



HOTLINE

SPRING 2012

VOLUME 41 NO. 2



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





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OF US SAILING



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Segundo, by Hobie® Polarized, is the choice for sailors unwilling to compromise between function and style.

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<http://twitter.com/hobiepolarized>



The Official Publication of the Hobie Class Association of North America

**SPRING 2012
VOLUME 41, NUMBER 2**

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2nd Vice Chair	Treasurer
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Gordon Bagley	Mark Santorelli

HOTLINE

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

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thecommondenominator



Game on! Our sailing season has begun. Eastern and Southern events, including Midwinter's East in Daytona, have already happened. Each event continues to provide a more diverse and improved experience for all levels and types of sailors.

On the West Coast, the San Diego Classic / South West Area Championships (June 3, 4, 5) is set to be the warm up event for the San Francisco H16 & H20 North American Championships June 18 – 22. San Francisco Bay will be the site of the H16 and H20 North American Championship. This will be the fifth time a Hobie North American event has been held on the Bay. As a world renowned sailing venue, there is no doubt that this event will provide the excitement and competition that has become a West Coast standard.

The Northwest Area Championship is in August, back at Lake Quinalt in Washington State. This location has a history and reputation as a venue that encompasses the convenience and close social interaction that is the drawing card of the Hobie community. This will be the event of the summer for all the west and mid-west families and sailors to attend.

Coming up we look forward to what could be the most prestigious Hobie 16 Youth North Americans ever. It will be run in conjunction with the sailing Junior Olympics in Annapolis, Maryland. Our young sailors will sail among and socialize with many of the best youth sailors in the country. The Hobie sailors will have the opportunity to share their love of catamaran sailing with what will be this year's largest gathering of youth sailors.

Fall brings us two more major Hobie Championships. Rehoboth, DE will provide the setting for the Hobie 14, Hobie Wave and Hobie 16 Women's North Americans. With so many excellent woman sailors throughout the country, it is hoped that the timing and location will allow the greatest number of women to participate.

Moving back across the country, the Hobie 17 and 18 North American Championships will be held at what is the most classic and unique location, and can only be described as "Far Out". Lake Mohave, Nevada provides, again, a most outstanding sailing arena.

These championship events have all been assembled to provide a fair and challenging series of races, but the intent is much more. The total experience, the location, activities, and relationships are the focus.

These are the most visible of the class activities and provide annual gatherings to be shared with our friends. My hope and intention is that the Hobie Class Association will help provide a framework and as much support as possible to add activities which will increase the enjoyment and reward to the members of our sailing community.

Put the bow down and go!

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photo / illustration credits

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 Just in Off the Wire – **Mike Montague**
 Membership Matters – **Geoff Webster**
 This Old Hobie – **Caleb Boge**
 Midwinters East – **Bruce Krupke, Richard Clarke, Wyatt Peck, Hobie Fleet 80, Halifax Youth Sailing**
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 WOW - **Ellie Martin**

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on the cover

The Last New Hobie 18 – Caleb Boge sails his painstakingly assembled Hobie 18. Photo by Caleb Boge.

2012 Hobie 16 & Hobie 20 North American Championships



Photo Copyright (c) 2009, Ken Papai

San Francisco Bay, Sausalito, California June 16 – 22, 2012

Organizing Authority:

The Hobie Class Association of North America in conjunction with the Sausalito Yacht Club, Hobie Fleet 281 and Hobie Division 3.

Venue:

Sausalito, California. Racing will be on the Knox/Yellow Bluff area of San Francisco Bay, between Angel Island & the north tower of the Golden Gate Bridge.

Rules:

The event will be governed by the Racing Rules of Sailing (RRS). This is an international event; therefore, pursuant to the US Sailing prescription to RRS to RSS 88.2, the US Sailing prescription 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:

\$395 adult / \$197.50 youth (under 21 by 6/18) if paid by May 18, 2012, \$495 / \$297.50 thereafter. Register on line at www.regattanetwork.com

Schedule:

Saturday, June 16, 2012

1200–1700 Boat weigh in

Sunday, June 17, 2012

1000–1700 Boat weigh in & registration

1300 Practice races

Monday, June 18, 2012

0800–1000 Registration

1000 Skippers meeting

1200 First start

Tuesday–Friday, June 19–22, 2012

11:00 1st warning signal

Social events include Sunday Welcome Party, Wednesday mid-week party, Friday Awards Banquet, Monday, Tuesday & Thursday debriefing after races at motor home village.

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.

Competitors Insurance:

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 available at registration.

Prizes:

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

Accommodations:

Lodging options and dry RV camping available at hcana.hobieclass.com

Air transportation:

SFO, San Francisco International

OAK, Oakland International

Both about 45 minutes from race site

Event Information Contacts:

Mike Montague: mike@teevax.com

Kathie Forte: hobie@sausalitoyachtclub.org

Event website: www.hcana.hobieclass.com

NOTICE OF RACE

JUNE 1-3, 2012

40th SAN DIEGO CLASSIC

SOUTHWEST AREA CHAMPIONSHIPS HOBIE FACTORY GUEST EXPERT SEMINAR

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 HCANA. Register on-line at 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 20, 2012.**

SCHEDULE:

Friday, June 1 – Registration and check-in: 8–10 AM; Greg Thomas, Hobie Factory Expert will conduct seminar on rigging, trim, and starts on shore at Bayside Park and on water: 1–4 PM. Meet & greet including snacks and refreshments: 6 PM.

Saturday, June 2 – 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 3 – 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 1 and Saturday, June 2.

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, Guest Expert Seminar, Friday evening refreshments, Saturday night dinner and party, Homestyle burritos available Sunday morning at nominal cost.

CONTACTS:

Regatta Co-Chairs: Joe Hurtado, titaniumjoman@yahoo.com
Scott Wentworth, scott_wentworth@yahoo.com

RV Reservations: Must be made with Susan Osburn, susanjosburn@yahoo.com

REGISTRATION: On-line at www.regattanetwork.com/event/5011

PRE-REGISTRATION AND PAYMENT IS HIGHLY RECOMMENDED TO SPEED YOU THROUGH THE CHECK-IN PROCESS

REGISTER ON-LINE AT WWW.RegattaNetwork.COM/event/5011

justinoffthewire

News and Notes



Getting Ready for the Sausalito North Americans

The 2012 Hobie 16 / Hobie 20 North Americans are coming to Sausalito, CA in mid-June and on a sunny day in April, Mike Montague organized a host of volunteers to clean Dunphy Park and the launching area for the event. Thanks to all that helped removing large rocks and seaweed.

A project for all to be proud of!



HCANA Division Internet Forums

At the request of several forum members, Matt Miller at Hobie Cat Company has set up a Division Forum section within the Hobie Forums on the web. There's now a forum for every HCA Division, so check our yours at www.hobiecat.com/forums/viewforum.php?f=51

Hobie 14 / Hobie Wave / Hobie 16 Women's North Americans Announced

The Hobie Class Association of North America is pleased to announce the 2012 Hobie 14 / Hobie Wave / Hobie 16 Women's North American Championships October 5-7, 2012. Hosted by Hobie Fleet 106 and the Rehoboth Bay Sailing Association, racing will be in Rehoboth Bay of the beach at RBSA.

Further details and the Notice of Race will be distributed in the near future.

Class Rules Updated

The IHCA has released the updated class rules for all classes after sailors comments and approval from ISAF in the respective International Classes.

The proposed Wild Cat equipment upgrades have been approved and are now class legal as manufacturer supplied equipment. The rule books can be downloaded from the IHCA Class Rules page: www.hobieclass.com/default.asp?Page=1673

New Course and Race Signals Stickers Now Available!

Both stickers have been redesigned for easy reading and reflect the current trends in Hobie Class race management. Course stickers are \$1.50 USD each and the Race Signals sticker is \$3.00 USD each. Get yours on-line at www.hcana.hobieclass.com/stickers

STANDARD COURSES

COURSES 3, 5, 6, 7 ONLY

REFER TO THE SAILING INSTRUCTIONS FOR OFFICIAL COURSES

WIND

START FINISH

1 **ACA** DOWNWIND FINISH

2 **ACACA** DOWNWIND FINISH

3 **ACABC** UPWIND FINISH

4 **ACABCA** DOWNWIND FINISH

5 **AC** UPWIND FINISH

6 **ACAC** UPWIND FINISH

7 **ACABCA** UPWIND FINISH

ALL MARKS LEFT TO PORT, EXCEPT GATES

An offset mark may be used at A Mark

C Mark may be a gate (shown) or a single mark

Insurance Changes for Charter Boats at Major Events

Recently, HCANA Insurance Coordinator, Roger Brown had a lengthy conversation with the folks at Gowrie Group, the company that provides liability and borrowed boat insurance for the HCANA. Here's what they had to say regarding the coverage for boats being chartered at major Hobie Events:

- The HCANA is covered for the event, borrowing support boats, race committee boat, mark boats, etc.
 - The boats being chartered and where money is exchanging hands, in what previous years has been done through the Borrowed Boat coverage for HCA, puts the boat owner's at risk if the boat owner does not have a separate insurance policy that allows for charter coverage
 - Homeowner's insurance excludes charter coverage so they cannot rely on their homeowner's policy.
 - Many standard marine policies exclude charter coverage.
 - Going into a charter arrangement with a sailor, exposes the boat owner to financial risk if the person chartering the boat either damages the boat or another boat or causes injury to another person.
- Gowrie suggests the following insurance options to properly protect the boat owners and competitors:
- Single Event Insurance for a single regatta can be purchased through the One Design Insurance program
 - The price is \$250.00 based on \$10k boat value and \$300,000 liability.
 - Insurance covers physical damage to the boat with \$500 deductible (based on \$10k boat value) and liability (which is bodily injury or property damage to someone else)
 - Foreign and US residents eligible for this insurance
 - The dates of the insurance cover the regatta dates plus a few extra days for training and putting the boats away.
 - Alternatively, the boat owner can purchase an annual 12 month policy to which charter coverage can be added.
 - Price is about \$300.00 for a 12 month policy based on \$10k

STARTING SEQUENCE

WARNING
1 SOUND
5 minutes to start

CLASS FLAG

CLASS FLAG DISPLAYED
A description of the class flag will be found in the sailing instructions

PREPARATORY
1 SOUND
4 minutes to start
RACING RULES APPLY

PREPARATORY FLAG DISPLAYED
P flag - No starting penalties

PREPARATORY FLAG REMOVED
1 LONG SOUND
1 minute to start

CLASS FLAG REMOVED
1 SOUND

START

POSTPONEMENT
2 SOUNDS
Races not started are postponed. Remove w/ 1 SOUND, 1 MINUTE before new warning signal.

ALTERNATE FORMS OF POSTPONEMENT:

Further signals ashore

No more racing today

ABANDONMENT
3 SOUNDS
Races started are abandoned. RETURN TO STARTING AREA Remove w/ 1 SOUND, 1 MINUTE before new warning signal.

ALTERNATE FORMS OF ABANDONMENT:

Further signals ashore

No more racing today

NUMBER PENNANTS
HOURS POSTPONEMENT / CLASS FLAGS

1 2 3 4 5 6

START RECALLS

INDIVIDUAL
1 SOUND

GENERAL
2 SOUNDS

STARTING PENALTIES

CLASS FLAG

CLASS FLAG

IF FLAG
If over line within 1 minute prior to start, must sail around line end to restart.

BLACK FLAG
If over line within 1 minute prior to start, disqualified without a hearing.

COURSE CHANGE
MULTIPLE SOUNDS

The next mark's position has been changed to:

Further away Nearer Port Starboard

A description of the new mark will be found in the sailing instructions

SHORTEN COURSE
2 SOUNDS

The new finishing line shall be:

(a) at a rounding mark, between the mark and a staff displaying flag S (shown above);

(b) at a line boats are required to cross at the end of each lap, that line;

(c) at a gate, between the gate marks.

MARK MISSING
MULTIPLE SOUNDS

The object displaying this signal replaces a missing mark.

NOTICE POSTED / CHECK-IN / FOLLOW ME
1 SOUND

ASHORE: A notice to competitors has been posted.

AFLOAT: Come within half or follow this boat.

COMMON RACE SIGNALS

HOBIE

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boat value, \$300k liability, plus charter coverage added.

- Policies can be purchased on-line at www.gowrie.com/onedesignquote

The folks at Gowrie are happy to work with anyone to ensure there are no gaps in coverage and everyone is properly insured. If you have any questions do not hesitate to call or email.

Sarah Davidson

sarahd@gowrie.com

800.262.8911 x 1627

2012



pointsregattaschedule

DIVISION 2

Lake Havasu, AZ
March 10-11
HAVAMEGA-McCulloch Cup
Gordo Bagley
gbbii@msn.com

Lake Mohave, NV
Mar 31-Apr 1
Hobie Way of Life / MWW
Dave Martin
h16music@cox.net

Puerto Peñasco, MEX
May 5-6
Cinco de Mayo
Dave Topolski
topolskidg@msn.com

ABYC - Long Beach, CA
May 26-27
Memorial Day Regatta
Jeff Newsome
JeffNewsome@schawk.com

June 1-3
San Diego Classic
SW Area Championships
George Burchfiel
george@rtainsurance.com

ABYC - Long Beach, CA
July 21-22
Multihull Regatta
Jeff Newsome
JeffNewsome@schawk.com

Santa Barbara, CA
August 18-19
Wine & Roses
Steve Leo
steve@infocuspromo.com

Lake Arrowhead, CA
September 8-9
Lake Arrowhead
Chris Dunn
dundnd@charter.net

Puerto Peñasco, MEX
October 13-14
Piñata Regatta
Barb Perlmuter
skipperbarb@hotmail.com

Lake Mohave, NV
October 20-26
17/18 North Americans
Dave Martin
h16music@cox.net

DIVISION 3

Santa Cruz, CA
April 14-15
Kickoff Regatta
Dwight Manning
dwright916@earthlink.net

Woodward Reservoir, CA
May 12-13
Wet'n Wild Regatta
Mike Little
mlmm@clearwire.net

Sausalito, CA
June 18-22
16/20 North Americans
Mike Montague
mike@teevox.com

San Francisco, CA
May 18-20
San Francisco NOOD
Don Atchley
don_atchley@gmail.com

Huntington Lake, CA
June 30-July 1
Commodores Regatta
Sean Tomlinson
h16@sbcglobal.net

Santa Cruz, CA
July 14-15
Summer Multihull
Dwight Manning
dwright916@earthlink.net

Alameda, CA
July 28-29
Round Treasure Island
Mike Little
mlmm@clearwire.net

Huntington Lake, CA
August 4-5
Mile High Regatta
Sean Tomlinson
h16@sbcglobal.net

Bodega Bay, CA
September 8-9
Shark Feed Regatta
Andy Pollock
sharkfeed2000@aol.com

Richmond YC, CA
September 22-23
Multihull Invitational
Bob Branstetter, RYC
racyc@gmail.com

Monterey, CA
October 6-7
Turkey / Div 3 Champs
Jason Moore
hobie_20@comcast.net

DIVISION 4

Seattle, WA
May 18-20
Seattle NOOD
Don Atchley
don_atchley@gmail.com

Vancouver, BC
June 2-3
Jericho Classic
Benoit Sonrel
bsonrel@yahoo.com

Eugene, OR
June 9-10
Live on the Edge
Roeland Kapsenberg
www.eugenevachtclub.org

Bellingham, WA
June 23-24
Lake Whatcom
Scot Chapman
rlcar@earthlink.net

Oak Harbor, WA
July 15-16
Dinghies Whidbey Island
Bob Combie
bobcombie@gmail.com

Longmont, CO
May 19-20
3 Peaks to the Wind
Bob Forshay
BobForshay@comcast.net

Lake Alcova, WY
Date TBD
Wyoming Governor's Cup
Stuart Hill
boarderstue@bresnan.net

Lk. Angostura, SD
August 18-19
Black Hills Classic
Tom Machette
fleet198@hotmail.com

Oahu, HI
May 19-20
Cat-A-Tonic Regatta
Dan Williams
rollerskate-hi@clearwire.net

Oahu, HI
September 15-16
Sand Bar Regatta
Dan Williams
rollerskate-hi@clearwire.net

August 4-5
Lake Quinalt
NW Area Championships
Al Jones
Atkjones@centurytel.net

Skamokawa, WA
August 11-12
Smoke on the Water
Jim Wood
Commodore@hobiefleet72.com

DIVISION 7

Storm Lake, IA
June 9-10
Boots & Bikinis
Todd Wilson
hobiecatdivision7@yahoo.com



DIVISION 5

Loveland, CO
June 9-10
Prairie Winds
David Daniel
ddaniel843@comcast.net

Lake McConaughy, NE
July 14-15
Tropical Dreams
Stephen Cooley
MUST429@aol.com

Lake McConaughy, NE
September 1-3
Mac Attack
Stephen Cooley
MUST429@aol.com

DIVISION 14

Shreveport, LA
April 14-15
Holiday in Dixie
Mark Van Doren
markvv2@suddenlink.net

Oak Point, TX
May 5-6
DCYC Leukemia Cup
Dennis McCreadie
Waterman876@yahoo.com

Cheney Lake, KS
June 2-3
Prairie Regatta
Jon Tiger
tiger17@cox.net

Lawton, OK
June 9-10
OK State Champs
Jimmie Smith
lawtonkarpark@tds.net

Cheney Lake, KS
August 18-19
Cat Chase
Jon Tiger
tiger17@cox.net

Oak Point, TX
September 3-4
Mid-Americas Area Champs
Rob Kollman
r-kollman@ti.com

Lawrence, KS
September 29-30
Frayed Knot
John Eaton
sailfratlands@gmail.com

DIVISION 1

Oahu, HI
May 19-20
Cat-A-Tonic Regatta
Dan Williams
rollerskate-hi@clearwire.net

Oahu, HI
September 15-16
Sand Bar Regatta
Dan Williams
rollerskate-hi@clearwire.net

DIVISION 7

Green Lake, MN
July 14–15
Green Lake Regatta
Ted Jagger
jaggerted@msn.com

Big Creek, IA
August 10
Div. 7 Youth Event
Jim Sohn
sailinghobie@gmail.com

Storm Lake, IA
September 25–26
Storm Lake
 Andy Larson
larsona@iwnet.net

DIVISION 16

Syracuse, NY
May 18–20
Madcatter
Bob Longo
rmlongo@aol.com

Toronto, Ontario
August 25-26
Flying High
Dan Borg
Dan_Borg@toyota.ca

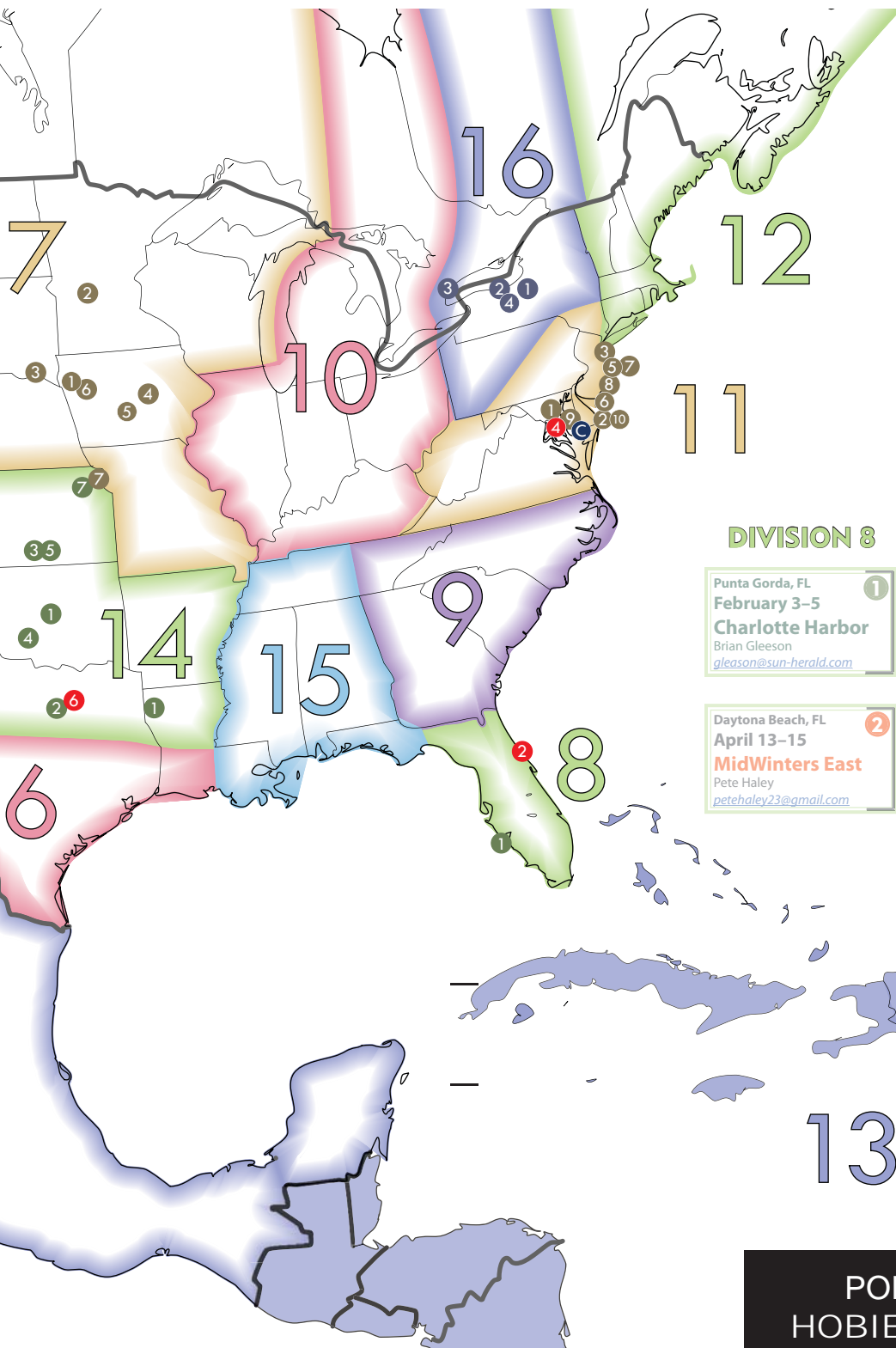
Yankton, SD
July 28–29
Lewis & Clark Lake
 Dave Rice
mdrice3@cox.net

Des Moines, SD
August 11-12
Saylorville Lake
Roger Taha
rtaha@mchsi.com

Lawrence, KS
September 29–30
Frayed Knot
 John Eaton
sailflatlands@gmail.com

Rochester, NY
August 4–5
R.O.H.R.
Mark Gibson
mgibson18@gmail.com

Canandaigua, NY
September 22-23
CMOR
Sue Bennett
sharkoops5@aol.com



DIVISION 11

Gunpowder, MD
May 5–6
Gunpowder
Dan Flanigan
dfp135@msn.com

Dewey Beach, DE
May 12-13
Rehoboth
Dave Raughley
draughley@aol.com

Atlantic Highlands, NJ
June 2–3
Sandy Hook
Greg Raybon
graybon@verizon.net

Rock Hall, MD
June 16-17
Alter Cup Area C Qual.
Mark Santorelli
mark@mnktechnologies.com

Annapolis, MD – Annapolis Yacht Club

July 6-8

Junior Olympics /HCANA Youth North Americans

Harry Murphey
harrymurphey@yahoo.com

DIVISION 8

Punta Gorda, FL
February 3–5
Charlotte Harbor
Brian Gleeson
gleeson@sun-herald.com

Lanoka Harbor, NJ
July 21–22
Barnegat Breezer NEAC
Chris Begrow
cbegrow@aol.com

Wildwood, NJ
August 18–19
Wildwood
Rob Wagner
rob.wagner@verizon.net

Daytona Beach, FL
April 13-15
MidWinters East
Pete Haley
petehaley23@gmail.com

Spray Beach, NJ
August 25-26
Spray Beach
Ron Laporta
ronlaporta@verizon.net

Shore Acres, NJ
September 8–9
Shore Acres
Rob Wingender
rawingender2@comcast.net

Rock Hall, MD
September 22-23
Rock Hall
Dan Flanigan
dfp135@msn.com

Dewey Beach, DE
October 6-7
Rehoboth Fall Classic
Bill Colgan
hobie106@speakeasy.net

Dewey Beach, DE – Rehoboth Bay Sailing Assoc.

October 5–7

Hobie 14 / Wave / 16 Womens' North Americans

Jim Doty
harrymurfhey@yahoo.com

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

membershipmatters



by Matt Bounds, HCANA Membership Chair

It's Time ...

To renew your HCANA Membership

If there's a membership notice on the cover of this magazine, and you haven't renewed your membership before the end of April, then this will be the last **HOTLINE** you'll receive until you do.

Please don't wait until the first regatta to renew! It's not like it's a huge amount and you're gaining interest on the float. There's always a delay in processing memberships from regattas and this will only cause

another hassle when you go to your next regatta and there's no record of your renewal.

Go on-line and renew now! Get it over with! Just like the doctor says, "It'll only hurt a little bit."

welcomenewmembers ...

Garrett Dawkins, Raleigh, NC
Kyle Runnfeldt, Orange Park, FL
Bo Ethridge, Biloxi, MS
Joseph Crum, Belleair, FL
Mark Milam, Lafayette, LA
Hobie Fleet 434, Lake Arrowhead, CA
Duane Mccardle, Portland, OR
Jeff Rickard, Woodinville, WA
David Griffiths, Wenatchee, WA
Danny Dike, Santa Clara, CA
Tom Morse, Lake Oswego, OR

Erin McNeill, Aurora, ON
Tanguy Leborgne, Los Altos, CA
Martin Hawes, Harvard, MA
Rachel Graham, Santa Cruz, CA
Alex Martinez, Lake Havasu City, AZ
Jarrett Sanchez, St. Petersburg, FL
Jim O'Leary, Cocoa Beach, FL
Jason Sanchez, Seminole, FL
John Casper, Auburn, NY
Derek Goodemote, Lafayette, NY
Abigail Duffy, Placerville, CA

Evann Lorenzen, Ponce Inlet, FL
Tom Sinnickson, San Luis Obispo, CA
Caleb Boge, Shepherd, MI
Steve Caron, Daytona Beach, FL
Joel Hurley, Cape Coral, FL
Luke Yates, Sorrento, FL
Brett Bohannon, Daytona Beach, FL
Vicky Trainer, Port Orange, FL
Branden Nathe, Daytona Beach, FL
John Andrews, Titusville, FL
Geoffrey Nelson, Heath, TX

welcomebackmembers ...

Scott Baker, Saugus, MA 1993
Dr. Martin J Gorce, Boulder, CO 1994
John H Coale, Cumberland, ME 1995
David N Eads, Boulder City, NV 1999
Phil Sanchez, St. Petersburg, FL. 1999
Dave Milne, Nepean, ON 2000
Rick Benik, Park City, UT 2003
Tom Therrien, Moultonboro, NH 2003

Jorge Murrieta, Mexico City, DF 2003
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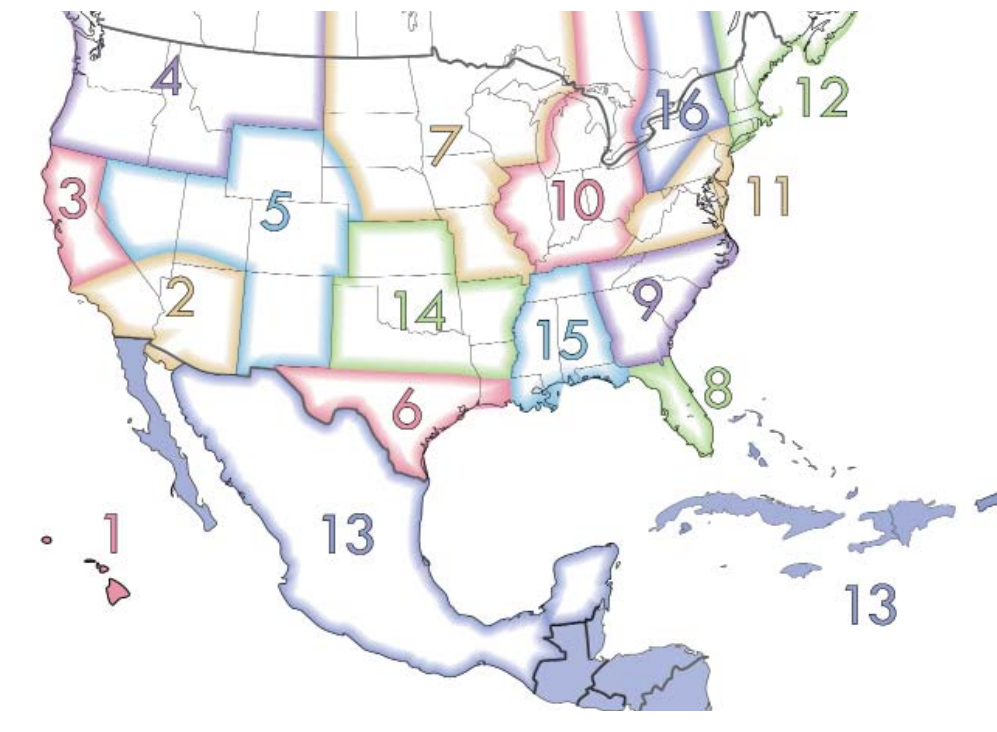
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NEW ~~This Old~~ Hobie

The Last New Hobie 18 - Part 2

Text and Photos By Caleb Boge

*Editor's Note: As we documented in the last **This Old Hobie**, Caleb Boge, from Shepherd, Michigan, was one of the people who took delivery of new Hobie 18 hulls from Hobie Cat Australasia in late 2010 and commenced to building the last all-new Hobie 18 from mostly new parts. His attention to detail in assembling his all new boat was phenomenal and demonstrated many techniques that we can all use in working on our boats. In this continuation of the previous article, Caleb installs the rudder system, fits the SX wings, installs the trampoline, rigs the mast, installs the last few bits and finally – takes her sailing.*

Rudder System

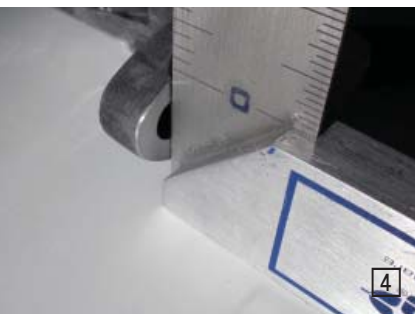
Installing the SX wings require hanging the rudder system to check for interference with the rear wing leg support struts, so I went ahead and completed the rudder assembly before performing the wing installation. The first thing to do is fit the lower castings to the gudgeons. The hulls came from the factory with the one-piece cast Euro gudgeons, which have an interference fit with the lower casting. So it takes a bit of work on the lower castings to get everything to fit, but the results are worth it!

In all, it takes between 0.200" to 0.250" (about $\frac{3}{16}$ " to $\frac{1}{4}$ ") of material to be removed from the lower casting in order for the casting to fit onto the gudgeon. I used painter's tape to keep from scratching the castings while handling them and the blue tape on the bottom is lined up with the initial "rough out" mark **[1]**. I also taped off every orifice to keep dust out. The initial cut was made with a bandsaw.

I removed 0.060" to 0.065" from the top part of the lower casting (**[2]**, **[3]**) just to square everything up where it sits on the bushing in the gudgeon (both gudgeons and rudder castings use bushings), and then removed the remaining material off the bottom of the rudder casting (0.150" to 0.180", depending on the side; each casting is unique) in order to maintain clearance away from the drain plug housing on the hull (not much extra room, so plan accordingly). This also took care of about 99% of the casting surface porosity. It is nice to square these surfaces up since they ride against the large shoulder of the bushings in the euro gudgeons; it helps to spread the load out and minimize early wear **[4]**.

In addition to that, I had to remove a surprising amount of material around the perimeter of the castings since the one-piece gudgeons don't extend out from the hulls as far as regular stainless gudgeons. This part of the removal process was done with a bench disc sander





and a drum sander. The material removal was required to allow clearance for full casting rotation [5]. I then faired the removed material into the rest of the castings both for looks and to avoid stress concentration (the “step” that resulted from the initial material removal).

To prepare the castings for painting, I soaked them in near boiling hot water. It does a great job of getting rid of the grey aluminum dust and getting everything back to black again. The anodizing was touched up the castings with some custom-blended automotive paint that matched the color and lustre of the original finish [6]. This might not last as long as re-anodizing, but it’s adequate for my fresh water use.

I counter-bored the rudder pin holes for the nylon bushings which made a huge difference in the amount of “play” in the bushing [7]. I scuffed the outsides of the bushings before gluing in. Gougeon G-Flex epoxy works best in this application. The top bushings were left slightly proud to facilitate retainer pin removal and to keep the retainer pins from rubbing on the castings. Rudder pins are custom polished stainless for a silky smooth feel.

I have had good luck using 3M adhesive-backed Velcro (using the fuzzy side only) as a bump-stop against the casting [8]. A sliver of rubber (stolen from a soft-grip ink pen) underneath for even more protection or as a shim if needed.

The final touch on the rudder system was the Hobie 20-style tiller connectors [9].

I used a different process to locate the holes in the rudder blades and set my rudder rake. The first step was to attach the lower rudder castings to the transoms. Next, I zip-tied the upper castings to the lower castings with the adjustment plate set for 85% of the maximum forward rudder rake. I taped a nice straightedge to the transom [10]. (The rudder blade has already been drilled in this photo.) I fitted a new (undrilled) rudder blade into the castings, based on desired rake angles compared to the straightedge attached to the transom, and allowing for edge clearances for holes once drilled in the blade. I then marked the hole locations for the blade through the existing rudder casting holes with a red lithium grease dabbed on the flat end of a small drill bit [11]. Then using a scribe and hand pressure to mark a center, I then wiped off the grease and started a pilot hole by hand with a 1/16" drill. Then I enlarged the pilot slightly before using a step drill (and a drill press) to drill the holes through and to final size [12].

I also used some old-stock rudder bolts [13]. These are the best, since the rudder pivots on the smooth portion of the bolt, and not the thread. (The bolts are available from McMaster-Carr, item #92186A352, thin nylock nuts, item #97231A460.)

Too much rake would result in the castings being attached to the blade in such a way that the system would not lock up for beach storage. I was lucky, but I am near the edge of the range. [14] shows that the blades lock up



very high. Much more rake forward and I don't believe the castings would travel in such a way to allow the upper casting to get up to the "step" and sit on the lower casting. However, I have lots of rearward adjustment should sailing prove that they are too far raked forward.

The rudder blades that I am using are some new-old stock white fiberglass blades. I prefer the look of white, but wanted the stiffness and performance of glass. These are nice blades, and handle really well with a solid feel. New EPOs would work just as well, and would be a bit lighter.

SX Wing Installation

The SX wings will essentially be the only used parts in the project. However, I have been saving a really sweet set for a while that are like new, so they should be fine. I'm also using all new mounting hardware so I will be able to fit them to the boat as a new set would be. For the wings, keep in mind that most of the operations here are repeated three times. Adding a set of wings and getting them to fit well takes substantial time.

Most H18 wings I've seen all have some degree of torsion or binding present in them when in sailing position. I ended up purchasing two additional wing legs for one side since I wasn't happy with the way the existing legs were mating up to the crossbars. New legs allowed me to obtain the best fit and rivet them to the seat rings in the correct orientation. My goal was to have the wings sit down perfectly on the crossbars with no binding, and properly transfer the occupant loads without damaging the wing leg support struts and stressing the welds. It took a lot of fitting, but the final result is worth it.

To assist with locating a wing in position, I used a stepladder with some padding of convenient height to 'hold' each wing until self-supporting [15]. This really helped out – no second set of hands necessary!

The first task was to fit the outer struts to the ends of the crossbars. Each crossbar end cap required some material removal to allow the wing leg support strut to fit properly, and in some cases for the support strut tab [16] to seat flat against the crossbar end cap. This was done with a Dremel tool and a high-speed cutter.

The ends of the wing leg support struts should be shaped to prevent any edge-loading and torqueing of the strut. Again, this is easily done with a Dremel tool. Just round over the edge a bit [17].

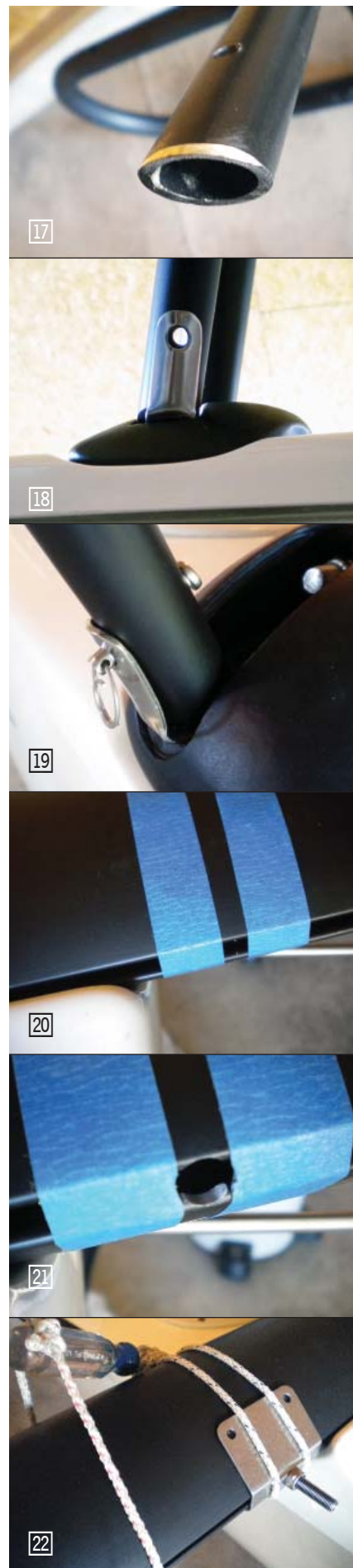
The stainless tab helps to lock the support strut in place and prevent movement in the wing that would stress its welds. The tab and strut should meet exactly at the crossbar end cap. Looks like the tab needs to be rotated slightly aft a tad more in [18].

After everything was test fitted, it was disassembled, prepped, masked, touched up and re-assembled. When assembling the wings, some people use 1/4" bolts instead of pins for extra stability on the outer struts. I like pins for the convenience [19]. Now there are only three more corners to do!

After the wing support struts are happily sitting in the crossbar end caps, I then located the wing leg mount / pivot points. Due to variances in wing assembly, the measurements will all be slightly plus or minus the nominal distance in order to achieve the best fit. It's Best to measure / fit each one individually as needed and protect the area with tape [20].

The crossbar slot needs to be enlarged for the 5/16" threaded studs used for the leg mounts. It's best to remove as little material as possible as this provides better final support for each wing leg [21].

To install the leg mount anchor plates, I used a simple tourniquet-style clamp to keep them from moving and conform them to the crossbar curvature during drilling / riveting [22].





A somewhat common problem is that the jamb nut and anchor plate attempt to move the wing assembly forward so that the wing leg support strut no longer wants to fit properly in the crossbar end cap (without significantly stressing the wing leg support strut weld). In several cases I counterbored the leg end cap [23] to partially fit over the jamb nut so that the wings would rotate and sit down around their correct axis [24]. Obviously this results in some loss of strength in the end cap, though I have never seen an end cap failure where the mounting hole split out. They usually seem to fail where they are riveted into the leg by rivets shearing, freeze damage with entrapped water or corrosion.

After all four corners of the wings were anchored, I moved on to the aft support struts, which prevent fore / aft movement of the wings. The rudder system was mounted in order to check for clearances, and each aft support strut was shortened slightly during the mockup process to ensure clearance during rudder kickup. About halfway through the kickup is when the fit is closest [25].

The aft struts consist of a lower mount riveted in place on the deck lip [26], a similar mount on the aft wing support leg and an aluminum tube connecting the two mounts [27]. The bungee is used to temporarily take up any slack between the support rod and wing. [31] Shows the hole drilled to final size for pin. The rod ends were angled so they would fit nicely into the mounts. This resulted in a rigid install.

The remaining bits ...

Most of the heavy mechanical fitting is now complete. Just need to install the tramps and rig the mast. For the trampolines, I went with the Hobie black mesh and used the TrenTec tramp clamps in the corners to keep the edges from pulling out [29].

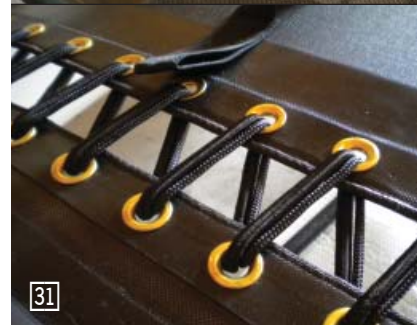
The Hobie wing tramps have a fair number of reinforcements, some of which are for the 18 and some for the 21 [30] (they are the same trampoline / part number).

I double-laced the main tramp; first with a shock cord lace kit to tighten and position everything nicely in place, secondly with some standard 1/4" low stretch line to eliminate any bounce [31]. I found that it works best to keep the two lines side-by-side so that each can work independently. The shock cord instantly took up any slack as I tightened the 1/4" line.

The mast comes mostly assembled from Hobie. I did have to install the spreaders, diamond wires and mast rotator. One nice update that was included is the additional support plates in the spreader / rotation arm bolt attachment point. This is also a worthwhile update on older masts that do not have this installed [32].

I spent some time fairing the bottom edge of the plastic track of the Comptip with some sandpaper in order to prevent the sail head from catching when raising the sails [33].

I installed the Hobie spreader bar end covers while installing the diamond wire system. I pre-bent the head of the spreader wire cotter pins before installation in order to allow the spreader covers to close. It is a tight fit [34].





I picked up an Aussie halyard ring [35] since they are considered by many to be a superior design. I have never really had a problem with the standard two-piece ring and clevis design, but thought I would give this a try. The knot is a funny over-hand style knot that I saw used before on halyard rings. It works well because it is extremely low-profile.

More goodies: Harken Carbo Ratchamatic blocks all around [36]. FSE Robline sheets and traveler. I stayed with a 7:1 class legal (inline) mainsheet stack [37]. I also have an 8:1 setup that I have used with other 18s on the heavy days.

I use a separate traveler line tied to mainsheet. The different color is for visual reference, and can be untied in the event that the mainsheet gets swept overboard and caught on a rudder on a heavy day. It also prevents uncleating / unthreading the traveler in order to retrieve the sheets.

The mainsheet / boom connection is (in my opinion) the perfect spot for these snap shackles [38].

I changed the plastic Clamcleats on the boom to aluminum [39]. This is pretty much a no-brainer, since the plastic cleats wear out quickly.

The last major thing I did was the downhaul [40]. It's similar to the 5:1 available through Murrays, but better. It's slightly wider to fit the newer / fatter grommet in the new Hobie mainsail. There's a pivoting exit block at the bottom (which is not class legal). It attaches to the sail in seconds and does not require re-threading the line at each rigging. It's made from

all Harken blocks, pop rivets, shroud adjuster plates and bolts.

The Finishing Touch

And finally, some sails. Custom color pattern, class legal Hobie. I wanted something cheerful that would still look good with a white jib (down the road when the multi colored jib is worn out) Pattern with the striped jib is a definite nod to yesteryear. Also, I wanted to get as many of the tell-tale windows into white fabric as I could – it provides a nice viewing contrast.





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Hobie Midwinters East

The Daytona Hobie Midwinters East regatta started as a whisper among a few sailors while I was attending last year's MWE event. CAT 44 did such an awesome job with it, that I knew it would be a tough act to follow. But I really didn't give it much thought until we officially weighed in at the 2011 Hobie North Americans in Ft. Walton Beach. Chris Wessells looked at the my registration form and saw that I was from Fleet 80, Daytona Beach. Chris introduced himself and said "Welcome to Ft. Walton. By the way, your fleet will be hosting Midwinters East in 2012".

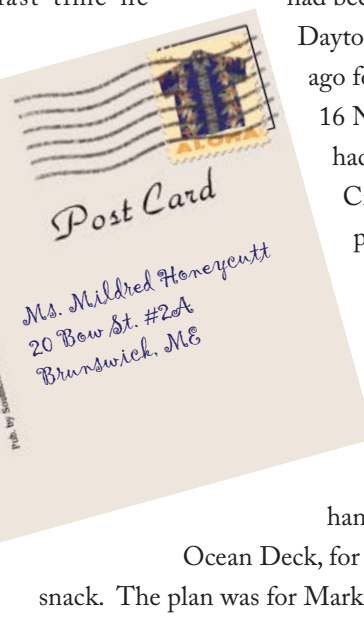


Dear Millie,
It has been marvelous here in
Daytona Beach, except for today.
It was cloudy and very windy.
We heard about this "circus act."
but we didn't see any elephants.
There was this Puerto Rican
clown doing acrobatics, but he
did not look like he was having
any fun at all. We can't wait to
get home for summer!
Toodles, Beatrice

of our local youth sailing club, "Halifax Youth Sailing", I made several No Go decisions about their participation in these over-the-top conditions. Instead of having them sail – I stuck them out on rescue boats, and they behaved in a spectacular manner.

Our PRO, Mark Santorelli arrived in Daytona Thursday evening under a beautiful blue sky with big, puffy cumulous clouds. He later told me, as he was taxiing to the terminal, it crossed his mind that the last time he

had been here in Daytona was 17 years ago for the Hobie 16 Nationals. We had arranged for Cindy Caron to pick him up and she gracefully showed him around and they were off to the local



The whisper kept circling until April 14th came around — this year!

On Saturday, April 12th, all of Fleet 80 and 37 bold Hobie sailors looked east, jaws hanging open, knees trembling, gawking out at the Atlantic and saw her roiling surf, daring them to come out and play. The seas were reported to be 5-7 feet and the wind reporting stations were calling for 20-30 knots. The only good thing was that the wind direction delivered a true beam reach. (So you could – should – be able to punch through the surf.)

We held the Competitors' meeting in the beautiful indoor pool area of our host hotel, Perry's Ocean Edge. Thanks were given to our host and sponsors: Miller beer, Culinary Resources, Aristocrat Limousine, Ocean Deck, Daytona Parasail & Sandy Point Progressive Sports (our local Hobie dealer). Sailors were warned that the sea state was dangerous and our resources on the ocean would be hard pressed to deal with multiple emergencies. As the director

hangout, The Ocean Deck, for a cocktail and snack. The plan was for Mark to stay at my place overnight as I had to work and would be back around 8:30 AM. Well, somehow I finagled a way out early and met Mark and Cindy at the Ocean Deck. We departed and headed down to my place in Ponce Inlet. There was not much light left in the day so we took a leisurely bicycle ride to a local eatery only to find the kitchen closed and, as we were really hungry, we started down the road to the next eatery as the rain began to fall. We got pretty wet but the grilled Mahi sandwiches were worth it.

Friday morning we set about getting the boats and all the gear readied for the weekend. By mid-afternoon we drove up A1A to Perry's Ocean Edge to set up the Fleet room as the designated registration hub. When we got there we were treated to a big and building sea and a very strong breeze out of the ESE. I filled Mark in about our normal condition here and this day it was a bit to the high side of normal and the seas would probably build. As registration opened

**Hobie sailors l
jaws hanging o
trembling, gaw
the Atlantic an
roiling surf, da
come out and p**

there were appetizers set up and a one man band at the Tiki bar. Actually the one man band was a one man Karaoke machine – he sang everything and it was delightful. The international Hobie enthusiasts were enjoying themselves even with the cooling evening breeze.

Mark and I watched the weather reports with trepidation and the next morning's forecast did not look promising. NOAA Weather Service had posted a small craft warning and was forecasting 5-7 foot seas with 20-25 knot winds out of the SE. We stood ready, reassuring everyone that it would be okay and "not to worry." That was our plan on Friday, to play the conditions down, knowing that the Committee cannot let the competitors talk themselves and the Race Management team out of sailing the night before the race. After all, who knows what tomorrow will really bring. The NWS report is a forecast, not a schedule!

Well, Saturday morning broke – with ferocity. We were greeted with *exactly* what the NWS had forecast, and maybe more. It really did not look very inviting out there and Mark and I were struggling with what to announce. The decision was made more difficult when we found out the captain of our 70' signal boat had spent the night in the hospital with his Dad and was in no shape to take the two-hour run out the inlet and up the beach. Now we were left with a 20' rigid inflatable as the signal boat.

We held our Competitors' meeting and reviewed the Sailing Instructions, the relevant changes, and how the plan for the day was coming together. We

encouraged anyone who was not sure about the conditions to stay on the beach, but we were going to give it the old college try. Mark told me in confidence that he was not feeling very comfortable with the prospect of going out through the surf on the back of a jet ski and spending the day on a 20' inflatable

on a swell that, as we came to see first-hand, was 10 feet plus at times.

Welcome to Olympic conditions! Out through the towering surf we went. Once Mark was on station just a short ½ mile or so off the beach he made a quick assessment and instructed the beach captain to hold everyone on the beach. We needed

to get a better assessment of our capabilities and what would be needed in order to blow up and secure the marks in these seas. Due to some limitations in getting two courses set as per the SI's, Mark decided we would only have one course instead of an outer course and inner course with a reaching mark for the Hobie Waves. Mark hailed the beach, gave them the instruction to inform all the sailors that there would be only one course with a weather mark and a gate and all of the classes would sail the same course. Once that was done, the beach captain was instructed to send them out — and

out they came, some of them, anyway. We were getting ready to attempt the first sequence of the day when the fury of the sea took over. We had boats flipped in the surf (can you say "The Doctor?") We had boats flipping just on the swell alone. Double trapping was pretty much out of the question with the skippers having a very hard time handling the boats from the wire in this huge washing machine.

It was obvious at this point that these seas were going to be more chaotic than the support craft we had could handle. Mark pulled the plug on this day with all of our support craft assisting competitors in need and looking for a ride back to shore. I was on our jet ski and had been following the wind and current driven journey of a flipped Hobie 17 up the beach and, eventually, through the surf onto the beach – in many pieces. This was the only casualty of the day; the kids on the boat were safe but the boat is now more (2) monohulls than (1) multihull. See the Facebook pictures for more.



looked east,
open, knees
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ring them to
play.

Once back ashore we were not sure what the rest of the weekend would hold for us. The NWS report was for more of the same on Sunday. Mark went off with Geoff Becker and Krista Hankins to her Uncle's place on the Halifax River, basically across the street. We were

texting back and forth and he said the river was beautiful, the wind was strong, coming directly up the river and we toyed with the idea of moving the regatta to the mainland and sailing in the river. After all, he informed me they did that in South Padre in 1997 so why not now. As we were discussing this over the Saturday pasta dinner the NWS forecast was updated to 2-4 foot seas and 10-15 knots. We decided to let it be what it would be and see what the morning brought.

Sunday broke with a brilliant sunny morning, a "calm" sea and a light breeze. It was a beautiful regatta day. We held a brief scheduled Competitors' meeting and over the friendly waves we went. We still did not have our 70' Signal Boat but instead, a different rigid inflatable-type of boat and race management became a blast! We knocked out (4) races in 3 ½ hours and all the competitors were grinning in delight., since this was completely the opposite of the expectations everyone had had on Saturday night. All in all, it was a great event -- one that will be talked about for years to come. Thank you to Fleet 80 and all the great volunteers for putting this together on short notice, and we look forward to hosting this spring event again in the near future.



Full results available at:

www.hcana.hobieclass.com/site/hobie/hcana/downloads/2012/2012_MWE_Results.htm

*Lots more pictures available on Facebook
Search for "Hobie Fleet 80" and "Halifax Youth Sailing"*



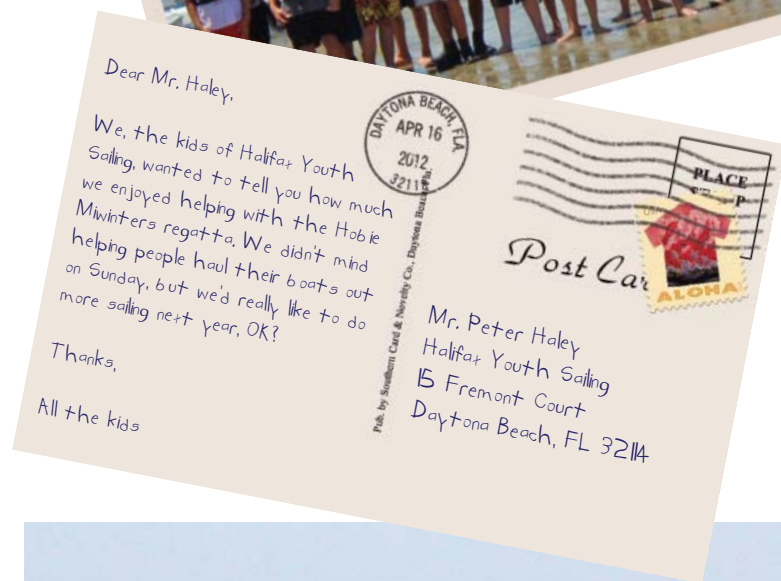
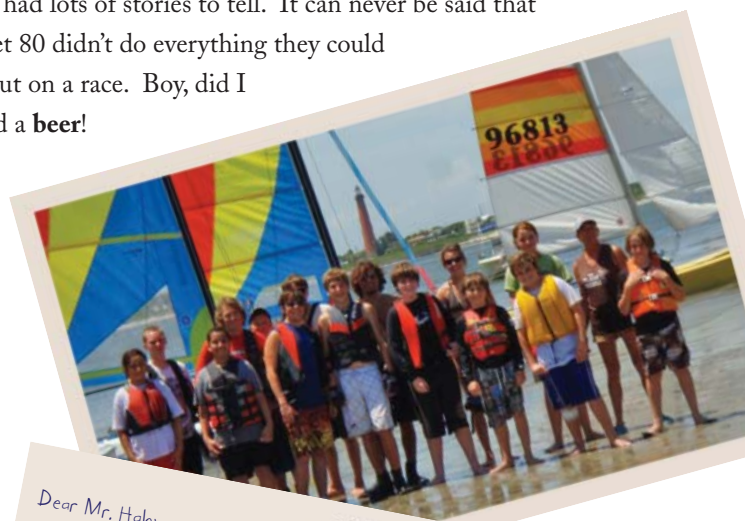
From the Chase Boat *by Steve Caron*

On Saturday morning things were not looking good. I tried my best to talk Pete and Mark out of going out, but in the end we decided to go. I drove down to Ponce Inlet to get the rest of the Chase boats ready to go. We grabbed every piece of line and anchor we could find. As the four boats headed out through the inlet the waves were 4-6 feet coming straight at us. Not too bad, but we still had to get past the end of the jetty. We got to the end and what we saw was a set of at least four waves that were around 12-14 feet. We all took our time and picked our spot to go for it. Once around the jetty we had a following sea of 8-10 feet with the wind blowing around 15-20 knots. The trip down was pretty uneventful. Once on station we started to try to get a course setup. This was not going to be easy. The sea state was all over the place and big. Blowing up marks and getting anchors set was going to be very difficult. At one point we had to transfer one of the teenagers on my boat, a 17' Boston Whaler, over to a 21' Pursuit, while bouncing around out there. That was fun (not!).

As it turns out, that was just the beginning of the fun for our boat. Not long after the transfer the engine quit and we were dead in the water in an 8-10 foot sea about 12 miles from the inlet. We deployed two anchors and were still dragging. I called TowBoat U.S. and their first question was **"You are *where* and how big is your boat?"** I repeated my info and he said he would call me back when he was close. Not long after, Tim from TowBoat U.S. called, told me I might be on my own and may have to call the Coast Guard. He said he was following the CG out the inlet and they turned back to get a bigger boat. He is a good guy and thankfully he forged on. Meanwhile the rest of

the boats were doing their best to set a course. After about an hour of bobbing around, dragging anchor to the north and west, the surf was getting a little too close for comfort. Dave Dunn, in an 18' center console, came to my rescue and pulled us south until Tim showed up.

All in all, we had a crazy day but everyone made it home safe and had lots of stories to tell. It can never be said that Fleet 80 didn't do everything they could to put on a race. Boy, did I need a **beer!**



Going ...

Gone!

Growing Up Hobie

You can't start any earlier than Kat Porter

by Miss Katherine Porter

My name is Kat Porter, I'm 14 and my sailing career started when my mother was pregnant with me. My brother was three at the time and the baby sitter hadn't shown up, so my parents threw a sweatshirt and lifejacket on Phillip and left the beach. He fell asleep on the downwind leg, but woke for the finish where the whole family crossed the finish line in third! My father didn't know I was on the boat, but my mom told him later. Since then, I have sailed in five open

and youth North Americans, attended the Mexico worlds when I was six, and I've gone to hundreds of local regattas since I was a baby.

I've been a crew for the last few seasons, but recently I've been getting time here and there with the tiller. In fact, at a regatta in April, I had enough control over the boat to take out my

good friend Abbi. She was so scared and refused to get on the boat with me, because she thought I would flip it or crash it. After some convincing, though, Abbi reluctantly put on her life jacket. Then, when launching the boat, my dad came tearing down the beach yelling at us to stop. It turns out I forgot to put the plugs in. Whoops. I guess I still have some learning to do! Skippering is really fun, and at a regatta in August this year, I will be driving with a fellow woman sailor as my crew.

Like I said before, I've been sailing since before I was born. Let me explain: I have always attended regattas and I grew up on the beach watching the boats with the 'pretty colors' go by. At the awards ceremonies, I would hold my mommy's hand as she and my dad received their trophies. When I was still very little, I remember standing on my dad's boat, jumping up and down on the tramp. As I got a little older, I started building sand castles on the beach. When I was about nine, I started bringing friends with

me to regattas. My first time I brought Emily and we had a blast riding our bikes and waging sand castle wars against each other. It was at this regatta that I trapped out for the first time. My dad brought two harnesses for Emily and me and when we put them on we cracked up because we thought they looked like diapers. My father then took us out on his 16 as we went out on the wire. Ever since then, I have been begging my dad to take me out so I could 'fly'.

When I was eleven, my parents and I went for a sail where I learned how to crew. I struggled with the jib, but my mom was there to cleat it for me. One month later, I crewed in my first regatta.

I had sailed in a grand total of two regattas when my parents proposed an idea to me. They asked if I wanted to race in the Hobie 16 North Americans in Lake Havasu, AZ. I was a little scared to be sailing for five days straight, but I said yes and I ended up crewing for Tony Krauss. Even though we only sailed three races in five days because of lack of wind I learned a lot, like how to flip and right a boat in no wind.

A very young Kat prepares to go out on the family's Wave



DARCY PORTER



ELLIE MARTIN



DAFNA BROWN

Kat sailing with Jordan Manning at the 2011 Hobie 16 Youth North Americans

When the next season started, I raced with Nate Brown, a teenager who is like an older brother to me. He and I grew up at Hobie events together and I knew I would have a lot of fun with him. It turns out that Nate and I are a great youth team and we sailed the Youth Nationals in Lake Arrowhead, CA that August. It was there that I learned what death rolling was, how to prevent pitch-poling and that bruises hurt, a lot! Nate and I flipped a bunch, but we ended up second overall. Later that year, Nate and I competed at the Open North Americans in Lake Mohave, NV. In the end we finished in 25th out of 49 boats.

When the 2011 season began, I brought my friend Abbi to most of the regattas. In June, I raced at the Youth Nationals in Mississippi with a boy named Jordon Manning. On the first day of racing, our 1992 charter boat broke three times, landing us in second to last place. In the next two days of racing we fought for better placing and we ended up in 6th place. We also won the very last race of the event, so we ended on a very happy note.

For the rest of the season, I raced with my dad and we had a blast sailing together and we did really well. At one regatta, dad and I received all bullets, except for one race where Nate Brown beat us! Dad and I did have one really bad regatta though in San Francisco where we hit marks three times and dad fell off the boat twice. We also hit a bridge (don't ask), but we ended up finishing third.

For the North Americans in Ft. Walton Beach, FL, I got to sail with the wonderful Tom Korz. Together we sailed very well and we finished in 6th. My parents, who were sailing together, finished 8th!

This season, I will be racing in the 16 North Americans in Sausalito, in the Youth North Americans with Nate Brown and in the 17/18 North Americans in Lake Mohave, NV with my dad.

I think it is very special to have experienced all of this at my age. Most sports are fun, but how many can you name where anyone can participate; where kids and their grandparents can be on the same team; where you get to travel across the world; meet people from other countries and, most importantly, have parties every night?? I love Hobie sailing for all these reasons and more. The Hobie way of life is special to me because it is how I grew up and I love the sport.

I love Hobie racing for the adrenaline rush, the spray of the water, the competition, and of course the close-knit Hobie family. I support Hobie sailing in every way I can, and I love talking to other sailors. I'm pretty sure that when I graduate from high school, I want to go to an East coast college with a good sailing team. I can tell that sailing will be a part of my life forever...

"My sailing career started when my mother was pregnant with me."

My father didn't know I was on the boat, but my mom told him later."

Kat, with skipper Tom Korz and proud momma Darcy at the 2011 Hobie 16 North Americans (that's sand, not snow!)



DARCY PORTER



Signal Boat

See and Be Seen

by Matt Bounds, former HCANA Race Director

Sailboat races require the race committee to communicate a significant quantity of information to the sailors – when, where and how to start; what course to sail and where the first mark is; course changes and the new mark's location. The rules (which include the Racing Rules of Sailing, the Notice of Race and the Sailing Instructions) instruct the race committee what types of signals (flags, shapes, sounds, notices) are used when, but they are generally silent on the practicalities of how the visual signals are displayed. Communication must be clear, concise and unmistakable.

Flags

When it comes to signal flags, simpler is better. Flags on poles are simply better than flags on halyards. RRS 26 requires that times be taken from the visual signals. I have yet to see a flag hoisted on a halyard, without some complex masking device, that synchs with the starting time. Poles, on the other hand, can be whipped up from below horizontal to vertical in less than half a second. Poles have no moving parts – they don't break. Simpler is better.

A bad practice that often goes hand-in-hand with flags on halyards is flags displayed athwartships on the signal boat.

The flags are lined up neatly side-by-side, but they obscure each other as they stream aft. Flags should be arrayed fore and aft, whether they are on poles or, if you must – on halyards.

Flags should be sized appropriately for the venue (bigger is generally better)



Flags on halyards, rigged athwartship, a big RC flag ... at least the courseboard is readable. Sort of.

and all extraneous flags on the signal boat should be furled or taken down. That includes the "Race Committee" flag, which can be mistaken for a signal flag at a distance. If the signal boat is a sailboat, remove the mainsail from the boom, or make sure the signals are displayed above it.

Course Signals

This is where things get crazy. The rules provide no guidance whatsoever. Some clubs use flags. Some use intricate course boards. Some just announce the course in advance in the sailing instructions. In the Hobie Class, we are fortunate that a single number has been used to designate courses for over 30 years. But even that has its problems. The course cards have to be large enough to be read at a distance.

For years, I've used large black sail numbers on white coroplast signboard (essentially plastic corrugated cardboard) to designate

Your former race director behaving badly - flags obscured by the mainsail, extraneous flags, distance/direction boards too close together ... and can you find the course number?





MARIAN MARTIN



GEORGE STONECLIFFE

What did you say the course was again?

courses. They were cheap, they worked reasonably well and they float. At the 2011 Hobie 20 North Americans in Ft. Walton Beach, Dan Williams came up to the committee boat and told me they were hard to read. I shrugged off the comment at the time, until I saw the picture on the opposite page. He was right. Look at how the course number just disappears into the clutter of the signal boat, while the course distance/direction boards jump out. Lesson learned – course boards should be high contrast, and nothing is higher than neon yellow on black.

Speaking of distance / direction boards, past practice has been to use a white board / markers. These are OK, but you then need to have an artist on board who can draw big, bold numbers quickly. Another system that works well is a rack where you can slide in numbers for the distance/direction. Again, they have to be large enough to be seen from a distance. A digital slat board (like the one in the photo) is great, but they are pricey (each digit is \$55 now).

Course Changes

The best way to signal changes is with cards. We used to use white boards, but they take too long to

draw (there's that artist requirement again) and it's hard to get something large enough to read from a distance. Flags are worse. Most course changes are made at the leeward mark/gate and it's hard to read flags that are streaming away from you. Again, I use coroplast signboard – two cards, one with the red square on one side and the green triangle on the other; the other with a plus sign on one side and a minus sign on the other. We've gotten away from displaying compass bearings to the new marks because Hobie Cats generally don't carry compasses.

According to the Racing Rules of Sailing (rule 90.1, to be exact), "The race committee shall conduct races as directed by the organizing authority and as required by the rules." But not all the rules of sailboat racing are included in the rule book. One of the most valuable race committee lessons Paul Ulibarri taught me was, "Thou Shalt Not Confuse the Competitors. Always put yourself in their shoes. Sailboat racing is complex and challenging. Keep it fair, but don't make the racing any harder than it has to be. See and be seen."

The B.I.M.B.O.s git'r'done with a course change at the 2011 Hobie 20 North Americans



TERRI MCKENNA



by Chris Bradshaw, HCA Women's Rep.

Hobie Women Update!

Women's Events for 2012

It's the beginning of a new sailing season and there are some exciting things happening in 2012.

Just announced is the 2012 Hobie 16 Women's North American Championship to take place at Rehoboth Bay Sailing Association in Delaware, October 5, 6, 7th.

If you have never attended a North American Championship, especially a Women's NAC, you must consider it! There is fun for all levels of sailors, as well as opportunities to develop your sailing skills and to begin long lasting friendships with other women sailors of all ages.

Are you interested in attending, but not sure where to begin? Please let me know! I'll assist with anything you need, including partnering teams up and find available boats as needed. (Stay tuned for more details: www.hcana.hobieclass.com/events.)

This summer, make a point to do your part in Encouraging Local Women Sailors at all levels and styles. Last year, this was a key discussion point that we agreed needed to be made a priority in order to provide opportunities and growth among women sailors everywhere. Local is where it needs to happen! And local

means all of us need to do our part!

What can you do to encourage local women sailors? Share your ideas with the rest of us on the Hobie Women's Facebook Page and spark some creativity in others! (I'll post my personal commitment to encouraging women sailors so check it out!)

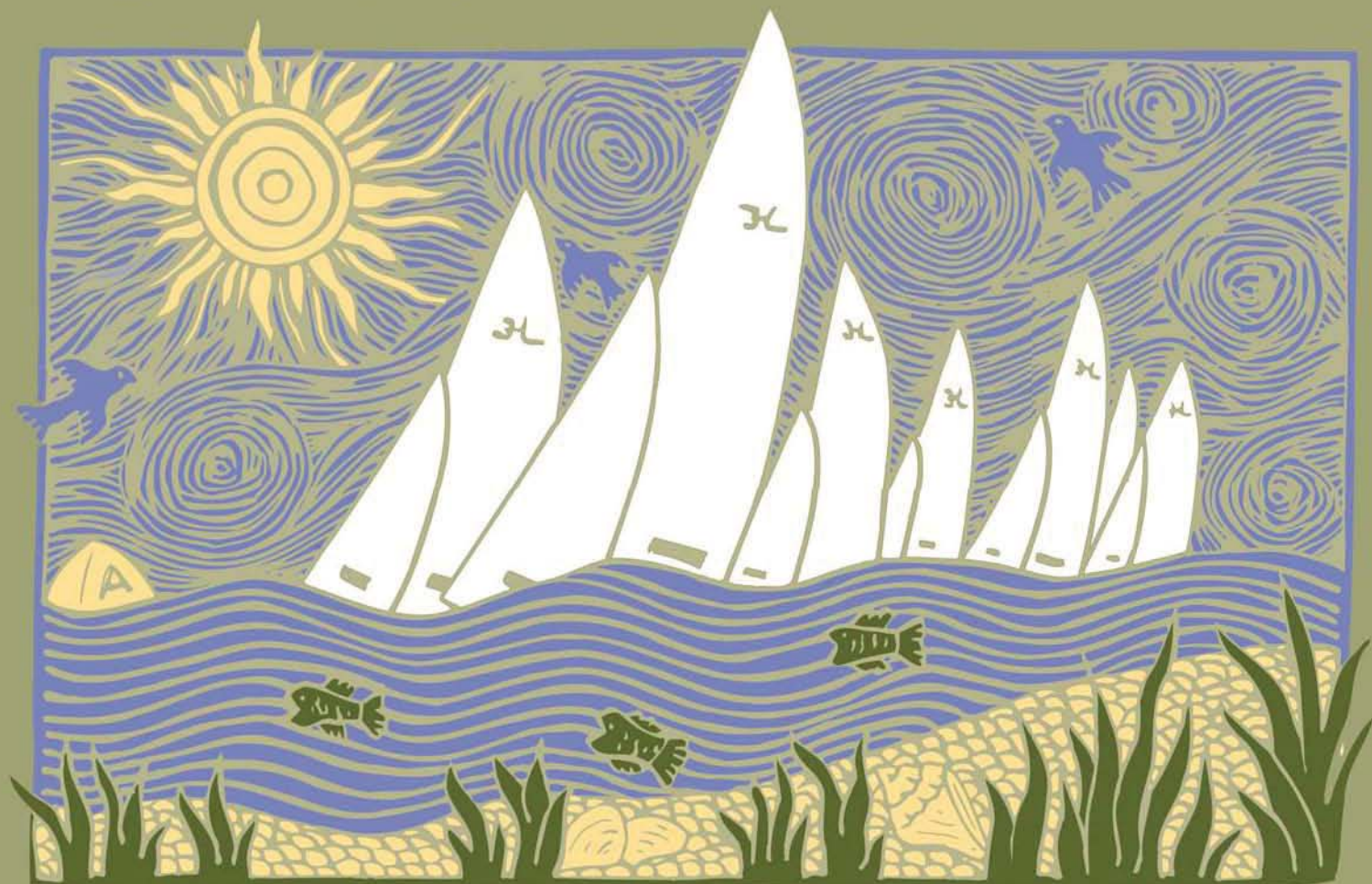
I hope to see you at an event this summer and more importantly I hope you are participating and supporting your local sailing events and sailors!

Get out there and do some sailing!
hobiewomen@gmail.com



ELLIE MARTIN

2012 BARNEGAT BREEZER



JULY 21-22 • 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.

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

FEES: Double Handed: \$65; Single Handed: \$55; Youth Teams: \$40. *\$10 late registration fee assessed after July 14, 2012.*

SCHEDULE: Saturday, July 21 – On site registration and check-in: 8 – 9:30 AM; Competitors' meeting: 9:30 AM; First warning signal: 11:30 AM.

Sunday, July 22 – 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 21. No more than 4 races per day.

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

LAUNCHING LOCATION: Trixie's Marina/Berkeley Island Park in Bayville, NJ (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: : Saturday dinner: Grills provided for potluck dinner – bring dishes to share.

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

CONTACTS: Tom Burnley, 610-389-2605, tom.burnley@comcast.net

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.



Lake Quinault

Pacific Northwest Area Championship

August 4-5, 2012

Notice of Race

ORGANIZING AUTHORITY: - The organizing authority of the Pacific Northwest Area Championship is Hobie Class Association - Division 4

RULES: - The regatta is governed by the rules defined in Racing Rules of Sailing, the Prescriptions of the National Authority, IHCA class rules and the Sailing Instructions available on-site at registration.

ENTRIES: - This event is open to all Hobie classes. Tigers and Wildcats will be sailed and scored as F18. HCAN membership is required of the crew or skipper, and boat liability is required for all skippers.

FEES: - Single-handed boats \$35 Fees include a weekend of world-class racing, Friday and Saturday dinner, Sunday lunch, T-shirts, raffle, trophies, mountain fresh air,
Double-handed boats \$50 and a canopy of old growth trees.

SCHEDULE: - The Rain Forest Resort is the Pacific Northwest Area Championship event headquarters.

Friday, August 3	All Day	Rig boat, chat, play, sail, eat and drink
Saturday, August 4	9:00 -10:30am	Registration at the Shelter in the Rain Forest RV Park
	10:30 -10:45am	Skipper's Meeting
	11:30am	Scheduled First Signal
Sunday, August 5	11:00am	Scheduled First Signal - No warning signal made after 15:00

ACCOMMODATIONS: - Rain Forest Resort 1-360-288-2535
Lake Quinault Lodge 1-360-288-2571
Amanda Park 1-360-288-2237

RV parking at the Rain Forest Resort and Four U.S.N.P.S. campgrounds around the lake - All are first come, first served

CONTACT: - Event Chair - Al Jones - atkjones@centurytel.net - 1-360-249-3388

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



2012 Membership Form

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

JOIN or RENEW ON-LINE

www.hcana.hobieclass.com



Primary Member Information

PLEASE PRINT LEGIBLY

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

Family Member Information

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

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

Boats Owned / Sailed

CHECK ALL THAT APPLY

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

Membership Categories

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

TOTAL ENCLOSED
(MAKE CHECK PAYABLE TO HCA-NA)

Release of Liability - Waiver of Claims

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

SIGN

DATE

Send completed form with check or money order to:

HCA MEMBERSHIP

% Matt Bounds

3798 Damas Dr.

Commerce Twp., MI 48382

248-980-7931

hobiemembership@gmail.com

SOMETHING STRANGE IS HAPPENING IN THE NEVADA DESERT . . .

JOIN US . . . DON'T ALIENATE YOURSELF

HOBIE 17 / 18 NORTH AMERICAN CHAMPIONSHIPS

OCTOBER 20 - 26, 2012 LAKE MOHAVE NEVADA - USA

NOTICE OF RACE

REVISED 11-01-2011

Organizing Authority

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

Rules

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

Advertising

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

Eligibility and Entry

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

Racing Schedule

Registration and check-in will take place on 10/20 from 1300 to 1700, 10/21 from 1000 to 1800, and 10/21 from 0800 to 0900 at the regatta venue. Practice races may be held in the afternoon of 10/21. The event will have five days of racing (10/22 - 10/26) with the objective of 3 to 5 races per day, back to back. The first warning signal will be at 1100 on 10/22.

Registration & Fees

Hobie 17s - Pre-registration by Sept. 1 - \$300 / Late Registration - \$350
Hobie 18s - Pre-registration by Sept. 1 - \$350 / Late Registration - \$400
Social (includes parties and banquet) - \$75
Pre-registration - online at www.regattanetwork.com or in person at the venue.

Social Schedule

10/ 21 - Welcome Party; 10/24 - Mid-week "Cut" Party; 10/26 - Awards Banquet

Measurement

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

Sailing Instructions

The sailing instructions will be available at registration.

Venue

On Lake Mohave, based out of Cottonwood Cove Resort

Insurance

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

Host Hotel

Cottonwood Cove Resort & Marina (702) 297-1464

www.cottonwoodcoveresort.com

Rooms have 2 beds, TV, microwave & small fridge. \$103.50/night+tax
Houseboats w/4 bedrooms available starting at \$200/night+tax

Alternate Accommodations

El Ray Motel (702) 297-1144

Located in Searchlight, NV - 13 Miles from regatta site

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

Information

David Martin, h16music@cox.net, 702-914-8099 (H), 702-301-6210 (M)
Gordo Bagley, gnbii@msn.com, 702-427-7328

Mirage Tandem Island

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

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Michigan City, IN

Maximum fun, minimal drag

Roller-furling, boomless main with
90 square feet of sail area.

Stable tri-maran design with
side trampolines available.

Rudder controls and mainsheet
cleats at both seating locations.

Large front hatch and three 8"
hatches for plenty of storage.

