



HOTLINE

SPRING 2014

VOLUME 43 NO. 1



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



18TH ANNIVERSARY RE-RELEASE

THE HOBIE 17 NORTH AMERICANS

JUNE 15-20, 2014

AN NCYC / HCANA PRODUCTION

Getting
BACK ←
is only
the beginning...



BACK ← TO THE NORTH CAPE

NOTICE OF RACE

Organizing Authority: Hobie Class Association of North America, hosted by North Cape Yacht Club.

Venue: North Cape Yacht Club, LaSalle, MI. Racing will be on Lake Erie.

Rules: The regatta will be governed by rules as defined by the 2013-2016 Racing Rules of Sailing. This will be an International Event, therefore, pursuant to the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 is deleted.

Classes: The regatta is open to the International Hobie Cat 17.

Eligibility: Per IHCA Class Rule 26, all competitors must be members of the Hobie Class Association.

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

Entries: \$250 early / \$300 late. Late registration applies after 5/31/2014. \$50 social package (three dinners). Individual dinner tickets available. Register through Regatta Network. www.regattanetwork.com

Measurement: Boats will be **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 pretested for non-compliance with the IHCA class rules.

Schedule

Sunday, June 15

10:00 AM - 6:00 PM - Check In / Registration at the venue

1:00 PM - Practice Racing

Monday, June 16

8:00 AM - 9:30 PM - Final Check In / Registration at the venue

10:00 AM - Competitors' meeting

11:30 AM - 1st warning signal

Tuesday - Thursday, June 17-19

Racing Continues - first warning TBA

Friday, June 20

Racing Continues - first warning TBA

2:00 PM - No warning signal after this time.

Trophies: Will be awarded at the awards dinner Friday evening.

Accommodations

Baymont Inn & Suites, Monroe, MI, 734-384-1600, Group Name: HOBIE CAT \$61.99/night, 12 double rooms, 3 kings on reserve, rate expires 5/15/2014
Camping available **on site for a nominal fee**. RVs / Campers **must** preregister.

Information: Matt Bounds (mbounds@comcast.net)





The Official Publication of the Hobie Class Association of North America

**SPRING 2014
VOLUME 43, NUMBER 1**

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HOTLINE

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

HOBIE CLASS ASSOCIATION HOTLINE
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thecommondenominator



We are coming out of a most interesting winter. For most of us, spring and the 2014 sailing season can't get here soon enough. As usual, many talented and dedicated individuals have teamed up to organize what should be some very memorable sailing and social events this year. Notably, this year's women's championship will be held on the Hobie

18. This change will be the first opportunity in many years to showcase the group of excellent women Hobie 18 sailors.

The original concept of Hobie racing was based on adding more fun and excitement to the sailing experience. The sailors' enjoyment and camaraderie was how the event and race structure was determined. The focus was on the sailors. Safety and a positive experience will continue to be the emphasis of our organizers and race officers. In order to further develop this concept, the Hobie Class and myself plan to promote some changes to the status quo.

First is the strong recommendation that we accept the use of sailing helmets. At the very least, the use of helmets by the youth sailors should be where we begin. The Hobie Class should set the standard for increased safety and concussion awareness. We all know someone who's been conked on the head by the boom during a race.

I would also like to encourage sailors to carry some sort of device (knife) or release mechanism that would aid them in freeing themselves when tangled or trapped underwater. Most of us have family or friends who have had close calls. Some of us knew people that have drowned. The recent death of a sailor during the America's Cup has shown that we should make this a priority.

To enhance safety and the competitor experience, I will be asking that the IHCA allow for a variance of the class rules that would allow the use of VHF radios by competitors while racing. The value of having the ability to contact emergency personnel and, in many cases, the ability to contact regatta personnel, has prevented serious and sometimes life threatening events. As the price of waterproof radios have dropped, VHF radio communication in other one-design classes has become the norm, not the exception. Race committees could define what level of safety monitoring would be available. The principal race officer could use the radio to convey various information while on the water - over early calls, course changes, postponement status, etc. The use of the radio as a tool to enhance the relationship between the race committee and competitor is one that I feel the Hobie Class needs to explore and develop.

The Hobie Class, since its inception, has been dedicated to the best interests and welfare of the sailor. With this in mind, I want to suggest that we once again set the standard for safety and cooperation within the sailboat racing community.

contents

features

- 16 It's Not Nice to Fool Mother Nature**
Hobie 16 / 18 North Americans
- 24 Expédition Mexicano**
Two guys, two Hobie 16s and one unforgettable adventure
- 28 Personal Profile**
An Interview with Shaun Ferry
- 34 How Plans Change When Things Go Sideways**
Peter & Laura's Excellent Adventure



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 From the Archives - **Annapolis Performance Sailing, The Worrell 1000**
 Mother Nature – **Eduardo Sylvestre, Cal Bridge**
 Mexican Adventure – **Jim Delzer**
 Personal Profile – **Shaun Ferry, Pierrick Contin**
 Sideways - **Roxanne Fairbarn, KIRO**
 Regatta Reports - **Hobie Fleet 514**

- columns** **12** **Just in Off the Wire**
News and Notes
- 15** **From the Archives**
A Worrell 1000 Flashback
- 38** **Regatta Reports**



- resources** **6** **2014 Regatta Schedule**
- 9** **2014 HCA Council Members and Contacts**
- 40** **2014 HCA Membership Application**

on the cover

Hobie 18s on the Galveston horizon

Photo by Eduardo Sylvestre



HOBIE MID-WINTER EAST OCEAN SPRINGS YACHT CLUB APRIL 4 - 6, 2014

NOTICE OF RACE

Organizing Authority: Hobie Class Association of North America,
hosted by Ocean Springs Yacht Club.

Venue: OSYC, Ocean Springs, MS

Rules: The regatta will be governed by rules as defined by the 2013-2106 Racing Rules of Sailing. This will be an International Event, therefore pursuant to the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 is deleted.

Classes: The regatta is open to all Hobie Cat One-Design classes. Starting Groups will be determined after all registrations have been received.

Eligibility: Per IHCA Class Rule 26, one crewperson on each Hobie Cat brand boat must be a 2014 Hobie Class Association member.

Insurance: Each team must show proof of \$100,000 USD liability insurance

Entries: Singlehanded - \$75 / Doublehanded - \$125. Register through Regatta Network. www.regattanetwork.com

Measurement: Boats will not be weighed or measured at the event. However, competitors are responsible for ensuring their equipment is class legal according to HCA Class Rules. During the competition any boat may be subject to inspection.

Trophies: will be awarded as soon as possible after last race on Sunday.

Accommodations: Gulf Hills Hotel (866) 875-4211.
Golden Nugget Casino (228) 435-5400
Travelodge Ocean Springs (228) 215-1144
Limited primitive RV parking and camping on-site for a modest fee

Information: Judi Altman - crzymnd@yahoo.com (228) 365-4169

SCHEDULE

Thursday, April 3, 2014

3:00 - 7:00 pm Check In/Registration
6:00 pm Welcome Party

Friday, April 4, 2014

9:00 am Breakfast at the Club/Registration
9:30 am Competitors' Meeting
11:30 am 1st Warning Signal
6:00 pm Buffet Dinner at Club - \$15/person

Saturday, April 5, 2014

9:00 am Breakfast at the Club
Racing continues - 1st Warning TBD
6:00 pm Dinner Party

Sunday, April 6, 2014

9:00 am Breakfast at the Club
Racing Continues - 1st Warning TBD
2:00 pm No Initial Warning Signal after this time



Hobie 2014

Lake Mojave, Nevada
Cottonwood Cove

Midwinters West April 11-13 Area Championship



NOTICE OF RACE

ORGANIZING AUTHORITY Hobie Class Association of North America/HCA Div. 2 and Hobie Fleet 51

RULES: The regatta will be governed by the rules as defined in the 2013-2016 Racing Rules of Sailing (RRS)

ADVERTISING: Advertising is allowed in accordance with RRS-80 and ISAF Advertising code (regulation 20). Boats maybe required to display advertising chosen and supplied by the organizing authority.

ELIGIBILITY AND ENTRY: This event is open to all class legal Hobie Cats. All crew must be 2014 HCA-NA members. Membership forms will be available at registration.

RACING SCHEDULE: Registration and check in will take place on 4/12/14 from 1300 to 1700. & 4/13/14 from 0800 to 0900. Practice races may be held in the afternoon of 4/11/13. This event will have 2 days of racing (4/12 & 4/13) with the objective of 3-5 races per day back to back. First warning signal will be at 10:00 on 4/12.

REGISTRATION FEES: All boats Pre-registration by March 15 - \$70.00. Late registration \$100.00. To register go to www.Regattanetwork.com Must be registered by 3/15/14 to avoid late fees

SOCIAL SCHEDULE: Welcome party and dinner on 4/11 at 1800. Dinner on 4/12 also at 1800. Breakfast to be served on 4/12 & 4/13 time to be announced

MEASUREMENT: Boats will not be weighed at this event. Competitors are responsible for insuring their equipment is class legal. Crew members will be weighed in accordance with the class rules. During competition any boat may be subject to inspection.

SAILING INSTRUCTIONS: The sailing instructions will be available at registration.

VENUE: On Lake Mohave based out of Six-Mile Cove. Dirt road conditions have dramatically improved from previous years.

INSURANCE: Each participating boat shall have 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: This event has no host hotel. Dry camping only.

ALTERNATE ACCOMMODATIONS: Cottonwood Cove Resort & Marina 702-297-1464 (10 mi. from regatta site) or El Ray Motel (702) 297-1144 located in Searchlight NV (13 miles from regatta site).



FLEET 51

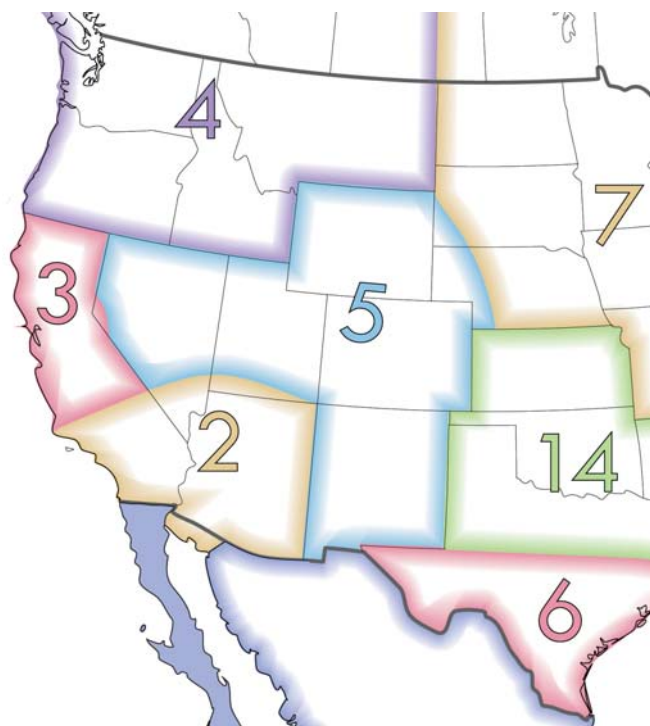
Team
LAS VEGAS

Est. 1972



DIVISION 4

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------------------|-------------------|--|-------------------------|--|
| 95 | May 10 | Hobie 101 / Hobie 102 Sail Sand Point, Seattle, WA | Jerry Valeske | 425-432-7749 gvaleske@verizon.net |
| 95 | May 16-18 | Seattle NOOD Regatta Seattle, WA (F18s) | | www.sailingworld.com/nood_regatta |
| COSA | May 17-18 | Spring Time Regatta Kelowna, BC | Gillian Thomson | 250-764-1104 cosa@okanagan.net |
| 95 | May 31- June 1 | Splash Regatta Kirkland, WA | Peter Nelson | 206-992-6637 nelson.peter1@live.com |
| EYC | June 14-15 | Living on the Edge Regatta Fern Ridge, OR | Roeland Kapsenberg | thekapsenbers@comcast.net |
| 214 | June 14-15 | Jericho Classic Vancouver, BC | Benoit Sonrel | 604-787-4017 bsonrel@yahoo.com |
| HCANA Div 4 COSA | June 26-29 | Hobie 18 Women's / 16 Trapseat North Americans Kelowna, BC | Gillian Thomson | 250-764-1104 cosa@okanagan.net |
| 72 | June 28-30 | Youth Clinic - How to Sail Location TBD | Tim Webb Kelly Havig | swimmertim@yahoo.com khavig@clearwire.net |
| 95 | July 4-6 | Guest Expert Clinic Location TBD | Laura Sullivan | 425-432-7749 mslauras@hotmail.com |
| 95 | Aug 1-3 | Northwest Area Championships Location TBD | Al Jones | 360-249-3388 atkjones@century.net |
| 72 | TBD | Smoke on the Water Skamokawa, WA | Jim Wood | 360-892-3813 jwood5star@gmail.com |
| 72 | Aug 23-24 | Harrison Regatta Harrison Hot Springs, BC | Paul Evenden | 604-816-3043 pevenden@telus.net |
| 72 | Sept 6-7 | Lake Chelan Regatta Chelan, WA | Mark Sele | 509-670-6898 teamsele@charter.net |



DIVISION 3

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|-----------------------|------------|---|----------------|---|
| 259 | April 5-6 | Hobie Days Regatta Avila Beach, CA | Tom Sinnickson | 415-505-0079 tsinnickson@gmail.com |
| 240 SCYC | May 3-4 | Kick-Off Santa Cruz, CA | Dwight Manning | 408-229-9303 dwight916@earthlink.net |
| 20 | May 17-18 | Wet & Wild Regatta Woodward Reservoir, CA | Mike Little | 209-640-3755 mlmm@clearwire.net |
| 281 | June 7-8 | Round Treasure Island Alameda, CA | Bill Boyd | keboyd_4@yahoo.com |
| 62 FYC | June 21-22 | Commodore's Classic Huntington Lake, CA | Sean Tomlinson | 559-284-0165 h16@comcast.net |
| Div 3 | July 4-6 | Otter Regatta Monterey Bay, CA | Steve Boese | lakecat1620@yahoo.com |
| 20 | July 19-20 | Union Valley Fun Regatta Union Valley, CA | Mike Little | 209-640-3755 mlmm@clearwire.net |
| 62 FYC | Aug 2-3 | Mile High Regatta Huntington Lake, CA | Sean Tomlinson | 559-284-0165 h16@sbcglobal.net |
| HCANA Div 3 FYC | Aug 4-8 | Hobie 18 / 20 / Tiger / Wildcat North Americans Huntington Lake, CA | Scott Erwin | 805-610-7812 wscotterwin@yahoo.com |
| SBYC | Aug 16-17 | Wine & Roses Regatta North/South Challenge Santa Barbara, CA | Steve Leo | 562-547-9092 steve@infocuspromo.com |
| 418 | Aug 30-31 | Redwood Fun Regatta Eureka, CA | Mike Marriott | 707-444-5070 simon7126@sbcglobal.net |
| 281 | Sept 6-7 | Shark Feed Bodega Bay, CA | Bill Boyd | 707-799-6826 keboyd_4@yahoo.com |
| RYC | Oct 4-5 | Division 3 Champs Richmond, CA | Gene Harris | 510-612-2036 gene@pedrick.org |
| 281 CPYC | Oct 18-19 | Coyote Point Fun Regatta Eureka, CA | Bill Boyd | keboyd_4@yahoo.com |

DIVISION 2

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|-------------------|--|-----------------|--|
| 88 | Mar 22-23 | McCulloch Cup Regatta Lake Havasu, AZ | Rex Miller | 760-801-4968 rextreme99@hotmail.com |
| 51 | April 12-13 | Midwinters West Lake Mojave, NV | Fleet 51 | lvfleet51@gmail.com |
| 66 | May 3-4 | Cinco de Mayo Puerto Peñasco, MEX | Bill Feil | 480-818-0494 bfeilaz@hotmail.com |
| 941 | May 17-18 | Sand Hollow Classic St. George, UT | Raul Hevia | 435-634-8106 raulh7814@msn.com |
| ABYC | May 24-25 | Memorial Day Regatta Long Beach, CA | Alamitos Bay YC | abyc.org |
| 4 | May 31- June 1 | San Diego Classic San Diego, CA | Rex Miller | 760-801-4968 rextreme99@hotmail.com |
| ABYC | July 19-20 | ABYC Multihull Invitational Long Beach, CA | Alamitos Bay YC | abyc.org |
| 62 FYC | Aug 2-3 | Mile High Regatta Huntington Lake, CA | Sean Tomlinson | 559-284-0165 h16@sbcglobal.net |
| SBYC | Aug 16-17 | Wine & Roses Regatta North/South Challenge Santa Barbara, CA | Steve Leo | 562-547-9092 steve@infocuspromo.com |
| ABYC | Aug 30-31 | Labor Day Regatta Long Beach, CA | Alamitos Bay YC | abyc.org |
| 434 | Sept 6-7 | Lake Arrowhead Regatta Lake Arrowhead, CA | Chris Dunn | 909-336-6769 dunndl@charter.net |
| 434 | Sept 21-22 | Big Bear Lake Big Bear, CA | Chris Dunn | 909-336-7679 dunndl@charter.net |
| 514 | Oct 11-12 | Piñata Regatta Puerto Peñasco, MEX | John Eger | jeger@cox.net |
| ABYC | Nov 22-23 | Turkey Day Regatta Long Beach, CA | Alamitos Bay YC | abyc.org |

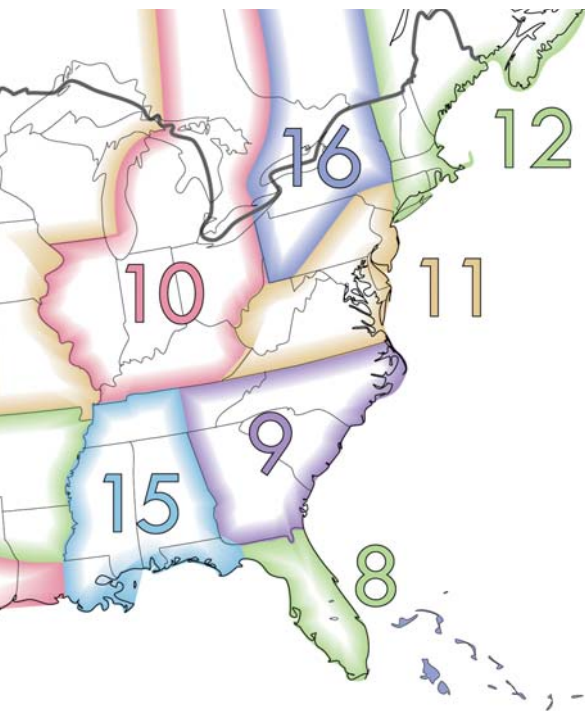
REGATTA LEGEND:

Points Regatta

Area Championship

Non-Points Regatta

North American Championship



DIVISION 5

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|-------------------|---|---------------|--|
| DSA | May 17-18 | Rocky Mtn. Shootout & Hornblower Regatta Cherry Creek Resv., CO | Curtis Rist | 303-779-2631 FinnUS830@gmail.com |
| 50 | May 31- June 1 | Prairie Winds Boyd Lake, Loveland, CO | Renee Galvin | renee@djcpa.com |
| 61 | June 7-8 | ReUnion Regatta Union Res., Longmont, CO | Ann Bochman | absailin@gmail.com |
| 61 | July 12-13 | Tropical Dreams Regatta Lake McConaughy, NE | Ann Bochman | absailin@gmail.com |
| 61 | Aug 8 | Hobie Fun Day W/Craig Hospital Cherry Creek Res, Denver | Max Hinneberg | Hinneber@JM.com |
| 156 | Aug 16-17 | Glendo Fun Day Glendo Reservoir, WY | Stuart Hill | 307-265-6782 boarderstu@bresnan.net |
| 61 | Aug 29 | Long Distance Race Lake McConaughy, NE | Renee Galvin | renee@djcpa.com |
| 61 | Aug 30-31 | Mac Attack Lake McConaughy, NE | Renee Galvin | renee@djcpa.com |

DIVISION 6

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|-------------|--|---------------|----------------------|
| 108 | Mar 29-30 | Ideas of March Regatta Lake Somerville, TX | Joe Monosmith | jmon@gvtc.com |
| 64 | April 26-27 | Hill Country Regatta Lake Buchanan, TX | Jim Casto | jcasto@sbcglobal.net |
| 108 | May 17-18 | Longneck Regatta Canyon Lake, TX | Joe Monosmith | jmon@gvtc.com |
| 8 | Aug 9-10 | Wayward Winds Regatta Galveston, TX | Kurt Peters | kurtp69@gmail.com |

DIVISION 7

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|-------------------|--|--------------|---|
| 297 | May 31- June 1 | Point for Points Lawrence, KS | Ron Holm | 913-284-6571 ronholm@hotmail.com |
| 475 | June 7-8 | Hobie 17 Divisionals Storm Lake, IA | Andy Larson | 712-661-9236 larsona@iw.net |
| 475 | June 28-29 | Storm Chaser Regatta Storm Lake, IA | Andy Larson | 712-661-9236 larsona@iw.net |
| 52 | July 12-13 | BEYC Regatta Green Lake, MN | Ted Jagger | 651-429-1950 jaggerted@msn.com |
| 291 | Jul 26-27 | Lewis & Clark Lake Yankton, SD | Dave Rice | 402-639-4361 mdrice3@cox.net |
| 84 | Aug 8-10 | Saylorville Regatta (8th Youth Big Creek) | Roger Taha | 515-262-9497 rtaha@mchsi.com |
| 10 | Aug 23-24 | Clear Lake Regatta Clear Lake, IA | Steve Brewer | 319-240-7826 steve.d.brewer@usbank.com |
| 297 | Sept 6-7 | Division 7 Championships Lawrence, KS | Ron Holm | 913-284-6571 ronholm@hotmail.com |

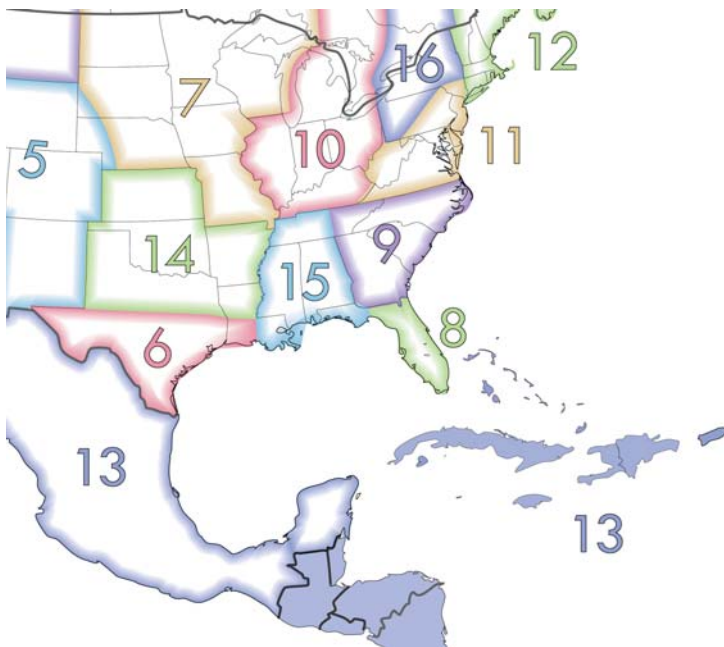
DIVISION 10

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|------------|--|-------------|-------------------------------------|
| CRAM | May 17-18 | CRAM / CSYC Regatta I Crescent Sail YC, Detroit | | www.cramsailing.org |
| CRAM | June 7-8 | Caseville I Regatta Caseville, MI | | www.cramsailing.org |
| HCANA 276 | June 15-20 | Hobie 17 North Americans LaSalle, MI (North Cape YC) | Matt Bounds | 248-980-7931 mbounds@comcast.net |
| NCYC | June 21-22 | North Cape Regatta NCYC, LaSalle, MI | | www.cramsailing.org |
| CRAM | July 12-13 | Caseville II Regatta Caseville, MI | | www.cramsailing.org |
| CRAM | Jul 26-27 | Muskegon Regatta Muskegon, MI | | www.cramsailing.org |
| CRAM | Aug 16-17 | Charlevoix Regatta Charlevoix, MI | | www.cramsailing.org |
| CRAM | Sept 6-7 | Tawas Regatta Tawas, MI | | www.cramsailing.org |
| CRAM | Sept 20-21 | Higgins Lake Regatta Roscommon, MI | | www.cramsailing.org |
| CSYC | Oct 4-5 | CRAM / CSYC Regatta II Crescent Sail YC, Detroit | | www.cramsailing.org |

DIVISION 14

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|-------------------|---|---------------------------|---|
| 131 | May 3-4 | Daggerless Regatta Lake Hefner, OKC, OK | John Mork Phil Collins | 405-373-1856 collinshobie20@aim.com |
| 23 | May 17-18 | Corinthian Heritage Cup Dallas, TX | Kevin Marple | 214-616-2892 kevin@kevinmarple.com |
| 23 | May 24-25 | 41st Mid Americas DCYC, Lk Lewisville, Lewisville, TX | Laurie Cronan | 972-814-9070 LaurieCronan@gmail.com |
| 297 | May 31- June 1 | Point for Points Clinton Lake, Lawrence, KS | Ron Holm | 913-284-6577 ronholm@hotmail.com |
| 251 | July 19-20 | Okie State Champs Lk Lawtonka, Lawton, OK | Jimmie Smith | lawtonkarvpark@tds.net |
| 297 | Sept 6-7 | Frayed Knot Clinton Lake, Lawrence, KS | John Eaton | 785-748-0100 sailflatlands@gmail.com |
| 25 | Sept 20-21 | Tulsa Cat Fight Keystone Lake, OK | Kenny McIntosh | 918-232-7919 kmcintosh@rmi.net |

2014 regattaschedule



DIVISION 15

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|----------------|------------------|--|-------------------------|---|
| 70 OSYC | April 3-6 | Midwinters East Ocean Springs, MS | Judi Altman OSYC | crzymnd@yahoo.com 228-365-4169 |
| 70 | April 26-27 | 1699 Regatta Ocean Springs, MS | Joe Procreva OSYC | www.osyc.com |
| 70 | Aug 30-31 | Katrina Regatta Ocean Springs, MS | Joe Procreva OSYC | www.osyc.com |
| 70 | Oct 25-26 | Shearwater Regatta Ocean Springs, MS | Joe Procreva OSYC | www.osyc.com |

DIVISION 9

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|------------|---|------------------|-------------------------|
| EMSA | May 10-11 | Bare What You Dare Seneca, SC | Rick Harper | rmharper@bellsouth.net |
| 32 | May 17-18 | Sail the Bay Virginia Beach, VA | Carter Paradis | carterparadis@yahoo.com |
| JIYC | June 14-15 | James Island Regatta Charleston, SC | Nick Bostic | nwbostic@gmail.com |
| 32 | Aug 30-31 | Chesapeake Challenge Virginia Beach, VA | Carter Paradis | carterparadis@yahoo.com |
| LWSC | Oct 11-12 | Indian Summer Regatta Lake Waccamaw, NC | Philippe Laurent | pbl@ideos.com |

POINTS RESULTS GO TO:
HOBIESCORES@YAHOO.COM

REGATTA LEGEND:

Points Regatta

Area Championship

Non-Points Regatta

North American Championship

DIVISION 16

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|------------|---|------------------|------------------------------------|
| 204 NAF18 | May 17-18 | 38th Madcatter Syracuse, NY | Tom Korz | tkorz@twcny.rr.com |
| 204 | June 14-15 | Come Sail With Us Day! Syracuse, NY | Theresa Straigis | therese.m.straigis@gmail.com |
| OYC | June 28-29 | Oswego YC Regatta Oswego, NY | Adam Atherton | adamnrosie@yahoo.com |
| 183 | Aug 2-3 | Pre-Pan Am Regatta Toronto, Ontario | Dan Borg | 416-254-8882 dborg@toyota.ca |
| CYC | Sept 13-14 | Canandaigua Multihull Canandaigua, NY | Sue Bennett | 585-469-6161 sharkoops5@aol.com |

DIVISION 11

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---------------------|----------------|---|--------------|---|
| 54 | May 3-4 | Gunpowder Regatta Gunpowder, MD | Dan Flanigan | 410-821-6761 dfp135@msn.com |
| 250 | May 31- June 1 | Sandy Hook Regatta Atlantic Highlands, NJ | Greg Raybon | 732-747-4327 graybon@verizon.net |
| SAYC | June 7-8 | Shore Acres YC Regatta Shore Acres, NJ | Garret Hogan | 732-778-7960 ghogan@dsant.com |
| RHYC | June 21-22 | Rock Hall YC Regatta Rock Hall, MD | Harry Murphy | 610-717-8207 harrymurphy@yahoo.com |
| 250 | July 5-6 | Statue of Liberty Race Atlantic Highlands, NJ | Greg Raybon | 732-747-4327 graybon@verizon.net |
| HCANA Div 11 250 | July 9-12 | Hobie 16 Youth / Wave / 14 North Americans Atlantic Highlands, NJ (SHBCC) | Greg Raybon | 732-747-4327 graybon@verizon.net |
| 416 | July 19-20 | Barnegat Breezer Barnegat Bay, NJ | Tom Burnley | 610-389-2605 Tom.Burnley@comcast.net |
| 54 | Jul 26-27 | Special Olympics St. Marys, MD | Dan Flanigan | 410-821-6761 dfp135@msn.com |
| 250 | Aug 2-3 | Blue Water Regatta Sandy Hook, NJ | Greg Raybon | 732-747-4327 graybon@verizon.net |
| 443 | Aug 23-24 | Spray Beach Spray Beach, NJ | Ron LaPorta | 610-384-8443 ronlaporta@verizon.net |
| 106 | Sept 6-7 | Fall Classic Rehoboth Beach, DE | Bill Colgan | 302-475-9083 hobie106@speakeasy.net |
| HCANA Div 11 | Sept 21-26 | Hobie 16 North Americans Lewes, DE (Lewes YC) | Rich McVeigh | 301-526-6046 mcveigh.rich@gmail.com |

DIVISION 8

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|------------|-------------|---|---------------|--|
| CHYC | Feb 6-9 | Charlotte Harbor Regatta Punta Gorda, FL | Brian Gleason | gleason@sun-herald.com 941-206-1133 |
| 5 GYC | April 25-27 | GYC Multihull regatta Gulfport, FL | Geoff Hartman | 2014.0425.GYC.MH@gmail.com |
| 45 | May 24-25 | Kelly Park River Regatta Merritt Island, FL | Mike Nulf | 321-604-2650 mnulf@cfl.rr.com |
| 80 | June | Summer Sizzler Daytona Beach, FL | | www.fleet80.com |
| LESC | October | Wildcat Regatta Lake Eustis, FL | | lakeeustissailingclub.org |

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Hobie Cat Company
www.hobiecat.com

Hobie Cat Community Forums
www.hobiecat.com/forums



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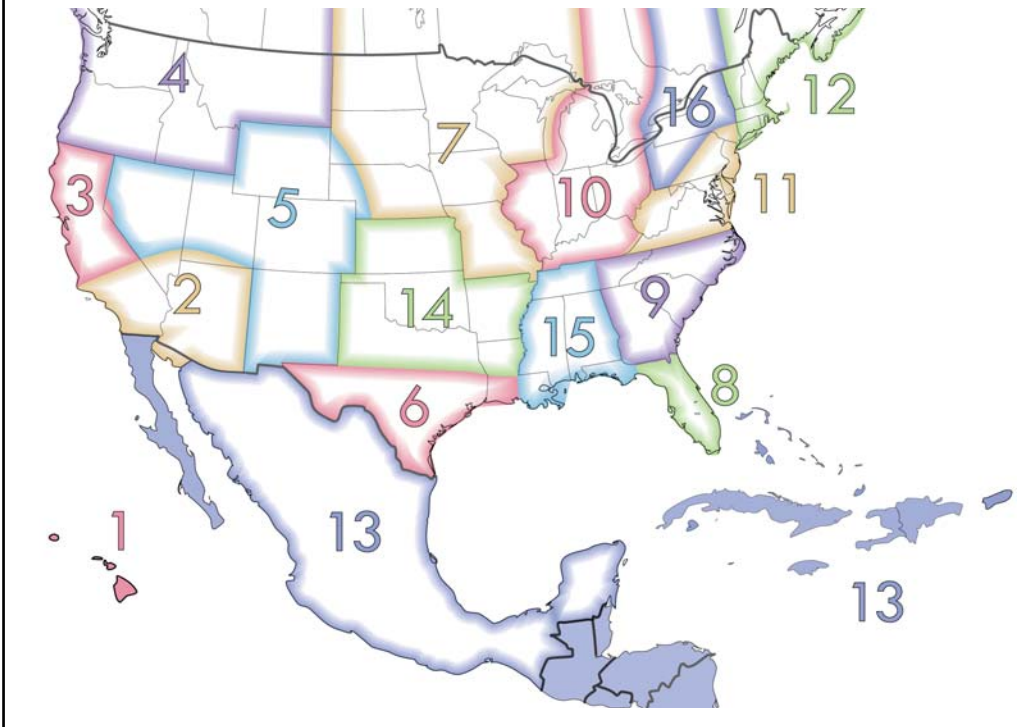
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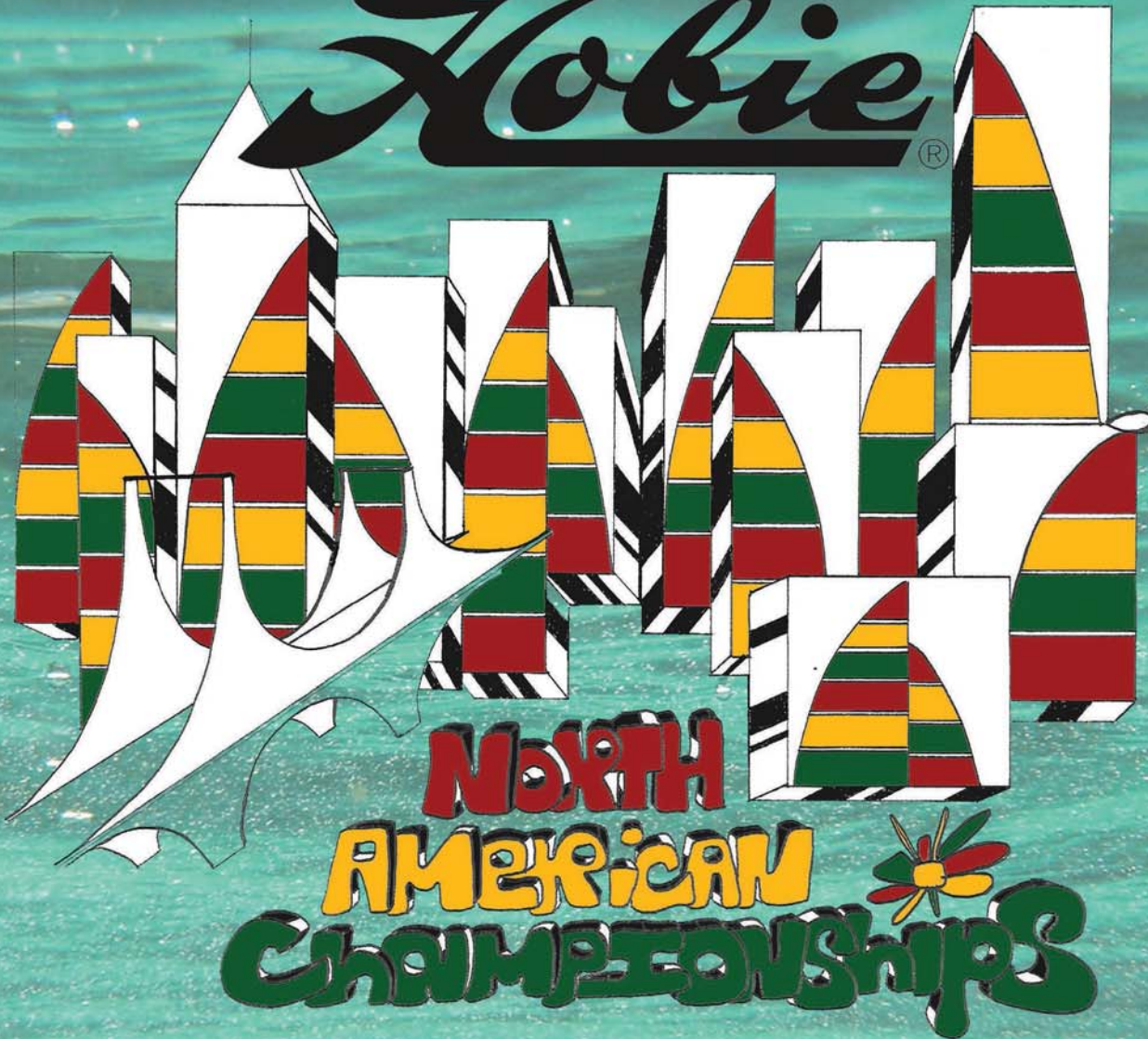
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Hobie®



JULY 9th - 12th, 2014 | Sandy Hook Bay Catamaran Club, Atlantic Highlands, NJ

Notice of Race

Organizing Authority: Hobie Class Association of North America, hosted by the Sandy Hook Bay Catamaran Club | Hobie Fleet 250.

Venue: Sandy Hook Bay Catamaran Club, Atlantic Highlands, NJ. Racing will be on Sandy Hook Bay.

Rules: The regatta will be governed by the rules as defined by the 2013-2016 Racing Rules of Sailing.

Classes: The regatta is open to the Hobie 16 Youth Class, the Hobie Wave Class and the Hobie 14 Class

Eligibility: Per IHCA Class Rule 26, all competitors must be members of the Hobie Class Association. For the Hobie 16 Youth class, all competitors must be under the age of 21 on July 10, 2014. This modifies IHCA General class Rule 17.7(a) and 17.7(b).

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

Entries: Hobie 16 Youth, \$300 early | \$350 late, Hobie Wave and 14, \$200 early | \$250 late. Late registration applies after 6/10/2014. Register through Regatta Network. www.regattanetwork.com

Measurement: 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 IHCA class rules. During the competition any boat may be subject to inspection and or protested for non-compliance with the IHCA class rules.

Schedule:

Wednesday, July 9
10:00 AM - 6:00 PM Check in/Registration
12:00 PM - Clinic | Practice Racing

Thursday, July 10
8:00 - 9:30 - Final Check in/Registration
10:00 AM - Competitors meeting
11:30 AM - 1st warning signal

Friday, July 11
Racing continues, first warning TBA

Saturday, July 12
Racing Continues - first warning TBA
2:00 PM - No warning signal after this time.

Trophies: Will be awarded at the awards dinner Saturday evening

Accommodations: Camping available on site, free. RV | Campers must pre-register (please email: graybon@verizon.net) Hotel: TBA

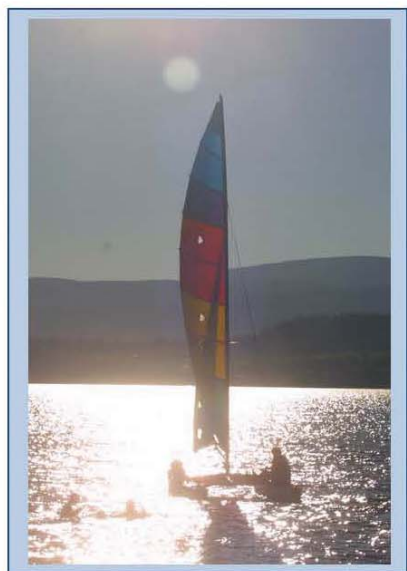
Youth Grants: Applications for youth grants are to be submitted no later than May 1st to Chris Bradshaw at hobieyouth@gmail.com (for more information on The HCA Youth Grant program visit www.hcana.hobieclass.com)

Borrowed Boats: A limited number of borrowed or charter boats are available. Additional fees and/or a deposit may be required. Contact Mark Modderman for details (maudes@comcast.net, 732-859-2695)

Information: Greg Raybon (graybon@verizon.net, 732-939-5414) and www.fleet250.org



2014 Hobie 18 Women's North Americans, & 2014 Hobie 16 Trapseat North Americans



CONTACT INFORMATION

Gillian Thomson

Central Okanagan Sailing Assoc.
4220 Hobson Road, Kelowna, BC
CANADA V1W 1Y3

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Cell Ph. +1 250-826-1104

Fax: +1 250 764 5162

Email: cosa@okanagan.net

Website: www.cosa.bc.ca

VENUE

Kelowna, BC, is situated on Lake Okanagan in south/central British Columbia. Racing is adjacent to the Central Okanagan Sailing Association

ACCOMMODATIONS

Please see the event website for options

*We are racing in Canada.
Please join us in June 2014!!*



NOTICE OF RACE

Training Camp: June 26, 2014

North American Championships: June 27-29, 2014

Kelowna, British Columbia, CANADA

Organizing Authority: Hobie Cat Association of North America (HCANA) and Central Okanagan Sailing Association (COSA)/Fleet 263.

Rules: this event will be governed by the Racing Rules of Sailing 2013-2016 and the IHCA Trapseat Guidelines for the Hobie 16. See P. 36 - <http://www.borresen.com/userfiles/file/Klasseregler/hcat-cr-2009-2012.pdf>

Advertising: boats may be required to display advertising chosen and supplied by the organizing authority.

Eligibility: the ISAF Competitors Eligibility Code applies. All crew must be 2014 members of HCANA or other National Hobie Class Associations. http://www.hcana.hobieclass.com/default.asp?Page=4165&MenuID=ABOUT_/10817/3027/ Hobie 16s with Trapseats open to men and women (helmsperson shall be disabled; classification shall not be required).

Insurance: each participating boat shall have current third party liability insurance with a minimum coverage of \$100,000.

Equipment: all boats must comply with Hobie standards. Trapseats are available at no cost from the organizing authority. Boats will not be weighed at this event. Competitors are responsible for ensuring their equipment is HCA Class Legal. During the competition any boat may be subject to inspection. Crew members will be weighed in accordance with the class rules.

Registration: racing fee \$250 CAN/\$225 USD if paid by June 1, 2014. \$275 CAN/\$250 USD thereafter. Social Packages \$110 CAN/\$100 USD. Registration includes 3 meals per day starting Thursday night to Sunday lunch following racing. On-line registration <http://www.cosa.bc.ca>

Sailing Instructions: Sailing Instructions will be available at on-site registration.

Schedule:

Thursday, June 26th, 2014

Registration - 8:00 am – 5:00 pm

Training Camp - 10:00 am – 3:00 pm

Friday, June 27th, 2014

Registration - 8:00 am – 9:00 am. Introductions – 9:30 am

10:00 am - First Warning Signal

Saturday and Sunday, June 28-29, 2014

10:00 am - First Warning Signal

Trophies: prizes will be provided for skipper & crew of all registered boats.

Charter Boats: information is available on the event website.

Transportation: Kelowna International Airport (YLW) is 1 hour flying time and approximately 5-7 hours driving time from Vancouver and Seattle. COSA is 20 minutes from the airport. www.tourismkelowna.com

justinoffthewire

News and Notes

Hobie 16 Euro Sails Now in Available in North America

By popular demand, Hobie Cat Co. has brought in a selection of Hobie Cat Europe H16 sail colors for distribution in North America. They selected a number of sails from European Championships and some very unique current Hobie Cat Europe sail offerings. You will see sails similar to Tequila Sunrise and some very custom full-sail screen printing.

These sails have the same Hobie 16 specifications and are class legal, but have different hardware and finish. Some jibs have Velcro batten tension features (race jibs). All event sails were used at their described (by part description) European Championship events. Limited to stock on hand. Not available for export.

Many of the patterns sold out quickly; these patterns are what is currently in stock and are sold as sets only:

Hobie Cat and American Sailing Association Form Partnership to Promote Sailing Worldwide

The American Sailing Association (ASA) and Hobie Cat Company are proud to announce their worldwide partnership, the goal of which is to attract a new and enthusiastic wave of sailors into the sport. Hobie has partnered with ASA for this project to grow the sport of sailing. The catalyst will be the global excitement for sailing generated by ORACLE TEAM USA's spectacular come from behind America's Cup victory, a targeted sailing education program developed by ASA, and a special edition Hobie catamaran. The announcement was made by Hobie's Director of Marketing, Dan Mangus, at the Salon Nautique International de Paris. The "concept boat" for this endeavor, with its distinctive black hulls and logoed sail will be displayed in the Hobie booth as the flagship of this project.

The new boat will be the first in a series of special edition ASA/Hobie catamarans designed with the dual purpose of making it easy to learn as well as appealing to those youth and young adults attracted to the speed and performance of multihulls. The boats will be offered by Hobie Cat sailboat dealers worldwide starting in 2014 concurrent with the ASA's rollout of its new educational program featuring the new boat. "As with any sport, there always needs to be massive efforts by our industry to get new participation into sailing," commented Dan. "Our new partnership with ASA is Hobie's contribution to this endeavor. Our whole team is enthused about sharing our passion for sailing."



←
MOV16030040
H16 Main/Jib
Palma Euro 2013
MSRP \$1,579.00

⇒
MOV16030360
H16 Main/Jib Euro
2010
MSRP \$1,079.00



“Sailing’s image got a dramatic face lift during the recent America’s Cup competition in San Francisco. With foiling catamarans and global TV exposure it created an incredible opportunity to widen the sport’s reach at its very foundation –the new sailor. Now, Hobie and ASA are poised to further broaden the impact of the America’s Cup in a very fundamental way – by growing the sport,” noted two-time America’s Cup winner, Peter Isler, cofounder of ASA and a member of the ASA’s Board of Directors.

The education arm of the partnership will be a new educational program that will be featured at ASA schools. ASA’s catamaran program will also be available for use by sailing and yacht clubs around the world.

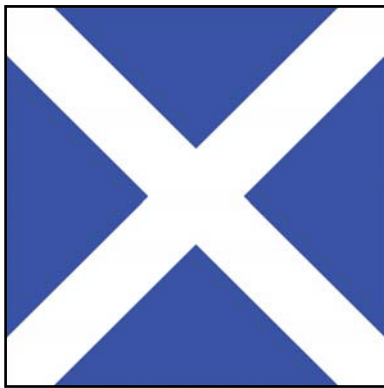
“Over the past 30 years the ASA has certified over 400,000 people through our education program that is offered at over 300 professional sailing schools worldwide. The recent America’s Cup exposed the world to the excitement of multihull sailing. We saw an opportunity to work with Hobie to build on that excitement to bring a whole new group of sailors into our great sport,” says Cindy Shabes, President of the ASA.

For more information:
 American Sailing Association
www.asa.com
 5301 Beethoven Street, Suite #265
 Los Angeles, CA 90066
 (310) 822-7171
info@asa.com



Penalty Turns

This is an “M” flag:



In the Racing Rules of Sailing, in the Race Signals section (the inside back cover if you have the US Sailing edition of the RRS), code flag “M” means:

The object displaying this signal replaces a missing mark.

So if you see a boat flying this flag, treat the boat as if it were a mark. Simple, right?

www.hcana.hobieclass.com

| | | |
|---|---|---|
| STARTING SEQUENCE WARNING 1 SOUND 5 minutes to start CLASS FLAG CLASS FLAG DISPLAYED A description of the class flag will be found in the sailing instructions. | START RECALLS INDIVIDUAL 1 SOUND Returns displayed until all clear or 4 MINUTES, whichever is first. | GENERAL 2 SOUNDS RETURN TO START removed on 1 SOUND 1 MINUTE before next warning signal. |
| PREPARATORY 1 SOUND 4 minutes to start PREP FLAG DISPLAYED P flag - No starting penalties RACING RULES APPLY | STARTING PENALTIES CLASS FLAG CLASS FLAG RRS 30.1 FLAG RULE If over early within 1 min. prior to start, must go around line end to start. | RRS 30.2 BLACK FLAG If over early within 1 min. prior to start, disqualified without a hearing. |
| PREP FLAG REMOVED 1 LONG SOUND 1 minute to start CLASS FLAG | COURSE CHANGE MULTIPLE SOUNDS The position of the next mark has been changed to: Further Away Nearer Past Starboard A description of the change mark will be found in the sailing instructions. | SHORTEN COURSE 2 SOUNDS FRONTING LINE SHALL BE: (at a rounding mark, between the mark and a staff displaying flag S (shown above)) All at a line boats are required to cross at the end of each leg, that line (S) at a gate, between the gate marks. |
| POSTPONEMENT 2 SOUNDS Races not started are postponed. Remove on 1 SOUND, 1 MINUTE before new warning signal. ALTERNATE FORMS OF POSTPONEMENT: Further signals where: No more racing today. | MARK MISSING MULTIPLE SOUNDS THE OBJECT DISPLAYING THIS SIGNAL REPLACES A MISSING MARK. | NOTICE POSTED / CHECK-IN / FOLLOW ME 1 SOUND ADVISE: A notice to competitors has been posted. AFUD: Come within hail or follow this boat. |
| ABANDONMENT 3 SOUNDS Races started are abandoned. RETURN TO STARTING AREA. Remove on 1 SOUND, 1 MINUTE before new warning signal. ALTERNATE FORMS OF ABANDONMENT: Further signals where: No more racing today. | NUMBER PENNANTS # HOURS POSTPONEMENT / CLASS FLAGS 1 2 3 4 5 6 | COMMON RACE SIGNALS HOBIE Class Assoc. Of North America |

Well, two years, 650 stickers printed, reviews by multiple people (including International Race Officers and Judges) and it took a guy that looks like Father Christmas - John Hooper (at right) - to notice that the “M” flag on the HCANA’s common race signals sticker really wasn’t an “M” flag after all. Thanks, Hoop! (I think.)



Anyway, we’ve got the fix for you. In early March, division chairs and some other notable racers will be sent sheets of little

← This is not an “M” flag.

“M” flag stickers (they are tiny - less than a half inch square) with the instructions to go around and “fix” any incorrect race signals stickers they find. If you need one sent directly to you, send me an e-mail at hcanews@comcast.net.

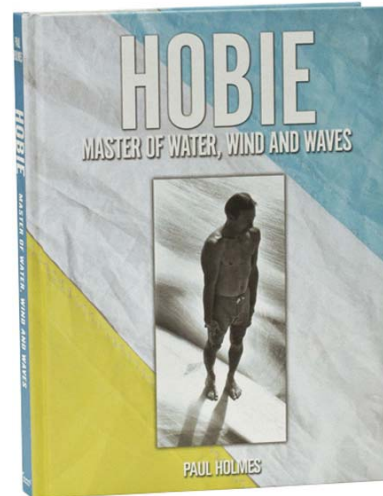
justinoffthewire continues



Now available
at your Hobie
Dealer:

**87369116 BOOK,
HOBIE-MASTER OF
WATER, WIND, AND
WAVES**

\$60.00 USD



Whether you've been around Hobie Cats for ages or just a few years, this book is the definitive history of the man known around the world by just his first name.

Hobie Alter's genius and innovation shaped and changed the entire cultures of both surfing and sailing for posterity. Hobie, the man and the brand, created an empire of surfboards, catamarans, monohull sailboats, powered craft, radio-controlled model gliders, apparel, sunglasses and more.

And that was just the foundation for many other amazing endeavors in this incredible life story of a Californian surfer whose prime motivation was always simply, in his own words, "to build them a toy, and a game to play with it."

Twenty-seven months in the making, this 300-page book comprises 120,000

words of text accompanied by 585 photographs and illustrations that document Hobie's entire life and career. It's an epic by any measure and a fitting testament to an amazing man as he enters his octogenarian years.

From Hobie's earliest years growing up in Ontario and Laguna Beach, to his late-teenage success as a pioneer surfboard maker, Holmes shows how Hobie's passion and vision extended far beyond the basics of board building and how he revolutionized surfboards by introducing polyurethane foam as a substitute for balsa wood, making surfing accessible to millions of people around the world and popularizing the sport.

Later, in a spectacular career shift, Hobie revolutionized the sailing scene, too, by designing and manufacturing

small catamarans. In 1999, Yachting magazine honored the Hobie 16 as "the most produced boat in history." Even today, forty years after the boat was first launched, there are an estimated 100,000 Hobie 16s being sailed around the world.

While there are some gaps (how could they leave out the development of the Hobie 17 - the best boat Hobie's ever built?), the book is a gold mine of information you will find nowhere else.

When Hobie Alter "retired" in 1986, he spent four years and \$1.3 million dollars designing and building a unique 60-foot power cat, Katie Sue, on which to cruise to his new home on Orcas Island in the Straits of San Juan de Fuca off the coast of Washington State. The vessel, says author Holmes, "is a luxury hotel suite that makes 20 knots at full throttle."



The extended Hobie family gathers for the book launch at the Surfing Heritage and Culture Center in San Clemente, CA on December 7, 2013.

Included in this photo are Hobie (front and center) and his wife Susan (front, second from right); son Hobie P. Alter (far left), his wife Stephanie and their children Cortnie, Scotty, Justin, Noelle and Brittany; Jeff Alter (center, back row) and his wife Laurie and their children Ashlyn, Tyler, and Cody.

Also there were Phil Edwards (between Jeff and Laurie in the back row) and Mickey Muñoz (in the green hat).

Several hundred people attended and the evening had the aura of a reunion party. There was a warm vibe all the while as Hobie was inundated with well-wishers, old friends, past business partners and associates.

fromthearchives

A Worrell 1000 Flashback

From the Hobie Forums:

[sunvista](#): Several years ago I was give a mainsail by a guy in his mid- seventies who had stopped sailing. It is a white Dacron sail with the standard Hobie logo at the top. Underneath is a large black “N” with a red arrow going through it. It’s number, 674, has only three original digits and is an unusual script than the normal Hobie block numbers. Can anyone here shed any light on this sail?

Something tickled in the back of my brain on this one, but it took a post from Steve Myer, mentioning the original Worrell 1000, that put the memory gears into overdrive - I knew I had seen that sail, and I knew where to find pictures, and most importantly - a story!

The late 1970s were the days of “iron men and plastic boats” in the Worrell 1000 - a continuous (no overnight stops) race in the Atlantic Ocean from Fort Lauderdale, FL to Virginia Beach, VA. Two crew members sailed class-legal Hobie 16s up the coast, with only brief pit stops at eight periodic checkpoints. At each checkpoint, a third crew member would relieve with one of the sailing crew, so they could get some rest - on a bed in the back of a van racing up the coast, trying to beat the boat to the next checkpoint. It was grueling, challenging and ridiculously unsafe by today’s standards. No GPS. No cell phones. No lights other than a flashlight to shine on the sail at night. It was heady stuff - and it attracted a lot of attention.

The 1978 race included names familiar to anyone who raced Hobie 16s at that time - Mike Worrell, Ron Anthony, Mike Ironmonger, Rich Wallio, Larry Woods, Joe Lungwitz, Dean

Froome, John Driscoll – and the team of Sledd Shelhorse, Mike Snow and Bill Newton with their custom sail graphics that ended up with [sunvista](#) a few years ago.

William Sledd Shelhorse (Sledd is a family name) raced in three of the original Worrell 1000s, from 1977-1979. He never won, but just completing the race in that continuous format is a significant accomplishment.

Bill (as he is known today), ended up purchasing a keelboat in the late ‘70s, and six boats later has settled into a Farr 36 named *Meridian*. Bill campaigns *Meridian* up and down the east coast, but primarily in the Chesapeake Bay. He still lives in Virginia Beach. We contacted Bill’s son, Graham Garrenton, who manages the Facebook page for the Meridian Racing crew (www.facebook.com/MeridianRacing) in an attempt to determine the significance of the sail graphics. Unfortunately, Bill has not yet responded - we’ll let you know when he does!



Above: Sled Shelhorse (L) and Mike Snow (R) before the start of the 1978 race

Bottom right: Bill Newton pushes Sled and Mike out into the darkness at the Isle of Palms, SC checkpoint.

Below: Sledd (Bill) Shelhorse in 2008



feature

It's Not Nice to Fool Mother Nature

2014 Hobie 16 and Hobie 18 North American Championships

PHOTO BY EDUARDO SYLVESTRE

There's Always Next Year ... or Not!

Story and photos by Cal Bridge

After resisting the temptation to move into the next stage of my sailing, opportunity knocked this past spring. A 1980 Hobie 16 was added to my Hobie 18 to Sail Program. Being able to support our youth sailors, plus the opportunity to sail a Laser, was a serendipitous. My Laser was also built in 1980. So the stars aligned and I joined the local fleet.

Gillian Thomson suggested I join the caravan to Galveston for the 2014 Hobie 16 and Hobie 18 North American Championships. I politely declined the offer. To which Gillian responded, "Well, there's always next year." So I joined the caravan for the season of sailing and volunteer race committee at COSA (www.cosa.org). My opportunity finally arrived to race my first regatta. With the help



y life, both personal and
18 was donated to our Learn
purchase my first Hobie was
and I became the newbie in our

North Americans in October. I
always next year.” After a busy
www.hobie.com) and CORK (www.cork.org)
of fellow Hobie 18 sailor Shaun

The View From Windward

By Bill Colgan

For those of you that attend many North American events in the Hobie classes, you know that I can often be found on a race committee boat referred to as “Weather”. While I have worked all the various race committee positions at one time or another, the weather mark is where I am most at home. From there, I can often feel what the fleet is going to experience before they actually do and prepare for action. I had the pleasure of working the weather mark boat for the Galveston event which served as the location of H16 and H18 NACs this October. During this event, I found myself dealing with a Hobie 18 that had a large hole in the port bow, and smaller holes in the starboard bow that compromised that hull’s integrity. In the interest of safety, I would like to relate my experience in the hope that the things I learned could be put to good use in the future.



Shaun Roberts, Kerri Hegstrom, Cal Bridge, Bob Johnson, Tehjay Fox, Tawnya Fox, Connor Durham, and Paul Evenden with the trailer packed up and ready for the return trip to Canada.



Roberts, we were off to Lake Chelan (www.sailchelan.com). By now, I was confident in my abilities in rigging, launching, tacking, jibing and capsizing! The sailors at Lake Chelan, Washington, ran an excellent regatta, with two light wind days and a fabulous dinner on Saturday evening that included songs around the fire.

With racing done on Sunday afternoon, and everyone helping pack up boats in preparation for our journeys home, Paul Evenden extended an invitation to join in on the trip to Galveston. Yet again I logically explained why I can't do it. Paul replied, "Well there's always next year."

That did it! When I got home, I checked my vacation schedule and found I could juggle my vacation around to take the five days I needed. Checking airlines I found flights from Kelowna, BC to Galveston were still available at an affordable price.

Both Paul and Gillian Thomson, who had invited me in June, assured me there would be room for myself and my crew where they were staying in Galveston. Bob Johnson from Dallas, had arranged the accommodation for our group.

So there is just one more piece to this puzzle. Can I find someone, on short notice, to travel to Galveston for a week of Hobie racing with a rookie Hobie 18 skipper? Again, Gillian came to my rescue and introduced me to Kerri Hegstrom. Kerri is an active keel boat instructor and racer at the Kelowna Yacht Club. She had raced on Hobie 18s a couple of times in the past, but seemed surprised I would want her to crew at a NA Championship. With fall weather rapidly moving into the Okanagan Valley, we managed only a couple of practice sessions.

Before we knew it, Paul had arrived in Kelowna after a 3 hour drive to load our boats on his trailer. Gillian, Shaun and I had met at COSA the day before to get our boats ready. Shaun disassembled his boat

so it could be fastened in between the bottom and middle boats on the trailer. We all spend the Sunday afternoon of the Canadian Thanksgiving weekend loading boats. After the trailer was loaded and everything securely fastened, we all go inside and enjoy a beer and nachos. We also went through the COSA clothing inventory and found matching shirts and hats for everyone. Gillian brought along extras for other sailors who would be part of our group once we arrived in Galveston.

In the wee hours of the morning, on Thursday Oct. 17th, Paul, Tanya, TJ and Alexi climbed into Shaun's Ford F150 crew cab and left Chilliwack, BC, for the 48 hour drive. Paul texted us updates on how the trip was progressing. This added to the excitement knowing our boats were getting closer to Galveston. At about 8 am on Saturday morning Shaun, Alex, Kerri and I were in the pre-boarding area at the Kelowna airport when I receive a text from Paul. They had arrived safely at Porretto Beach, Galveston, Texas!

A few hours later we too were in Galveston. That first couple of hours getting acquainted with new friends and old. Smiling faces, laughter, swapping new and old stories kept us all entertained for hours.

The next morning everyone pitched in with coffee, breakfast and cleanup. Then we pile into various vehicles and head off to Porretto Beach for a day of boat preparation and sailing. Hours went by like minutes as we work on our boats and help with other boats. I can't think of many things I would rather do than hang around a warm beach with enthusiastic people getting boats ready to sail! Then the wind came up just enough to go for a shake-down sail. Doesn't get much better than this!!

Thank you to Jim Sohn for bringing his Hobie repair shop on wheels. I felt like a kid in a candy store when I walked into Jim's trailer to purchase the many boat bits I needed to get my Hobie race ready. For



EDUARDO SYLVESTRE

The day was fairly windy. My wind readings were 15 to 18 knots but I believe that there were higher gusts when I wasn't taking readings. The first race saw a good number of capsized boats so my usual duties were superseded by the safety aspects of being on race committee. After responding to a capsized boat about half way down the course, I picked up that the signal boat was being moved for the next start. The pin boat was left at the original site of the signal boat to record the finishes while the gate boat moved the anchor for the start pin for the next 18 start. I scanned around the course and did not see any capsized boats so I went down to the signal boat to take a new GPS fix. While at the signal boat, we received a call on the radio of a holed boat at the weather mark.

In hind sight, this was not an ideal situation. The gate boat, the pin boat, and the weather boat were all down the course while boats were still rounding the weather mark. The call had come in from a wave runner that was being manned for safety purposes. At least he could pick up any crew that became separated from the boat or that needed to get off the boat due to injury. However, he could not help as a jumper. I had a designated jumper on board and the weather mark was my territory so we raced at full speed to the scene.

Upon arrival, I assessed the situation. As you might expect, the sailors on the sinking boat were a

bit shaken up. They were struggling to keep the holed hull from sinking. There were holes in the floating hull were small but looked to be open to the inside. This gave us a sense of urgency. If both hulls became full, the task would become hugely more difficult. We threw a line to the crew and asked that she get the line under the bridle. She struggled with this and fell into the water. Although I had a designated jumper, I felt that my intimate knowledge of the Hobie 18 and my larger size would be a benefit, so into the water I went.

I swam over to the boat and passed the line under the floating hull (I realized that this would accomplish the same thing as passing the line under the bridle). The crew grabbed the line and started tying the line to the dolphin striker. I never tie tow lines to the dolphin striker on my 18. It is not designed for the load that can be exerted under tow, especially when one hull is submerged. To prepare for a tow, I tie a bowline around the front crossbar near the center where the tramp is tied. With one hull submerged, this would be difficult so I asked her to tie it to the crossbar near the floating hull. Pulling from there would load up the crossbar the same as pulling from the striker but would not load up the striker. Once tied, I swam to the trap wire and with help from the skipper, pulled myself aboard.



us sailors who don't have a Hobie dealer close at hand, it's a treat to take a few steps through the warm sand and have this wealth of knowledge and parts available. Now let's go racing!!

Certified! These Hobie sailors are all certified! It's Tuesday morning, we are racing in 20 knots and big waves! Kerri keeps saying to me, these Hobie sailors are

all certified! My response being, of course, that's why they sail Hobies! My strategy for the day was to keep the mast out of the water.

So off we go. OK we're happy with our start. Stay with the fleet and see how we are doing relative to the others, or not. In these conditions I decided to tack to the other side of the course so we have nothing else to think about, just sail to the best of our abilities. This strategy worked well as we finished the first race without any collateral damage. Only one relatively minor incident as we rounded the first weather mark. As I recall the communication between skipper and crew went something like this: Skipper: Good call on the Layline. We will easily make the mark. Crew: OK. Do we stay on trapeze rounding the mark? Skipper: Yah, I don't see why not. Crew: OK.

As we are rounding the mark the scene goes from a comfortable double trap, to the skipper flying behind the crew heading towards the forestay. I'm thinking, *this isn't good...I've been told the crew normally flies around the forestay!*

Fortunately I circled around the shrouds and came to rest hugging the base of the mast. I politely asked Kerri take the helm, climb back onto the tramp, scramble to the stern and without missing a beat, or losing a boat, we were racing again. This maybe an unorthodox maneuver but the mast didn't touch the water, so all is good.

Second race of the day went even better than the first although we did throw in one capsize. I didn't have my stop watch on it but we were sailing again in what seemed like less than a minute. Now we had to catch the boat that passed us. We got a little lucky when shortly after going through the gate and heading back to for the weather mark, the boat ahead capsized and we re-gained our position. We sailed on, continuing to become more confident in our abilities.



Now double trapped and moving fast we are well on our way to the final weather mark rounding when we see another 18 about half way between us and the mark. First instinct kicks in. Can we catch them? But something isn't right. We can see it's an 18, but we can only see one hull and it doesn't have a lot of freeboard. Then we see the crew waving at us. With minimal communication we alter course and head directly to Chris and Margie Johnston. They appeared to be OK, but were looking a little concerned. All they say to us is, *"can you get a rescue boat over here!"* We replied we would do our best and confirmed that they didn't want anything else. As fast as a Hobie 18 is, it didn't seem nearly fast enough. Fortunately, within a minute or two, the rescue boat we are heading for takes off towards them. I'm not sure we were more than moral support, but I will do the same thing if the situation arises again. We proceeded back to the starting area to inform the RC we had withdrawn from the race, and will be requesting redress ashore.

Requesting redress involves a bit of paper work and visit to the jury room. I have always done everything I could to avoid the jury room, but in a situation where a fellow sailor needs assistance I will do it without hesitation. The Jury was excellent and very generous in their decision. This was a positive experience and fabulous learning opportunity. If you want to learn how a jury makes a decision, this is one of the few win-win situations.

Just when you think you have learned enough for one day, another opportunity arises. We are parked just outside the starting area waiting for our next race to begin when the unthinkable happens. I was taking a bit of a mental break when I realize we were capsizing. Kerri, not being a cat sailor, figures she will just hang onto the weather hull and wait for me to get on the dagger board before she makes her next move. It was one of those situations where one mistake leads to another. Can you say turtle? We are both clear of

Once aboard, the first order of business was to calm the crew and skipper. I let them know that I had been in these types of situations before and that we would get them to shore without further injury to them or the boat. I asked if they were both OK and found that the crew had tweaked her back, so I called over the weather boat to extract her from the situation. With that taken care of, I started to formulate a plan.

While I had not been involved in the rescue, I was familiar with a similar situation that occurred to another 18 at a Wildwood regatta some years ago. Having heard that story from first hand participants, I knew what to expect. The skipper was focused on the sinking holed hull. I communicated that I sailed an 18, that I was familiar with this situation, and that we could expect that hull to sink and float several times while getting the boat to shore. The plan was to right the damaged boat and then have it towed to shore.

As we righted the boat and started pulling, two things became clear. First, the boat doing the towing was too heavy and powerful to pull the submerged hull. At Idle, we would get a hard tug, catch a wave, and then run up on the back of the motor boat. When the motor boat caught up to the slack, the tug nearly pulled the Hobie out from under us. Attempting to

go any faster would result in the Hobie twisting or the tow rope breaking from the stress. Second, if we were going to be towed, we would have to steer. This was a challenge as the current situation was the result of a broken rudder pin. Unfortunately, it was the floating hull's rudder that was no longer connected. We struggled with making this work for a while, then thought about trying to sail the boat to shore. We pulled in the main to see what would happen and the holed hull immediately sank.

At this point, I thought that the wave runner might be a better tow boat. It is lighter, more maneuverable, and could pull us into shallower water than the larger boat. I communicated this request to both boats. While setting up for this, the wave runner picked up a longer tow rope and another body. The captain of weather boat left the helm with his deck hand and climbed aboard the wave runner. The captain swam over to the 18 while the wave runner operator tied his new tow rope to the original tow rope. The longer rope, the extra person, and the more maneuverable tow boat were invaluable. Every time we initiated the tow, the Hobie wanted to go down wind and the tow rope slid down the hull and under the boat until we were being pulled sideways. Several times, the wave runner had to circle the 18 to get the tow rope between the bows. Without the longer tow rope, this would not have been easy to do. With the less powerful wave runner, and a third person to help keep the Hobie upright, it was, however, possible for me to go overboard and slide the tow rope up and over the bow while under tow. This was key to stabilizing the tow process. With two people on board keeping the Hobie balanced and me hanging on to the tow rope to keep it over the bow, the final tow started towards the beach. That is when steering became an issue. We were unable to steer the Hobie and the wave runner was not able to fully control our direction. We were heading towards a jetty with no rudder.

Anyone who has experienced a "Wicked Dick" is familiar with steering a Hobie from behind the boat. Once you can grab the rear crossbar, you can use your legs as a crude rudder. I knew that I would have to do this to avoid the jetty but I also knew that if I let go of my hold on the tow rope, it would slide over the front of the bow and the slide down to where we could not be towed. The righting line proved to be the perfect solution.



EDUARDO SYLVESTRE



Cal, Kerri & Hobbes

There's Always Next Year ... or Not!

the rigging so life is good. Did I mention that I have never righted a Hobie from turtle. After some trial and error a Hobie 16 sailed over and gave us some pointers. It felt good to know we weren't alone and we would not have to learn this lesson the hard way. Paul Evenden, our Canadian mentor, arrived shortly thereafter and relieved our new H16 friends. In a minute or two we are now only capsized. Somewhere during all this a rescue boat came by and asked if we needed help. At that point in time I could see our preparatory flag flying on the RC boat. So like any good skipper, I thanked them for the offer, saying we wanted to start this race, so we wouldn't be needing their assistance. At that point I'm sure Kerri realized that her skipper was certified. Unfortunately we didn't get to the start line within the time limit set out in the SI's, so we headed for the beach thinking we would have a quick rest and come out for the last race.



Sailing to the beach we saw pelicans diving for whatever it is that pelicans dive for. Where we come from we see ospreys and eagles catch fish. Pelicans have a completely different technique. It took us a moment to figure out what was going on. They look like cannon balls dropping from the sky. As we get closer to the beach we caught a wave and surfed in! This was a new experience for me, and what a blast! If it weren't for all the excited sailors on the beach ready to help us with our Cat-Trax, and

push our 18 up the beach, I may have headed back out just to surf in again!

With all the enthusiasm on the beach I didn't feel like I missed out on the fun others were having on the race course. Everyone had stories to tell about successes and failures. The definite winners were Chris and Margie. I never did hear Daniel and Jame's side of that story. They were busy patching up their boat so they could race tomorrow. We also kept busy, helping other boats as they came to the beach, with tired crew, broken bits, and more stories.

As the week progressed we had a mix of wind and wave conditions from nothing to full on. We sailed with dolphins one day and into the sunset on another. Thank you to everyone for making my first Hobie 18 North American Championship Regatta such a memorable experience! I have volunteered at many regattas and know the effort and commitment it takes from everyone to have a successful event like this one. Top notch! I look forward to seeing everyone next year.



During this ordeal, the righting line had worked out of its pouch. I had the line passed to me and I threw it over the tow line and gave the end back to those on board. They tied it to something to keep the tow line in place. I then worked myself down the side of the boat and to the rear crossbar where I steered to stay right behind the wave runner. From there it was clear towing till my feet started to drag at the beach. About 20 helpers appeared from the beach to take control of the boat, the ordeal was over.

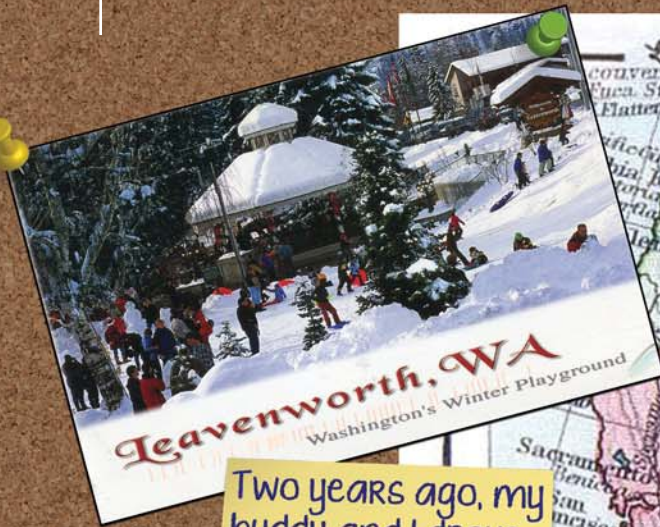
While this makes a great story, there are things that I learned that I feel I should pass on:

- Even if no one was seriously injured, this is an adrenalin filled experience for the sailors. Convincing the sailors that situation was manageable, that they were safe, and that we would see them through this, was important.
- In high winds, it is important to have all areas of the water covered by safety boats. If the wave runner was not available to patrol the top of the course, there is no way the weather boat should be found at the bottom of the course during a race.
- While the crossbar is a better place to tie a tow line, there needs to be some connection to the bow for stable towing. On an 18, this was easy as the bridle connects about 10 inches behind the tip of the bow. On a 16, the bridle connects at the tip of the bow. Towing is still possible without that connection but steering is essential to overcome the instability.
- All this was done with the mast up and the main still hoisted. The jib was furled. The buoyancy of an 18 hull is greater than that of the 16 so I'm not sure if this could be done on a 16 without taking down the sail.
- A wave runner makes a much better tow boat for a sinking Hobie. The ability to maneuver in close proximity without fear of propellers is a plus as is its lighter weight and power. Also, the ability to tow a boat right to the beach is useful.
- A longer tow line makes it easier to control the situation. The longer line gives the tow boat more room to maneuver as well as provide more absolute stretch to absorb sudden changes in the towing conditions.
- Boats being towed need to be steered. This is true if you are just being towed out to the race course or have one sunken hull. The tow boat only has a limited ability to control the direction of the tow. With two good hulls, the boat will tend to zigzag behind the tow boat with each oscillation becoming larger till the stresses become large enough to break something. With a submerged hull, the tow boat can only pull about 15 degrees off from the direction the Hobie wants to go.
- Wave runners are invaluable in survival conditions. An experienced wave runner operator can respond to a capsized boat in about half the time of a 20 to 30 foot motor boat when large waves are present. A few times on Tuesday and many more on Friday, we would see a boat capsize and start heading to the scene at the fastest safe speed, only to be passed by a wave runner. Admittedly, the wave runner has limited options when arriving at the scene. The biggest concern for the race committee though, is making sure that both sailors are uninjured and above water. For this, the wave runners were the best option. I would recommend that, if possible, a wave runner, operated by an experienced person, be available at all heavy weather regattas as a first responder boat.

I now believe that any 18 with a holed hull can be towed safely into the beach, without taking down the sail and mast, as long as the tow rope is long enough and the tow boat can go into shallow water. Crashing waves on the beach and a tow boat that cannot go through the breakers would be problematic. The subtle differences between the 16 and the 18 make me unsure if these techniques would work for the 16. For those of us that love sailing in these conditions, it makes it all the better when we know we can count on the RC to know what to do when we do need help.

feature

LA EX

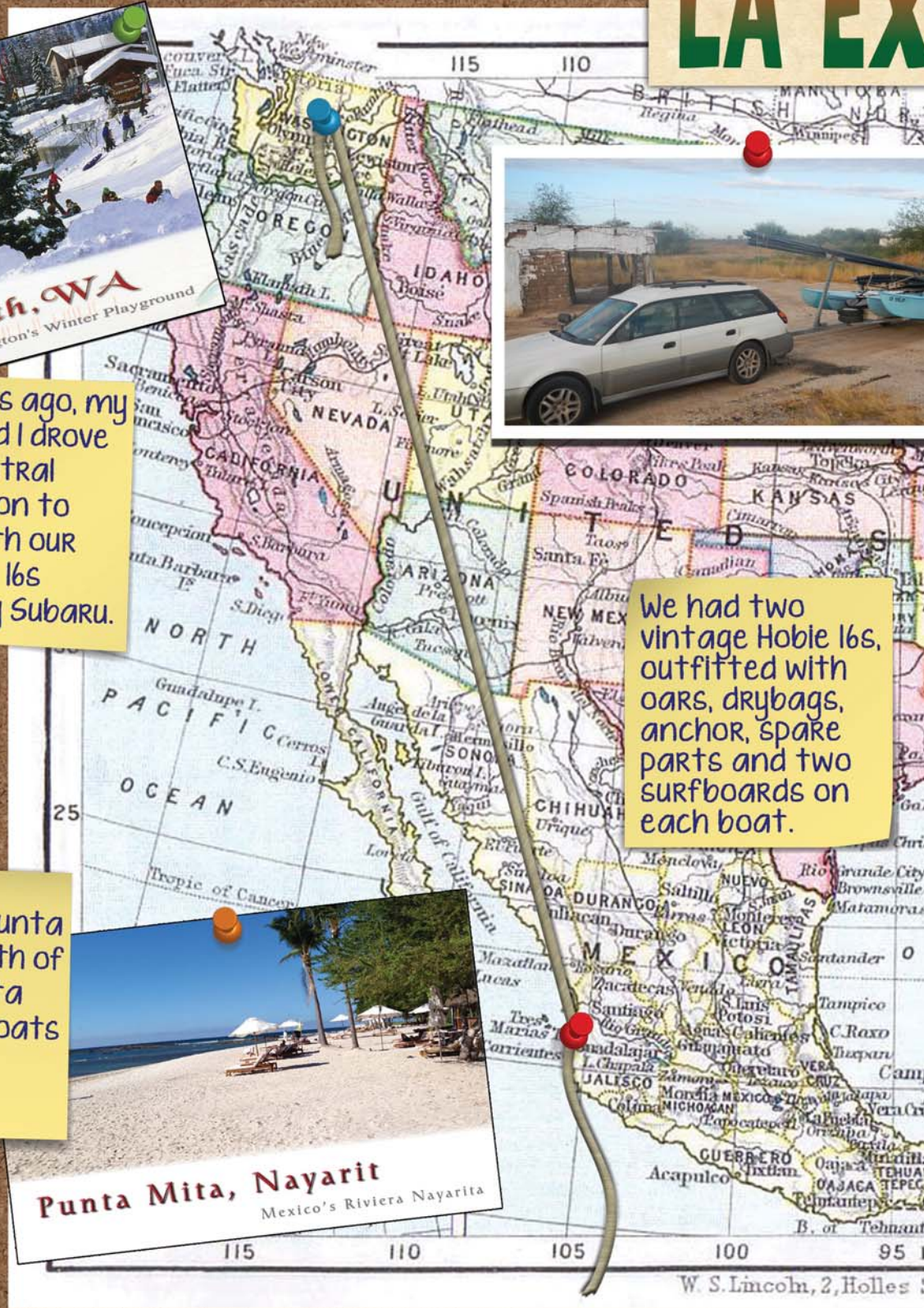
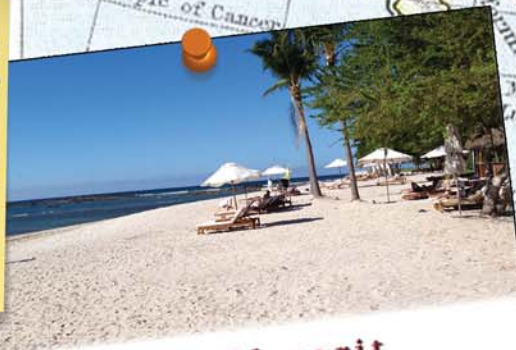


Two years ago, my buddy and I drove from central Washington to Mexico with our two Hobie 16s behind my Subaru.



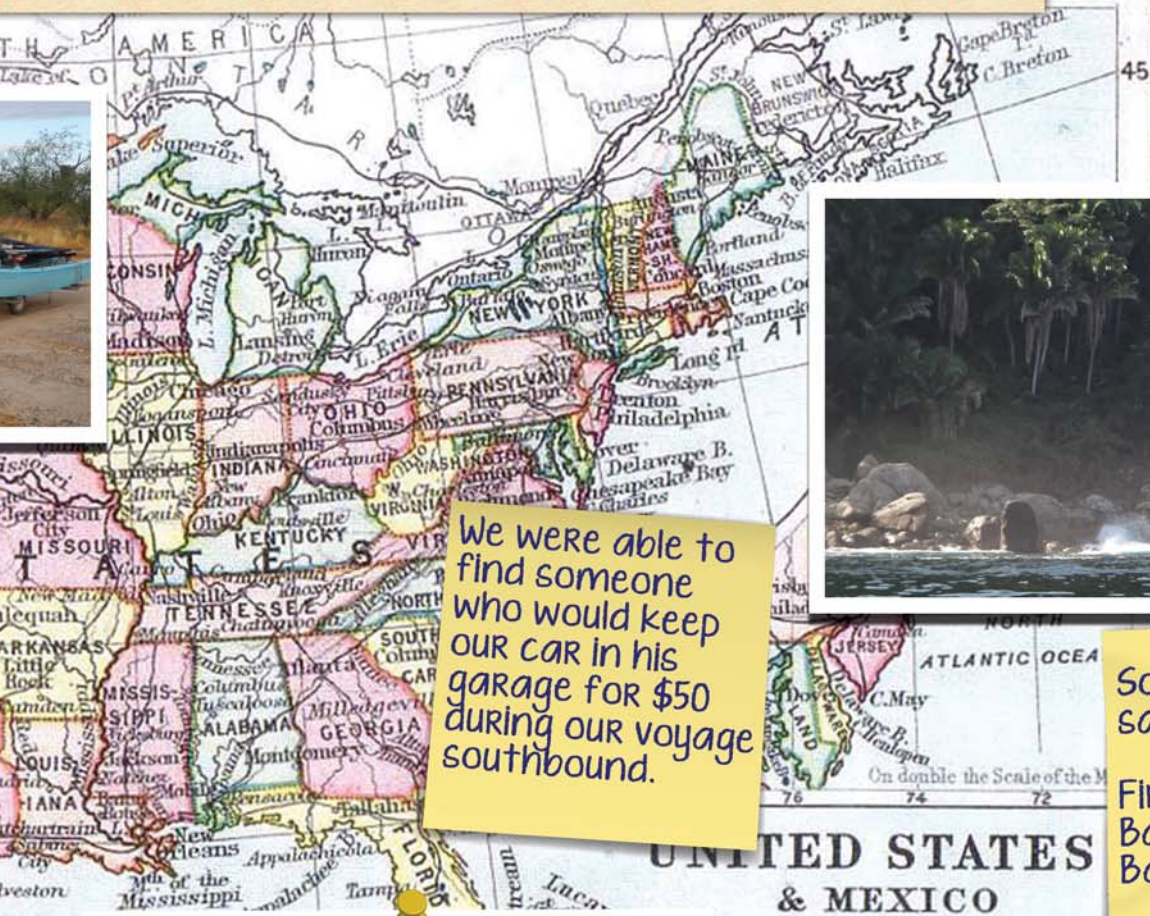
We had two vintage Hobie 16s, outfitted with oars, drybags, anchor, spare parts and two surfboards on each boat.

We drove to Punta Mita, just north of Puerto Vallarta and put our boats in the water.



W. S. Lincoln, 2, Holles

EXPEDICIÓN MEXICANA



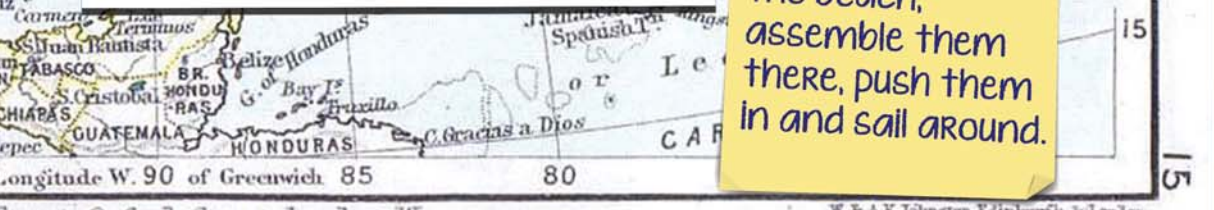
We were able to find someone who would keep our car in his garage for \$50 during our voyage southbound.



So we set off sailing south.
First across the Bahía de Banderas.



We drove the boats right on to the beach, assemble them there, push them in and sail around.



Story and photos by:
Jim Delzer
Graphic Design by
Matt Bounds

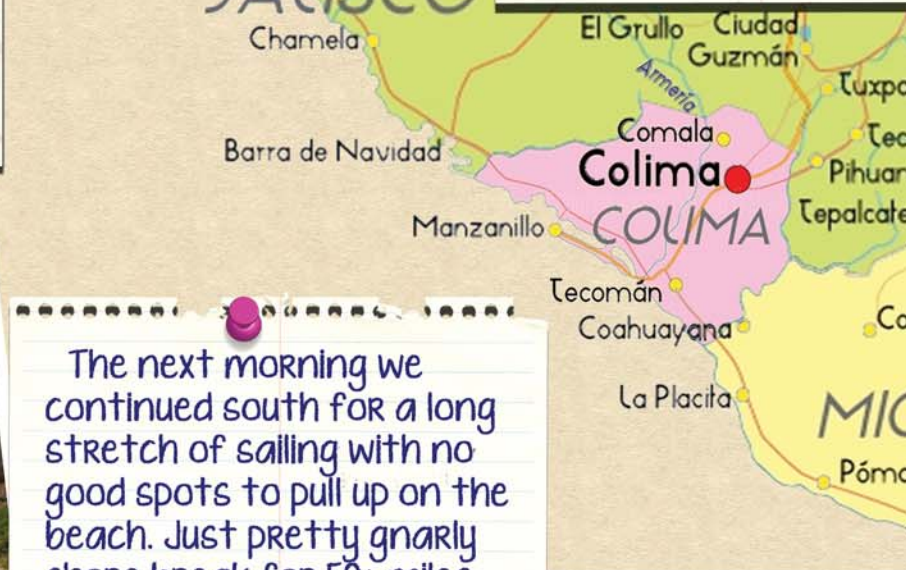


We sailed south until the first protected area. These areas were all tucked in a bay of some sort and on the north side. We would look where the pangas were parked on the beach and pull our boats somewhere near theirs.



We camped for two nights on an isolated beach near Cabo Corrientes and waited for good weather. This was the crux of our trip; every sailor in Puerto Mita said this would be the roughest part.

We left finally the bay and entered the Pacific under perfect conditions. Great downwind sailing and surfing on 5-6' waves. It felt like I was really moving with all the gear on the boat!

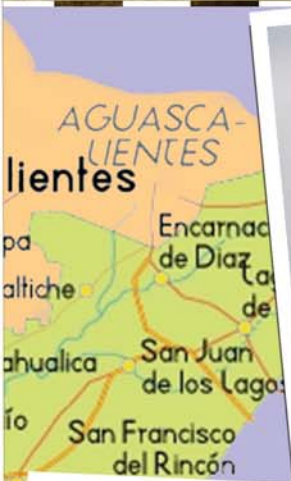


The next morning we continued south for a long stretch of sailing with no good spots to pull up on the beach. Just pretty gnarly shore break for 50+ miles.

The wind picked up nicely and we were making good time, cruising downwind at 10 kts. The wind picked up and we were surfing down 8-10' swell. My GPS said I was going 15 kts! In a fully loaded boat, in the middle of desolate Mexico, hauling ass - my adrenaline was pumping!



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The coast on this portion of Mexico is absolutely stunning. Big cliffs with small beaches dispersed throughout. We would sail within a couple miles of the shore, so we got to see the coastline up close which was really cool.



Everyone loved our boats on the beach. We were only hassled a few times. And when we did get hassled it was usually by someone with a big gun telling us to get off of the private beach. Supposedly in the Mexican constitution it claims there are no private beaches. We never questioned these guys, just simply moved on.



I got stung by a scorpion!

I was nervous at first, and a section of my foot stayed numb for 10 days. But no major issues, like foaming out of the mouth and dying, like people had told us further north.



We continued south to Bahía de Tenacatita which was an amazing bay tucked away and a hotspot for big boat cruisers. We sailed right past the big boats and straight on to the beach and set up camp. It was turning out to be an amazing way to travel.

We stayed here a few days. At night the luminescence in the water was amazing. There was a small beach break wave which when surfing on at night would light up. You could see fish swimming below you by the glow in the water. Truly incredible.



BAHIA DE TENACATITA



We spent Christmas in Barra de Navidad, how appropriate. There was a decent enough surf break there and a good place for us to park our boats. Christmas Eve we spent with a family camping on the beach whose son worked at a tequila distillery. The big green jug is full of tequila. Party time!

We sailed until we got more than 400 miles from our starting point in Zihuatanejo. We pulled our boats up on next to the first people we saw on the whole trip that on the beach. They were super friendly guys and great. Within 18 hours of pulling our boats up, we had both boats a few days in the Zihuatanejo area. Surfing, hanging out, bought bus tickets back to Puerto Vallarta. Found our way home to go powder skiing!





continued south. We could sail 30 or so miles as the crow flies a day, more or less. Our max was 100 miles in 18 hours. Stopping often for surf excursions. Michoacan had some great breaks that we would anchor outside of, paddle our boards in and surf all day. Breaks all to ourselves!



What a great trip!!

After 45 days sailing, sleeping and living on the boats we were ready to be done. Logistically it would have been a total pain to get the boats back home. We also would have had to drive through Michoacan, which may not have been safe.

We hooked up Jose Luis with a couple of great boats. He was beyond pumped! He feeds his family by renting out Hobies on the beach. It felt great to help him do that.

Sam bought his boat for \$500 and I bought mine for \$200 and we went on an incredible voyage. We got our moneys worth! And we have two sweet Hobie 16s in Zihuatanejo waiting for us to come back and rip around if we want to.

We never really had a plan to sell the boats, in fact the whole trip we tried not to have a plan. We talked about stashing them wherever we stopped and continuing the following year. Things just worked out how they did. When we got to Zihuatanejo, we contemplated heading south farther, but there aren't many hiding spots south of there. Plus, I called home and found out that it was snowing hard. I love powder skiing!

This is an incredible trip and should be done again!! November through January. Perfect weather, nearly all downwind 10-15 knot sailing. Warm water. Great fishing. Great Surfing. Great adventure! Beautiful beaches with lots of good food and water. And the people were so incredible. So awesome!



the beach. We rented Hobies to be around. They were sold. We spent a lot of time partying. We then sold the car, sold the trailer, and



Personal Profile

Two-time Hobie 16 World Champion Shaun Ferry

*Editor's Note: Shaun Ferry, from the Republic of South Africa, has arguably has the longest, most successful career in the Hobie 16 class. Only one other person (Gary Metcalf) has won multiple Hobie 16 World Championships ('84, '86 and '88), but Shaun won his first in 1993 and twelve years later in 2005, won again on his home waters of Nelson Mandela Bay. The **HOTLINE's** interview guy, Mike Madge, caught up with Shaun via e-mail:*



- 2002 4th, ISAF World Sailing Games, Marseille, FRA
- 2005 1st, Hobie 16 Worlds, South Africa (last major Hobie 16 regatta I did)
- 2008 5th, Hobie Tiger Worlds, South Africa (1st time sailing a Tiger)

Locally, I have skippered some big boats and have won a few local regattas and for a while was part of the South African America's Cup Squad in 2007.

MADGE: How and when and with whom did you first get introduced to sailing?

FERRY: I started sailing at age 12. I was really keen on my surfing and I still am. A Hobie guy took me sailing on a Hobie 14 and I was instantly hooked. He then got a 16 and we made the South African team to compete in the 1976 Hobie 16 Worlds at Hawaii. I crewed for a guy named Barry Laubser (and finished 45th).

MADGE: You have been very successfully in Racing both on Hobies and on big Boats, maybe you can list some of your accomplishments.

FERRY: Well basically, I have not been out of the top five places in every event I've attended (except for the 1984 worlds at Ft. Walton Beach in 1984) since 1980:

- 1980 2nd, Hobie 16 Worlds, St. Croix
- 1982 2nd, Hobie 16 Worlds, Tahiti
- 1991 5th, Hobie 16 Worlds, South Africa
- 1993 1st, Hobie 16 Worlds, Guadalupe
- 1994 3rd, IYRU Worlds - Hobie 16, LaRochele, FRA
- 1995 3rd, Hobie 16 Worlds, Huatulco, MEX
- 1996 4th, Hobie 16 Worlds, Dubai, UAE
- 1998 1st, ISAF Worlds - Hobie 16, Dubai, UAE

MADGE: Having won three Hobie 16 Worlds, which one stands out as the most rewarding?

FERRY: The 1993 worlds in Guadeloupe stands out the most as it was the first one that I won. From 1984 until 1993 we South Africans were not allowed to compete anywhere overseas due to our government's apartheid policies. The 1991 Hobie 16 Worlds in Langebaan, South Africa was poorly attended by foreign competitors because of political pressure.

MADGE: Being an elite sailor over such an extended period, you have raced against many Hobie rock stars. Who would be on your list of top five Hobie 16 Sailors over the last three decades?

FERRY: This is a hard question to answer as there is more than five. In no particular order: Brett Dryland (AUS), Blaine Dodds (RSA), Hobie P. Alter (USA), Jeff Alter (USA), Carlton Tucker (USA), David Kruyt (RSA), William Edwards (RSA), Claudio Caudiso (BRA), Gavin Colby (AUS), Enrique Figueroa (PUR). At any given time if any one of these guys were firing they could win a worlds.



MADGE: You were also an accomplished crew, second place at the 1982 Worlds in Tahiti, crewing for Blaine Dodds. How much did crewing for Dodd's help you to become a world class skipper?

FERRY: I crewed with Blaine for four years. It definitely set me off on the right track. While I crewed for Blaine and he was not there I would skipper a few events and be up there.

MADGE: What type of training and practice routine did you have to prepare yourself for big regattas?

FERRY: That's a great question! Mick Whitehead (who won the worlds in 1978) initialized a practicing routine which set the foundations for South African Hobie sailors going forward. He also set the bench mark in those years which was really high as he had just won the 2nd Hobie 16 world championships together with his son Colin.

During the years of South Africans not allowed to compete overseas, Blaine Dodds, William Edwards, Alan Lawrence, David Kruyt, Colin Whitehead and myself decided that the only way to stay competitive was to carry on with Mick's formula. We did not realize it was Mick's formula at the time, but in hind

sight it was Mick's formula. (Thank you Mick!!!) We all got together and shared our knowledge – for example, Blaine was exceptional in the light to medium conditions, David Kruyt was exceptional in the medium conditions. William and Alan were always there. I was exceptional together with Colin in the heavy air, big sea conditions. I would crew for David in heavy airs and swap around for other conditions. We all pushed each other from strength to strength. When South Africans were allowed back into competition, it was not about who won the worlds but about a South African Hobie sailor winning.

Interesting is that out of this group the only person that has not won a worlds is William. He has a few seconds though. So out of a group of six guys and through shared training/learnings, five managed to win a Hobie 16 Worlds. Still to this day, if we all going to a worlds we would get together and use the same recipe.

MADGE: Having sailed in many different Venues around the World, which stand out as your favorites?

FERRY: Guadeloupe still stands out as it was my first win at a Hobie 16 Worlds



PIERRICK CONTIN

MADGE: You have been on a Hobie hiatus for a little while, are you still involved in the class and if so in what ways?

FERRY: At the moment not much but am always available to help out any youth that is going to a Worlds.

MADGE: Now that the Americas Cup has competed on multihulls, any thoughts of getting involved?

FERRY: I have often thought about it. I don't know if I will be good enough but if opportunity came with correct funds package, I would look at it.

MADGE: Rumor has it that you are thinking of getting back into the Hobie 16 racing scene again; any thoughts of the Worlds in Australia?

FERRY: I was looking really serious at the Worlds in Australia but that time of the year is not good as it is at the beginning of the year just after our holidays. Also, being the Sales Director of our business, it is

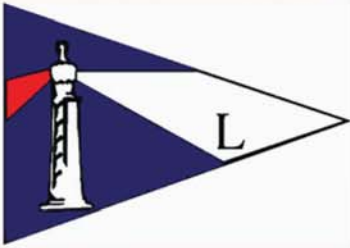
irresponsible to my colleagues to go on holiday. The factory is just getting going after annual shutdown.

I am busy looking at getting another Hobie 16 again and yes, I will still love to do other worlds. Just looking at these coming up worlds it's great to see how many Hobie guys are sailing. This is still and will always be a great sport. I still feel privileged and always will be thankful to what the Hobie Way of Life has done for me!



PIERRICK CONTIN

Shaun and Michele leSueur at the 2005 Hobie 16 Worlds (top and above)



THE 44th HOBIE 16 OPEN NORTH AMERICAN CHAMPIONSHIPS

September 21 - 26, 2014

Lewes Yacht Club

Lewes, DE

LATE BREAKING NEWS!! This event has been designated as the Qualifier for the 2015 Pan American Games Hobie 16 Open Class to be held in Toronto, Canada July 10 - 26, 2015.

NOTICE OF RACE

Organizing Authority: Hobie Class Association of North America, hosted by Lewes Yacht Club.

Venue: Lewes Yacht Club, Lewes, DE

Rules: The regatta will be governed by rules as defined by the 2013-2106 Racing Rules of Sailing. This will be an International Event, therefore pursuant to the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 is deleted.

Eligibility, Entry & Classes: The event is open to class legal Hobie 16s. Per IHCA Class Rule 26 all crew must be 2014 HCA-NA members.

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

Registration & Fees: Pre-registration by August 1 - \$375 /Late - \$425 Social tickets (including parties and banquet) will be available at the venue. Pre-registration online at www.regattanetwork.com. Registration will be accepted at the venue.

Measurement: Boats will be weighed at the event. Competitors are responsible for ensuring their equipment is class legal according to HCA Class Rules. Crew members will be weighed in accordance with class rules. During the competition any boat may be subject to inspection.

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

Venue: The Delaware Bay.

SCHEDULE

Sunday, September 21, 2014

3:00 - 7:00 pm Check In/Registration

7:00 pm Welcome Party

Monday, September 22, 2014

8:00 - 9:00 am Check In/Registration

10:00 am Competitors' Meeting

11:30 am 1st Warning Signal

Tuesday, September 23, 2014

Racing continues - 1st Warning TBD

Wednesday, September 24, 2014

Racing Continues - 1st Warning TBD

Thursday, September 25, 2014

Racing Continues - 1st Warning TBD

Friday, September 26, 2014

Racing Continues - 1st Warning TBD

3:00 pm No Initial Warning Signal after this time

8:00 pm Final Party and Awards

Accommodations:

Lewes Hotels - The Beacon Motel - 302-645-4888

Hotel Rodney - 302-645-6466

Sleep Inn & Suites - 302-645-6464

Housing - VRBO -

www.vrbo.com/vacation-rentals/usa/delaware/lewes

Camping, RVs & Cabins - Cape Henlopen - 302-645-8983



Information: Event Chairs - Rich McVeigh - 301-526-6046, mcveigh.rich@gmail.com
Mark Santorelli - 908-783-1915, racedirector@hobiebrat1.com
Event Coordinator - Bridget Quatrone - 315-446-9868, bqfaces@netzero.com
Charter boat info - Wally Myers - 609-287-4568, trimyers@aol.com
Rob Jerry - 315-437-5507, rob@boatworks-ltd.com

PLEASE CHECK THE HCA-NA WEBSITE AND FACEBOOK PAGES FOR UPDATES!

How Plans Change

Peter and Laura's Unplanned Adventure

by Laura Sullivan

Where do I begin? Peter Nelson and I were training for the Hobie 16 Worlds at Jervis Bay, Australia. We planned our day of training to practice getting off the start line and ended up with me being rescued by the Seattle Police Harbor Patrol. How plans change when things go sideways.

Every day, we would check the weather reports for 20 knots of breeze, and hopefully waves and current. Those are the conditions we feel we needed to train for to be competitive in Australia. Thursday, January 2 looked like the perfect day – 10-20 knots from the south at West Point Buoy in Seattle, WA, where it tends to be gusty, with some wild waves. There are far fewer boats on Puget Sound in winter, and in tougher conditions, it brings more risk. You're more likely to get separated from the boat in high wind, big waves, and current. It only takes a second to land in the water and separate from the boat. The wind and waves will push a capsized boat away faster than most people can swim, so we decided to carry a marine radio.

Before I left the driveway to pick up Peter and launch the boat, I checked the marine radio to make sure it was in working order. I set it on channel 16, and locked it onto that channel, so it couldn't accidentally be changed by mistake. If you are in a winter emergency, you probably will have very cold hands that aren't working well, and you don't want the added stress of figuring out how to use an unfamiliar radio and change the channel to 16 – the marine distress and hailing channel – that is monitored by the Coast Guard.

Our training location selected for the day was outside of Shilshole Marina. This is a highly-trafficked area given its proximity to both the marina and the Ballard locks. During our straight line sailing warm up practice, we developed a significant rudder ventilation problem and some lee helm which showed up with a vengeance in 20+ knots of breeze. We were out on the wire, double-trapped, and the rudders were ventilating. We tried to figure it out what was causing the problem. Weight distribution? A rudder set-up issue? How could we fix it quickly?

Ahead of us we saw what we call a hamburger buoy – a large round, layered mooring buoy for freighters that looks a lot like a hamburger. It's located at the entrance to the Ballard Locks. It was on a reaching angle to our sailing, so we pretended it was the offset mark to simulate what we would have at the Worlds. I came in off the wire, traveled out the main and jib for the reach and waited for Peter to come in off the wire and head down wind. I was focusing on the bows and sheeting the main and jib travelers. In a nano-second, we unexpectedly lurched to leeward and I was thrown from the boat. The next thing I knew, I was in the

The "hamburger buoy" Laura held on to





ge When Things

GO SIDEWAYS

ROXANNE FAIRBARN

water, holding onto the jib sheet and dragging behind the boat. A big wave swept over me and ripped the jib sheet from my hand. I was now floating all by my lonesome.

I looked up to see the boat sailing away and Peter looking back at me. “No big deal,” I said to myself. I knew he’d turn the boat around and pick me up. Peter’s a very experienced skipper. Instead, the boat flipped over backwards when he turned upwind. Uh-oh. Big problem

I began swimming to Peter and encouraged by making some progress. But the next time I looked up, he was being blown away faster than I could swim. At that point, I stopped swimming, floated in the water for a few seconds – knowing he’s getting farther and farther away each second – and I realized reaching Peter and the boat was no longer an option. Really big problem.

It felt as if the water was pushing me ever so slightly in the opposite direction, which would mean the flood tide was on. Because it was so subtle, I looked closely at the water in the bay, the waves were building. Why was that important? It meant that my best chance for getting anywhere was to swim with the flood and not against it. For me, it was a tough decision to swim away from Peter and the boat – my lifeline – and head back to the hamburger buoy.

For Olympic swimming champion Michael Phelps, it might not have been a big deal to swim to the buoy. However, he wears a skimpy Speedo in a heated swimming pool and I was wearing a layer of thermal gear, full double-thickness fleece liner, dry suit, harness, and life jacket, balaclava, thermal gloves, a knife and a whistle in comparison. Not fun. I yelled to Peter, “Get the radio and make the call!” and then I turned and started swimming in the opposite direction.



The Seattle Police Harbor Patrol steam away with Laura safely on-board

That's a tough decision to make because now I was on my own. No time for a pity party. I needed to start swimming now.

I swam for awhile and checked to see if I was making progress. Yes, I was making progress – I was encouraged. I was a third of the way there. Seagulls were flying over the top of me – circling as if I was their next dinner. Inch by inch – I swam some more. More progress. Inch by inch I swam some more. NO PROGRESS!!! I was taken by surprise – and figured there had to be an eddy there that was trying to prevent me from getting to my buoy. I decided to totally concentrate on my best swimming ever, and hoped the eddy wasn't a big one. I swam – checked my progress. YES! I was making progress once again. I only had a third of the way left to go.

As I approached the buoy, I realized there was a new current affecting me. It was pushing me away from land, away from the buoy and out to the bay. This current had to be from the outflow of the Ballard Locks. I said to myself, "I've come this far, and I'm not going to let that happen!" I was close enough and wanted to get all this laborious swimming over with,

Must have been a slow news day to film a Hobie 16 being put away.



so I put all my focus into my swimming. Yippee! I made it! I was now hanging onto the buoy which has a huge rope of wire anchoring it. The top of the buoy was about five feet above my head. "How do those sea lions jump up there?" I tried to climb up, half-heartedly testing my strength. I decided to wait a couple of minutes before the real climb would begin.

I looked over my shoulder and saw the blue flashing lights of the Seattle Police Harbor Patrol! I've never been so happy to see the police! Their timing was impeccable! I had just torn a hole in my drysuit on the buoy's wire rope and was taking on water really fast. They hauled me onboard like a fish carcass and quickly ushered me inside the cabin for warmth and safety. The EMTs were all over the radio asking repeatedly how I was. Was I cold? Was I shivering? I was fine – but now soaking wet inside since my dry suit was torn. Luckily, that happened during the rescue and not



Laura, looking tired, stressed and wet - but on dry land

during the swim. They gathered up the lines onboard and off we went to take care of Peter's situation.

With the Hobie 16 floating on its side, the trampoline had considerable windage, pushing Peter and the boat further north with each gust. Peter was standing on the hull awaiting our arrival. The harbor patrol wanted to bring him onboard, but Peter wouldn't leave the boat, so they threw him a line and righted the boat. We stood watching over him, as he gathered the sails, righting line and tiller and got the boat in order to sail. Peter single-handed the boat back to Shilshole while we followed closely.

Peter and I figured I had been swimming in the frigid waters for over 30 minutes. Without the proper sailing gear, I could have been hypothermic in five to ten minutes, and drowned shortly thereafter.

Why does this story have a happy ending? We were prepared and reduced our risks. We made a conscious decision to sail in a high visibility area – Seattle, near the marina and the locks. There were other high wind, big waves and current areas to sail, but they're not in a highly populated area and we'd have less chance of getting help if needed. Most other areas would not be equipped to respond as quickly as Seattle.

We mitigated our risks by carrying a marine radio. If you've sailed and raced for any length of time – which Peter and I both have – you realize that “stuff happens” – unpredictable stuff. That's what makes sailing such an interesting sport is it has so many challenges thrown at you in an instant – that must be solved. Most of it can be solved by you and your teammate. But there are those extraordinary situations when you need all the help you can get – and this just happened to be one of them. We were prepared to call in the Big Guns – on channel 16.

We were prepared by wearing the right clothing for the conditions. The waters of Puget Sound are always cold. It doesn't matter if it's summer or winter; the water temperature is fairly constant 48° to 52° F. We wore clothing appropriate for the coldest conditions – which meant good thermal layers under a dry suit. A dry suit, without the thermal layers doesn't provide much insulation. I have sailed in 32° to 80° F weather in my dry suit. The difference was the thermal layers underneath.

Capsizing is usually no big deal. I've capsized in less than 5 knots (fooling around), and in 37 knots.

The results at those speeds are slightly different, but similar. Getting the boat righted and back sailing is a step-by-step process. We train to push the limits, we train to handle the limits and know what's going to happen. If it happens, it happens pretty much the same way every time.

When we reached shore, we were greeted by two hook and ladder fire trucks, an EMT vehicle, multiple TV news cameras and two helicopters. It was quite a light show and an unexpected greeting! I was checked out by the EMTs. They found that I was actually warmer inside my dry suit and thermal gear than they were inside the EMT vehicle. The EMTs released me with a mild case of stress. Imagine that!

As the sun was fading fast, I met back up with Peter. We went to work putting the boat on the trailer and headed back home. The day didn't end there, as soon as we put the boat away our cell phones were ringing like crazy. It was already on all the news channels – Woman Found Clinging to Buoy in the Waters of Puget Sound! I would rather be on the news as a success story than on the news as yet another statistic. In actuality, I'd rather NOT be on the news at all, but Stuff Happens. Once you're in the arms of Mother Nature, she has the upper hand. Be prepared for the conditions and be prepared to call for help. What would I do if I had to do it all over again? I would have started sailing Hobies when I was younger! My sincere gratitude goes out to all the great people and organizations that had a hand in my rescue.

Don't Miss This!

Hobie Cat gets a little “exposure” courtesy of a full page ad in the *Sports Illustrated* 50th Anniversary Swimsuit Issue. Go Hobie!



columns regatta reports



PHOTOS AND STORY BY FLEET 514

For the 28th consecutive year, Tucson Fleet 514 hosted this Division 2 points regatta (and this year, the Division 2 Championships) in beautiful Puerto Penasco, Sonora, Mexico. Mother Nature did her part with warm water and nice breezes.

Tecate, our most visible sponsor, helped us out with some cold cerveza and two big tents to drink it under, and Barb Perlmutter broke a long streak of sailing this event with an excellent turn on the RC boat (along with many talented volunteers). Fleet 514 provided incredibly full goodie bags and once again held a **huge** raffle. Our salsa contest was a big hit as well as our Saturday night Fiesta Dinner & Margarita Party.

This was the best attended regatta in Division 2 this year, and Fleet 514 **still** puts on this regatta

without yacht clubs or outside resources. Including our friends from the Arizona multihull fleet, the 'spectator fleet' of fun sailors, and despite losing a couple regulars to the Galveston North American Championships, we had over 100 hulls on the beach - (Do the math!)



We are one of the few regattas in North America that is growing larger every year, with boats from Arizona, Southern California, Central California, Nevada, Utah, New Mexico, Colorado and

Mexico racing on the warm Sea of Cortez water. It was especially cool to see 14 Hobie 18s on the beach, and have a 18A fleet that was bigger than the 16s – Haven't seen that in years!

Thanks in large part to the tireless promoting of this regatta by Barb and Jeff Perlmutter over the summer season, we had nearly 15 teams that attended this regatta for the first time, and it blew their minds how awesome this regatta is - It is very satisfying to share this special event with first-timers, and have them all say "I'll be back!"

From sailing in board shorts with dolphins swimming between the hulls, to the free cold beer, to the fresh shrimp delivered to the campground that were as big as a chicken legs, it doesn't get much better than that.



Please help spread the word about our 2014 event, perhaps a future North American Championships location? If you bring a new competitor (with their boat) to the 2014 Piñata Regatta, we will give you \$20 off your entry and \$20 off the new boat's entry!

Check out our latest 2013 Piñata Pictures and results now loaded on our website at: www.fleet514.com. We also have a lot of pictures submitted from attendees on our Tucson Hobie Fleet Facebook page, check 'em out! Thank you Lori Hevia and Jack Foster for your

photography work on the sand and water and a **big thank you** to all of our sponsors! It's no wonder why Fleet 514 has the best Hobie Raffle in the Country, our sponsors are awesome! Thanks again to everybody, and we will see you next year!



**JOIN OR RENEW
ON-LINE**
www.hcana.hobieclass.com



2014 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

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

TOTAL ENCLOSED
(MAKE CHECK PAYABLE TO HCA-NA)

Release of Liability - Waiver of Claims

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

| | |
|-------|-------|
| SIGN | DATE |
| _____ | _____ |

Send completed form with check or money order to:

HCA MEMBERSHIP

c/o Matt Bounds

3798 Damas Dr.

Commerce Twp., MI 48382

248-980-7931

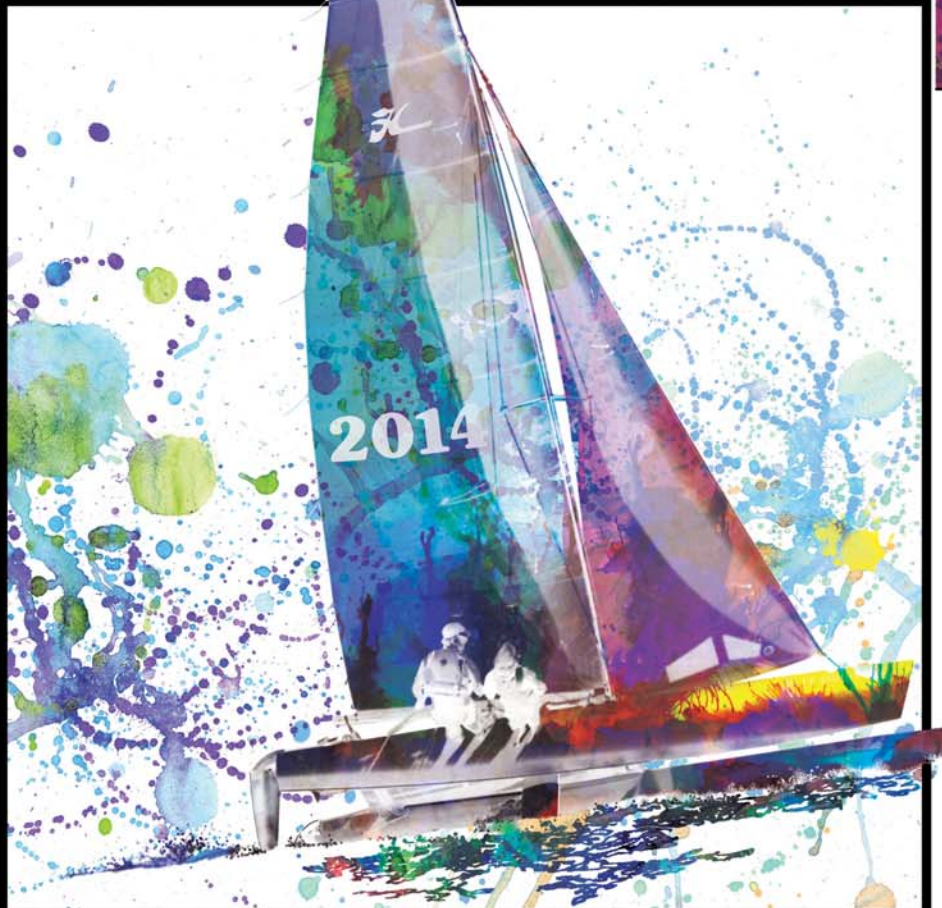
hobiemembership@gmail.com

California High

**HOBIE 18, HOBIE 20
TIGERS & WILD CATS**

**NORTH AMERICAN
CHAMPIONSHIP REGATTA**

NOTICE OF RACE



**Huntington Lake, CA
AUGUST 4-8, 2014 @ 7,000 ft.**

Racing Schedule: Registration and check-in will take place on **8/2/14** – 3:00 pm to 5:00 pm, **8/3/14** – 3:00 pm to 5:00 pm, and **8/4/14** – 8:00 am to 9:00 am. The Regatta will have **five days of racing (8/4/14 – 8/8/14)** with the objective of 3-5 races per day, back to back. The first warning signal will be at 11:00 on 8/4/14.

A local Division 3 Regatta– *Mile High*, will be taking place 8/2/14 and 8/3/14. Participants wanting to practice on the lake can also enter the Mile High Regatta.

Social Schedule: 8/4/14 –Welcome Dinner Party; 8/6/14 Mid-week Dinner Party; 8/8/14 Awards Banquet and Dinner

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

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

Sailing Instructions: The sailing instructions will be available at registration.

Radio Communication: Under rule 87, IHCA class rule 16.3 is changed as follows: Competitors are permitted to carry VHF radios while racing.

Insurance: Each participating boat shall have current third party liability insurance with a minimum coverage of not less than \$100,000. Proof of insurance will be required upon on-site registration.

Camping: Camping is allowed in designated camp grounds only. Cabins and condominiums are also available to rent. NOTE: Camping reservations at the State camp sites open 6 months before the date of camping. It is highly advisable

to book your campground reservations on 2/2/2014. Ask your Fleet Officer listed below for tips on how to book the sites! Condos and Cabins may be booked anytime.

Camping: www.recreation.gov

Cabins: Lakeshore Resort (559) 893-3193, www.lakeshoreresort.com

Condos: www.shaverlake.com (look for condos at Huntington Lake)

Trophies: Trophies will be awarded based on number of pre-registrants.

Inspections: NO Mussel inspections are required at Huntington Lake

Charter Info:

Hobie 18 Fleet Officer – Brett Peterson – corkguy1390@sbcglobal.net

Hobie 20 Fleet Officer – Mark Zimmer – Khimaira20@yahoo.com

Hobie F18 Fleet Officer – Ben Brown – sportsbrown@gmail.com

Information: Event Chair – Scott Erwin (805) 610-7812 or wscotterwin@yahoo.com

Facebook: www.facebook.com/2014HobieNorthAmericans

Organizing Authority: The Hobie Class Association of North America and Hobie Fleet 259

Sailing Venue: Huntington Lake, California

Rules: The event will be conducted in accordance with the Racing Rules of Sailing. 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.

Eligibility, Entry, and Classes: The event is open to Class legal Hobie 18s and Hobie 20s. This event is also open to Hobie Tigers and Hobie Wild Cats. The Hobie Tigers and Wild Cats shall be started and scored together. Per IHCA Rule 26, all crew must be 2014 HCA members.

Registration and Fees: Early Registration by July 1, 2014 – \$375
Late Registration after July 1, 2014 – \$450

Additional social tickets for evening events will be available at the venue.

Registrar: Kathy Erwin (805) 610-2846 or Steversonkathy@yahoo.com

Online Registration: www.div3.hobieclass.com

Mirage Tandem Island

HOBIE CLASS ASSOCIATION
of NORTH AMERICA
3798 Damas Dr.
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Maximum fun, minimal drag

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

Stable tri-maran design with side trampolines available.

Rudder controls and mainsheet cleats at both seating locations.

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

