shape, the transition point from laminar to turbulent boundary layers can be delayed, thus decreasing the overall drag.

[3] illustrates both types of flow: the general flow on the bottom of the foil is laminar; on top is turbulent. However, that explanation is a bit simplistic if you look at the smoke trails more closely. What happens to the three streamlines closest to the bottom of the foil? They disappear before they even get to the trailing edge! What's going on?

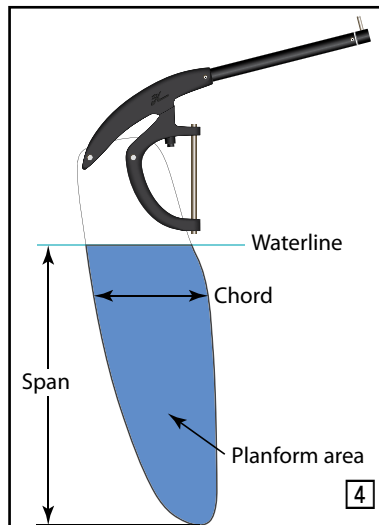
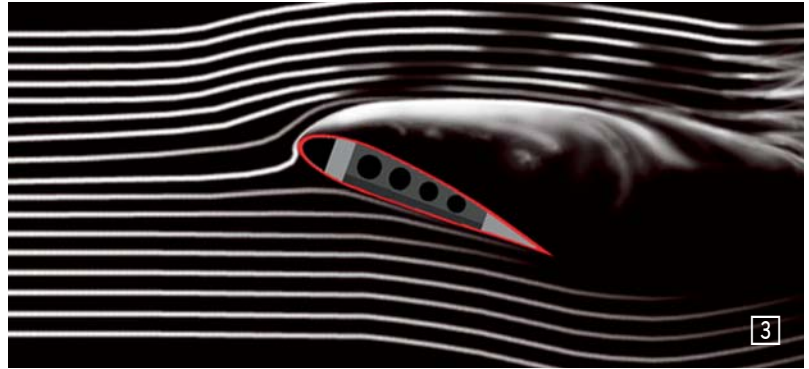
The answer is that there is also turbulent flow on the bottom of the foil. There is enough small-scale turbulence to dissipate the smoke but not enough to cause the streams to blow apart like they do on the upper surface. This is the turbulent boundary layer. At 10 knots in water, the laminar boundary layer extends only a few inches back from the leading edge of a rudder, then transitions to a turbulent boundary layer. This foil is at a relatively high  $\alpha$ . In fact, this foil has stalled, where the flow has become separated from the low pressure (top) side, creating a lot of turbulence and loss of lift.

### Three-Dimensional (3D) Behavior

Of course, rudders are not simple foil sections. They have a planform area [4] and there are spanwise flows created by the pressure differential from one side to the other. Spanwise flows create vortices that trail downstream off the edges, especially the tip, as shown by the crop duster flying through a smoke trail in [5]. The potential problems caused by 3D flows are much more dynamic and complex. Typical 3D flow issues with Hobie rudders are ventilation (often mistakenly called cavitation) and harmonic vibration (humming).

### Cavitation vs Ventilation

Cavitation occurs in a fluid when the local pressure is lower than the saturated vapor pressure of the fluid - the



fluid boils to vapor. You can see the water vapor trails in the photo of a cavitating propeller above [6].

Cavitation can be a serious problem with propellers and pumps. The cavitation bubbles can collapse violently, eroding the propeller metal away [7]. Cavitation occurs at high fluid velocities and very low pressures. **Hobie Cat rudders do not cavitate - they ventilate.**



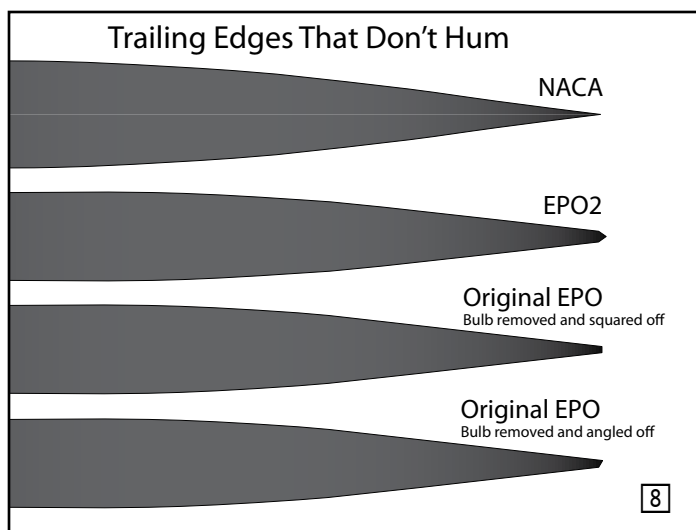


What most people call “cavitation” is actually ventilation, where the local pressure is below the ambient air pressure at the water surface, and air is drawn down along the low pressure side of the foil. Since lift is dependent on the density of the fluid and air is 1000 times less dense than water, the rudder loses lift and you can’t steer effectively. The ventilation bubble can persist even when disconnected from the water surface. It “lives” inside a low pressure region on the side of the rudder. Ventilation can be controlled by the foil section’s shape, its surface roughness (smoother is better) and limiting the angle of attack to prevent the low pressure regions that promote its development. When sailing, you can dislodge the bubble by wagging the tiller, essentially shaking it loose.

## Harmonic Vibration – Humming

Rudder hum is a harmonic vibration related to aerodynamic flutter. Flutter is a self-feeding and potentially destructive vibration where hydrodynamic forces on an object couple with a structure’s natural mode of vibration to produce rapid periodic motion – the hum. Flutter can occur in any object within a strong fluid flow, under the conditions that a positive feedback occurs between the structure’s natural vibration and the hydrodynamic forces. If the energy during the period of hydrodynamic excitation is larger than the natural damping of the system, the level of vibration will increase, resulting in self-exciting oscillation.

On rudders, the hydrodynamic forces causing hum are oscillating vortices created by the pressure differential between the sides of the rudder. These vortices also produce induced drag. Induced drag is influenced by shape of the rudder’s planform, trailing edge section and tip profile. Since the Hobie rudder planform is fixed, we don’t need to cover that – but in fact it is one of the best shapes (elliptical) for reducing induced drag. So that leaves the trailing edge where a “clean” exit [8] reduces vortices and induced drag. Rudder tip sections that are rounded will reduce tip vorticity and induced drag, too.



## The Short Story

The take-aways from all this science are:

- Small changes in foil shape can make a big difference in performance
- The foil surface should be as smooth as possible to delay the transition from laminar (lower drag) to turbulent (higher drag) boundary layer and delay separation and stall.
- In general, a thicker rudder will accept a higher angle of attack before stall than a thin rudder. Thickness is good, and that’s one of the reasons why EPO rudders are desirable.
- Leading edges should be well-rounded to delay stall at high turning angles
- Trailing edges should be shaped to provide a “clean” exit to eliminate harmonic vibrations (hum).
- Rudder tips should be rounded to reduce vorticity and induced drag

## Back to Hobie Rudders - Thickness

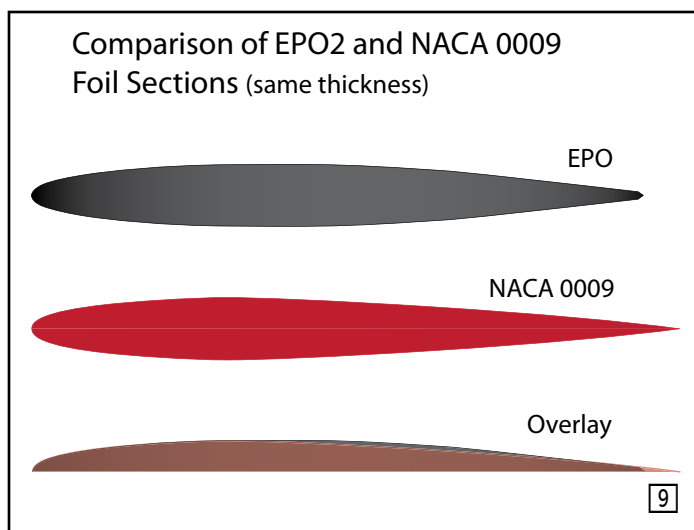
Naval architects long ago figured out that a NACA 0012 foil was a very good, all around section for rudders. It’s thick enough to accommodate a rudder shaft and easy to build without exotic materials.

Unfortunately, Hobie rudders can’t be a NACA 0012 foil because of thickness restrictions in the class rules (sidebar) and practical limitations on a molded piece - the trailing edge thickness can’t be zero.

### Hobie 14/16 Class Rule 1.2:

The maximum thickness of a rudder blade(s) shall not exceed 1.015 in. (25.8 mm.), tapering over a distance of 2 ft. (60.96 cm) to a maximum thickness of 1/2 in. (12.7 mm), 2 in. (50.8 mm) from the bottom tip of the rudder.

With a maximum chord of just under 10 inches, a Hobie rudder is about 10% thick – if it’s at maximum thickness. Most rudders are not quite that thick, especially the plastic ones. An EPO rudder is most like a NACA 0009 foil section (9% thick) except they’re a bit fatter on the aft half of the section and the 0009 has more tail taper [9].







## Suface Damage Repair

The rudder shown in [10] has some nasty damage to the head caused by the rudder casting (and not using shims). It looks bad, but really isn't that hard to fix. First, you need to remove all the loose material and sand the surface relatively smooth with 120 grit dry sandpaper [11]. Be careful not to sand through to the fibers – if the sanding dust turns dark gray, stop immediately. Graphite dust is conductive and will ruin a power tool quickly. Once the head is sanded, clean thoroughly with acetone and/or alcohol to remove all the dust and oil from your fingerprints. Take a strip of painter's tape and run it around the edge and the pivot holes on the opposite side to keep the resin from running over the edges and through the holes [12].

For rudder head repairs, use WEST System 105 epoxy resin with the 207 Special Clear hardener [13]. It cures harder than vinylester or polyester and provides a better bearing surface for the pivot shims. On the blade surface, vinylester is preferred since it's the same hardness as the surrounding material (easier to fair in) and it's significantly more UV resistant than epoxy.

Using a disposable foam brush, gently flow the catalyzed resin over the sanded area. Try to minimize brush marks and don't try to feather the edge of the resin to the existing surface. It's much easier to fair in a straight edge.

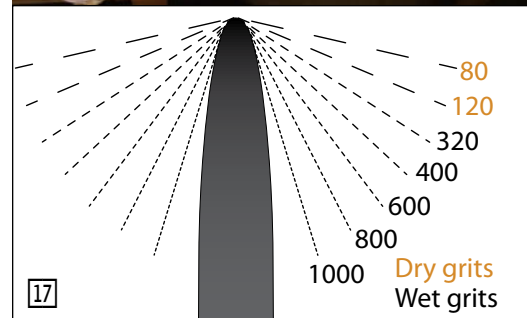
There are a couple of tricks to improve the repair's appearance. When you mix the resin with the hardener, use a small stick and stir slowly to reduce air bubbles entrained in the resin. Every air bubble in the final finish creates a little bump or pin hole that has to be sanded out. Once the resin is applied, shine an incandescent lamp [14] on the repair. The heat will speed up the cure and reduce the resin's viscosity, allowing most of the air bubbles to float out and smoothing the edge of the repair. Let the resin cure overnight, then flip the rudder over and coat the other side. You'll need to re-drill the pivot holes when you're done.

Once the resin is completely cured, sand the repaired area smooth and flush with the surrounding area, working from 120 grit up to 220 grit [15]. Make all repairs to the rudder – edges and tip – before doing the final surface finishing.

## Leading Edges

A well rounded leading edge will delay stalling and maintain the laminar boundary layer longer. All Hobie rudders have a mold part line right on the leading edge. You can feel the little bump if you run your finger over it. This needs rounding off.

Gently clamp the rudder in a vise (use a towel as a pad) and support the tip on the workbench [16]. Depending on how bad the part line is, start with 80 grit (dry) (bad), or 320 (wet) (not so bad). Work the sandpaper with a "shoe-shining" motion over the leading edge, increasing the angle with each succeeding grit [17] so that you're covering the scratches from the previous grit. Be careful, especially with the coarse grits, you don't sand through to the glass / carbon.



## Trailing Edge

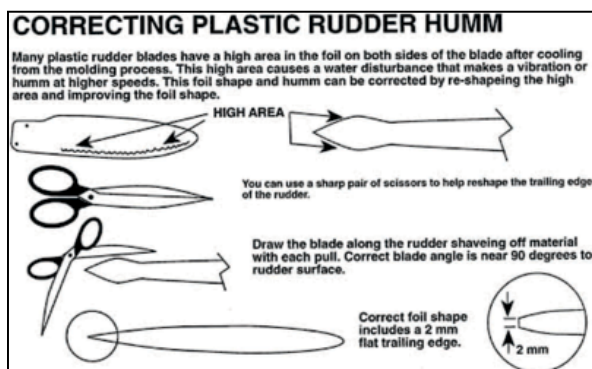
If you've got damage to the trailing edge, the *This Old Hobie* article in the March/April 2009 **HOTLINE** (available here: [www.w1dm.com/projects/HOTLINE/09-03-04%20HOTLINE.pdf](http://www.w1dm.com/projects/HOTLINE/09-03-04%20HOTLINE.pdf)) illustrated trailing edge repairs using a spline made from a thin fiberglass sheet. (1/32" thick fiberglass sheets are available from McMaster-Carr - [www.mcmaster.com](http://www.mcmaster.com).) In this section, we'll talk about what to do with the trailing edge shape on stock Hobie rudders.

NACA foil sections have a nice, clean trailing edge that tapers off to a point. Unfortunately, such a thin trailing edge is fragile and virtually impossible to make right out of a mold. Original



EPO rudders and plastic rudders have a “bulb” on the trailing edge that hums badly. You need to eliminate the edge bulb by shaving or sanding. Hobie Cat has an instruction sheet for removing the bulb on plastic rudders (below). A file works best on original EPOs. Don’t try to get that perfect knife edge – a 1/16" wide squared off edge is better, but you may still have humming problems. If that’s the case, then have a 1/16" wide “unsquare” edge - angle it slightly to one side (same side all along the edge). That will make vortices preferentially shed to one side and stop the oscillation.

EPO2 rudders have a 1/8" wide “V” shaped trailing edge that doesn’t hum, and doesn’t need any further shaping.



## Tip Repairs

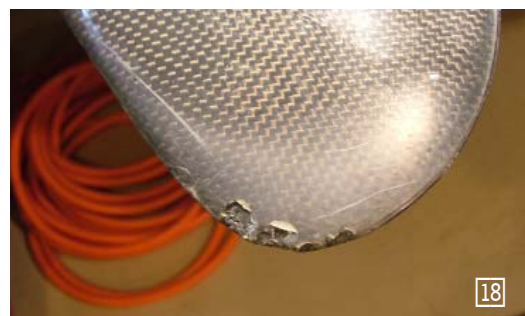
The rudder shown in [18] has a few chunks taken out by hitting bottom. If the damage is more extensive than this, then you may need to install a spline (see the *HOTLINE* article referenced

above) to provide a backbone for the repair. Otherwise, remove all the loose material by filing or sanding with coarse grit sandpaper [19]. Mix up a small batch of epoxy and thicken to the consistency of peanut butter with fumed silica (WEST System 407 or Cab-o-sil) and a touch of graphite powder (WEST System 423) for color on EPO rudders. Butter it on to the rudder tip, making sure to build out to the original plan of the rudder [20]. Let the epoxy cure for a day to get really hard.

Once the epoxy has cured, sand it back into shape. A small detail sander will come in handy here [21]. When you’ve got the repair smoothed into the existing blade [22] (don’t forget to round off the tip!), coat it with vinylester resin and sand smooth. Finish per the instructions that follow.

## Final Finishing

Once all the repairs are made, wet sand with 320 / 400 / 600 / 800 / 1000 grits, sanding increasing areas (overlap each successive grit by approximately 1" on flat surfaces) and in opposite directions to remove the scratches from the previous grit. Once done with the sanding, follow up with rubbing compound applied with a machine / wool bonnet. To get the glass-like finish, apply 3M Finesse-It II with a machine / foam bonnet. When you’re done, the rudder should be better than new [23]. Now get out of the workshop and give those like-new rudders a workout on the water!





# MADCATTER 35 - May 20-21-22, 2011

## Registration:

2 person Hobie \$50

1 person Hobie \$40

Youths \$Free\$



Oneida Shores Park  
Brewerton, NY

[www.fleet204.com](http://www.fleet204.com)

[seansmith204@gmail.com](mailto:seansmith204@gmail.com)



## Schedule

### Friday, May 21th

11:00am: GEP - TBA

1:00pm: Long Distance Race

5:00 - 7:00pm: Registration

6:30pm - 10:30pm: Welcome Party

### Saturday, May 22th

7:00am: Coffee & Donuts

7:00am - 9:00am: Registration

9:30am: Skippers Meeting

11:00am: Warning Flag

6:00pm - 7:30pm: Dinner

8:00pm - 9:00pm: Division 16 Spring Meeting

8:00pm - 11:30pm: Party

### Sunday, May 23th

7:00am: Coffee & Donuts

9:30am: Skippers Meeting (if needed)

10:30am Warning Flag

After Racing: Lunch & Awards

## Rules:

The event will be governed by the 2009-2012  
ISAF RRS and the IHCA class rules2.

## Eligibility:

Eligibility: Current HCA membership required.

Open to all classes of Hobie Cat sailboats  
F18 Class.

\$100,000.00 (USF) Liability insurance required.

On-site Camping @ Park  
Park Usage Fee - \$14 per boat.

Friday: Guest Expert Program

Friday Long Distance Race

Friday night welcome party-food/drink

Friday Night Entertainment

Saturday Night "Rum Squall"



Saturday dinner \$12 kids under 12 \$8

Saturday and Sunday Coffee, Doughnuts and Bagels Breakfast

Sunday Lunch

Skipper and Crew T-Shirts Included

**ONONDAGA  
COUNTY**  
*Parks*



# SPRING BREAK

*Hobie Midwinters East 2011 - Fort Lauderdale, Florida*

**W**ell, it finally happened, a Hobie One-Design event in Fort Lauderdale, Florida. At the beginning, there were many skeptics. They believed that we wouldn't be able to attract a large enough crowd for it to be successful.

It started as a bad joke between the members of CAT 44 on the beach one Sunday. Bart Kennedy and I were reminiscing about how sailing used to be and the conversation progressed into organizing a big party and regatta here in Fort Lauderdale. As I spoke with more of the members on the beach, some were enthusiastic and some were pessimistic.





# STYLE

STORY BY STEVE VOELLER  
PHOTO BY DAVE MARTIN

As days passed, Bart and I continued to talk about what a great time it would be to pull something like this off. So I consulted with Doug Russell, a long time friend from my childhood and fellow member, and asked him what he thought about trying to have a regatta. Anybody that knows Doug knows that the words regatta and party are spelled the same in his dictionary. With his approval and many others from the fleet, I began my quest. We

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



TERRI LUSK



TERRI LUSK



BRIDGET QUATRONE

*From top:*  
"I love it when a plan comes together." Doug Russell and Steve Voeller.

"Just another day in Paradise!" Mike Powers and Scott Corson.

"I'm going to drop kick this @\$(^&! computer in the ocean if it doesn't start talking to the printer – soon." Matt Bounds and Michelle Voeller at registration.





CHRIS STATER



BRETT & PAM MOSS



GREG T. & JDUB



JACK W. & THE TIKI

met with a city events coordinator, beach committee and outdoor events director and before I knew it they were expecting details of the event. Well I didn't really have an event yet so I really felt like a politician. I had everyone's attention and a bull crap agenda.

In September of 2010, I began investigating some of the logistics involved in having this event. Doug and I looked at the calendar of races in the Catamaran Sailor Magazine that were already planned for the season and discussed if we could get enough participation from the racers to make it successful. The following Sunday I approached our commodore Scot Corson who informed me that Chris Wessels with Hobie Class of North America was in favor of a Hobie One-Design Event in Florida. Scotty was a major supporter of the idea from the start. I contacted Chris Wessels and he was very encouraging. After a brief courtship I was completely shocked when our fleet was offered the opportunity to host the Midwinter's East Regatta. He explained the ins and outs and we submitted a proposal and budget to Matt Bounds, HCANA Race Director. This is when the tire hit the pavement. Matt made me realize that this needed to be approached as a business venture and not a birthday party for my 12 year old son. Real buzz kill.

There were some major bumps in the road for me personally that I thought might kill any motivation I had gained. The man who originally pumped me up about this and I had hoped to be my right hand in planning this event was diagnosed with terminal lung cancer and passed away. I used this as motivation, wanting to dedicate this event to him but I get hit with another major loss. My mother passed away on Thanksgiving Day. I have a great family that helped me through it all and the regatta was something to focus on during the trying periods.

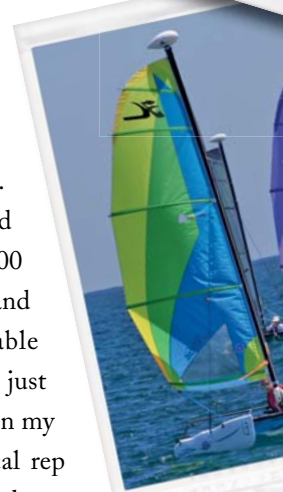
Finding sponsors was not my forte. Luckily, the fleet members who had been around when we had 150 to 200 boats took great sympathy on me and became my first sponsors. I was able to raise \$3,000 in cash sponsorship just from our fleet. Alright CAT 44!! Even my daughter Jessica approached the local rep for Sperry Topsider and they donated new shoes. Thanks Sperry and Monica Turnbull for the help. My next target was our local Hobie dealer, Nautical Ventures, and they came through in a big way. Not only were they a large cash sponsor but kicked in a new Revolution kayak for the raffle. I almost died when the rep pulled my mother-in-law's ticket out of the bucket for the kayak because she had just purchased an Island Adventure an hour earlier from them on the beach and had it shipped to Ohio. There were many other great sponsors who contributed donations for raffle items like Hobie Cat, Hobie Polarized, Magic Marine, Murray's Marine and Arriba Performance Products. Thanks to all of you.

In anticipation of the event, I focused on the Regatta network site on a daily basis. It was exciting to see it starting to come together, registration after registration. My daily conversations with Chris Wessels kept me focused on the right things and constantly reminded me of the Facebook picture of him at the dentist. No, really! Check it on his page! Chris

ALL PHOTOS THIS PAGE BY  
TERRI LUSK



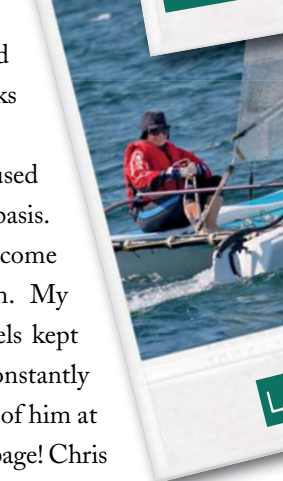
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and I debated daily on the final number. Matt had me budget for 35 boats. Chris said we would hit 50 and I just kept going over the budget. 61 was our final number, so I would have to say Fort Lauderdale in the month of March is where Hobie sailors want to be.

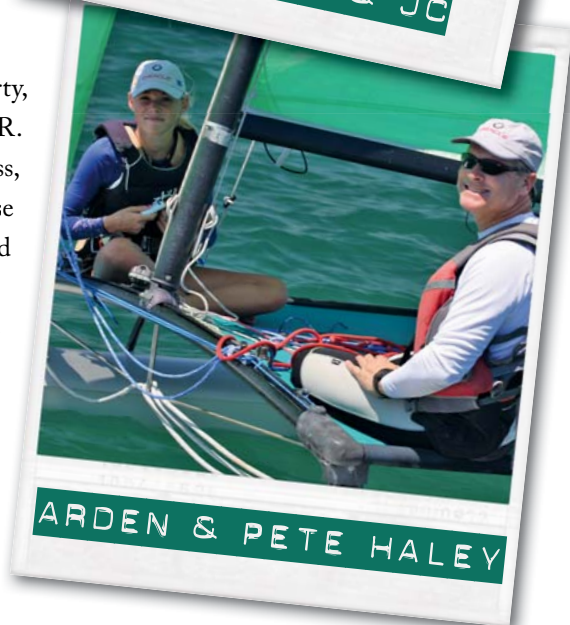
As the race day grew closer, the small details started to frustrate me. That's when a good woman is a great asset. My wife, Michelle, told me that I was good with the big picture but that the little details were going to be difficult to survive. Boy was she right. It was time for all the shopping. I said 20 cases of water, she said 40. I said muffins only, and she said go sit in the truck and wait for her. She said we need pens and markers. I came home with four pens and two sharpies. She said that I had done enough and it was time for me to find something to keep me busy until she needed help with the heavy lifting. Four pens, what an idiot. I still didn't believe it was happening. When I woke up Friday morning and drove to the beach and there they were close to forty boats - and they continued to arrive for another 24 hours, it was happening. I owe a big thanks and so does the regatta, to my wonderful wife Michelle. Without her I probably would not have had as many people being nice to me as I did. Thank you Michelle.

It was important to Bart for us to have interesting trophies. So with a poor man's budget

and little imagination I set out to find the unusual and appealing item. I was out shopping with my daughter Kristi and she found the Tiki masks and said, "I bet no one ever got one of these as a trophy!" So I purchased it and presented it to the fleet for acceptance. We had been discussing using the NOR since it was such an awesome picture. Instead we used it as an appreciation plaque for our platinum and gold level sponsors. I stayed in my budget with the Tiki masks. Thank you to Scot and Tracee Corson, our Commodore for the sponsor appreciation gifts. They were awesome and the sponsors loved them. The manager at the Bahia Cabana, host hotel, actually wept when I gave her hers.

Arranging the night life was easy. Treasure Trove and Bahia Cabana, both turned out to be excellent choices. From what I heard, the Saturday dinner was great (I was at the emergency room with a pulled muscle in my back) and the welcoming part at the Treasure Trove Friday seemed to keep everyone happy. After eight months of planning this party, I spent it at Holy Cross ER. Overall, I believe it was a success, or maybe I feel that way because I know I had a great time and met some great people.

As I stood on the beach this evening after loading up my boat, I looked around and it was if it never happened. Not a trace of the event anywhere. I think back and remember





that moment that the committee boat radioed me and said, "Get the kids off the beach and let's start the racing." Bridget Quatrone turned and high-fived me and said we did it. The time and effort spent putting this together and the friends I made along the way will last a life time or at least until I have to do it again. I assure you that if I was asked tomorrow, I would not bat an eye and would get started immediately.

Through it all the people in CAT 44 were instrumental in the success of this regatta. I know they are giving me credit but everyone helped from our Commodore Scot Corson to our Race Director Dick Russell. All of the support from each and every fleet member was immeasurable. Steve Maffetone did a tremendous job with the CAT 44 web site. I was constantly e-mailing him registration updates and calling him at work to make changes. There really are too many people to thank, so thank you all. I think we showed the Hobie world that they still have a home in Fort Lauderdale.

For those who travelled to participate, thank you for coming to our regatta and I hope you all will return in the near future. For those of you who have made gracious invitations, I hope to take you up on them. I want to thank you all for making this such a satisfying event for both myself and for the family we have on Fort Lauderdale Beach, the great CAT 44.

I would like to dedicate this article in memory of my dear friend Bart Kennedy. He was my inspiration to make this regatta a success and is dearly missed.

Full results, photos and videos can be found on the Midwinter's East Facebook page.

facebook

*Clockwise, from right:  
A Wave sailor rigs up shortly after sunrise on Saturday morning.*

*Just try luffing that windward boat up. Just try. The Carnival Freedom was one of several cruise ships that left Port Everglades late Saturday afternoon. From over a half-mile away, sailors felt the wind shadows from the massive ships.*

*Stephen Abbey managed to get to the beach by himself with this rig while watching Faccio chase down Quique in the background.*



DAVE MARTIN







TERRI LUSK



TERRI LUSK



# Fleets are (re) Born

Five new fleets in two years



## Hobie Fleet 940

Annapolis, MD

D.O.B. May, 2009

There was a great need for a small boat fleet on the Chesapeake. The Hobie Adventure Islands arrived and are electrifying the enthusiasm for these small boats on the Bay. They're lightweight, easy, fast, and fun!

Backyard Boats in Annapolis started the group as an owners' club because they liked the people who bought the boats. They've been in business in Annapolis for 30 years, and they had only done this once before. It wasn't two weeks before it became clear we needed a new Hobie Fleet. They applied to the IHCA and the group became Hobie Fleet 940.

The group members are amazing. They planned an across the Bay sail, camping along the Potomac, overnights at a Bed and Breakfast on Smith Island (part of the John Smith Route) and much, much more. Fleet 940 is not just about racing, thought I know we hope to do a lot of that too. The Hobie AI is bringing many new people into sailing. This is the little

sailboat that can go anywhere a kayak can go, and do everything a light, car top sailboat should.

This Fleet is laid back, laughs easily, and goes it's own way. It's loosely organized anarchy. It's filled with individualists. And it's like herding cats to try to have a meeting, so, usually we just laugh instead. The way our meets come together is that someone e-mails someone else and say's, "Lets do this or that.", and it gets back to Jean Tucker, the Secretary of the Chesapeake Hobie Island Group at Backyard Boats, and she gets it set up. There's no shortage of good ideas, and our members can do so many different things it's great! We have enough ideas to keep us going a long time.

If you own a Hobie Adventure Island, Bravo, Wave, Getaway – any Hobie Cat – please consider joining us. There is no cost to join, but many rewards to getting involved.

[www.meetup.com/Hobie-Adventure-Island-Group](http://www.meetup.com/Hobie-Adventure-Island-Group)





The host of last year's wildly successful Hobie Midwinter's East was a (re)born Hobie. Caleb Williford (shown holding fleet charter certificate) was instrumental in rebuilding the Singing River Yacht Club's Hobie Fleet after the clubhouse - and all the boats - were severely damaged after hurricanes Wilma, George and especially Katrina. Fleet 68 is will be helping with the Mini-Mega in June, hosted by the club just 20 miles down the road - the Fleet 70 at Ocean Springs YC.



## Hobie Fleet 68

Singing River YC, Pascagoula, MS  
(O.r)B. November, 2009

## Hobie Fleet 401

Shreveport/Bossier City, LA  
(O.r)B. February, 2011

Once upon a time, Hobie 16s were a common sight on the lakes of Northwest Louisiana and East Texas. In 1979, six guys in Shreveport, founded Hobie Fleet 401. By putting flyers on Hobies and cat trailers and with the support of the old Shreveport Hobie dealer, Cook's S&L Marine, the original members quickly grew the fleet to around 30 boats. Some of the early members included Wiley Pollard, Gary Montcalm and Robert Cook. Remember sailing with these guys?

Fleet 401 was characterized by low dues, lots of parties, recreational sailing and an occasional race. Aside from sailing on Cross Lake in Shreveport, the original fleet members would travel to Lake O' the Pines in East Texas to camp and sail about once a month and visit other area lakes. They went to Texas to attend regattas in Dallas, Ft. Worth, Tyler, Lake Texoma, Galveston and Beaumont, as well as to Gulfport and Fort Walton Beach. Those guys were active! They competed at the Shreveport Yacht Club Holiday-In-Dixie regatta for a few years back when it would draw 100 boats, but Hobie

participation in that event waned because the old guard at the club didn't want catamarans around in those days. Nevertheless, interest grew and Fleet 401 began having joint regattas with neighboring Texas Fleets in Tyler and Longview (both deactivated) and Dallas (still going strong). Unfortunately, apathy set in during the late 80's and by 1990 Fleet 401 was finished. So it seemed.



*Mark and Rachel Van Doren on their new 14's shakedown cruise.*

Fast forward to 2011. In hindsight, the demise of Hobie Fleet 401 wasn't just a local issue. Sailing was taking a hit nationwide and it wasn't limited to Hobies. I was one of the masses that left the sport back in 1985 when I sold my Hobie 18 after sailing Hobies for eight years. By the time I bought my Hobie 20 in 2008, several



Hobie sailors had joined the Shreveport Yacht Club, but by then their boats had been mostly abandoned and were rotting on the grounds. It didn't take long to realize that the Hobie scene that I had enjoyed in the 70s and early 80s was long gone.

Nevertheless, I hooked up with Fleet 23 in Dallas and start attending their regattas and enjoy their camaraderie. They're a great group. The Division 14 Hobie 20 sailors were awesome in volunteering their wisdom to help a newbie. Through the Hobie Forum I was able to meet Josh Bryan, a local Wave sailor, and soon we were racing the 20! Well, maybe not racing as much as following the fleet, but we were having a blast. Although steady improvement has been enough to keep me satisfied with racing, I wanted more involvement in Shreveport. But there were only two Hobies at SYC. Starting a fleet wasn't a consideration until a two-week period in the summer of 2010 completely changed my perspective on sailing. While my wife and daughter were out of town, I offered to take some of the kids in SYC's robust youth program (a huge success story and possibly the subject of another article) out sailing on my 20. Six kids ranging in age from 10 to 15 took me up on the offer.

was another 20 at SYC to sail with! Alberto took to the 20 like a gator to a small dog and has become an avid racer in SYC's weekend series. We were able to root out a couple of other Hobie sailors, and we even brought old Gary Montcalm back from the original Fleet. Before we knew it, we were working with John Eaton and Chris Wessels to reactivate Hobie Fleet 401. On February 8th, 2011, our charter was signed. We are 11 members strong and count 3 20s, five 16s (probably another coming soon) and one 14 in our armada.

As I said, the experience of working with some of our young sailors during a two-week period changed my perspective. My focus is no longer on trying to catch Phil Collins (multiple 20 & 17 championships), but on growing the fleet and encouraging youths to start sailing. I've met some great kids and have thoroughly enjoyed helping them rig their boats and showing them the ropes of Hobie sailing. They're enthusiastic and eager to learn. We grown-ups in Fleet 401 realize that the youth is the future of our sport and encouraging them will be one of our primary objectives. Additionally, we'll have recreational events and we hope to host an HCA sanctioned regatta in the not too distant future. Maybe one of our youths will chase down Phil. I firmly believe that when individuals get energized, their energy becomes contagious. With enough energy, we can keep this great sport alive for a long time.

Mark Van Doren, Hobie Fleet 401

Shreveport/Bossier City, Louisiana

[markwv2@suddenlink.net](mailto:markwv2@suddenlink.net)



Mark Van Doren and Max Hudson cross the finish line at SYC's Cross Lake Combeaux regatta, November, 2010.

Having nothing else to do for a couple of weekends and on evenings after work, those kids and I sailed our keels off. Within a month, two of them were sailing their own refurbished Hobie 16s! Wow! Meanwhile, I was able to put my friend Alberto Simoncini in contact with one of my Texas Hobie 20 buddies, Chris Johnston from Tyler, who was selling one of his two 20s. Now there



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# Hobie Fleet 941

St. George, UT

Feb. B. January, 2011

Raul Hevia, from St. George, Utah, had the opportunity to go to the 2010 Hobie Cat 16 North American Nationals in Lake Mohave, for two of the five days of competitive racing. 16 boats participating included four teams from the island of Puerto Rico and one team from the state of Guatemala.

Two of the Puerto Rican Teams were long time friends who grew up with going to school and racing each other. Their local Puerto Rico Hobie Class Association had been fifteen years since he had seen them. Raul had no idea they would encounter him in the middle of a lake in the great Mohave Desert. His friend Enrique (Enrique) Figueroa won 11 out of the 16 races. A team from Guatemala won the 2nd place, Puerto Rico won the 3rd place and Raul's childhood friend, Pedro (The Doctor) Colon won 1st Place.

Watching his friends charging and in charge at the event was very exciting. More than anything, the excitement, the competitors and the venue was just a great experience to behold. Chuck Saling, also from

St. George, came with him and also enjoyed the competition. They came to the event as spectators and brought Raul's powerboat and watched the racing from a privileged spot on the lake moving the boat throughout the course and yelling encouragement to his buddies.

Based on that experience, Raul returned to St. George and his local sailing club, determined to build up Hobie participation and to start a new fleet. And so he did, finally receiving his certificate in January of this year.

However, there was another problem. St. George is in the southwest corner of Utah, a long way from any events in HCA Division 5, in which the state lies. Not to worry, a little gerrymandering on the HCANA's part and Hobie Fleet 941 is now part of HCA Division 2, where Raul, Chuck and some of the other sailors from Southwestern Utah hope to do some racing this year.



JEREMY LEONARD

*Raul Hevia (far right) chats with childhood friend Enrique Figueroa (next to Raul), Tito Aponte and Jolliam Berrios at the 2010 Hobie 16 North Americans at Lake Mohave, NV*

It only takes five Hobie owners to start a Hobie Fleet. Contact the HCANA if your group is interested in forming a new fleet.

# Hobie Fleet 33

Galveston, TX

Feb. B. February, 2011

Club member Floyd Adcock (left) was looking for something other than what the Texas City Dike Yacht Club could offer - more social sailing. After the dike was destroyed by Hurricane Ike, a few TCDYC members were heading to Surfside Beach & 10 Mile. Thus was born a new fleet. It was set up with other cat sailors and just enjoy the sport we love. It was a group of cat sailors who sail a spot know as 10 Mile. They are all members of TCDYC.com and anybody is welcome to come join them sailing in the Gulf!

[www.sailing.wordpress.com](http://www.sailing.wordpress.com)

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





## feature

Last fall, a call went out from a summer camp on Lake Chautauqua, in western New York state – they were in desperate need of boats and parts – anything that would help them teach their campers the joy of sailing safely and securely. Coordinated by the Hobie Class Association of North America and through generous donations from Arriba Performance Products owner Bobby Edmonds, members of Hobie Fleet 204 and other class members from around the country, the camp will have three newer boats, sails and all sorts of new equipment. It was the right thing to do.





# THE RIGHT THING



Lake Chautauqua Lutheran Center is a Christian summer camp on the shores of one of the most beautiful lakes in the northeastern U.S. . The camp is a rare combination of remarkable features, 162 acres of woods and meadows, with over 3,000 feet of shoreline on the upper lake. Our campers are completely surrounded by the wonder of creation.

The lake plays a major role in the camp's ministry, for many kids this is their first chance to spend time on, or around the water. The camp provides them with opportunities to swim, canoe, kayak, and sail. Sailing has become tremendously popular in the last 8 years. We are blessed with an awesome sailing staff led by "Captain" Ron Berg.

After learning to sail at LCLC as a camper and staff member in the 60's, Ron and his partner started Chautauqua Sailcraft in 1971. They opened the first Hobie dealership on the lake, built a fleet, a successful racing team, and ran two sanctioned Hobie regattas a year. When he was asked to return to the camp staff in 2002 he brought a lifelong love of sailing, a Hobie 16, and a box of West Epoxy cans. Today the Hobie 16 is the heart of our sailing program. Every camper gets an opportunity to sail as a daily activity, instructional time is limited, but they all get a chance to handle the tiller and the sheets, and take a ride in the trapeze. For many of these young people their first sailing experience was a trap ride on a 16. They come back with that wild eyed





grin we all know so well, and they are hooked! Some of these campers have become instructors in our program, and a few have become big boat racers on Lake Erie. The passion and continuing support of these young sailors has helped to expand the program to include two weeks of sailing camp every summer, one week each of middle school, and senior high sailing.

Last fall we decided to make a concerted effort to upgrade our equipment. Led by the online efforts of volunteer Dad, Tom Dugan, we were fortunate to come into contact with Chris Wessels and The North American Hobie Association.

Chris asked us for a wish list, and the response from the members of the Association has been fantastic! Four sets of 16 sails have arrived from Florida, Virginia, New York, and Colorado. We've received three newer 16s (two from fleet 204), and assorted parts and equipment. The Bobby Edmonds foundation has made a generous donation, which will provide for new mesh trampolines and a good part of our wish list. In addition, a couple of

the area's top young racers have offered to do an intro to racing at our sailing camps this summer.

Our aging fleet has gotten a much needed boost from the National Hobie Association! We are very grateful for the generous support of your membership. Last season the newest sailboat we had was a 1991 Sunfish. Your generosity will have a tremendous impact on our sailing program this year, and for years to come. We can't thank you enough! We'll update you this summer when the campers hit the water!

For those of you with children who would enjoy a great summer camp experience. Please look us up at [www.lclcenter.org](http://www.lclcenter.org).

Our Mission Statement: "LCLC provides opportunities for spiritual growth, renewal, and Christ-centered community in the wonder of God's creation."

With our humble thanks for your continued support, and best wishes for fair winds,

The Staff and Friends of LCLC





## 2011 SOUTH CENTRAL AREA CHAMPIONSHIPS

### HOBIE CLASS ASSOCIATION ★ NORTH AMERICA

DALLAS CORINTHIAN YACHT CLUB ★ LEWISVILLE LAKE, TX

September 2-4, 2011

## NOTICE OF RACE

### ★Organizing Authority

Hobie Class Association of North America (HCA-NA) Fleet 23 and Division 14.

### ★Venue

Dallas Corinthian Yacht Club (DCYC), 1399 Yacht Club Rd, Oak Point, TX 75068. DCYC is located on Lewisville Lake. See *Directions* for additional details.

### ★Rules

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

### ★Eligibility & Insurance

The regatta is open to all Hobie One-design Classes. Each skipper must be a member of HCA-NA (or other National Hobie Class Association). See [www.hca-na.org](http://www.hca-na.org) for membership info.

Proof of current liability insurance is required.

### ★Schedule (Central Daylight Savings Time)

9/02	Friday	Burgers & Registration	6-8 pm
9/03	Saturday	Breakfast & Registration	8 – 10 am
		Skipper's Meeting	11 am
		First Warning Signal	12 noon
		Dinner / Party	~6:30 pm
9/04	Sunday	Breakfast	7-9 am
		Skipper's Mtg (if needed)	9 am
		First Warning Signal	10 am
9/05	Monday	Casual Holiday Sailing	

Award presentation ASAP after last race on Sunday

### ★Registration Fees

	On-line	On-site
Double Handed Boats	\$ 60.00	\$ 70.00
Single Handed Boats	\$ 45.00	\$ 55.00

Youth (skipper and crew <18) registration free!!

On-line registration provided by Regatta Tech® on the Fleet 23 website: [www.hobiefleet23.com](http://www.hobiefleet23.com)

### ★Classes

Classes will be determined after all registrations have been received.

### ★Sailing Instructions (SIs)

Sailing Instructions will be made available at registration.

### ★Hotels / Motels

See Fleet 23 website for lists and maps to area lodging.

### ★Camping / RVs - FREE

DCYC offers FREE tent camping and RV parking (self-contained) Note - assume no electric and water hookups.

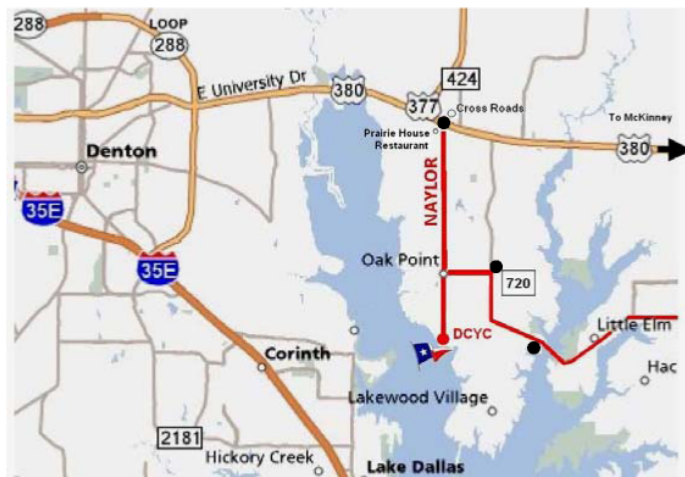
### ★Directions



**Location:** Dallas Corinthian Yacht Club  
([www.dcy.org](http://www.dcy.org))

**From the North:** DCYC is located ~4.8 miles due south of the intersection of State Route (SR) 380 and Naylor Road. Naylor Rd turns into Yacht Club Road approximately 2.4 miles south of SR 380, in Oak Point. Proceed South on Yacht Club Rd. 2.4 additional miles to DCYC. DCYC is located at the end of Yacht Club Rd.

**From the South:** Head west on FM 720 out of Little Elm. After crossing the long, narrow 2-lane bridge over an inlet on Lewisville Lake, go 2.4 miles from the West end of the bridge to McCormick Rd.. Turn left on McCormick and go ~0.9 mi to the stop sign at the 5-way intersection in Oak Point. Turn left onto Yacht Club Rd. and proceed South 2.4 additional miles to DCYC.



### ★Contact Information

Further Details [www.hobiefleet23.com](http://www.hobiefleet23.com) / [www.dcy.org](http://www.dcy.org)  
Or contact: Rob Kollman  
[r-kollman@ti.com](mailto:r-kollman@ti.com)  
214-226-8698 c





# HCA Youth Grants

## Purpose of the Youth Grant

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

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

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

## Grant Request Guidelines

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

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

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

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

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

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

## Selection Process

All Youth Grant requests shall be submitted to the

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

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

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

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





# 2011hcaboard/contacts

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[davebarbara448@msn.com](mailto:davebarbara448@msn.com)

### DIVISION 13

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Box 5307  
Caguas, PR 00726  
787•744•3246  
[kcario@caribe.net](mailto:kcario@caribe.net)

### DIVISION 14

John Eaton  
596 N 1200 Rd.  
Lawrence, KS 66047  
785•748•0100  
[sailflatlands@gmail.com](mailto:sailflatlands@gmail.com)

### DIVISION 15

Brad Stephens  
315 N Hwy 79  
Panama City Beach, FL 32413  
850•235•2281  
[brad@sunjammers.com](mailto:brad@sunjammers.com)

### DIVISION 16

Theresa White  
601 Demong Drive  
Syracuse, NY 13214  
315•345•4303  
[h16tlw@yahoo.com](mailto:h16tlw@yahoo.com)

## Women's Representative

Chris Bradshaw  
5285 W 219 Terrace  
Bucyrus, KS 66013  
913•879•2245  
[ctaha@hotmail.com](mailto:ctaha@hotmail.com)

## WEB

Hobie Class Association of North America  
[www.hcana.hobieclass.com](http://www.hcana.hobieclass.com)

Hobie Cat Company  
[www.hobiecat.com](http://www.hobiecat.com)

Hobie Cat Community Forums  
[www.hobiecat.com/forums](http://www.hobiecat.com/forums)

facebook

twitter  
[#hcanorthamerica](https://twitter.com/hcanorthamerica)

## NON-VOTING MEMBERS

### Chair

Chris Wessels  
5600 Lakeview Dr.  
Clear Lake, IA 50428  
641•357•4577 / 641•423•7638  
[chriswhobie@yahoo.com](mailto:chriswhobie@yahoo.com)

### 1st Vice Chair

Pat Porter  
5316 Hilltop Road  
Garden Valley, CA 95633  
530•333•9121 / 530•401•4052  
[dppkporter@yahoo.com](mailto:dppkporter@yahoo.com)

### 2nd Vice Chair

Tony Krauss  
5317 East 7th Street  
Tucson, AZ 85711  
520•514•5605 / 520•237•0207  
[abkrauss@cox.net](mailto:abkrauss@cox.net)

### Secretary

Kathy Ward  
1331 Robertson Way  
Sacramento, CA 95818  
916•715•3133  
[Wardkathy@aol.com](mailto:Wardkathy@aol.com)

### Treasurer

John Mork  
8504 NW 88th  
Oklahoma City OK 73132  
405•621•9826 / 405•229•8817  
[jmork1@cox.net](mailto:jmork1@cox.net)

### Youth Program Director

Gordon Bagley  
PO Box 1464  
Searchlight, NV 89046  
702•427•7328  
[gnbii@msn.com](mailto:gnbii@msn.com)

### Championships / Guest Expert

**Program Coordinator**  
Bridget Quatrone  
412 Radcliffe Road  
Dewitt, NY 13214  
315•446•9868  
[bqfaces@netzero.net](mailto:bqfaces@netzero.net)

### Scorekeeper

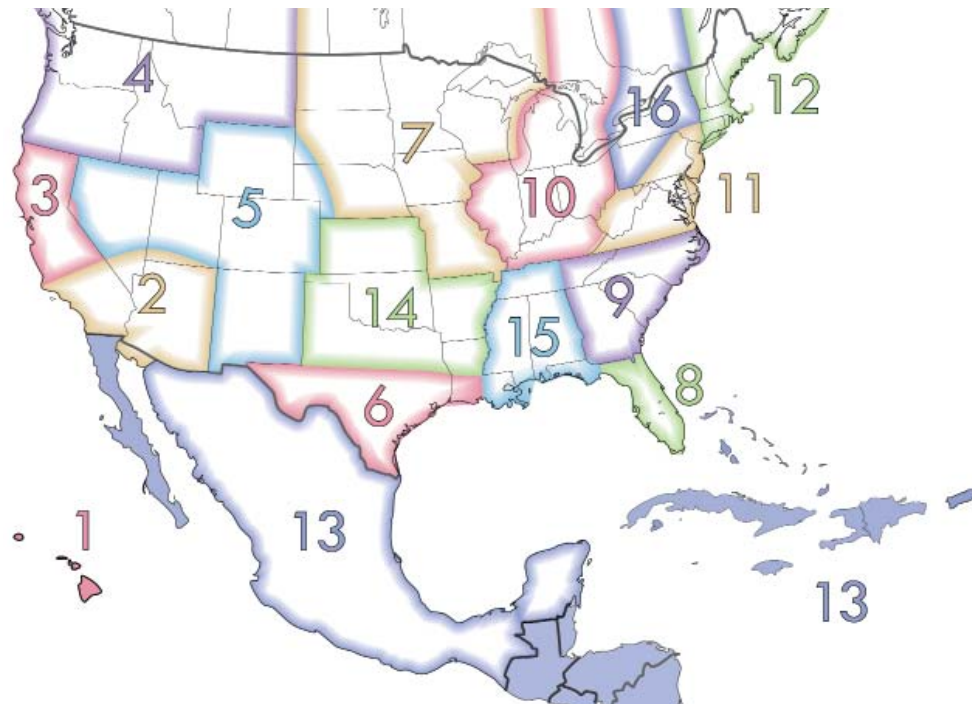
Bill Jeffers  
Hobie Feet 204  
Syracuse, NY  
585•370•9160  
[hobiecores@yahoo.com](mailto:hobiecores@yahoo.com)

### Race Director /

**Membership Chair**  
Matt Bounds  
3798 Damas Dr.  
Commerce Twp., MI 48382  
248•980•7931  
[hobiemembership@gmail.com](mailto:hobiemembership@gmail.com)

### Web Master

Rich McVeigh  
14813 Fireside Ave.  
Silver Spring, MD 20905  
301.384.3695  
[rmcveigh@verizon.net](mailto:rmcveigh@verizon.net)





# 2011 Membership Form

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

## JOIN OR RENEW ON-LINE

[www.hcana.hobieclass.com](http://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

<b>STANDARD</b>	IHCA Membership (eligibility to race in HCA points regattas, NAs and Worlds), support for Guest Expert Programs, Youth Programs and subscription to HCA <b>HOTLINE</b> magazine	<b>\$ 35.00</b>
<b>FAMILY</b>	(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.	<b>\$ 10.00 EACH</b>
<b>TOP CAT</b>	Patrons, sponsors and corporate members. Same benefits as Standard, with special recognition in the HCA <b>HOTLINE</b> magazine.	<b>\$ 100.00</b>
<b>WEB</b>	Same benefits as Standard, without a subscription to the paper copy of the HCA <b>HOTLINE</b> magazine. Issues may be viewed on the web.	<b>\$ 25.00</b>
<b>INDEPENDENT YOUTH</b>	Same benefits as Standard, for non-family youth members. <b>Must be under the age of 21 as of December 31 of the membership year.</b>	<b>\$ 15.00</b>
<b>RECREATIONAL / SUP</b>	Subscription to HCA <b>HOTLINE</b> magazine only. <b>Does not fulfill IHCA membership requirement to race in sanctioned points regattas.</b> Allows participation in SUP races at regattas.	<b>\$ 20.00</b>

**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](mailto:hobiemembership@gmail.com)**



# HOBIE 16 AND HOBIE 20

## NORTH AMERICAN CHAMPIONSHIPS

CARLTON TUCKER  
MEMORIAL REGATTA

FORT WALTON BEACH FLORIDA  
NOVEMBER 6-11 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](http://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 Sept. 15, 2011, \$400 thereafter.  
Register on-line at [www.RegattaNetwork.com](http://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

Full event schedule and other information is available via [www.fwyc.org](http://www.fwyc.org)

**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](http://www.ramadafwb.com)

**ALTERNATE ACCOMMODATIONS:**  
List of alternate hotels, RV accommodations and camping - [www.fwyc.org](http://www.fwyc.org)

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

**EVENT INFORMATION CONTACT:**  
Tom Garner - [tgarner@dooleyemack.com](mailto:tgarner@dooleyemack.com)

# NOTICE OF RACE





**Hobie**  
**WATER WEAR**

**HOBIE CLASS ASSOCIATION  
of NORTH AMERICA**  
3798 Damas Dr.  
Commerce Twp., MI 48382  
**CHANGE SERVICE REQUESTED**

PRSR STD  
U.S. Postage  
**PAID**  
Permit No. 3  
Michigan City, IN



3/2mm full suit

2/2mm shorty



Rashguards with 50+UPF UV protection



5000cm3  
breathable  
spray top

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