



# HOTLINE

JULY / AUGUST 2013

VOLUME 42 NO. 2



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





## NOTICE OF RACE

**Organizing Authority:** The Hobie Class Association of North America in conjunction with Lake Arrowhead Hobie Fleet 434.

**Rules:** The regatta will be governed by the *rules* as defined by the 2013-2016 Racing Rules of Sailing. This will be an international event, therefore, in accordance with the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 is deleted.

**Eligibility:** In accordance with IHCA Class Rule 26, all competitors (skipper and crew) must be a 2013 member of the Hobie Class Association.

**Venue:** Lake Arrowhead, CA. Registration, check-in and quagga mussel inspection will take place at the Lake Arrowhead Burnt Mill Beach Club/ Yacht Club.

**Entry Fees:** Hobie 16: \$295; Wave: \$155. Registration includes welcome bags, lake fees, and self contained RV camping. Extra Meals: \$35 for entire event, \$20 for award banquet. Extra T-shirts available for \$20.

**Measurements:** Boats will not be weighed or inspected for class rule compliance at this event. Competitors are responsible for ensuring their equipment is class legal according to the IHCA class rules. During the competition, any boat may be subject to inspection and/or protested for non-compliance with the IHCA class rules.

**Insurance:** Each boat owner must show proof of \$100,000 USD liability coverage.

### Schedule of Events:

#### Sunday, 7/21

Registration and check-in (all day)  
Sailors Welcome BBQ - 1700 hrs @ LAYC

#### Monday, 7/22

Competitors' Meeting - 1000 hrs  
First Warning Signal - 1230 hrs (weather permitting)  
Dinner - 1830 hrs @ LAYC

#### Tuesday - Thursday, 7/23 - 7/25

First Warning Signal - 1230 hrs (weather permitting)  
On Thursday, no warning signal will be made after 1500.  
Awards banquet - 7/25, 1900 hrs @ LAYC

Tuesday night dinner and Thursday awards banquet included with registration.

**Camping:** Locations at USFS North Shore, and Dogwood Canyon (USFS fees). On site self-contained camping available at Burnt Mill Beach Club (no camping will be permitted inside the building).

**Other Restrictions:** No dogs permitted at the club facility. **Each boat is required to pass a quagga mussel inspection.**

### Registration Forms available from:

KANAYAN4@aol.com, dunndl@charter.net,  
Fleet434@gmail.com, www.lakearrowheadfleet434.com,  
or visit Division 2 website.

### For more information, e-mail or call:

Chris Dunn, 909-228-2163, dunndl@charter.net,  
Eliz & Willie Kanayan at 909-337-2699 / 909-337-5428,  
KANAYAN4@aol.com.



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The Official Publication of the Hobie Class Association of North America

**JULY/AUGUST 2013**  
**VOLUME 42, NUMBER 2**

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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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# thecommondenominator



Spring is the time of fresh new beginnings, growth, warmth and optimism. Spring is the time to emerge from the winter's confines and begin to enjoy the Hobie experience. Much of what we will share comes from the labors and creativity of a broad spectrum of individuals who also have Hobie as their common bond. It is with this in mind, that I would like to

convey some possibly random thoughts and a heart-felt thank you.

This thank you is to the Hobie Cat Company, the International Hobie Class Association, the Division Chairs, the Fleets, all our Class members and, not to forget, the Hobie Cat Dealers.

I have the opportunity to see first-hand the hours that individuals put into setting and running events and get-togethers. I see the commitment to hard work, the setbacks, the frustration and, sometimes, even the tears. The result of their labor is that we are provided with the opportunity to enjoy a lifestyle that supports health and the enjoyment of our natural resources.

I would like to mention some of the specific endeavors that have gone on over the last several months that we will share in the benefits:

- The Hobie Cat Company's reunification is a huge commitment to the international support of existing product lines. It is also a consolidation of resources that will aid in the development of new products and the marketing of others.
- The Hobie Cat Company has made a commitment to support and work alongside the International Hobie Class Association to provide several Hobie World Championships over the next decade. This, in itself, will provide for the continuation and growth of Hobie Cat sailing.
- The upcoming Pan Am games will be held in Canada. Once again, the Hobie 16 will be the catamaran chosen for the event.
- This year's North American Championship in Galveston, TX, is an extremely challenging endeavor with the possibility of running four classes on the water, as well as supporting sailors, family and friends on the shore. A full year of work and dedication by a small committed group is going to bring this dream to fruition.
- The North American Youth Championships, at Huntington Lake, CA is another daunting challenge. By the dedication of just a few, this is a family dream that our Hobie community will, again, be the recipient.

All of our Area championships, Women's and Wave championships will again happen as a result of unselfish and resourceful individuals. To all of the individuals, the Hobie Cat Company and the International Hobie Class Association, thank you for making our spring and summer, once again, seasons of fun and excitement.

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## photo / illustration credits

Cover – **Ellie Martin**  
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 Just In Off the Wire – **Steve Fields, Connie Martin, Krisen King, Robert Adelardi, Walter Arnold**  
 Schedule - **Ellie Martin**  
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 This Old Hobie – **Matt Bounds**  
 Teaching the Hobie Way – **Laura Sullivan, Caleb Tarleton**  
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on the cover

**Weather mark action at the San Diego Classic**

*Photo by Ellie Martin.*

# Tamon Point



## Pacific Northwest Area Championship

2013

### 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. 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. HCANA membership is required of the crew or skipper, and boat liability insurance is required for all skippers.

**FEES:** - Single-handed boats \$40      Fees include a weekend of world-class racing, Friday and Saturday  
Double handed boats \$50      dinner, Sunday lunch, T-shirts, raffle, trophies, ocean breeze and sandy beaches.

**SCHEDULE:** - The Quinalt Marina & RV Park at Ocean Shores, Washington is the Pacific Northwest Area Championship event headquarters.

Friday, August 2	All Day	Rig boat, chat, play, sail, eat and drink
Saturday, August 3	9:00 -10:30am	Registration at Quinalt Marina & RV Park - RV with license plate "HOBIERV"
	9:30 -10:30am	H16 and Tiger Guest Expert Program
	10:30 -10:45am	Skipper's Meeting
	11:30am	Scheduled First Signal
Sunday, August 4	11:00am	Scheduled First Signal - No warning signal made after 15:00
	9:30 -10:30am	H16 and Tiger Guest Expert Program

**ACCOMMODATIONS:** - Discovery Inn 1-360-289-3371  
Quinalt Marina & RV Park 1-360-288-2571

**CONTACT:** - Event Chair - Al Jones - [atkjones@centurytel.net](mailto:atkjones@centurytel.net) - 1-360-249-3388

Porretto Beach was established by Henry Porretto in the 1950's. Hurricane Carla (1961), Hurricane Camille (1969), Hurricane Alicia (1983) and most notably, Hurricane Ike in 2008 were no match for this property's history, stability and strong ties that bind it to Galveston Island. Today, Henry's daughter Sonya Porretto and her two children Alex and Nikki operate Porretto Beach. Their goal is to provide a clean, safe beach with many fun filled activities catering to families and adults, honoring the legacy of Henry Porretto, forever known as "The Big Kahuna."



# HOBIE 16 / 18 / 20 / TIGER NORTH AMERICAN CHAMPIONSHIPS

October 19–25, 2013

Porretto Beach–Galveston

Texas–USA

## NOTICE OF RACE

### Organizing Authority

Hobie Class Assoc. of North America and Hobie Fleet 33

### Rules

The regatta will be governed by the rules as defined in the 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

Boats may be required to display advertising chosen and supplied by the organizing authority.

### Eligibility, Entry and Classes

The event is open to class legal Hobie 16s, 18s, 20s and Tigers. **FIVE (5) PRE-REGISTERED BOATS ARE REQUIRED FOR A CLASS.** Per IHCA Class Rule 26, all crew must be 2013 HCA-NA members.

### Racing Schedule

Registration and check-in will take place on 10/19 from 1400 to 1700, 10/20 from 1000 to 1700 and 10/21 from 0800 to 0900 at the regatta venue. Practice races may be held in the afternoon of 10/20. The event will have five days of racing (10/21 - 10/25) with the objective of 3 to 5 races per day, back to back. The first warning signal will be at 1100 on 10/21.

### Registration & Fees

Pre-registration by October 1 - \$375 / Late Registration - \$425  
Social tickets (includes parties and banquet) will be available at the venue.  
Pre-registration - online at [www.regattanetwork.com](http://www.regattanetwork.com) or in person at the venue.

### Social Schedule

10/ 20 - Welcome Party; 10/23 - Mid-week "Cut" Party; 10/25 - Awards Banquet

### Measurement

**Boats will 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

The Gulf of Mexico, based off Porretto Beach, Galveston.  
[www.porettoeach.com](http://www.porettoeach.com)

### 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

Holiday Inn SunSpree Resort, 1702 Seawall Blvd - 409-762-4141  
Hobie Cat Group Rate \$107 (Sun-Thurs), \$147 (Fri-Sat) code: HOB  
[www.higalvestonbeach.com](http://www.higalvestonbeach.com)  
**Group rate expires 9/18/2013**

### Alternate Accommodations

RV Parking / Camping – Self-contained RVs may park at the venue.  
Sandpiper RV Resort approximately ½ mile away - 409-765-9431  
[www.sandpiperrvresort.com](http://www.sandpiperrvresort.com)

### Information

Event Chair - Bridget Quatrone, 315-446-9868, [bqfaces@netzero.com](mailto:bqfaces@netzero.com)  
Charter Info - Chris Wessels, 641-425-8720, [xanderwess@yahoo.com](mailto:xanderwess@yahoo.com)

# justinoffthewire

## News and Notes

### **2014 Hobie 16 Worlds**

Steve Fields, managing director of Hobie Cat Australasia, will be our host for the 2014 Hobie 16 World Championships in Huskisson, Australia, about a two-hour drive from Sydney. The event is scheduled to run from January 31–February 15, 2014 with divisions for Grand Masters,



Masters, Women, Youth and Open World Championships. Go to [www.hobieworlds.com](http://www.hobieworlds.com) for all the latest information on the event.

*The worlds beach at Huskisson, NSW, Australia*



### **2013 Hobie 16 Women's & Open Hobie Wave NAC**

Fleet 434, located in Southern California in the San Bernardino Mountains and National Forest, will be hosting the 2013 Hobie 16 Women's North American Championships. The event is scheduled to run from Sunday, July 21 through Thursday, July 25th, 2013. This event will be graciously hosted at Lake Arrowhead Yacht Club which has a reputation for "taking care of the sailors," as was proven at the 2010 NAC Youth event. As part of the event, there will be available charters, free of charge, incredible food and typically warm and windy conditions. So Ladies, mark your calendars and plan to attend!! NOR on the inside front cover.

### **2013 Hobie 16 Youth & Hobie Wave Youth NAC**

Get ready for an amazing Youth event on **both** Hobie 16s and Hobie Waves. This event will be located on beautiful Huntington Lake, California just west of Fresno, California in the Sierra Nevada. The event will run from July 30th to August 1st so expect consistent 5-15 knots winds with warm days and chilly nights. Need a charter? Contact Paul Hess at [hessmp@comcast.net](mailto:hessmp@comcast.net). Need help lining up a crew or skipper? Contact [hobieyouth@gmail.com](mailto:hobieyouth@gmail.com). For more details check out the NOR here: <http://www.hcana.hobieclass.com/site/hobie/hcana/downloads/nors/2013/YouthNOR.pdf>

### **Hobie 16s to be Opening Act of America's Cup**

America's Cup spectators will have a special opportunity to watch additional multihull racing as the 2013 U.S. Multihull Championship for the Hobie Alter Trophy will race on the America's Cup course on September 7 as a unique precursor to the opening race.

The Sausalito Yacht Club (Calif.) has put together an amazing team to make this an outstanding event with great competition. More information at <http://championships.ussailing.org/Adult/USMHChampionship.htm>.



## More Accolades for Juan Maegli

*Juan Maegli was profiled in the Winter 2013 **HOTLINE**. He and his father are still the core of Hobie sailing in their native country of Guatemala.*

The Everett B. Morris Trophy is awarded annually to the College Sailor of the Year for outstanding performance at the highest level of sailing in the collegiate year. The trophy is named in memory of a distinguished journalist who spent more than 30 years as a yachting writer and editor.

The winner, calculated by the numbers, who is also the A-division and overall winner of the ICSA/Gill Coed Dinghy National Championship is Juan Maegli. This is the second time (2010) that Maegli has been named an ICSA All-American. He won the 2012 LaserPerformance/ ICSA Singlehanded National Championship in November and placed in the top three at most of the regattas he sailed over the 2012-2013 season for Charleston.

“This is something I didn’t expect,” Maegli says. After competing in the London 2012 Olympics representing his home country, Guatemala, Maegli was not sure he would return to college sailing. “I decided to come back and then I get this great honor.”

Maegli studied Business Administration at Charleston and now that he has graduated he is looking forward to getting back to his Olympic campaign. This will be his third Olympic campaign and he says he will push hard for the Games in Rio. “I hope to win the first gold medal for my country [in the Laser], it has always been my lifelong dream.”

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

## Petite Calivigny Yacht Club, Grenada - Hobie Cat Match Racing!

The Petite Calivigny Yacht Club (PCYC), located on the Caribbean island of Grenada, cordially invites all Hobie sailors to come and experience match racing catamarans at their little club in paradise. PCYC is also looking to ramp up their fleet of boats so that they can hold more frequent and more diversified match races. Ideally they’re looking for donations of J24s, Lasers, and/or Hobie14s. Contact Connie Martin at PCYC: [info@pcycgrenada.com](mailto:info@pcycgrenada.com).



## A Belated Congratulations

Kristen King and Gustavo Pinto (who met at the *HAVAMEGA*), proud parents of little Marianna Elena Pinto-King who arrived into this world at 9:26 AM on September 5th, 2012.

Marianna has since traveled from home in Minnesota to her first Hobie regatta!

## Mysteries Solved!

In the last *HOTLINE*, we ran a beach photo from the mid-’80s (right) wondering where and when was this? Obvious clues were an east-facing beach and the early horizontal-cut Hobie 17 sail in the middle making it no earlier than 1986. Other clues, spotted later, were the launch gantries at Cape Canaveral (top left in the photo).

Terri Lusk spotted her Hobie 14 in the photo and was determined to find out for certain. She put it out on Facebook, and forty comments later, it was pinned down to the 1986 Memorial Day Regatta in Cocoa Beach, FL. Quite a few Floridians recognized their old boats in the photo - Mike Staley, Lou Adiano and Paul Camp.



The other mystery photo, also from the mid-early ‘80s (right), has future world and many-time Hobie 16 North American Champion Enrique Fugueroa (white shirt) and current Fleet 941 member Raul Hevia (no shirt). Raul provided the photo which was taken by Robert Adelardi.



## **Division 9 Hobie 16 Championship Sept 7-8 Lake Norman, NC**

It's been several years since the last HCANA points regatta was held in Division 9 (GA, SC, NC and East TN). We're overdue, and fortunately, the Lake Norman Yacht Club (LNYC), north of Charlotte, has agreed to host a



new event, the Division 9 Hobie 16 Championship, in conjunction with their annual Cat Fest Regatta. Surf over to the Hobie Forum, [www.hobiecat.com/community/index.php](http://www.hobiecat.com/community/index.php), for a link to the Notice of Race as soon as it's published. We'll continue discussion there in the "Div 9" subsection of the "Hobie Racing" section. Check out the Lake Norman Yacht Club site, [www.lakenormanyachtclub.com](http://www.lakenormanyachtclub.com), for additional information as it's posted.

Cat Fest is open to all catamarans; however, per the HCANA's "Yacht Club Points Regatta Policy," a club can sponsor a Hobie points regatta provided that, "each Hobie Class (i.e. Hobie 16 or Hobie 20) in which ranking points will be awarded must have at least five boats competing, have a separate, one design start

and compete using Hobie Class rules." LNYC has agreed that if five Hobie 16s participate, we'll get our own start and it'll be a points regatta. Based on the interest shown so far, a five-boat fleet should easily be attainable and I expect several more. All other Hobie classes are urged to participate in the Cat Fest open fleets. Although only the 16s will be competing for division points, a strong showing at Cat Fest from the other Hobie classes will help develop camaraderie among sailors, grow Hobie Fleets, and help pave the way to expand future points events to include other Hobie classes.

**NEWBIES: WE WANT YOU!** If you aren't an experienced sailor/racer, don't worry about it. We'd love to have you join us. There's no better way to improve your sailing skills and have fun than by building relationships with other sailors and participating in regattas. The experienced sailors are typically happy to give advice on racing and rigging and are eager to help Newbie's break into our sport. The success of a regatta trip should be judged by how much fun you had, how much you learned, and the pride you take in those moments when you sailed well. Those memories will shine bright for years to come. There's more to it than getting a trophy.

As most of you in the Southeast know, Division 9 has languished from an HCANA perspective for several years for various reasons. I'm a recent transplant to this area from Division 14 and wasn't part of any of the recent history. My focus for Division 9 is building for the future, not dwelling on the past. I believe that LNYC's hosting of the Division 9 Hobie 16 Championship in conjunction with their Cat Fest regatta is an important first step in improving Hobie participation in Division 9. I hope to build on this event by partnering with other yacht clubs in our division to host additional Hobie events in 2014. I'd also like to encourage members of Division 9 fleets to renew ties with other members, reach out to new sailors, and get out there and go sailing together. If you are a Division 9 sailor or have an interest in Division 9 events, please send an email to me at [markwvandoren@gmail.com](mailto:markwvandoren@gmail.com). I'd like to build a roster so I can inform you about regional events. Maybe I'll show up at your lake or beach one day and want some company to sail with. If you have any questions regarding the Division 9 Hobie 16 Championship, please contact me or the Cat Fest chairman, Alan Elam, at [alanwelam@gmail.com](mailto:alanwelam@gmail.com).

Mark Van Doren,  
Division 9 Chairman

## Toy Story - A Hobie 14

by Laura Sullivan

My thoughts are of the movie – Toy Story. Toys that you had when you were growing up, that you’ve outgrown, are stashed away in the dark, no longer used. This story is about Toy Story and a Hobie 14.

Our local Hobie dealer – Hobie Cats Northwest – Dan Carpenter – delivered a new Wave to one of his customers. There sat a Hobie 14, covered in green neglect. It has been ignored for years. The owner, looking for space to put his Wave, asked Dan if he wanted a free Hobie 14. Dan said he would take it off his hands, and then called me to see if I might want it.

Being a crew for years, and have only driven a boat in emergencies to pick up an errant skippers who exited the back of the boat, I figured it was time to learn to drive.

Once given a bath, the Hobie 14 was in relatively good shape, the hulls had a couple small blisters, the trampoline and sails were in decent shape. My husband wanting to perfect his gelcoat skills, completely re-gelcoated the H14, as a result, learned the fickle ways of gelcoat in a cold, humid, Pacific Northwest climate.

Later on, I put out the word to our local fleet and we had a Hobie 14 party in my driveway. All sorts of presents showed up for my little boat. A fiberglass tiller, a nice set of used main blocks, a nice used main sheet, and my Hobie 16 skipper gave me a set of very beat up EPO rudders that looked like they’d had a rough trip down the freeway. Everyone was telling their stories of their Hobie 14 and all the fun times they had – sailing with abandon. I used this time to squeeze all the knowledge out of these guys in preparation for my first solo sail.

My first sail I spent hours on the water making my own mistakes without anyone yelling or laughing at me. I had all the time in the world to figure out how to tack, get out of the irons,

park, and how to get on/off the wire while driving, and the list goes on. I loved it.

Later in the year, we were doing a youth sailing camp weekend at one of the lakes, when two of our young sailors came up and asked if they could borrow my boat. These young boys had been sailing Waves and wanted to try the 14. I said yes, as long as the chase boat was on the water. As the sun was going down, the chase boat finally told the youths, it was time to come in after 8 hours on the water. The boys were grinning from ear to ear with excitement.

The sun had just come up, and there was a knock on my door. It was the boys, asking to take my boat out again. I said—as soon as the chase boat launches, you can hit the water. Off they went to rig the Hobie 14 and coerce the chase boat driver out of bed and onto the water, where they sailed another long, care-free day.

After that, my 14 was now at Lake Quinault. One of our sailors, Al Jones, has a young teenage daughter named Kailey. She’s intelligent and very quiet. While fearless at other sports – 3<sup>rd</sup> base softball player, she’s intimidated by the Hobie 16. For whatever reason, she showed a interest in my Hobie 14. Her mother, Tammy, asked me if I would take Kailey out for a sail. With my meager skipper abilities, off we went.

Once we were on the water, I asked Kailey if she wanted to drive. She carefully thought about it, and softly replied “yes”. She drove for awhile, and got a good feeling for steering with a tiller. When she seemed comfortable with that, I showed her if things got to scary, how to stop and park the boat. After awhile, I showed her how to tack the boat, which of course, on a Hobie 14 leads you to the next lesson – how to get out of the irons!

Our short summer came and went. The following year, Kailey asked if I would take her out on the boat again. We toured the entire lake, going wherever she wanted to go, and doing whatever she wanted to do. I tried to be invisible, only to reappear when a little training adjustment was needed.

After a glorious trip to Lake Quinault, my home phone rang. It was Al – Kailey’s Dad. He called to let me know that after I left, Kailey asked him if she and her girlfriend could take his Hobie 16 boat out by themselves! Al was ecstatic!

Al later called me to let me know that Kailey crewed for him on the Hobie 16 for the first time and that Kailey now wants to do the Hobie 16 Youth North Americans! Women on the beach are now asking if I would teach them to sail on my Hobie 14.

So next time you see that green, forgotten Hobie 14, you might look at it for the great potential that it has – the ability to teach.



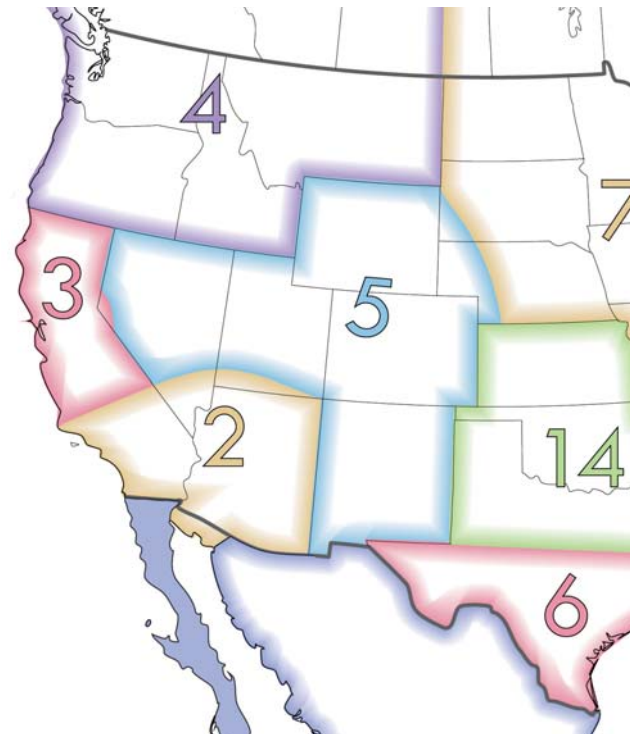
WALTER ARNOLD

## DIVISION 4

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	Aug 3-4	<b>Lake Quinalt Regatta</b> Northwest Area Championships Damon Point, WA	Al Jones	360-249-3388 atkjones@century.net
72	Aug 10-11	<b>Smoke on the Water</b> Skamokawa, WA	Jim Wood	360-892-3813 jwood5star@gmail.com
72	Aug 24-25	<b>Yale Lake Regatta/Fun Sail</b> Cougar, WA	Jim Wood	360-892-3813 jwood5star@gmail.com
72	Sept 7-8	<b>Lake Chelan Regatta</b> Chelan, WA	Mark Sele	509-670-6898 teamsele@charter.net

## DIVISION 3

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
20	July 6-7	<b>Union Valley Fun Regatta</b> Union Valley, CA	Mike Little	209-640-3755 mlittle@attglobal.net
281	July 13-14	<b>Round Treasure Island</b> Alameda, CA	Bill Boyd	keboyd_4@yahoo.com
240 SCYC	July 20-21	<b>Summer Multihull</b> Santa Cruz, CA	Dwight Manning	408-229-9303 dwight916@earthlink.net
HCANA Div 3 FYC	Jul 30- Aug 1	<b>Hobie 16 / Wave Youth</b> North American Championships Huntington Lake, CA	Dafna Brown	650-996-5855 dafnabrown@gmail.com
62 FYC	Aug 3-4	<b>Mile High Regatta</b> Huntington Lake, CA	Sean Tomlinson	559-284-0165 h16@sbcglobal.net
SBYC	Aug 17-18	<b>Wine &amp; Roses Regatta</b> North/South Challenge Santa Barbara, CA	Steve Leo	562-547-9092 steve@infocuspromo.com
418	Aug 31 - Sept 1	<b>Redwood Regatta</b> Eureka, CA	Mike Marriott	707-444-5070 simon7126@sbcglobal.net
US Sailing	Sept 4-7	<b>US Sailing Multihull</b> Championship for the Alter Cup Sausalito, CA (Hobie 16s)	Laura Sullivan	425-432-7749 mslauras@hotmail.com
RYC	Sept 21-22	<b>Richmond Multihull</b> Richmond, CA	Gene Harris	510-612-2036 gene@pedrick.org
Div 3 MPYC	Oct 5-6	<b>Turkey Regatta /</b> <b>Divisionals</b> Monterey Bay, CA	Mike Montague	mike@teevax.com
281 CPYC	Nov 9-10	<b>Coyote Point Fun Regatta</b> Eureka, CA	Bill Boyd	keboyd_4@yahoo.com

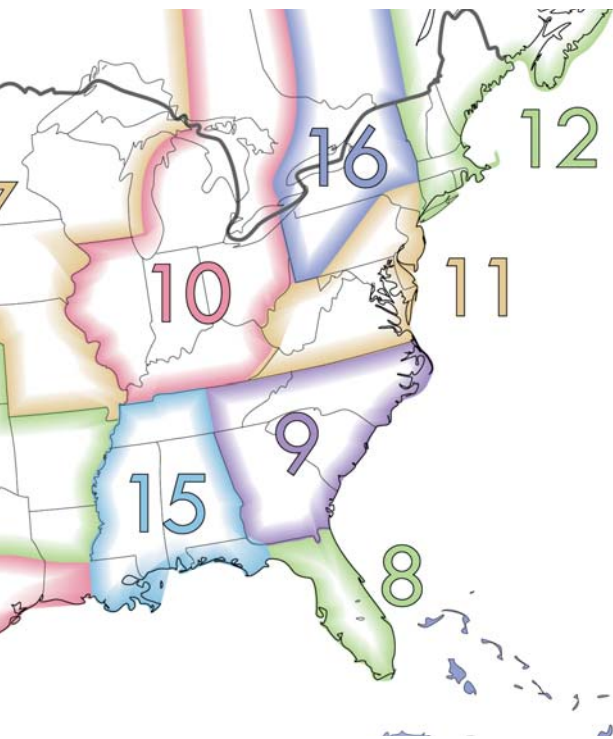


## DIVISION 2

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
ABYC	July 20-21	<b>ABYC Multihull Regatta</b> Long Beach, CA	Alamitos Bay YC	abyc.org
HCANA Div 2 Flt 434	July 20-25	<b>Hobie 16 Women's &amp;</b> <b>Open Wave NAC</b> Huntington Lake, CA	Chris Dunn	909-336-6769 dunndl@charter.net
SBYC	Aug 17-18	<b>Wine &amp; Roses Regatta</b> North/South Challenge Santa Barbara, CA	Steve Leo	562-547-9092 steve@infocuspromo.com
ABYC	Aug 31 - Sept 1	<b>Labor Day Regatta</b> Long Beach, CA	Alamitos Bay YC	abyc.org
434	Sept 7-8	<b>Lake Arrowhead Regatta</b> Lake Arrowhead, CA	Chris Dunn	909-336-6769 dunndl@charter.net
434	Sept 28-29	<b>Big Bear Lake (tentative)</b> Big Bear, CA	Chris Dunn	909-336-6769 dunndl@charter.net
514	Oct 12-13	<b>Piñata Regatta</b> Puerto Peñasco, MEX	Barb Perlmutter	Skipperbarb36@ hotmail.com



ELLIE MARTIN



## DIVISION 7

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
291	July 20-21	<b>Lewis &amp; Clark Lake</b> Yankton, SD	Dave Rice	402-639-4361 mdrice3@cox.net
84	Aug 10-11	<b>Saylorville Regatta</b> (8/9 Youth Big Creek)	Roger Taha	515-262-9497 rtaha@mchsi.com
10	Aug 24-25	<b>Clear Lake Regatta</b> Clear Lake, IA	Chris Wessels	641-357-4577 xanderwess@yahoo.com
CRAW	Sept 14-15	<b>Madtown Throwdown</b> Madison, WI (16s and 17s)	Daniel Hearn	608-692-4007 danielhearn@tds.net
297	Sept 28-29	<b>Frayed Knot</b> Clinton Lake, KS	John Eaton	785-748-0100 sailflatlands@gmail.com

## DIVISION 10

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
CRAM	July 12-14	<b>Caseville Regatta</b> Caseville, MI		<a href="http://www.cramsailing.org">www.cramsailing.org</a>
CRAM	Aug 10-11	<b>Muskegon Regatta</b> Muskegon, MI		<a href="http://www.cramsailing.org">www.cramsailing.org</a>
CRAM	Sept 7-8	<b>Tawas Regatta</b> Tawas, MI		<a href="http://www.cramsailing.org">www.cramsailing.org</a>
CRAM	Sept 21-22	<b>Higgins Lake Regatta</b> Roscommon, MI		<a href="http://www.cramsailing.org">www.cramsailing.org</a>

## DIVISION 9

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
100	Sept 7-8	<b>Catfest - H16 Divisionals</b> <b>Lake Norman</b> Charlotte, NC	Mark Van Doren	865-548-8777 markwvndoren@gmail.com

## DIVISION 14

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
297	Sept 28-29	<b>Frayed Knot</b> Clinton Lake, Lawrence, KS	John Eaton	785-748-0100 sailflatlands@gmail.com



ELLIE MARTIN

### REGATTA LEGEND:

Points Regatta

Area Championship

Non-Points Regatta

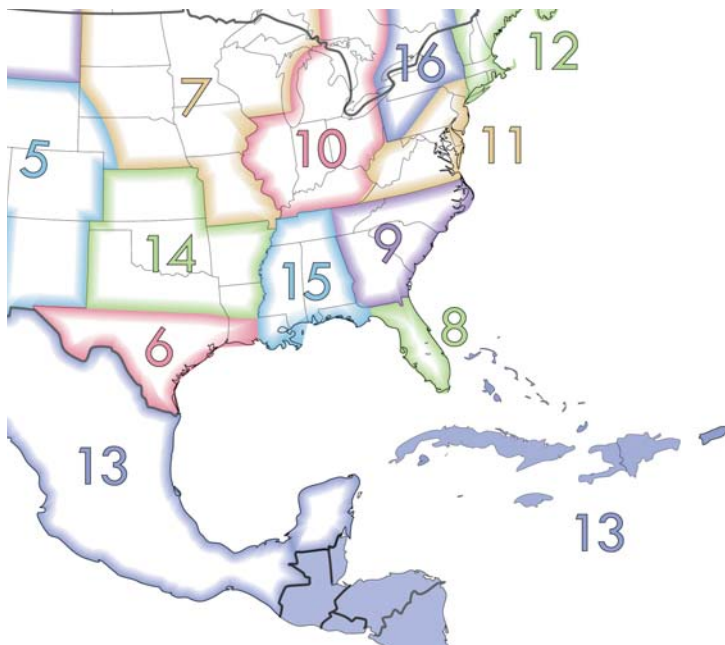
North American Championship

## DIVISION 5

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
61	July 13-14	<b>Tropical Dreams Regatta</b> Lake McConaughy, NE	John Cox	abctherapy@aol.com www.HobieFleet61.org
61	Aug 23	<b>Hobie Fun Day W/Craig Hospital</b> Cherry Creek Res, Denver	Max Hinneberg	Hinneber@JM.com
61	Aug 31-Sept 2	<b>Mac Attack</b> Lake McConaughy, NE	John Cox	abctherapy@aol.com www.HobieFleet61.org
DSA	Sept 21-22	<b>Colorado Governor's Cup Regatta</b> Cherry Creek Resv., CO	Curtis Rist	commodore@denversailing.org

## DIVISION 6

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
HCANA	Oct 19-25	<b>Hobie 16 / 18 / 20 / Tiger</b> North American Championships Poretto Beach, Galveston Is., TX	Chris Wessels	641-357-4577 xanderwess@yahoo.com



## DIVISION 13

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
904	July 12-14	<b>Copa Cummins</b> Progreso, MEX	Alberto Ponce Andrea Mier y Teran	52-999-930-1300 aponce@megamak.com.mx
904	Aug 17-18	<b>Copa Allianz</b> Progreso, MEX	Alberto Ponce Andrea Mier y Teran	52-999-930-1300 aponce@megamak.com.mx
236	Aug 24-25	<b>Regata Jose Mabarak</b> Veracruz, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Sept 14-15	<b>Regatas de la Independencia</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 19-20	<b>Regata Oktoberfest</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 2-3	<b>Copa Marinazul</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 16-17	<b>Regata de la Revolución</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
138	Nov 16-24	<b>Juegos Centroamericanos / Regional Games</b> Los Sauces, Amatitlan, GUA	Juan E. Maegli	jemaegli@tecun.net.gt
236	Nov 30-Dec 1	<b>Regata Pro Valle</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com

## DIVISION 16

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
183	Aug 24-25	<b>Flying High Regatta</b> Toronto, Ontario	Dan Borg	416-254-8882 dborg@toyota.ca
CYC	Sept 21-22	<b>Canandaigua Multihull</b> Canandaigua, NY	Sue Bennett	585-469-6161 sharkoops@aol.com

## DIVISION 11

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
250	July 6-7	<b>Statue of Liberty Race</b> Sandy Hook, NJ	Greg Raybon	732-747-4327 graybon@verizon.net
SBYC	July 20-21	<b>Spray Beach</b> Spray Beach, NJ	Ron LaPorta	610-384-8443 ronlaporta@verizon.net
54	Jul 27-28	<b>Special Olympics</b> St. Marys, MD	Dan Flanigan	410-821-6761 dfp135@msn.com
250	Aug 3-4	<b>Blue Water Regatta</b> Sandy Hook, NJ	Greg Raybon	732-747-4327 graybon@verizon.net
416	Aug 10-11	<b>Barnegat Breezer / 18 Divisionals</b> Barnegat Bay, NJ	Tom Burnley	610-389-2605 Tom.Burnley@Comcast.net
SAYC	Sept 14-15	<b>Shore Acres YC Regatta</b> Shore Acres, NJ	Garret Hogan	732-778-7960 ghogan@dsant.com
54	Sept 28-29	<b>Rock Hall YC Regatta</b> Rock Hall, MD	Harry Murphy	610-717-8207 harrymurphy@yahoo.com
106	Oct 5-6	<b>Fall Classic / 16 Divisionals</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net

### DIVISION SCOREKEEPERS

Please remember to e-mail the results of your points regattas to [hobiescores@gmail.com](mailto:hobiescores@gmail.com)



ELLIE MARTIN

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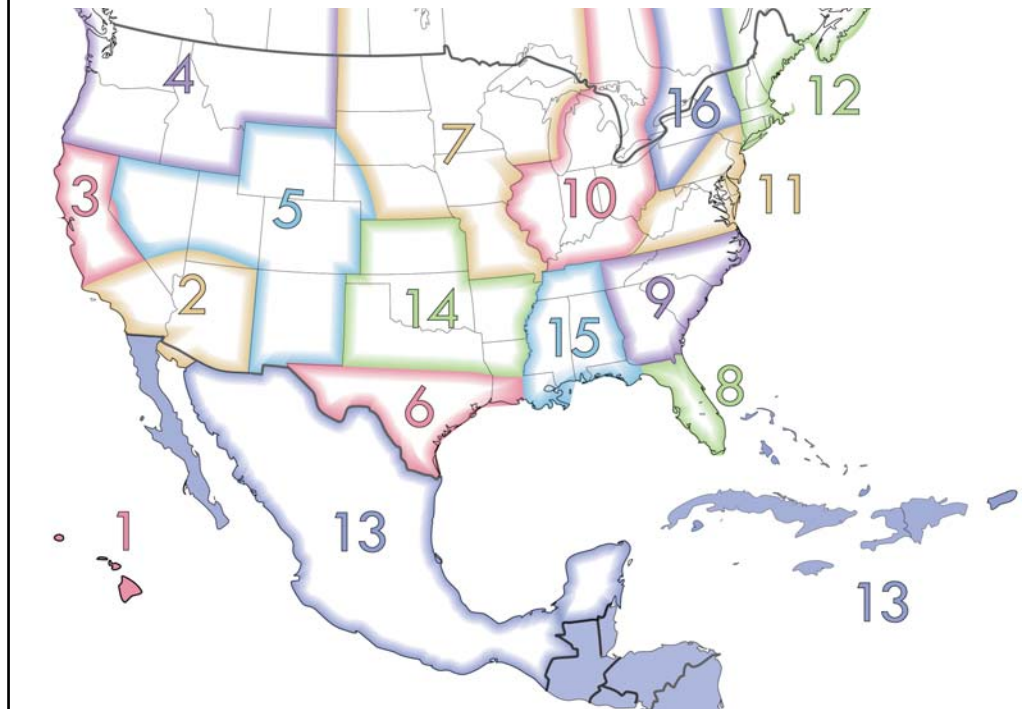
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**PHINSAF**  
PHILIPPINE INTER-ISLAND SAILING FOUNDATION

**PRELIMINARY  
NOTICE OF RACE**



## **THE PHILIPPINE HOBIE® CHALLENGE 2014** WESTERN VISAYAS CHALLENGE • 15TH MARCH TO 23RD MARCH 2014

Dear Sailors,

This serves as the Preliminary Notice of Race for the Philippine Hobie Challenge 2014. With a distance of 210 nautical miles, the 14th Challenge features 5 new destinations in the Visayas for the itinerant sailors.

The Challenge race begins in Malapascua, popular with divers for tame Thresher Sharks. Days 2 and 3 in Bantayan Island, dubbed the new Boracay, and the almost unknown Gigantes Islands, which have fine white sand beaches and sandbars. Day 4 in Lakawon features white sandbars on either side of this 15 hectare island. The Challenge race concludes in Guimaras and Iloilo where beaches, historic landmarks, and the famous Guimaras mangoes await.

Charter boats are available for participants and larger yachts are welcome to join the Rally which accompanies the Challenge race. Direct international flights are available to Cebu (for the start) and from Iloilo (after the finish).

If you are interested in this unique and unmatched experience please contact the PHC secretariat ([admin@philhobie.ph](mailto:admin@philhobie.ph)).

We look forward to hearing from you!

Philippine Inter-Island Sailing Foundation  
(PHINSAF)





**PHINSAF**  
PHILIPPINE INTER-ISLAND SAILING FOUNDATION

**PRELIMINARY  
NOTICE OF RACE**

**ROUTE MAP**



**THE PHILIPPINE HOBIE® CHALLENGE 2014**  
WESTERN VISAYAS CHALLENGE • 15TH MARCH TO 23RD MARCH 2014





# Rules in Play

Changes to the Racing Rules of Sailing for 2013-2016

by Rob Overton, Chairman, US Sailing Rules Committee

Every four years, the International Sailing Federation (ISAF) solicits proposed changes to the Racing Rules of Sailing (RRS) from its member national authorities (MNAs), like US Sailing. Proposals range from the sublime to the ridiculous, but eventually some wind their way through the bureaucracy and are incorporated into the rule book. The new rule books are published the year following the Olympics. In comparison to prior revisions, the 2013-2016 RRS contain very few changes – at least to the way the game is played. However, it's worth taking a look at some of the subtle changes that will affect strategy, especially at marks.

## Principal Changes

- **Definitions** have been moved to the front of book.
- **Preamble to Sec. C of Part 2**, Marks and Obstructions has been revised.
- **Rule 18**, Mark Room and Definition Mark-Room have been revised.
- **Rule 20**, Room to Tack at an Obstruction has been revised.
- **Rule 18.5**, Exoneration, moved to new **Rule 21**
- **Rule 28**, Sailing the Course has been expanded.
- **New Rule 55**: "A competitor shall not intentionally put trash in the water."
- **Rule 69**, Gross Misconduct, has been overhauled.
- **Rule 86**, Changes to the Racing Rules has been updated.
- **Appendix F**, Appeals, is now **Appendix R**
- **Appendix L**, Sailing Instruction Guide, has useful US Sailing prescriptions.
- **New US Sailing Appendix T**, Dispute Resolution, formalizes the arbitration process.

## Mark-Room Changes

- The *zone* is now set at three hull lengths and can't be changed by the sailing instructions (Rule 86).
- New definition of *Mark-Room* (see box).
- Revised rule 18.2(c) (see box).
- Revised rule 18.2(e) (see box).
- Rule 18.5, Exoneration, has been moved – is now rule 21.
- Rule 18.3 now begins "If a boat in the zone passes head to wind and is then on the same tack ..."

This is far more readable and avoids "... subject to rule 13 in the zone ..."

So what are the effects of these changes? For one, they move a tack at the weather mark about a boatlength closer to the mark - but this is not really applicable to multihulls, since they take so long to tack.

Secondly, the *Mark-Room* at passing marks does not give an unnecessary right to sail to the mark at passing marks or at the pin on the finishing line (see the scenario diagram on the next page).

**OLD Mark-Room (2009-2012)**  
*Mark-Room* - Room for a boat to sail to the mark at the mark. However, *mark-room* does not include room to windward and on the inside of the boat required to give mark-room to another boat.

**NEW Mark-Room (2013-2016)**  
*Mark-Room* - Room for a boat to leave a mark or to sail to the mark when her proper room to round the mark as necessary to give mark-room to another boat. However, *mark-room* for a boat does not include room to windward of the boat required to give mark-room to another boat.

- (a) room to sail to the mark when her proper room to round the mark as necessary to give mark-room to another boat.
- (b) room to round the mark as necessary to give mark-room to another boat.

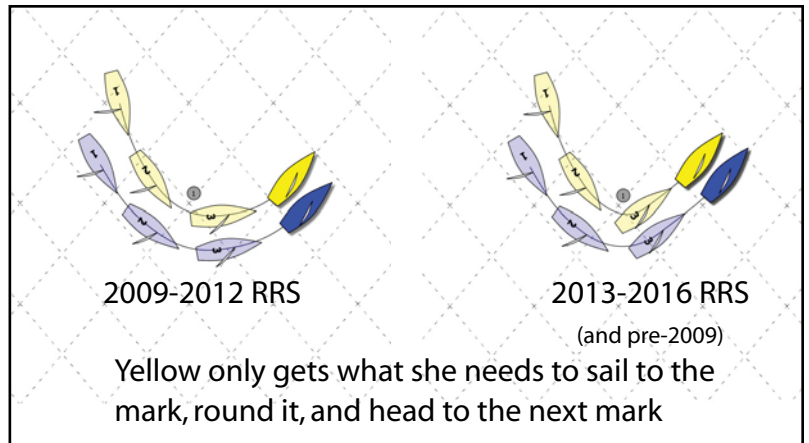
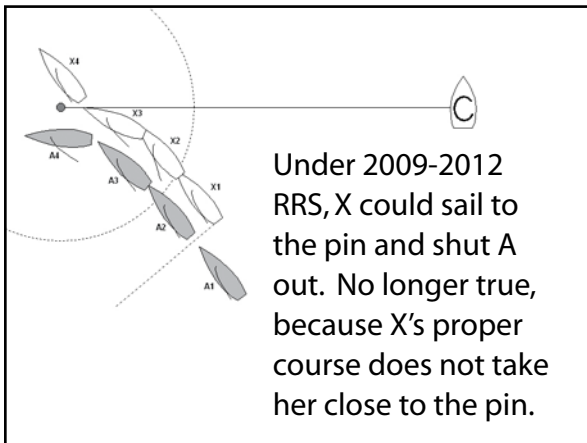
**OLD Rule 18.2 (2009-2012)**  
**18.2 Giving Mark-Room**  
 (c) When a boat is required to give *mark-room* to another boat, she shall give that boat room to sail her proper course, even if later an *overlap* is broken or a mark is passed, provided that the boat to *mark room* passes head to wind or leeward.

**NEW Rule 18.2 (2013-2016)**  
**18.2 Giving Mark-Room**  
 (c) When a boat is required to give *mark-room* to another boat, she shall give that boat room to sail her proper course, even if later an *overlap* is broken or a mark is passed, provided that the boat to *mark room* passes head to wind or leeward.

- (1) she shall continue to do so even if the *overlap* begins;
- (2) if she becomes *overlapped* inside the *mark-room* zone, she shall give that boat room to sail her proper course.

**OLD Rule 18.2 (2009-2012)**  
**18.2 Giving Mark-Room**  
 (e) If a boat obtained an inside *overlap* from another boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room* to the inside boat, she shall give that boat room to sail her proper course.

**NEW Rule 18.2 (2013-2016)**  
**18.2 Giving Mark-Room**  
 (e) If a boat obtained an inside *overlap* from another boat and, from the time the *overlap* began, the outside boat has been unable to give *mark-room* to the inside boat, she is not required to give that boat room to sail her proper course.



Another effect at turning marks is to make room at the mark is essentially what it was supposed to be, pre-2009: A boat only gets what she needs to sail to the mark,

round it, and head for the next mark (see scenarios, top right).

The new rule 18.2(c)(2) works the same way as the old rules - if a boat required to give room under rule 18.2(b) becomes overlapped inside - he has to give the other boat room (top scenario at right). The change is that the room given is specifically to sail her proper course. This ability to “shut the door” works the same way as the old rules, but now it is specifically state in the rule, as opposed to an interpretation of the rule.

**Definition (2012 RRS)**  
 and then room to sail her *proper course* while she is overlapped to give *mark-room*.

**Definition (2016 RRS)**  
 on the required side. Also, her *proper course* is to sail close to it, and to sail the course.  
 room to tack unless she is overlapped inside mark-room and she would be fetching the mark after

**Rule 18.2(c) (2012 RRS)**  
 room by rule 18.2(b), she shall continue to do so until a new *overlap* begins. However, if the boat entitled to *mark-room* leaves the *zone*, rule 18.2(b) ceases to apply.

**Rule 18.2(c) (2016 RRS)**  
 room by rule 18.2(b), after an *overlap* is broken or a new *overlap* begins, the boat entitled to *mark-room*, she shall also be entitled to *mark-room* while they remain *overlapped*.

**Rule 18.2(e) (2012 RRS)**  
 from *clear astern* and, from the time the *overlap* begins, she is not required to give *mark-room*.

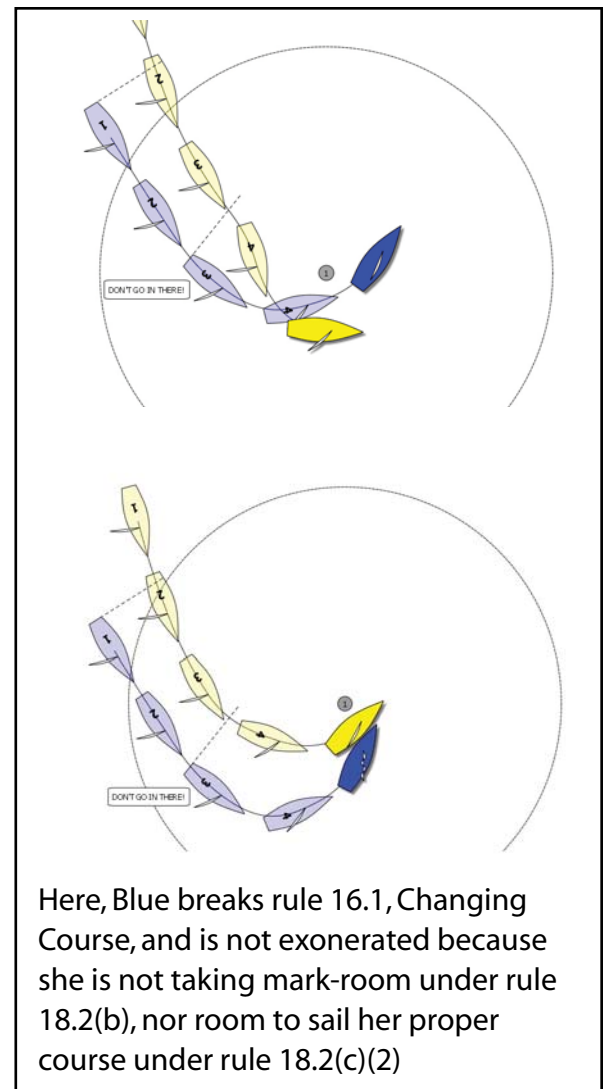
**Rule 18.2(e) (2016 RRS)**  
 from *clear astern* or by tacking to *windward* of the boat when the *overlap* began, the outside boat has been unable to give it.

### Other Changes Involving Rule 18

The Preamble to Section C (At Marks and Obstructions) of Part 2 no longer says, “When rules 19 or 20 apply, rule 18 does not.” The part about rule 20 was problematic:

- When does rule 20 “apply”?
- When does it stop applying?
- Do we really want to remove, say, rule 18.3 (Tacking in the Zone)?
- Rule 19.1 already lays out the relationship between rule 19 and rule 18

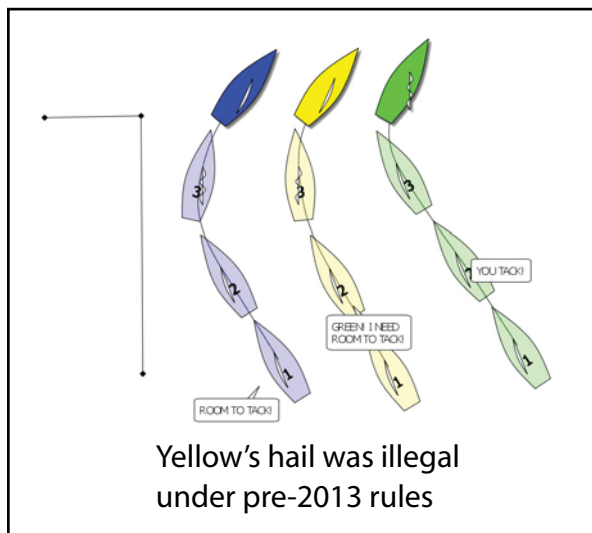
Rule 18.5, Exoneration, is not really gone! It’s been promoted to new rule 21, Exoneration. Exoneration now applies to



boats taking room to which they are entitled under all Section C rules, not just under rule 18. An important consequence of this is that exoneration now applies at obstructions as well as marks (it didn’t before).

## **Rule 20 - Room to Tack at an Obstruction**

Rule 20 has been completely reorganized for readability. It now makes it clear that a hailed boat must respond to illegal hails and it expressly allows hailed boat to “pass the hail along” to another boat.



## **Rule 69 - Gross Misconduct**

Rule 69 has been completely overhauled. Fortunately, most of us never have to deal with it unless you are a US Sailing Judge. In the old rules, only a protest committee could initiate a Rule 69 hearing. However, the new rule 69.1 (Obligation not to Commit Gross Misconduct) is now a rule that can be broken and be the subject of a competitor protest. Rule 69 protests and hearings remain different from other protests and hearings in that they are generally against competitors (people) and not boats.

Rule 69.3 (Action by a National Authority or Initial Action by the ISAF) has a new standard of proof: “comfortable satisfaction” of the protest committee. This is stronger than “preponderance of the evidence” but weaker than “beyond a reasonable doubt.” It would seem

to require unanimity, or at least no minority position after deliberation

Rule 69.1 applies only to “competitors”, but rule 69.3 allows MNAs to take action “against the competitor or boat, or other person involved ...”

## **New Appendix T - Alternative Procedures for Dispute Resolution**

Why the New Appendix T Dispute Resolution? Sailors are not doing their turns. Rule 44 requires instant recognition of a rule breach. The two-turns penalty is onerous, especially in big boats. Sailors are not enforcing the rules. Protest hearings are not quick, not short, and not fun and a DSQ is huge compared to doing turns Solutions:

- Encourage voluntary penalties by specifying one turn instead of two (commonly done in catamarans and some high-performance dinghies).
- Allow boats to take penalties some time after the incident.
- Make protest meetings quicker and shorter.
- Use arbitration when appropriate

Arbitration has been around for decades, but never specified in the RRS. Appendix T has four sections, each of which can be invoked by SIs:

### **Section A, Penalties While Racing**

- One penalty turn instead of two, except for fouls in zone.

### **Section B, Post-Race Penalties**

- 20% before protest time limit, 30% before protest hearing
- Gives boats a chance to “do the right thing”

- Can be used with or without arbitration

### **Section C, Expedited Hearings**

- Quick, short protest hearings
- Hearing gets underway ASAP – maybe on dock upon arrival.
- Protest committee controls evidence.
- Appealable, but no reopening.
- Essentially the same system used in team racing, match racing and college sailing.

### **Section D, Arbitration**

- From US Sailing Judges Manual, with some modifications

## **Summary of Changes**

(Potential game changes in bold)

- Definitions have been moved to the front of the book.
- *Finish* – “from course side” v. “from direction of the last mark”.
- *Keep Clear* – “making contact” (not necessarily with the other boat in the rule).
- *Mark* – object must be “accidentally” attached in order to not be part of the mark. **This applies to barging buoys - they are part of the mark (signal boat).**
- *Mark-Room* – Removes “to” vs. “at” distinction of 2009-2012 RRS. Only gives room to sail to the mark if the boat’s proper course is to sail close to it; grants “room to round the mark as necessary to sail the course”, which can be much less than proper course. But see also new rule 18.3(c)(2).
- *Party* – for redress, adds the person or organization alleged to have made an improper act or omission. See change to rule 62.1.
- *Room* – “including space to comply with her obligations

under the rules of Part 2 and rule 31.”

- Part 2 Preamble – “right of way” slight wording change.
- 14(b) “exonerated” instead of “shall not be penalized”.
- Preamble to Section C of Part 2 – “When rule 20 applies, rules 18 and 19 do not” deleted.
- **18.2(c)(2)** Tied into new mark-room definition.
- **18.2(e)** “or by tacking to windward of the other boat”
- 18.3 passes head to wind and is then on same tack ...
- **20** Order of rule: Hailing, Responding, Passing On a Hail to an Additional Boat. Makes it clear that a boat must respond to an improper hail; allows passing the hail on to another boat even if the initial conditions for hailing do not apply to the middle boat.
- **21 Exoneration** - Moves exoneration from rule 18 to cover all of Section C - **big deal for rule 19**.
- Old rules 21, 22 renumbered as 22, 23.
- 22.3 (previously 21.3) “moving astern through the water”.
- 25.3 RC may use shapes for flags, as long as they look right.
- 28 Made two separate rules – sailing the course and string rule. No real change.
- 41(a) “help for a crew member ... in danger”.
- 41(e) delete recovery of crew member overboard – covered by (a).
- 41 “However, a boat that gains a significant advantage in the race from help received under rule 41(a) may be protested and penalized; any penalty may be less than disqualification.”
- **42.3(e) (new rule) “If a batten is inverted, the boat’s crew may pump the sail until the batten is no longer inverted. This action is not permitted if it clearly propels the boat.”**
- 42.3(h) “after colliding with a vessel ...” (used to be “boat”).
- 44.1 makes the scoring penalty an “alternative” (so by default either one or the other applies, not both).
- 44.1(b) makes clear that the penalty is included in deciding whether she gains an advantage.
- 49.2 Crew may sit with heads outside lifelines regardless of the material of the lifelines. Lifelines must comply with the ISAF Offshore Regulations.
- 50.4 Headsails can have big roaches – 75% midgirth – and still not be spinnakers.
- 55 “A competitor shall not intentionally put trash in the water.” (Applies at all times on the water.) Moves a common SI into the RRS.
- 60.1 “A boat may ... protest another boat, but not for an alleged breach of a rule of Part 2 or **rule 31** unless she was involved in or saw the incident;”
- 61.1(a)(3) Clarifies that a boat may protest under rule 28 any time until just after the other boat finishes.
- 62.1 extends redress for improper actions or omissions by

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


OA, measurer, etc.

- 63.6 “testimony of parties **present** ...”
- 63.6 “A member of the protest committee who saw the incident shall, while the parties are present, state that fact and may give evidence.”
- 64.1 “When the protest committee decides that a boat ... has broken a rule **and is not exonerated**, it shall disqualify her ...” Also, some reorganization – in particular, exoneration for being compelled to break a rule is now rule 64.1(a), not 64.1(c).
- 67 Delete the rule – deals with rule 42 enforcement when App P is in effect. Duplicates provisions in App P.
- 69 Broken into 4 rules: 1. prohibiting misconduct; 2. laying out the procedure; 3. MNA actions; 4. ISAF actions. Only substantive changes: 69.1(c) specifies a standard of proof as “comfortable satisfaction” of the protest committee.
- 71.2 Allows MNAs to appoint new protest committees when upholding appeals.
- 76.1 Basically adopts the US procedure for excluding competitors, but not the US standard against race, religion, etc.
- 78.2 No valid measurement certificate – simply cleans up wording.
- 81 Change in event dates – cleans up wording.
- 86.1 Can no longer change the zone size in SIs.
- 89.1 Obscure changes about who can serve as OAs. Defines “affiliated”.

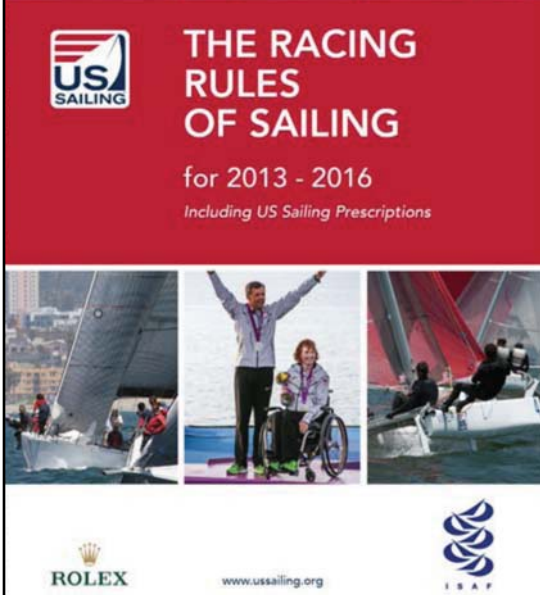
The Racing Rules of Sailing are available in both regular and waterproof editions from US Sailing:

[www.ussailing.org](http://www.ussailing.org)

The rules are also available as an iPhone/iPad application from the iTunes Store and an Android application from the Google Play store.



**THE RACING RULES OF SAILING**  
for 2013 - 2016  
Including US Sailing Prescriptions



ROLEX [www.ussailing.org](http://www.ussailing.org) ISAF

# This Old Hobie

## Hobie 17 Centerboards - Part 2

Text and Photos By Matt Bounds

**T**he last installment of *This Old Hobie* was hard on a particular Hobie 17 centerboard. To get photos of the construction, it was sawn to pieces (1, 2) But the ultimate goal was to have a fully-restored centerboard. So to finish the article, I should show you how it was fixed - both the hook area and the sawed off tip. The very tip of the board also needed a spline repair to get it back to its original shape (3) and the whole leading edge was pretty beat up and worn.

### Sacrifice in the Name of Science

To get a good look at the board's interior construction, about six inches was sawed off the tip. (The video is on YouTube: [www.youtube.com/watch?v=E6JJMbwS33A](http://www.youtube.com/watch?v=E6JJMbwS33A).) The fix was fairly straightforward, using fiberglass stays from an old tent. The same basic repair principles would apply if you were repairing a daggerboard, rudder or any other foam core structure.

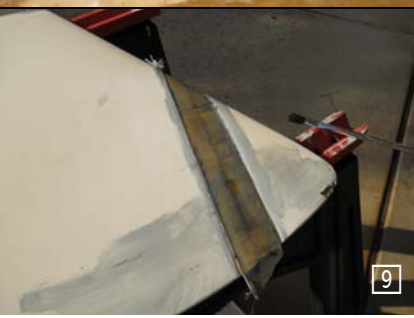
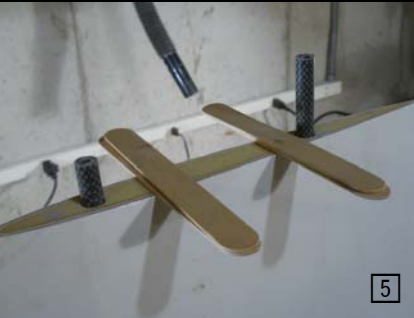
This repair was easy, since the two sides were clean and straight with only the saw kerf missing between them. If it was broken "naturally," then the edges would be raw and uneven. They would have

to be cleaned up before the repair begins. All the damaged areas must be cut back to solid fiberglass / foam. There will probably be a significant, uneven gap between the two pieces.

Two holes were drilled vertically in each piece of the centerboard to accommodate the fiberglass rods (4). There were a couple of challenges here - you want the holes as deep as practical (about four inches on each side), but the shape of the centerboard prevents you from going that deep on the leading edge. You must be careful not to drill through the board's leading edge. The holes need to be in a part of the board that's thick enough to accommodate them, but not too thick, since you also want to have the rods bear against the fiberglass skin and not the weaker foam core. Getting the holes in the two pieces to line up was a bit tricky. It's not a problem if the holes need to be enlarged a bit to get perfect alignment since the epoxy used to glue everything together will fill the gaps.

Once the holes are drilled and lined up, it's time for one last test assembly before using the glue. I used a couple of tongue depressors to get the right spacing between the pieces, taking the place of the saw kerf (5). If you're repairing an uneven break, you'll need to be





more creative to get the right spacing between the parts. The sides of the joint were taped to reduce the mess, and WEST System epoxy, thickened with colloidal silica, was used to glue everything together. It's important to get full contact between the glue, the rods and the board pieces, so don't be stingy with the glue and make sure all the air bubbles are worked out (wear disposable gloves). The center hole in the rods works great as a relief port for the excess glue. Make sure the pieces are straight - the strip of tape running off to the left in [6] was there to pull the lower piece into alignment. The board was left in position overnight to let the glue set up.

The strength of the board resides in its skin. To restore that, two-inch fiberglass tape was laid parallel to the kerf, in a channel formed by removing the gel coat between the black lines shown in [7] and as completed in [8] and [9]. Polyester resin was used here so that the gel coat applied later would stick to it. You really need some sort of compression (wrap with packaging tape or vacuum-bagging) to get good adhesion and eliminate air bubbles. If you're repairing an uneven break, the gap should be filled with lightweight epoxy filler (microballons) before restoring the fiberglass skin, and it's even more important to compress the glass layup to get good adhesion.

Once cured, the area was sanded flush, filled and smoothed in preparation for gel

coat (you can see the finished joint in later photos).

The repair of the hook pieces proceeded in a similar fashion - the pieces ([10]) were glued back together with epoxy, the gel coat removed on either side of the joint ([11]), glass was laid in with polyester resin, sanded, filled and smoothed in preparation for gel coat.

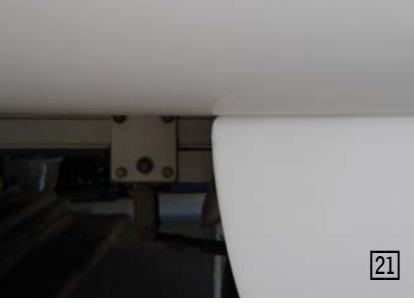
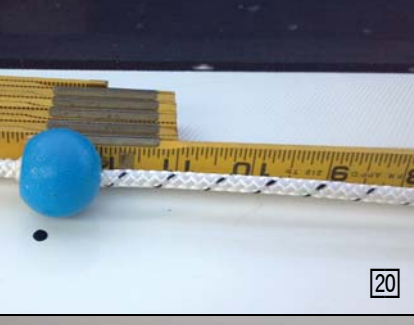
### Leading Edge and Tip Restoration

A full-size pattern held behind the tip ([12]) shows just how badly worn it was after all the broken and chipped fiberglass was removed. The leading edge - which is supposed to be a straight line - was worn into a long, gentle curve ([13]).

To repair this, you need to use a technique similar to that shown in the Mar/Apr 2009 *HOTLINE* article on trailing edge repair. A spline ([14]) made from carbon/epoxy sheet (scrounged from an old Velocitek mount - but you can use fiberglass sheet as well - both are available from McMaster-Carr - [www.mcmaster.com](http://www.mcmaster.com)) was shaped to the full-size pattern supplied by Matt Miller at Hobie Cat Co.

A slot was cut into the edge of the centerboard using a hacksaw to start and finished with a Dremel Multi-tool (visible in [2]). The spline was glued into the slot with epoxy, taking extra care that it lined up with the remaining leading edge (straight) and blended smoothly into the trailing edge [15].





Once the board's profile is established with the spline, then polyester filler is used to restore the shape [16]. The entire leading edge was rebuilt with filler until it was straight, fair and blended into the rest of the board. The centerboard is now ready for gel coat spraying to cover all the repairs.

### Tweaks for Racing

When racing, the knot on the centerboard control line should be set so that when the board is up, approximately one inch of the board is still protruding [17]. This allows the board to fill up the trunk opening [18] and helps minimize drag since gaskets are not allowed. **However, this does create some practical problems.** You must use beach wheels to prevent wear on the leading edges and the lines have a tendency to release when sitting on the beach or loading on the trailer. Vigilance and a stopper stuffed into the deck hole will keep the line from coming loose.

The maximum length of the centerboard line is 12.5 in. (31.75 cm), measured from the top of the deck to the point of handle that cannot fit in the hole, in the fully up position. To facilitate measurement, put a dot on the deck with a Sharpie as shown in [19] and [20] so that you don't need a tape measure to set the proper knot location. When set to the proper length, you should just see the "notch" [21] at the aft edge of the centerboard where it meets the hull. If you can see

the notch clearly or any of the rope hole [22], then the stopper knot is in the wrong place.

There's a very practical reason for this measurement. The horn of the centerboard matches up with fiberglass lateral supports in the hull. If the board goes down too far, then the board will twist and tear through the trunk.

Most racers will have centerboard control lines about eight feet long and tied together above the trampoline. This allows you to drop the leeward board by snapping the line forward without going all the way to the leeward side.

### Shims - for Racers Only!

Everyone who's sailed a 17 knows that the boards rattle around in the trunks. There's a good reason for having a loose fit – it's so sand and other small debris doesn't jam up the boards. But for racers, any slop is bad slop, and shimming the trunks is class legal within limits. **However, you must take extra precautions to keep any sand, pebbles, etc. from entering the trunk. Don't do this if you don't want to deal with the extra care required.**

Sheet Delrin makes the best shims and is available from McMaster-Carr. Get a variety of thicknesses from 0.025 to 0.01 inches. Use 3M Automotive Attachment Tape [23] to stick them to the trunk sides [24], [25]. Class rules limit them to 300 mm from the front and rear edges of the trunk and they must be of equal thickness on each side.





# Notice Of Race

## 2013 Sand Hollow

### Sailing Classic

A Hobie Division 2 Points Regatta on Sand Hollow Reservoir Hurricane, Utah

**June 1 & 2 2013**

**Sponsored by:**

The City of Hurricane, Utah      Camping World [www.campingworld.com](http://www.campingworld.com)



St. George Convention and Tourism Office [www.atozion.com](http://www.atozion.com)

Rogers Performance Marine [www.rogersperformancemarine.com](http://www.rogersperformancemarine.com)



Murrays Watersports [www.murrays.com](http://www.murrays.com)      Zhik Sailing Gear [www.zhik.com](http://www.zhik.com)



Hosted by Hobie Fleet 941



**Registration and NOR: Go to: [WWW.SouthernUtahSailors.blogspot.com](http://WWW.SouthernUtahSailors.blogspot.com)**

**Please Pre-register by E-mail or Fax 435-216-9571 ➡➡ No money is due for pre-registration**

Facebook: Hobie Fleet 941

**Contact Event Chairman → Raul Hevia @ 801-390-5813 or E-mail: [Raulh7814@msn.com](mailto:Raulh7814@msn.com)**

**Fleet 941 Commodore → Hal Stead 435-229-1969 or E-mail: [Commodore941@gmail.com](mailto:Commodore941@gmail.com)**

**Entry fee: \$65.00 includes → 2 T-shirts, Sailors dinner is Saturday evening and breakfast Sunday morning.**

**Extra T-shirts will be available for \$15.00 & Extra meal cost is \$15.00 for dinner & breakfast**

**Late registration fee of \$10.00 will be charged after May 20, 2013**

**Eligibility: Entries must be a current member of HCANA. Applications will be available**

**Check in: Each boat shall check in at the registration desk, located at South East Primitive Beach.**

**Park requirement: Each boat is required to pass a Quagga Muscle inspection at ranger station.**

**Racing classes will be established based upon entries.**

**FRIDAY: 5 to 7 PM Welcome & Registration**

**SATURDAY: 8 TO 9 AM Registration**

**SKIPPERS MEETING: 9:30 AM**

**RACING 11:00AM TO 5:00 PM**

**DINNER: 6:30 PM**

**SUNDAY BREAKFAST: 8 TO 9 AM**

**SKIPPERS MEETING: 9:30 AM**

**RACING 10:30 AM TO 3:00 PM**

**AWARD CEREMONY 3:45 PM**

**RV and Tent Camping is \$15.00 per night on the South Beach Primitive Camping area. Showers available for \$2.00 a shower.**

**Hotel Lodging available within 5 miles of Sand Hollow Reservoir.**

feature

# Teaching the Ho

A Day in the Life of Hobie 101

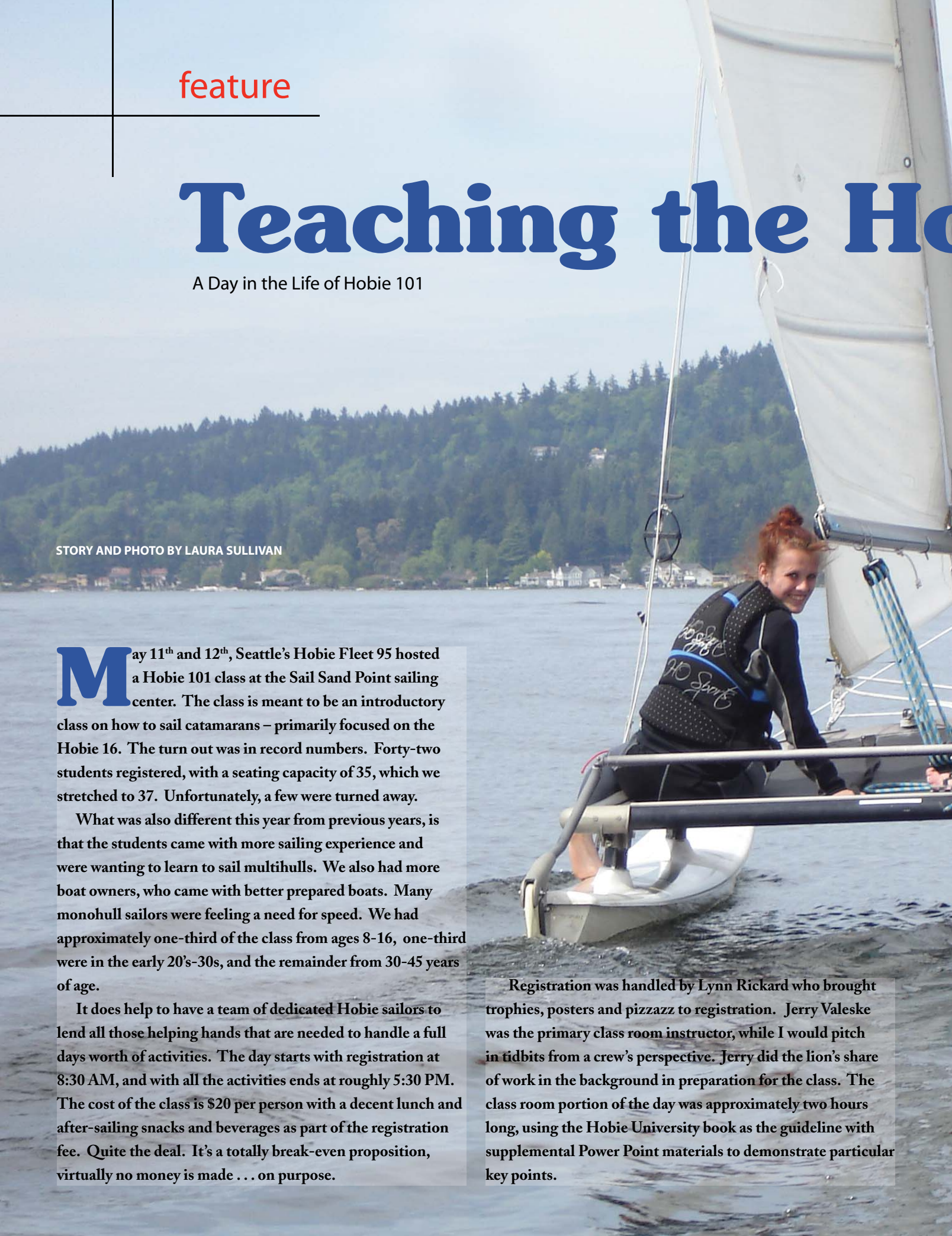
STORY AND PHOTO BY LAURA SULLIVAN

**M**ay 11<sup>th</sup> and 12<sup>th</sup>, Seattle's Hobie Fleet 95 hosted a Hobie 101 class at the Sail Sand Point sailing center. The class is meant to be an introductory class on how to sail catamarans – primarily focused on the Hobie 16. The turn out was in record numbers. Forty-two students registered, with a seating capacity of 35, which we stretched to 37. Unfortunately, a few were turned away.

What was also different this year from previous years, is that the students came with more sailing experience and were wanting to learn to sail multihulls. We also had more boat owners, who came with better prepared boats. Many monohull sailors were feeling a need for speed. We had approximately one-third of the class from ages 8-16, one-third were in the early 20's-30s, and the remainder from 30-45 years of age.

It does help to have a team of dedicated Hobie sailors to lend all those helping hands that are needed to handle a full days worth of activities. The day starts with registration at 8:30 AM, and with all the activities ends at roughly 5:30 PM. The cost of the class is \$20 per person with a decent lunch and after-sailing snacks and beverages as part of the registration fee. Quite the deal. It's a totally break-even proposition, virtually no money is made . . . on purpose.

Registration was handled by Lynn Rickard who brought trophies, posters and pizzazz to registration. Jerry Valeske was the primary class room instructor, while I would pitch in tidbits from a crew's perspective. Jerry did the lion's share of work in the background in preparation for the class. The class room portion of the day was approximately two hours long, using the Hobie University book as the guideline with supplemental Power Point materials to demonstrate particular key points.



# Hobie Way



Peter Nelson led the “on the land” demonstration – how to rig a Hobie 16, how to tack and jibe from the skipper’s perspective, while I showed the crew perspective. He then showed the students how to get on and off the wire – when you have to deal with a tiller, a mainsheet, and unhooking a trapeze -three things to do when you only have two hands!

A short lunch break followed this one and a half hour demonstration, then we jumped right into the students rigging either their own boats or Sail Sand Point (SSP)

boats for the sailing portion of the class - to put into practice what they had just heard. This part of the class had the most demands on the local fleet in that nearly each boat needs a personal coach to help with the rigging or answer questions, so the Fleet 95 members were very instrumental in keeping things moving - Jerry Valeske, Peter Nelson, Paul Carter, Mark Sele, Al Jones, Mike Gross and Dave Wilder.

SSP provided the locally donated Hobie 16s and Waves that are on hand for the class, so this enabled us to get more non-boat owners on the water. There are currently six Hobie Waves and eight Hobie 16s ready for use for open sailing. Most of these have been donated through the years. The local fleet takes the good parts of the recently donated boats to enhance the existing boats. As the years have progressed, the donated boats are in improved condition, certainly not new boats by any standard, but they sail decently enough for learning, and nothing is particularly lost if an errant crash landing occurs due to an on-shore breeze.

A team of Fleet 95 members - Caleb Tarleton, Todd Christensen, and Jerry Valeske - worked a number of weekends - getting the Hobie 16s and Waves back into sailing condition - after a long winter break - in preparation for open sailing and Hobie 101.

# Teaching the Hobie Way



Sail Sand Point sailing center was a very gracious host, letting us use their boats for chase support and their classroom. Caleb Tarleton has been instrumental and continues to be irreplaceable working with Sail Sand Point and ensuring we're covered for our events.

While the cats were still being rigged and launched, Caleb, Jerry and the Hobie Fleet 95 members manned the support boats to provide on-the-water coaching to the students. It is truly like herding cats at the beginning, while the students are trying out their new learnings. We don't like to see the students too frustrated, so we let them struggle for awhile - experimenting - but if that doesn't work out, we provide hands-on assistance. If all the coaching in the world isn't working, we'll board the boats and provide an "on the boat demonstration". We then let the students give it a try and when it's working for them, we jump back onto the chase boats and drive away to coach another boat. Sailing ends around 4:30, pm followed by de-rigging, and then a decompression session with beverages and snacks at roughly 5:30 pm.

The weather cooperated beautifully with sunshine and a nice 7 knot training breeze on Lake Washington. The students left wanting more....and so we're working to figure out how to provide more opportunities for them to keep the momentum going. Many of them would like to get involved in racing - we're thinking this is due to the age group that came to the class. Whether they're goal is racing or cruising, we've

encouraged them to join us on the Friday afternoon / evening before our existing regattas for coaching if they like. This will give them a good idea what the local sailing and fleets are all about and give them a chance to meet all the members. They can also learn and make mistakes on the water, while being safe - our chase boats at the ready.

We're encouraging them to stay for Saturday and Sunday sailing on their own - to practice their skills, and then attend the regatta dinner on Saturday to ask whatever questions they might have from their days sail.

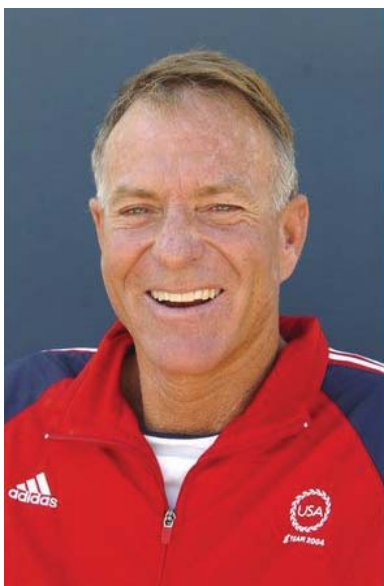
A very special thanks to all the volunteers for making this the smoothest, most successful Hobie 101 that has been hosted to-date.







KANEOHE BAY, HAWAII



**John Ward Ross-Duggan, MD**

Nicknames:  
John Ross, JR, Doctor John, Rhino

Born:  
Long Beach, CA August 2, 1955

Died:  
Kaneohe Bay, HI Feb. 23, 2013,  
age 57, drowned in a sailing  
accident.

*Reprinted with permission from the Orange County Daily Pilot*



through the careful saving of his wages as a newspaper delivery boy he bought his first Hobie 14 when he was fourteen years old. No more boxy Sabot sailboats for John, he had his eye on the innovative, fast catamarans that could surf as well as sail. He got the whole family involved with sailing and they would attend all the regattas. John, along with his entire family as support, traveled to Hawaii in 1970 for the first Hobie 14 National Championships. He was fifteen years old. He came in seventh place.

In 1972, John graduated a year early from Harbor High School in Newport Beach. His father, Dr. John K. Ross-Duggan, was a neurosurgeon in the Orange County/Long Beach area. It was John's destiny to rise to the challenge of becoming a medical doctor as well. This would be the first of many challenges for him. He then attended University of California-Irvine pre-med school, and again graduated in three years. While at UCI, he involved himself in intercollegiate sailing and sailed his first TransPac race on Roy Disney's boat the Shamrock. He was accepted to Duke University Medical School in 1975.

In 1977, John lost his guiding light, his father, to leukemia. A near fatal auto accident in 1978 that rendered John a C-5/6 quadriplegic. He was in his third year of medical school at Duke.

After six months of intense rehabilitation and mountains of support from family, Duke University and the community, John re-entered medical school and graduated in 1979. No longer able to be a surgeon because of lost dexterity in his hands, he settled on radiology as his specialty.

John completed his residency at Oral Roberts University in Tulsa, OK and a fellowship in neuro radiology at Parkland Hospital in Dallas, TX before settling in Orlando, Florida and becoming the director of his own MRI Unit.

# Aloha, John

Remembering John Ross-Duggan



He met his wife Andrea Cremins while being interviewed by her for a health segment for local TV. He asked her out on a date and they were married in 1986, he was now 31. As life would have it the marriage did not last and they were divorced several years later. John never remarried.

In the mid '90s he really got serious about monohull sailing. He worked with Gene Hinkel, chairman of the sailing center at the St. Pete Yacht Club in Florida. With the help of the International Federation of Disabled Sailors (IFDS) behind them, the disabled sailing program was launched in 1994, using the Sonar. This program still exists and is now the circuit for the US Paralympics. Next, he conscripted his mother to help him mount his first paralympic campaign. The fund raising was demanding, there was much travel and sailing in different trials. It was a constant effort and she rose to meet the need. John's mother passed away at the exact time the 1996 Paralympics were happening in Atlanta. He sailed for her, as she promised she would be the wind in his sails, he medaled taking the bronze.

By far the three most important things to John were his profession as a diagnostic radiologist, his constant connection to his family and his tremendous love of the ocean. Thus, at the urging and support of his family and friends he decided to "live his dream" and

build a home in Hawaii that would suit his specific needs as a quadriplegic. In 2006, John moved to his new residence outside Waikiki. As with most things in his life, he carefully engineered it so that he could work out of his home.

In Hawai'i. John returned to sailing Hobie Cats for the love of it. He also refused to accept that he would not surf again. He built six prototype surf boards with the help of board maker and innovator Steve Boehne at Infinity Surf in Dana Point California. John competed in the Access Surf-disabled surfing competition at Duke's off Waikiki for five years in a row and won his division this last year.

John was an amazement and an example to many. He was involved in wheelchair tennis, swimming and hand-biking and showed great sensitivity in water color painting. He did his best to make the wheelchair invisible to others.

Memorial services were held in his home town of Newport Beach and in Hawaii. His ashes were scattered in the Pacific off Balboa pier in Newport. There is also the John Ross-Duggan Tribute Page on Facebook.

*John and Therese Jimenez at the 1977 Salter Path Regatta in North Carolina*





**A MESSAGE FROM JOHN'S FAMILY:**

We would love for you to consider a donation in John's honor. In this way we can help to keep John's "Life-flame" alive.

The links below are directly related to surfing, one of the two passions John had for the water. The other is sailing, and we are working on a significant project for donations in this area. That being said, John directly impacted the two organizations below, helped found them or participated in them with all the passion he had for the water.

With much love and appreciation from John's family. Mahalo.



<http://www.accessurf.org/news/> click on DONATE NOW. Make sure you make note it is for the "John Ross-Duggan Memorial" Fund. Funds received will be used for this years competition at Duke's in Waikiki. John won his division this last year.

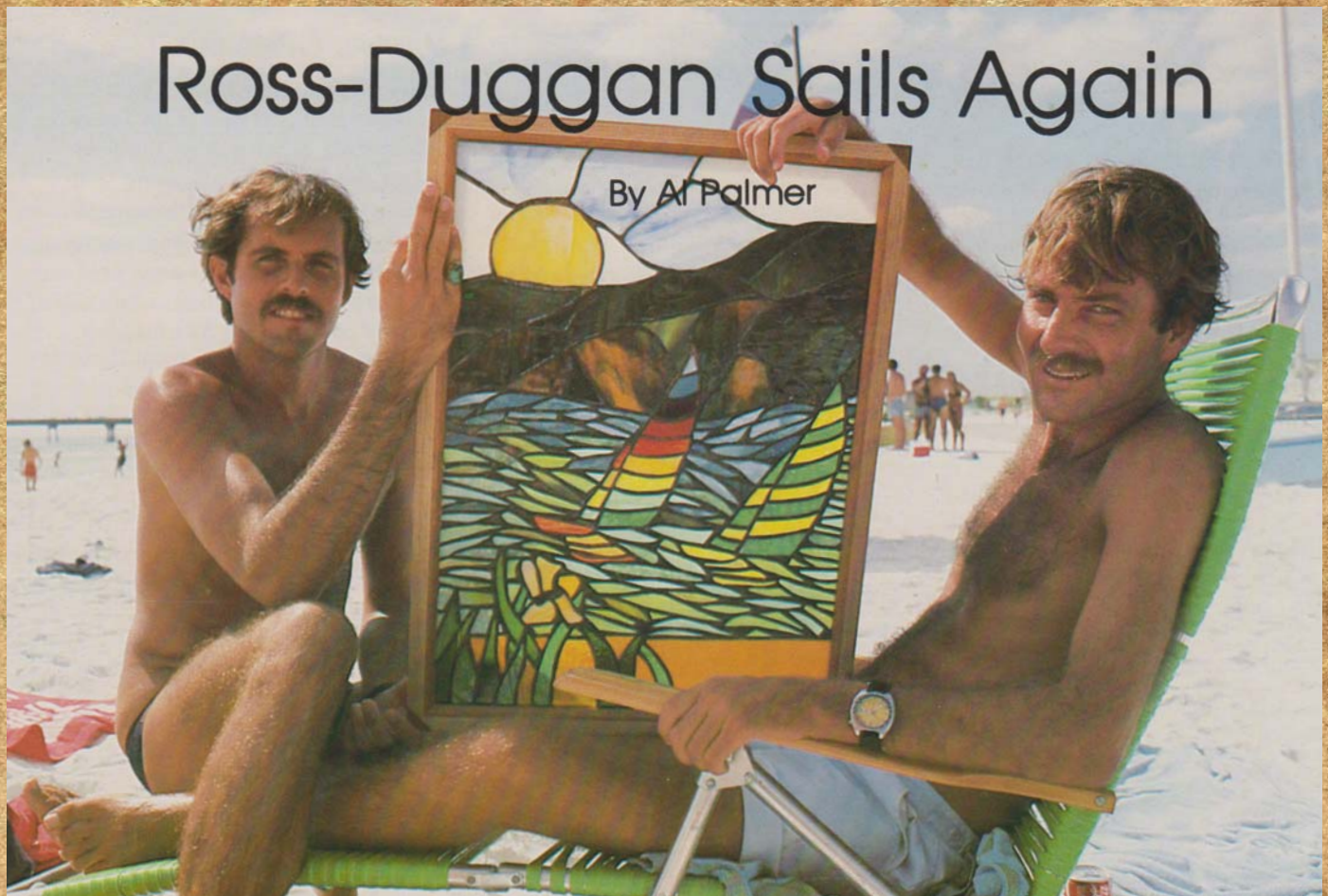
xsadaptive

<http://xsadaptive.com/66-2/> click on DONATE to donate directly to John's fund for "Spirited Performance & Watermanship, in the Adaptive Category of Surfing, called the "John Ross-Duggan Memorial Cup".





# WANTED:



## **MISSING National Championship Trophy**

Shown here in a photo from the November/December 1979 Hotline, the Hobie 16 Nationals Perpetual Trophy was created by John Ross-Duggan's adopted brother Nathaniel (Jay) Swan (left in the photo) and last seen in the early '80s. If you have any information on its whereabouts, contact [HCAHotline@comcast.net](mailto:HCAHotline@comcast.net).

# LESSONS IN CRISIS MANAGEMENT

By Joel Labuzetta, Junior Sailing Program Director at Severn Sailing Association  
From US Sailing's One-Design Newsletter, July 2012

*Editor's Note – The recent death of an America's Cup sailor has underscored the potential dangers of our sport and the requirement for event safety and crisis planning. The best way to deal with accidents is not to have them – prevention, which includes a safety plan. But accidents **do** happen, despite our best efforts to prevent them. When an accident happens, it's too late to develop a crisis plan. Key people need to know what to do and when to do it, without having to remember it. A binder with the plan should be easily accessible on shore, a copy should be on the signal boat, and all mark boats should have a single page (waterproof paper) with important numbers and procedures, like where to take an injured person to meet an ambulance.*

*While the following article addresses the crisis plan for a sailing club's junior program, many topics are germane to Hobie Class events. Start working on your plan by reading the questions on the facing page. Are you comfortable with your answers? If not, then your safety plan / crisis plan needs more work.*

***The Severn Sailing Association (SSA) in Annapolis, Md. has been hosting one-design racing events and running junior sailing programs for over a half-century.***

***On June 23, 2011, a 14-year-old girl participating in SSA's junior sailing program drowned when her Club 420 capsized and trapped her under the boat. This tragedy not only heightened the attention of safety procedures, protocol and equipment, but introduced more awareness for effective crisis management at sailing organizations around the world.***

***Joel Labuzetta, the Junior Sailing Program Director at SSA, has been immersed in crisis communications over the past year. After extensive research, and through the recommendations of US Sailing's report on the incident, Labuzetta has developed a complete crisis management plan for SSA.***

***Learn more about his experience with this tragedy and how SSA implements its crisis management plan:***

## **Preparation and Prevention**

Crisis management primarily has to do with preventative preparation for an accident. Since our sport inherently involves so many uncontrollable factors, it is important to be able to control as much of a situation as possible. In our case, having done this as much as possible prior to this tragedy was an important factor in how everyone at SSA responded during the crisis. My staff and I had a plan in place to deal with an emergency situation. We were properly trained, the plan was efficiently executed, but a sailor still drowned. I can't imagine having to tell someone that an accident could have been prevented and a tragedy was due to negligence or poor planning. Aside from the guilt associated with a preventable accident, there is also the issue of legal implications. I had always been aware of the seriousness of a liability lawsuit, but thinking of such a tragedy in personal terms regarding my responsibility to the families whose children sail in my program has made a very strong impression on me. I believe that it is the Junior Program Director's job to continually think through scenarios and to work out the best possible preparations. The benefits of preparation and prevention came up in response to many questions raised by last summer's tragedy.



## Consider These Questions for Crisis Management and Planning:

### Who contacts the family?

- The primary concern is for the family. Be sympathetic and supportive.
- Insist on having accurate contact numbers and e-mails, including emergency only numbers.
- Be honest and straightforward when speaking. Only state what you know to be true. Avoid speculating.

### What about classes for the day?

- Keeping other sailors insulated from emergency proceedings and personnel is an important consideration.
- If your emergency meeting/egress point is at your club, think about how this will affect your classes.

### Do you cancel the program?

- Consider the size of your program and the nature of the crisis to make this determination.
- Have board members or others available in person to answer questions when classes resume.

### How do you contact people and who does it?

- Have a method of mass-communication for your program.
- Assume that everything you write and say will be published. Again, stick to facts, do not speculate.
- Have a single point of contact for media. In our case this was Commodore Hal Whitacre. Hal drafted a widely publicized statement a few days after the accident.
- If you operate under a yacht club organization, contact your board of directors. They need to be in

the loop early and should be part of the response.

- Call your insurance agent immediately. Know who they are and have their phone number available.
- Know who your club's lawyer is and contact him/her.

### Who is liable?

- Have all staff record written statements immediately. Even those not directly involved may have useful information about what they saw, heard, and the timing.

### Ask yourself these questions:

- Were the coaches US Sailing Level 1 certified, including up-to-date First Aid and CPR?
- Were life jackets being worn?
- What was the class coach to sailor ratio?
- How quickly did the coach / emergency personnel respond?

### What happens to the staff and sailors?

- Ensure that the staff and sailors involved have a support structure available - family, friends, and loved ones.
- Have a counselor or psychologist / psychiatrist contact that can be made available.
- Bring in some outside people to help. Board members and parents can be particularly valuable -you will need people who are close to the situation but removed enough to think clearly.
- Different people will have different responses to stress and loss. Recognize that everyone will not react the same way, and that's OK.

*Do you have jumpers, dressed to go in the water to assist a sailor in need?*

*A safety boat cannot function properly with just the driver aboard. In this situation, where there wasn't a dire emergency, the safety boat was able to take on another person from the signal boat (where this photo was taken), so that they could continue to participate in the rescue.*

*Do you have enough safety / mark boats? The number will depend on the conditions (current and predicted) and the number of boats racing. If you don't have enough, don't call the sailors off the beach!*



# LESSONS IN CRISIS MANAGEMENT

Continues from previous page

Crisis management is about being prepared before the crisis. Know what your support structure is and be ready to use it. The stress following a tragedy is too much for one person to handle. Our response was a collaborative effort between our staff, Junior

and Senior Club boards, neighboring yacht clubs, and many other people who were working together, I am very grateful for the support I continue to receive, and hope that our experience can help other clubs be prepared to deal with a crisis.



ROXANNE FAIRBARN

*Do you have a plan for when someone is separated from their boat?*

*In big water, where locating a separated competitor is difficult, encourage competitors to wear a small VHF radio - and let them know what channel you are on - so they can facilitate their rescue.*

*On the safety boat, assign someone to point at the swimmer and keep them in view until the driver is able to get the boat oriented to pick them up.*

**HOBIE CAT®**

19-27th July 2013



**Hobie 14, Tiger, Wild Cat, Dragoon 2013 World Championship**



Photos de Pierrick Contin

**Trommünde**

# 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: **Christine Bradshaw**, [ctaha@hotmail.com](mailto:ctaha@hotmail.com)



# Midwinters West

by Barb Perlmutter and Dave Martin

Heading to Lake Mohave, NV this year was exciting. Not only because it is one of my favorite places to **sail** and **camp** and **see my friends** and **eat** and **drink**, but also because it was home to this year's Midwinter's West Regatta! That meant more folks from far away (Northern California,

On Friday morning we saw everyone's new toys: Mark Ashburn's enclosed boat/toy trailer, and the Porters' new RV. We also drooled over the Porters' and Wallaces' brand new straight-from-the-factory Hobie 16s (especially those red rudders!). After admiring the new boats, a few of us headed

and Team Fleet 51 assembled their new fleet shade tent (with logo across the top) and cooked up some great hash browns, ham, bacon, eggs, salsa, milk, OJ, you name it - they had it ... oh, yummm yummm I was definitely ready to hold the boat down with my full stomach if it blew on Saturday. The forecast looked daunting (wind gusts of 25+ later in the day!), but we got lucky and it held off, blowing a steady 10-12 until our five races were complete.

With all the boats off the beach by 11:11am and the course set, 17 boats checked in at the starting line for the first race. After a Race Committee hiccup, the 18s restarted and took off for the A-Mark, with everyone else in tow. The 16s, 17s, and 18s completed 2 laps, while the Wave chased them around one lap of the course.

An hour later, Race 2 was underway. The wind built for Race 3, with a few gusts up to 16, but the sailors were ready and (thankfully) the chase boats had no rescues or calls for assistance! With the wind picking up, we squeezed in two more races for the day (ending by 4pm), and then headed for shore in white-capped waves, while watching the kite-surfers fly through the air. With no protests (hooray!), the results were quickly posted, and the lying story-telling



ELLIE MARTIN

Southern California, Nevada, Utah, Arizona and Texas) were here to celebrate the beginning of the 2013 sailing season. Fleet 51 did a great job providing fun memories for participants and volunteers, especially with the nice black rash guard T-shirts that were included in their goodie bags.

out early to sail, work the kinks out, and get the feel for Lake Mohave.

The Friday night dinner and seeing friends was extraordinary. Fleet 51 (rallied by Clay Ostrom) really knows how to cook up some tasty corn beef sliders for a large group. Saturday morning's breakfast was one of the best in the West, if ya ask me. Rex Mitchell

began, as everyone re-sailed the races on the beach. Once again the steady winds of Lake Mohave lent themselves to the sailors for a fantastic day of racing for all who attended the event. The only bad thing on Saturday, that I too clearly remember, was seeing a dang yellow boat in front of us EVERY race on Saturday; Dave Martin and Jonesy were unpassable on their bright yellow H18! At the end of the day, they had five bullets under their belts.

Saturday night's dinner was tasty with Fleet 51 serving up another amazing meal. This time it was pulled pork with all the fixins'. Campfire songs and desserts topped off the evening under a clear sky with bright stars glowing above our heads. The desert sky was wonderful with Lake Mohave as its backdrop.

Sunday's breakfast was tasty with pancakes and eggs. Day 2 of racing the sailors woke to a sight not uncommon for the spring mornings on Lake Mohave: a lake of glass, not a breath of wind in site. We waited, speculated, wondered, and waited some more. At 11:00 the postponement flat went up and, naturally, the wind started to fill in! Finally at 11:45 the wind gods came through again bringing with them winds in the 7-12 mph range. 14 boats checked in for Sunday's races (12 H16s and 2 H18s). The close standings, added waiting around time, and extra cups of coffee led to a jumpy 16-fleet, who started the day with a General and then Individual Recall. Once they settled down, they followed the 18s around the course for 2 races in 8-10 mph winds.

In an effort to get everyone on the road to avoid that dreaded 'going home from Las Vegas traffic', the RC hit the beach at 2:10 pm and, with no protests (Hooray again!), posted final results soon after.

Large etched-glass mug trophies were handed out to our winners. Jeff Newsome and Michelle Eatough won the Hobie 16 class. Dave Martin and Jonesy cleaned up the Hobie 18 class. Stephen Acquart from Texas dominated with all bullets in the 17's. Utah Youth Sailor, Rocco Hevia, won the Wave class. Twelve year old Rocco was the youngest racing skipper, and is getting ready for Youth NACs in July/August!

Becky Ashburn was the PRO and we can not say enough about the professionalism she displayed in the skippers meetings. She organized the volunteers and chase boats, set and chose the courses, and handled the overall

race management. Her chase boat guys (Dustin and Richard) set all marks and lines perfectly, and her signal-boat team (Jeff, Clay, Annie, Diane) worked like a well-oiled machine during the starts and finishes. Becky, you did an outstanding job as our PRO. Thank You.

After packing up, we ventured up the six-mile dirt road leading west out of camp. The desert cacti were in full bloom, and the lake was bright blue in our rear-view mirrors. What a great weekend! We're anxious to return for more fun in the sun with Fleet 51!





**50** Hobie Cats descended on Ocean Springs Yacht Club for the “Hobie Mudbug Mid-Winter Mania,” otherwise known as Midwinters East. This was a three-day event this year, and OSYC rolled out the welcome mat! Races on Friday and Saturday morning were sailed in a fluky northerly, which died off mid-day Saturday until the sea breeze checked in, which allowed for three more races. Sunday was washed out with thunderstorms; packing up the boats was wet and wild! Thanks again, OSYC for being such great hosts - if you're ever on the Mississippi gulf coast, you need to check them out!



JUDI ALTMAN



JUDI ALTMAN



JUDI ALTMAN





by Quinn DeAngelis

## Puerto Peñasco

treated the Cinco de Mayo regatta with another extraordinary weekend with warm weather, light wind and a beautiful beach. A special thanks to the “one armed, one legged, one eyed” race committee for patching together eight great races and the beach committee for keeping us well fed and our dogs happy.

I also want to thank all of you for your kind support and encouragement you always give Ryan and Rachel. Raising kids is much harder than I would have ever thought and am so happy that they have you in their lives. They learned more from you in the last 48 hours than a month of school. A few shining examples of what you taught them:

1. Sometimes you need to forget the stresses of life and focus on getting your pile of strings around three floating balloons faster than your friends. And to forget the last time around and focus on the next one if you don't.
2. Why the “Dolphin Striker” should be more aptly named the “Dolphin Magnet” as it attracts the graceful creatures between the hulls during mid-race visits.
3. That the burrito lady's \$3 chorizo and eggs on the beach is better than the \$30 buffet at a resort.
4. How to find an octopus in the dark with a flashlight when the tide goes out and how much cooler it is than watching it on TV. Then learning that crabs and octopus don't belong in a bucket together.
5. The difference between mars, a satellite and the international space station moving across the clear sky.

# Cinco de Mayo



6. You can be fierce competitors on the water, even raising your voice when someone is barging or t-boning your boat and then give those same people a heartfelt embrace when saying goodbye.

7. How wonderful a mango-on-a-stick tastes after a long weekend in the sun.

In short, you are teaching them the Hobie Way of Life. My deepest thanks. See you at Cinco 2014.



**JOIN OR RENEW  
ON-LINE**

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



# 2013 Membership Form

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

## 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**

**c/o Matt Bounds**

**3798 Damas Dr.**

**Commerce Twp., MI 48382**

**248-980-7931**

*hobiemembership@gmail.com*

# Hobie®



## 2013 Hobie Cat Youth North American Championships

Huntington Lake, California  
July 30 – August 1

For more information contact:  
Event Chair Dafna Brown  
[dafnabrown@gmail.com](mailto:dafnabrown@gmail.com)

Team **WIND TOYS**  
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