



HOTLINE

WINTER 2012

VOLUME 41 NO. 1



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



2012 Hobie 16 & Hobie 20 North American Championships



Photo Copyright (c) 2009, Ken Papai

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

Organizing Authority:

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

Venue:

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

Rules:

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

Eligibility:

The ISAF Competitors eligibility code applies (ISAF regulation 19). All crew members must be paid members of the HCA-NA (or other National Hobie Class Association).

Entry Fee:

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

Schedule:

Saturday, June 16, 2012

1200–1700 Boat weigh in

Sunday, June 17, 2012

1000–1700 Boat weigh in & registration

1300 Practice races

Monday, June 18, 2012

0800–1000 Registration

1000 Skippers meeting

1200 First start

Tuesday–Friday, June 19–22, 2012

11:00 1st warning signal

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

Equipment:

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

Competitors Insurance:

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

Sailing Instructions:

The sailing instructions will be available at registration.

Prizes:

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

Accommodations:

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

Air transportation:

SFO, San Francisco International

OAK, Oakland International

Both about 45 minutes from race site

Event Information Contacts:

Mike Montague: mike@teevax.com

Kathie Forte: hobie@sausalitoyachtclub.org

Event website: www.hcana.hobieclass.com

NOTICE OF RACE



The Official Publication of the Hobie Class Association of North America

**WINTER 2012
VOLUME 41, 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.

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thecommondenominator



As we begin a new year and I begin my term as Class Chair, it's important that we look back at the past year. 2011 has been an exciting, fun and successful year for our association.

We have new members, new fleets, returning members, and returning fleets. Events this last year have set a new standard. The area championships were organized and performed as special events providing the total Hobie experience, in addition to the highest standard of racing. At the North American Championship events for Youth, Women, Wave, 14, 16, 17, 18, and 20, the local organizers and helpers went beyond expectations. They gave their time and their resources, without hesitation, to provide the best possible experience for the participants as well as their family, friends, and local spectators. A special thank you must be given to your class representatives Chris Wessels, Bridget Quatrone, and Matt Bounds. They stepped into the trenches and worked unselfishly to support all of the event personnel to make the championships successful.

Looking at our regattas, certain aspects stand out that define who we are as a sailing class and, in many cases, who we are as individuals. The participants were of all ages. We had parents and children sailing together and against each other. There were grandparents sailing against their children and grandchildren. We had many youth teams, women's teams, and every conceivable combination in between. Over six different countries raced in our North American Championships. I must ask in what other endeavor can we have such a diverse cross-section playing on the same field? This is the Hobie legacy to which we have all become a part.

The activities of 2012 will continue in the same vein. We have up-scale area events scheduled. The 16 and 20 North Americans will be in the San Francisco Bay area; the 17 and 18s in Lake Mojave, Nevada; the youths in Annapolis, and a stand-alone Women's championship is in progress. Equally important, we have fleets with new enthusiasm; getting together with friends on the beach, waiting for the breeze.

Bringing my thoughts together, I would like to quote the introduction to the International Hobie Class Rules:

"For some sailors, Hobie racing is about competition and the exhilaration of winning (or losing) fairly. For others, it's the challenge, excitement, concentration, and physical exertion. But for the vast majority of Hobie sailors, it's about the camaraderie, familiar places, new places, old friends and new, and memories of fun times with people who share a love of the sport."

Let's put the bow down and go!

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photo / illustration credits

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The Common Denominator – **Terri McKenna**

Contents – **Caleb Boge, Dorine Lawrence, Ellie Martin, Coco Hudson**

Just in Off the Wire – **Hobie Designs**

This Old Hobie – **Caleb Boge**

Hobie 16 / 20 North Americans – **Ellie Martin, Dorine Lawrence, Jason Lewis, Terri McKenna**

Bridging the Gap – **Ellie Martin, Dorine Lawrence, Jason Lewis, Terri McKenna**

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on the cover

Fort Walton Beach, FL – Taylor and Michael McNeir charge out to the starting area at the Hobie 20 North Americans. Photo by Jason Lewis

justinoffthewire

News and Notes



Extreme Makeover - The Web Site Edition

Head on over to www.hcana.hobieclass.com and check out the new look of the HCANA's web site! It's been buffed and polished - and completely reorganized. On the home page, there are four rotating news stories in the center - just click on the photo to go to the story. Just below that, you'll find direct links to the key HCANA programs and services. On the left, there are links to the IHCA, ISAF, and the national sailing authorities (like US Sailing) in North America. On the right are links to the Hobie Forums and social media.

Inside, you'll find updated event sections, more information on the classes (a work in progress) and a whole slew of information about organizing, running and competing in Hobie Cat regattas. There are archival sections, too. Check it out!

Jersey Islands Issue Stamp Featuring Hobie Cats

On 10th January 2012, Jersey Post released the first issue for the year, following the theme set by PostEurop for the 'Europa' Stamp Issue.

The four stamps serve to highlight the various reasons why so many visitors come to Jersey every year, the subjects of the illustrations being:

Gourmet, Outdoor Active Jersey, Green Jersey, and Heritage.

The stamps have been painted by Colleen Corlett.

All stamp products are available to purchase online by visiting www.jerseystamps.com or by emailing stamps@jerseypost.com.



Proposed IHCA Class Rule Changes

The IHCA Rules Committee in consultation with ISAF Judges have put forward a recommendation to modify RRS 42 for our class racing. Rule 42 restricts the use of kinetics (pumping, ooching, rocking). ISAF allows classes to modify RRS 42 to suit their class. A number of ISAF Classes have taken this step, for example, the Finn Class allows unlimited kinetics above a certain wind speed. This rule change will formally allow things that we already do (like popping battens over) that are technically against the rules.

Hobie Cat Europe has also submitted some changes to the Hobie Wild Cat for the sailors to comment on.

Comments: rules@hobieclass.com

New Hobie Sand Bar Opens at John Wayne Airport

Hobie Designs is proud to announce the grand opening of the Hobie Sand Bar Restaurant inside John Wayne Airport's new South terminal wing.

Sporting an unofficial motto of "A nice place to run aground", The Hobie Sand Bar's menu and ambiance represents a beach lifestyle that Hobie Alter created over 60 years ago as a youth growing up in Laguna Beach. The restaurant features a full menu of coastal inspired fare that will transport the weary traveler out of the terminal and onto the beach.

Besides the amazing dining experience, every part of the Sand Bar transports the diner through a visual experience of Hobie Alter's life, from authentic pictures and memorabilia to the furnishings, each piece representing decades of innovation that created the "Have a Hobie Day" lifestyle that has been experienced worldwide.

The creation of the Hobie Sand Bar has been a tight knit collaboration between the restaurants operator, HMS Host, and the entire Hobie family who have been instrumental in creating the authentic Hobie Sand Bar vibe. Hobie's sons Hobie Jr. and Jeff working with Mark Christy (Jeff's brother in law) in developing the initial concept and Laurie Alter (Jeff's wife and owner of Tuvalu Home in Laguna Beach) as head designer for the project, were all instrumental in the final project. Hobie Sr. is very proud of this project and the reflection it presents of his life and heritage.



Surf City Racing
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Photography * Race Updates * Write-ups * Video

Jeremy Leonard (831) 475-7245 www.surfcityracing.org

HOBIE MIDWINTERS EAST



Daytona Beach, Florida

April 13 - 15, 2012

NOTICE OF RACE

ORGANIZING AUTHORITY

The Hobie Class Association in affiliation with Hobie Fleet 80 and Sailing Center Inc.

VENUE

Perry's Ocean Edge, Daytona Beach, FL
Sailing will be on the Atlantic Ocean

RULES

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

CLASSES / CONDITIONS OF ENTRY

The regatta is open to all Hobie One-Design Classes. Starting groups will be determined after all registrations have been received. Pursuant to IHCA Rule 26, one crew member on each boat must be a member of the IHCA. Proof of \$100,000 USD current liability insurance is required.

SCHEDULE OF EVENTS

Friday, April 13, 2012

Guest Expert: TBA
Practice Time: TBA
3:00-7:00pm Registration
7:00 Welcome Party

Saturday, April 14, 2012

7:00-9:30am Registration
11:00am Competitors' Mtg
12:00pm 1st Shape
7:00pm, Post Race Dinner

Sunday, April 15, 2012

10:00am 1st Shape
No race shall start after 1400
Trophy presentation ASAP after last race

ACCOMMODATIONS

Perry's Ocean Edge Resort- 888-465-3938
2209 S Atlantic Ave, DAB, FL 32118
www.perrysoceanedge.com

Event Rates

Oceanfront Resort Kitchen \$109
Oceanfront Full Kitchen \$119.

ENTRY FEES:

Double-handed boat: \$85, Youth \$50
Single-handed boat: \$75 Youth \$40
Social Ticket: \$22

REGISTRATION:

On-line - www.regattanetwork.com
Registration at event - Perry's Oceanedge
Late Fee applies after April 1, 2012

Look for updates and additional info on Facebook at "Hobie Fleet 80 Daytona Beach" or on Twitter @hobiefleet80

CONTACT: Pete Haley
pethaley23@gmail.com
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2012hcaboard/contacts

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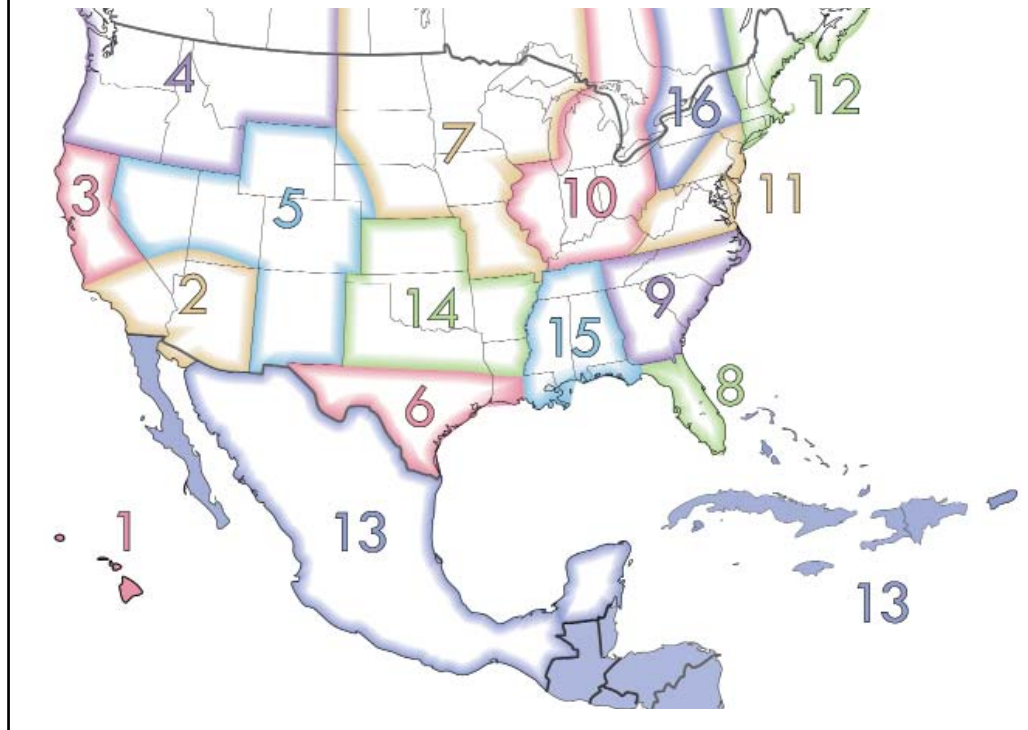
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2012



points regatta schedule

DIVISION 2

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

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

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

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

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

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

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

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

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

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

DIVISION 3

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

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

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

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

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

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

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

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

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

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

Monterey, CA
October 6-7
Turkey / Div 3 Champs
 Jason Moore
hobie.20@comcast.net

DIVISION 4

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

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

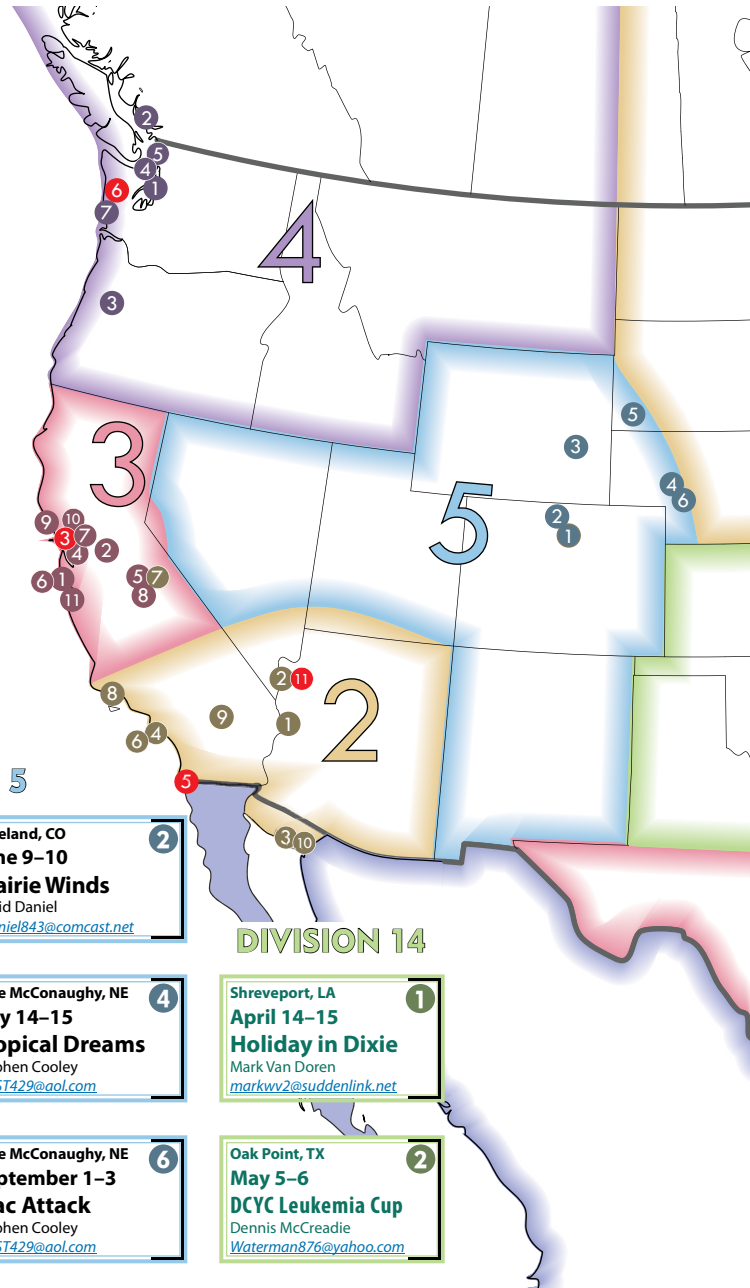
Eugene, OR
June 9-10
Live on the Edge
 Roeland Kapsenberg
www.eugenevachtclub.org

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

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

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

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



DIVISION 5

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

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

Lake Alcova, WY
June 23-24
Wyoming Governor's Cup
 Stuart Hill
boarderstu@bresnan.net

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

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

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

DIVISION 14

Shreveport, LA
April 14-15
Holiday in Dixie
 Mark Van Doren
markv2@usuddenlink.net

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

DIVISION 1

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

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

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

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

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

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

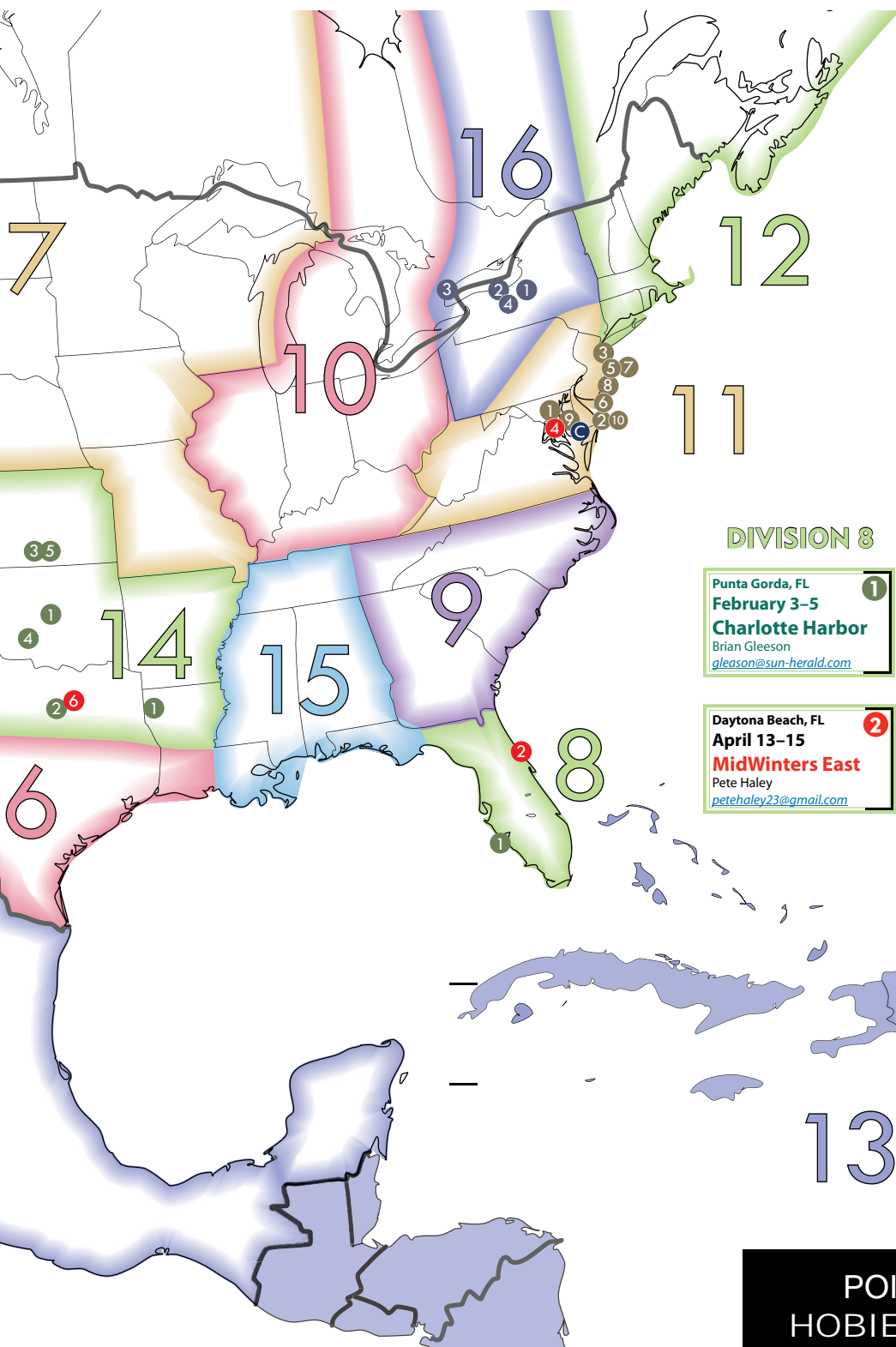
DIVISION 16

Syracuse, NY
May 18-20
Madcatter
 Bob Longo
rlongo@aol.com

Rochester, NY
August 4-5
R.O.H.R.
 Mark Gibson
mgbson18@gmail.com

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

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



DIVISION 11

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

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

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

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

Annapolis, MD – Annapolis Yacht Club
July 6-8
Junior Olympics /HCANA Youth North Americans
 Harry Murphey
harrymurphey@yahoo.com

DIVISION 8

Punta Gorda, FL
February 3-5
Charlotte Harbor
 Brian Gleeson
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Lanoka Harbor, NJ
July 21-22
Barnegat Breezer NEAC
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Wildwood, NJ
August 18-19
Wildwood
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Daytona Beach, FL
April 13-15
MidWinters East
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Spray Beach, NJ
August 25-26
Spray Beach
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Shore Acres, NJ
September 8-9
Shore Acres
 Rob Wingender
rawingender2@comcast.net

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

Dewey Beach, DE
October 6-7
Rehoboth Fall Classic
 Bill Colgan
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GREEN Text denotes a yacht club one-design regatta. Check with the organizer to confirm which classes are invited.

**POINTS RESULTS GO TO:
 HOBIESCORES@YAHOO.COM**

NEW This Old Hobie

The Last New Hobie 18 - Part 1

Text and Photos By Caleb Boge

Editor's Note: Caleb Boge, from Shepherd, Michigan, was one of the people who took delivery of the new Hobie 18 hulls from Hobie Cat Australasia in late 2010. Unlike most people that purchased those hulls, Caleb took it a step further - he also ordered the additional parts to put an entire, new Hobie 18 together - most likely the last one. His attention to detail in assembling his all new boat was phenomenal and demonstrated many techniques that we can all use in working on our boats. His progress was documented in the Hobie Cat forums (www.hobiecat.com/forums) and he graciously allowed us to reformat and use his photos for this article.

I think the general complexity and capability of a decked-out Hobie 18 is something beautiful, functional; elegant even. Among catamarans, the Hobie 18 possesses a unique combination of attributes that really makes it a special boat. Tops on my list would be durability, the option of wings, smooth & powerful ride...yet still light enough to be handled by one person. A truly great beach cat! I have owned my fair share of Hobies but really enjoy the 18 for the durability, versatility, and comfort.

When I took delivery of the hulls in fall 2010, it was too late in the season to do any work on them. So I built an indoor storage rack to keep them safe for the winter [1]. In the spring, the first step was to modify my storage rack and position accordingly to allow for an easy working height and alignment. The padding is made from golf club covers, and positioned so that if the hulls rock while working with them they'll not contact the wooden legs of the cradles repeatedly [2].

Hulls - Trampoline Tracks

The trampoline tracks were riveted on by Hobie with no backing washers [3], which is not the way they used to be made. Recalling stories of folks who have had tramp tracks pull out under sail, and because it seems that it would impact the longevity and stiffness of the boat, I opted to re-rivet these with a proper backing washer to help spread the load of the rivet out to the hull lip and keep them from loosening up.

Photo [4] shows the pencil pointing at a removed rivet from the new hulls. The shoulder transmitting the loads across to the hulls is small. To the right is a rivet removed from an older Hobie 18 track, with a factory Hobie stainless backing washer. Farthest to the left is an example of the backing washers that I used, which have even more surface area. I couldn't find anything commercially available that was suitably curved, so I made a die and punched the washers out myself. I used and recommend 6-10 rivets ($3/16$ " diameter, $5/8$ " grip length).





3



4



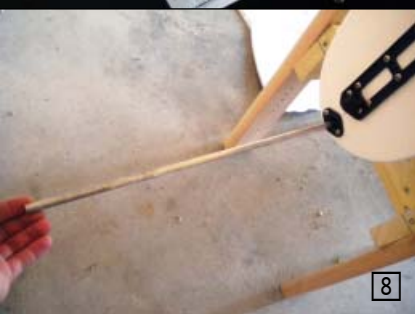
5



6



7



8

Here is a trick when setting rivets inside the traveller tracks, or any tight clearance area [5]. Create a short stack of washers / nuts (I used one washer on the bottom and two small nuts as shown) to create a clear space for the nose of your rivet gun, so you don't inadvertently pinch or dent the traveller track.

Photo [6] shows the completed, re-riveted tramp track with new, large backing washers.

Hulls – Deck Ports / Reinforcing Plates

Since my plan is to install SX wings on this boat, it would be necessary to install the crossbar reinforcing plates on the rear crossbar. This would require the installation of a couple small deck ports on the rear deck to access the hull interiors. I have had these ports before on other Hobie Cats, and they are nice to facilitate rapid drying of any trapped moisture in the hulls, as well as allowing me to install rear anchor plates. Here is what the 4" Hatch Cover Kit #5352W looks like out of the bag from Hobie [7].

It is a good idea to verify the location of and/or push back the flotation foam inside the hulls before getting started and making a mess inside the hull accidentally when cutting the port holes. I used a small rod inserted through the drain plug hole to make sure they were far enough forward [8].

The instructions from Hobie indicate port placement of ten inches or more from the crossbar locations. I ended up being just

slightly over that amount. Photo [9] shows locating a port, with the idea of being able to comfortably access both the transom in the future if needed, as well as the inside of the crossbar saddle for the anchor plate installation I am planning.

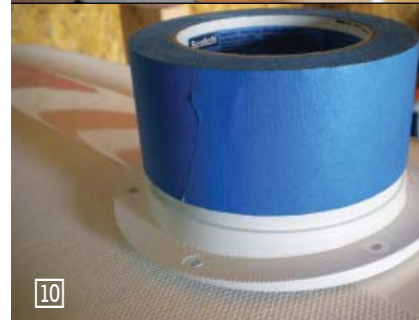
For marking the cut circle, I was fortunate to find a handy item of the correct diameter (a roll of masking tape) [10]. Otherwise, you can use a compass once you locate the center of the port. Photo [11] shows the deck marked and the pilot hole drilled. No turning back!

Photo [12] shows the cutting tool of choice. It worked great! Practice inside your circle before attempting on your own, though. You want to cut in such a way that if the bit wanders, it wants to wander to the inside. Also remember to cut perpendicular to the horizon (not to the hull deck) since that is how the hatch covers are molded (side walls of the hatch ring are perpendicular to the hatch cover top). It is almost a two person job to do the cutouts ... one person to do the cutting and another to hold a shop vac nozzle close by to remove debris as you go (so you can see your line). I used a large spindle sander drum [13] to clean up the cut edges nice (by hand, not in a power tool). Very little cleanup was needed.

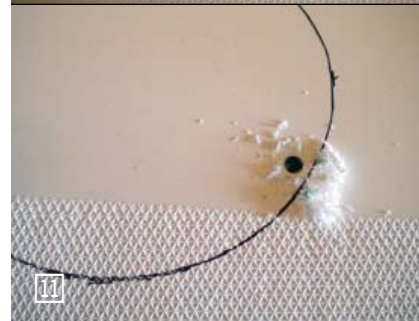
I removed a sliver (1/8") of foam from the inside edges, all the way around [14]. I sealed these edges against future water intrusion and damage to the foam core. I just mixed up some poly gel resin and filled the edges in here [15]. In addition, using my finger



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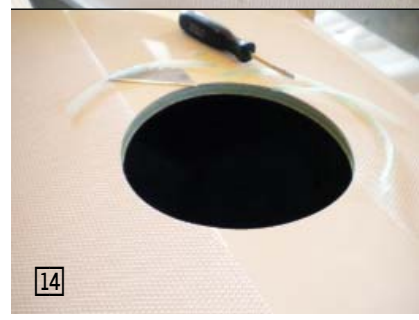
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and the leftover resin, I smudged a ring around the bottom edge of the holes on the inside, just to tie up and seal any fractured glass fibers on the inner layer of fiberglass [16]. Along the same line of thinking, I plan to bed the hatch covers in with silicone alone, without using the nylon fasteners. This will eliminate drilling holes through the foam core. Final install will take place after the internal work is done, since there is a larger hole to work through right now.

The extra shroud anchor plates I elected to add were positioned in place via the rear outboard crossbar bolts. Next, the hulls were drilled for the four 1/4" bolts. It is nice to keep the drill reasonably perpendicular to the hull shape as shown [17]. I used the pointed end of a small cable tie to coat the walls of the holes through the hulls with silicone [18]. I used a dab of silicone around the threads of the fasteners before installation to ensure a good seal and gives a small (ideal) amount of squeeze out around the head of the bolts [19]. I applied a fair amount of sealant to both sides of the washer before tightening the nylock nut. This ensures a good seal, hopefully for the life of the boat [20].

Final install of the deck ports: first I smeared a ring of sealant around the opening and inside lip in the hull, and then laid a thick bead on the shoulder of the deck port itself [21]. Next the bead of silicone was tapered and faired on the deck port using my finger [22].

The port has now been installed [23]. There was minimal

external squeeze out of the silicone - mostly just through the fastener holes. I was very happy with that, since it is hard to get the stuff out of the non-skid areas of the decks!

Daggerboards / Trunks

When I received the set of new dagger boards, I was surprised by some edge roughness and scratches left over from trimming during molding and manufacture, so I ended up spending an afternoon wet sanding those areas along the edge with 600 grit [24], followed by some buffing compound to remove the 600 grit haze.

I added shock cords and hooks, and they are shown here with the Hobie board bag #82410001. It has a sturdy carry handle and a large Velcro closure on one end. It should protect these well. The storage case is really well made, and features an internal divider so the boards do not rub on each other [25].

Next, to the trunks - the Hobie factory had glued in several neoprene pads at the top for protection and to help hold the boards in place [26]. Unfortunately, the boards will not fit into the slot - just not enough room (not even close). So, the first job was to remove the pads from each of the trunks. It was a tedious job as the pads were well adhered and I did not want to scratch the gel coat. Additionally, there was a nasty lip / edge jutting out forward, down in the trunks, left over from molding the top deck of the hulls that needed to be carefully filed smooth. It would



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have enjoyed taking sharp little bites out of the back of the daggerboard!

I replaced the neoprene pads with 3M brand self-adhesive Velcro using just the fuzzy side only. I have seen this used before and it is thin, soft, and offers excellent protection, reasonable durability, and is reasonably easy to install. Here are a few tricks shown with some scrap pieces that I figured out for handling and guiding the stuff into place [27], [28] (the adhesive is extremely sticky ... do not touch with your fingers). In addition to replacing the front and back protection, I added a piece to each side in order to tighten up a bit of side to side slop [29].

The fit of the boards is awesome, with moderate friction and a smooth sliding action on each daggerboard. Underneath, the factory Hobie neoprene fit is fantastic on the boards. I am extremely happy with that! [30]

Crossbars

This portion of the construction ate up an enormous amount of time due to the number of bits and pieces that need to fit together correctly in order to ensure a solid, square catamaran once completed. Photo [31] shows the “exploded” front crossbar; [32] shows the rear. All crossbar assembling was done on a large piece of closed-cell packing foam. It really protects the parts from nicks and scratches during handling.

Before beginning crossbar assembly, I used the best anti-seize I had on the threads of the internal castings to protect from

galling during assembly [33]. I have also used lithium bearing grease before, but this stuff works much better, and has a higher viscosity than commercially branded anti-seize products. In addition to this, I placed a piece of packing tape over the top of each casting [34] to keep dust and dirt out. This might aid in disassembly in the future if ever needed. Boats older than the mid 1980s have a slightly different insert (essentially a nylock nut) that has roughly half the thread engagement.

I used a dead-blow hammer for seating the end caps to prevent marring the castings [35]. On the rear crossbar, I went ahead and slipped the rear lacing strip into place before seating the second end cap. A much easier job at that point!

For the mast step, I used an additional Teflon disc (the white ‘washer’) under the black mast bearing to reduce / eliminate mast squeak [36]. I added two small stainless spacer washers underneath the stainless ‘capture’ washer in this assembly, ensuring that I could snug the stainless screw yet still have a free-spinning mast bearing. This is one of the few places that I also use Loc-Tite, since this is a fairly important piece of the rigging.

The standard roller furling cleat isn't very user friendly. So I went with a micro-sized Ronstan cleat with a matching-sized Harken fairlead [37]. These did not get located or installed until the final rigging process when the mast was up, in order to assess angles of the furling line and therefore correct placement of the cleat and fairlead.





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The standard main traveler comes equipped from Hobie with two “slugs”, but many people, including myself, prefer the “one ball, one slug” combination. I had a couple new sets lying around so I upgraded the traveler as shown [38]. Hobie no longer carries the balls in stock, although they are available on the aftermarket.

Photo [39] shows the traveler cleat assembly, all Harken. The Cammatic is upgraded to the aluminum style, which seem to have better life and grip on newer high-tech lines. I added the Hobie Roller Fairlead Kit #50012 which is a nice feature and does noticeably reduce line friction when adjusting the traveler. Photo [40] shows the assembled traveler, cleat and tie-off bail.

There was an unexpected amount of fitting required in order to mate the crossbars to the hulls, due to the hulls being manufactured with very thick deck lips, the thickest I have ever seen [41]. Might be good for hull longevity, but ate up a lot of time and even required sourcing outboard bolts with longer threads due to the additional thickness [42].

Missing Holes

Next issue - looks like the dagger board shock cord tie off points in the deck lips are missing! These are holes drilled in the deck lip, slightly forward of the front crossbar on each hull. I chose to use a very small pilot bit for the initial hole, figuring it would give me more options for correction if something went wrong. Photo [43] is a pilot viewed from underneath. You can tell it

is centered in the groove because the reflection of the hole in the side of the hull is twice the actual viewable distance from the hole to the inside edge of the deck lip.

Next I enlarged the initial pilot holes to their final sizes with a series of stepped drills. These are an excellent tool for the job since they tend to follow the pilot well [44]. I tried a variety of things to do the radii at the top of the holes, but ended up just doing them carefully by hand with sandpaper in the end [45]. Rope tie-offs for the shock cord hooks were added [46]. Those make installing / removal of the boards fast.

Hobie also did not drill a tramp lace line tie-off hole in either hull lip [47]. I went ahead and drilled these at this time in preparation of the main tramp installation. After marking their locations, I drilled a small pilot hole. The socket acts as a depth stop to prevent accidentally touching or drilling into the hull once the drill is through the lip [48]. Enlarging the pilot holes, I made a larger depth stop out of some scrap PVC tubing [49]. The depth stop is crucial in this application as the larger diameter drill could try to lunge through the hole just as it is finishing. Photo [50] shows the finished hole. You can just make out the ghost outline from the depth stop. The drill bit probably was pulling / attempting to lunge with a fair amount of force.

In Part 2, we'll mount the SX wings, install the rudders and trampoline, rig the mast and finally - take her for a sail.



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JUNE 1-3, 2012



40th SAN DIEGO CLASSIC

SOUTHWEST AREA CHAMPIONSHIPS HOBIE CAT COMPANY SPECIAL EVENT

NOTICE OF RACE

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

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

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

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

FEES: Double Handed: \$60; Single Handed: \$50; Youth Teams: \$40. **A \$10 late registration fee will be assessed after May 20, 2012.**

SCHEDULE:

Friday, June 1 – On site registration and check-in: 8–10 AM; Bus Ride to Oceanside for Hobie Factory Tour: 10 AM; Barbecue lunch: 11:30 AM; Sailing Event TBA: 3 PM; Refreshments at regatta site: 6 PM.

Saturday, June 2 – On site registration and check-in: 8–10 AM; First warning signal: 11:30 AM. Saturday Evening: Barbecue, Live Music, Dancing, Raffle and Silent Auction.

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

SAILING INSTRUCTIONS: Sailing Instructions will be provided at the on-site registration and check-in, Friday, June 1 and Saturday, June 2.

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

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

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

REGISTRATION INCLUDES: Racing, Friday transportation to/from Oceanside for tour, Hobie Cat Factory Tour with barbecue lunch, Friday sailing event & evening refreshments, Saturday night dinner and party. Homestyle breakfast burritos available Saturday and Sunday at nominal cost.

CONTACTS:

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

Scott Wentworth, scott_wentworth@yahoo.com

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

REGISTRATION: On-line at www.RegattaNetwork.com (click on calendar, then scroll down to "40th San Diego Classic") **PRE REGISTRATION AND PAYMENT IS HIGHLY RECOMMENDED TO SPEED YOU THROUGH THE CHECK-IN PROCESS**

REGISTER ON-LINE AT WWW.RegattaNetwork.COM

Enthusiastic sailors, wrapped in neoprene and sunscreen, hoisted their diversely vibrant sails for another day of racing. It was Tuesday, day number two at the Ft. Walton Beach, Florida Hobie 16 North American Championships.

Unlike Monday's ordinary surf, Tuesday's conditions presented a more daunting task in finding a decent lull between sets. One by one, a continuous movement of boats cutting a hairy entrance to the water started the exodus from the sugary beaches. Breakers propelled them from the lulls to the tops compounding rollers, hulls pointed skyward at the peak, then slammed into the trough over and over. The wind swirled the waves in different directions, like a load of laundry in the washing machine.

Our professional race committee was poised and ready for the sequence at 10AM, as promised. We joined groups of boats circling the committee boat in anticipation of the start. I noticed the massive committee boat rolling and pitching in the turbulent waters. Whoa! It looked to be a rather miserable situation, all the people huddled in their jackets as they leaned against the side of the rolling boat. But they carried on unabashed, green or not! I couldn't believe I felt the luckier one bouncing around and scaling heavy seas on a wet Hobie Cat.



ONE DAY IN

**THE 2011 HOBIE 16 / HOBIE 20
NORTH AMERICAN CHAMPIONSHIPS**



ELLIE MARTIN

I noticed the massive committee boat rolling and pitching in the turbulent waters. It looked to be a rather miserable situation, all the people huddled in their jackets as they leaned against the side of the rolling boat.



NOVEMBER

STORY BY PATTI HENSLER
PHOTO BY JASON LEWIS



ELLIE MARTIN

A course 1 seemed apropos for the conditions. After a few general recalls, the race was on. The agitated gulf was playful, taking on its own unpredictable disposition. At times it was spiteful, other times delightful. Its rhythm was out of sync, bashing the hulls with sporadic pushes backwards compliments of bulging swells under the tramp. Going to weather brought violent smacks of water pushing on the legs and feet when trapping. But then we'd smile heading for the gates when smooth downwind waves picked up the back of the boat and sent us screaming down the other side, gently but swiftly moving us forward. What a crazy ride!

Downwind, waves picked up the back of the boat and sent us screaming down the other side. What a crazy ride!



DORINE LAWRENCE



DORINE LAWRENCE



ELLIE MARTIN

Going to weather brought violent smacks of water pushing on the legs and feet when trapping.



JASON LEWIS



DORINE LAWRENCE



In spite of the intense competition, the sea did a great job of distracting and entertaining us that day. There were villages of pink floating jellyfish. Occasionally we sailed by what looked like 50 to 100 pound slabs of white meat drifting just below the surface, what strange creatures they were! Porpoise families sporadically pierced the surface and propelled themselves alongside the boat. Later that day we heard reports of sea turtles swimming; we saw manta rays flapping their way through churning water under the tramp, like elephants gracefully fanning hot summer breezes with their giant ears.



ELLIE MARTIN



TERRI MCKENNA

After playing so hard, I wore myself out and... For awhile it struggled taking small, inconsistent breaks more and more challenging... committee was alert to the... quickly moving to shorten the... sighed its last breath. Many... finish and day number two v...



ELLIE MARTIN

d for hours, the wind
d wound itself down.
gged to stay awake,
aths, making the races
to finish. The race
changing conditions,
e course as the wind
boats drifted to the
was over.



ELLIE MARTIN

EPILOGUE

Of course a North American Championship occurs over many days, not just one. Wednesday followed with more well managed races. Forecasters painted an ugly picture for Thursday and Mother Nature complied. The day dawned grey, frigid and windy. From our vantage point on the sixth floor balcony of our room, we watched the RC struggle to go to where the course would be. We piled on all the warm gear we could find and marched like tin soldiers to our boats to wait. The postponement flag whipped in the frigid wind for so long; many retreated to their rooms or sheltered places.

It wasn't until 1430 or so when it was deemed a lost day for racing. Disappointed sailors peeled off their heavy gear in hopes for a better day on Friday.

But the day wasn't a total loss. The family of Carlton Tucker hosted a terrific party for all the sailors. Great food, videos and memorabilia, dancing and drink entertained us while we mingled in the cold night under clear, starry skies and thatched roofs. A big thank you goes out to the Tucker family for a terrific evening. It was a well-attended and enjoyable party.

Friday was a decent if not short day of racing; then the job of dismantling and loading boats for their journeys home. The parking lot was a flurry of activity lasting for hours, until the enveloping darkness forced a halt. Besides, it was a time for the final party, a time to say congratulations to the winners, thanks to the organizers and committee, then hesitant goodbyes to good friends... until next year.

complete results available at www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=3822&show_crew=1



The Hobie Class: Bridging the Gap Between Age and Gender

At the 201...
experience

There were two Father/son teams: Chris and Jacob Wessels and Mike and Taylor McNeir.



Alex Larson from Storm Lake IA (age 16) "I had a lot of fun here. Everyone is super nice and friendly plus the location is beautiful."

In the top 20 placing boats, 17 skippers qualified as Masters age (over 45).

There were three Women Skippers: Susan Korzeniewski, Christina Bradshaw & Robbin Mocarski.



Max Hudson from Shreveport, La (age 15) attending his first open North American Event. "It is the most awesome experience I have ever had!"

Kat Porter from Garden Valley, CA (age 13). "I've sailed at five North Americans, but attended many when I was younger! This was another great learning experience for me! I learned a lot of sailing tactics and I met many great people that my Dad always talks about."



There was one all women's team, Christina Bradshaw with Bailey Ring



Casey Larson from Storm Lake, IA (age 16): Casey has attended two Hobie Youth, two Open 16 and one Hobie 20 North Americans. "The area is amazing!!! The waves were a little rough for me but overall I loved sailing on the ocean and had a great time."

Bailey Ring from Tulsa, OK (age 15 1/2) "I have sailed in one Hobie North Americans – this one. This event was a huge experience and the first time to sail in the ocean, I loved it!!!"

There were only five all-male teams out of nine in the Hobie 20 Class.

There were 98 competitors in the 16 class made up of 44 women and 54 men.

Seri Taha from Des Moines, IA (age 15): This was her 1st NA event. "Sailing at North Americans has been amazing. The ocean is way different than lake Hobie sailing. I would do it again in a heart beat."



Isabelle Strasser from Frederick, MD (age 15) Isabelle has competed in Hobie 16 Women's, Opens and 18 North Americans along with a Junior Olympic event. "I had a great time here, wind was great. ...the mornings, beach was beautiful. I LOVE IT!!"

There were only five all-male teams out of 49 teams in the Hobie 16 Class.

1 Hobie 16 and Hobie 20 North American Championships, there was a wide range of sailing from all over the country. Here are some statistics and quotes from the youngest competitors.



Joseph Bello from Navarre, Fla (age 16) This was the first North American Event for the only all youth team Skipper. "I liked learning stuff from really good sailors" Crew Steffi Zwarg was unavailable for a comment.



Morgan Miller from Doylestown, PA (age 17): This was her first North American event. " Love, love, love NAs so much to learn and people to meet. Ft. Walton has been what my skipper and I call Hobie Boot Camp, everything from rigging, tactics and even skippering has become embedded to memory."

The age range of the women was 13-64 and of the men was 12-70+



Kevin Prichard from Fla, (age 16) This was his first North American Championship. " This my first ever Hobie event. I had a great time, met some great people and learned a lot about multihull racing"



Several women had attended over 25 North American Championships.

Corrie Bradshaw from Bucyrus, KS (age 16): This was her first Open North Americans event. " It was great spending time with everyone for a whole week and the ocean was so beautiful and filled with wildlife"



Jake Wessels from Clear Lake , Iowa was the youngest competitor at age 12. "I've been to many races but this one had good people and was the best because it had a lot of fun things to do."



Arden Haley from Ponce Inlet, Fla. (age 15) "The wind and water were different every day. It was a lot of fun and I would be happy to sail here again."

Taylor McNeir from Broken Arrow, OK sailing his second Hobie 20 North Americans with his Dad. "It's always so much fun getting to sail against some of the best sailors around the country. There couldn't have been a better place to have it, Thank you."



There was one all youth team - Joe Bello with Steffi Zwarg

Regatta Reports

News from Division 2

The Piñata Regatta

Puerto Peñasco, Mexico, by Barb Perlmutter

The Piñata Wind Gods decided to be very generous this year. Winds of at least 15mph were recorded each day of the event. The air temperature remained in the mid-80s and the water temperature was just as warm. By late Friday, when registration closed, 44 boats had their masts up on the beach and the Tecate

kegs were free flowing under our Event Tent. This regatta was also the Division 2 Championships. Teams from Arizona, California, New Mexico, Nevada, Colorado and Texas showed their skills on the well laid out race course.

The wind for Saturday's racing built throughout the day. Five races were completed with everyone smiling due to the ideal racing conditions. Saturday night's party was another high point of the regatta. The Salsa Contest had four categories and 19 entrants. The judges had a difficult time determining the winners: Scott

Agan, Rex Miller, Rex Mitchell and Jeff Perlmutter. Salsa Prizes were awarded before a colorful Piñata was broken by blind-folded youth wielding a Hobie Hot Stick. Dinner's main course was cooked and served by Fleet 514's own chef, Diane Zimmerman with regatta

participants contributing yummy side dishes. Energetic sailors enjoyed dancing to live music while Margaritas and Tecate were flowing under the stars.

Tony Krauss was the MC for our huge raffle Saturday night. No one left disappointed as every table won a prize. This year our sponsors were very generous – which really helped our raffle ticket sales. The money we earn from our raffle helps pay for our event and keeps registration costs low. We were also fortunate to provide huge competitor goodie bags filled to the brim with Event Flip Flops, shampoos, conditioners, McLube OneDrop Ball Bearing Conditioner, Red Bull, freebie items, catalogs, dinner/drink/raffle tickets, etc.

Sunday's wind for racing was nearly as exciting as Saturday. Most boats had their crew out on the wire. Having boats off the water by 2 PM helped those wishing to return to the USA get their boat on their trailer before the trophy presentation. Hopefully they were carrying home a custom wooden trophy as well as crossing the border before dark. Many sailors stay for a week, enjoying this incredible sailing venue. Having a variety of lodging choices (Hotel, RV Park and affordable luxury condos) makes it easy to find a place to fit your needs.

We heard many reports of **no waiting** at the border on Sunday night and **no problems** with Mexico in general. These facts made a lot of people anxious to return next year for more fun in the sun and priceless memories. Mark your calendars for October 13-14, you don't want to miss Piñata 2012!



ELLIE MARTIN



ELLIE MARTIN



JEFFREY FORTUNA

Lake Arrowhead Points Regatta

Hosted by Hobie Fleet 434 and the Lake Arrowhead Yacht Club

by Terry Drewry

Lake Arrowhead Yacht Club Hobie Fleet 434 Regional Regatta proved again, that Hobies will find fun even when they can't find wind; they become fiercely competitive when inspired by over 10 mph winds, and they are patriotic.

After camping on the tree lined shores of the lake and a welcome from the local Hobies, Saturday morning was bright, sunny and foreboding – no wind! We put on our smiley faces, this can't happen. The fact that it took forever for the Hobies to get to the start line was our next clue. We checked three wind gauges and somewhat in denial, ran two sets of races. At the start of the third set, the Hobie crews were lying around on the trampolines looking like the parched scene out of the "Ancient Mariner." We abandoned the races and the Hobies drifted back to the club.

However, Jeff Fortuna and his camera seized the opportunity and took some fabulous art and action shots of the fleet. Those attached pictures and happy faces

prove that Hobies can find the fun. Check out Jeff's slide show on Flickr - www.flickr.com/photos/24862276@N02/with/6143988885/

Sunday started with a Patriots' Day ceremony at the club. About 100 visiting racers, race organizers and spectators joined in raising the special Patriots' Day flag below our National Banner with remembrance and honor. The wind came up and we had a perfect day of racing on graced by Hobie Cats all flying American flags.

These races gave the visitors and locals what they came for, fast and close racing in 10 mph plus winds. Competitors included North American Hobie Champion, Greg Thomas, who won the Hobie 16 A Fleet trophy, and many who came from out of State for this 7th annual gathering.

Local sailor, Carlton Spindle won the Hobie 16 B Fleet races, bare footed and without a crew, perhaps showing the mettle of Lake Arrowhead sailors or at least how warm our weather is at this time of year.



HCA Youth Grants

Purpose of the Youth Grant

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

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

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

Grant Request Guidelines

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

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

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

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

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

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

Selection Process

All Youth Grant requests shall be submitted to the

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

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

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

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



Personal Profile

Hobie 16 Grand Master World Champion Anthony Duchatel

by Mike Madge

*Editor's Note: The **HOTLINE's** interview guru, Mike Madge, caught up with Australia's Anthony Duchatel and crew Evelyn Curtis during the 2011 Hobie 16 North Americans in Fort Walton Beach, Florida. Anthony won the 2010 Hobie 16 Grand Master Worlds in Weihai, China.*

MADGE: First off, congratulations on your fifth place finish at this year's Hobie 16 North Americans! Were you and your crew Evelyn Curtis satisfied with your placing overall?

DUCHATEL: Thanks, Mike. We really enjoyed ourselves at the North Americans! The hospitality given to us was fantastic. We worked hard for our fifth spot and were beaten by better teams. Like many, we wondered what might have been if we had made a few better judgement calls.

MADGE: With very tough racing conditions what were your keys to your results?

Anthony and Evelyn on their way to winning their 2011 club championships at Palm Beach Sailing Club (New South Wales, AUS).



DUCHATEL:

Consistency was our main aim. We were a fair bit heavier than most – put that down to too much good living over our winter – so getting off the line with clear air, mostly at the correct end of the line and then staying in pressure to the top mark was key. You had to be in the top ten at the weather mark to have a chance. We sailed with a very tight rig to give us a much power as possible and with the mast a little further forward than others to help us downwind.



Anthony and Evelyn being crowned the 2010 Hobie 16 Grand Master World Champions in Weihai, China

MADGE: This being very early in the Australian season, what sort of preparation did you have going into the North Americans?

DUCHATEL: Not much, unfortunately! We kept in shape with gym work over our winter but not a lot of sailing. We had sailed in the South Pacifics in Fiji in August, which is a “must do” on anyone’s Hobie calendar, but not much more other than a few local club races.

MADGE: I understand that you and Carlton Tucker were close friends back in the 80’s. Was this your incentive for coming so far?

DUCHATEL: Absolutely! I met Carlton at

the Hobie 14 Worlds in Fortaleza, Brazil in 1981 and had the opportunity to stay with him and his family on and off over the following four years. He and his team mate, Rick Bennet, traveled with me in Australia after the Tahiti Hobie 16 Worlds and boy, did we have some fun! I could write a novel about our adventures up our east coast and into the outback! He was a uniquely gifted person, a great sailor and a very great person. He loved



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2010 Hobie 16 Grand Master World

life and gave freely of his knowledge to anyone and I was stunned when he passed away. This was my chance to honour him and his family in what I consider my second home! Catching up with his folks, Jim and Lorraine, his sister Charlotte and his wife Mary Alice and their children along with my great friend Larry Franzen and Rick Bennet was everything and more than I had hoped for!

MADGE: You were one of the brave souls that ventured out on Thursday

(races were cancelled due to cold and windy conditions), you and Evelyn seemed pretty comfortable in those conditions.

DUCHATEL: We sail a lot in moderate and strong winds and enjoy the challenges they bring. We couldn't let the opportunity to sail in them pass by having travelled so far! We had a blast and were glad you enjoyed it with us!

MADGE: Back home in Australia who are the main Hobie forces in your fleet to contend with?

DUCHATEL: We sail out of Palm Beach Sailing Club in Sydney's northern beaches. It's probably the largest club on the east coast with about 80 members and includes Rod and Kery Waterhouse (Masters World Champs), Jason Waterhouse and Sally Darmanin (Youth World Champs),

Paul Darmanin (ISAF Youth World Champ), Kerli and Ali Corlette (past Grandmasters World Champs, Taylor Booth (recent Open national champ) and Upu Kila (PNG National and State champ) none of whom get it all their own way when racing against the local fleet. We also get to sail against Mick Butler (past World Champ and current National Champ) whose Vincentia club is only a few hours south. So we get a fair bit of practise against very good sailors.

MADGE: After being very active in the early 80's you disappeared off the Hobie radar due to a back problem. How is the back now and how does it feel to be back racing Hobies?

DUCHATEL: After I had most of my upper back "fused" around 1990 I never thought I would sail again and I lost touch with my sailing friends. Fate stepped in though when I was in an elevator fall in 2002 and broke most of the rest of my back and was left with just one realistic option which was to build core and upper back strength to be able to get around. Along the way I found that I had enough strength to go back to sailing, which I did in 2006. Sailing Hobies again and regaining what I thought were lost friendships and meeting so many new people has been a gift.

MADGE: How long have you and Evelyn been a racing team, and what strengths does she bring as a crew?

Anthony and Evelyn racing in Fiji



Personal Profile - Anthony Duchatel

continues



DUCHATEL: Evelyn and I have been sailing together for about 18 months when we teamed up for the Worlds in China. She is an exceptional sailor. I also found out (quickly) that she is very competitive. Most importantly, we work together as a team. We work out our race strategy and tactics together and teamwork gives you a little bit of an edge with quicker transitions (tacks, gybes and roundings) which will gain you a few extra metres over your competition. I don't have to worry about anything on the boat and can concentrate on what's going on around us. Evelyn is as much responsible for our success as I am.

Anthony and Evelyn playing on a blustery, cold day in Fort Walton Beach, Florida



MADGE: I noticed you had a slightly different set up on your jib halyard, could you please elaborate.

DUCHATEL: I shackle the blocks to the mast tang and have moved the wire strop to below the pulleys. It's mostly a safety thing. Basically the jib halyard is as close to the mast as you can get, which means the jib won't catch as much in tacks. The wire strop still assists by reducing the amount of halyard sheet length and so you have better control on rig tension. Naturally, I had it checked with our National measurer, and it is class legal.

MADGE: What is on your regatta schedule for the rest of your season?

DUCHATEL: We will have had our (New South Wales) State titles (the beginning of December) by the time of this is read. We have the Nationals in Queensland in the New Year followed by the Southern Zone Champs (hopefully) in Vincentia and the Queensland States around Easter. Otherwise we have a full club calendar of weekend racing until the beginning of May. We are looking at doing the South Pacifics in Fiji again and/or Tanzacat around the middle of next year and the North Americans in San Francisco. This might all change if we get some news about the next Worlds though.

MADGE: Is there a chance we will see you back in North American again soon, possibly in San Francisco to defend your World Grand Master title?

DUCHATEL: We want to do the North Americans again, especially if they are in San Francisco as Evelyn's son Dean is a part of the Oracle Americas cup team based there. We will be at the Worlds wherever they will be next. We both love the friendship and spirit found in the Hobie family and wish to continue enjoying our sailing for as long as we can.

Remember When?

What Happened to Pre-registration?

by Mikey Howser and Ellie Martin

Many of us smile when we think about the “Hobie Way of Life”. These thoughts evoke fond memories of driving to a regatta where you would find friends from all walks of life with a common purpose — to sail Hobie Cats. You would walk down the beach and count 50, 60, 70 boats — some novice sailors, some advanced. Friendly faces encouraging each other to be better sailors and join in the fun. Volunteers who enjoyed a good party and wanted to help.

Over the last several years, the economy has taken its toll. Many of our local fleets and Hobie Dealers have dissolved or disappeared. The resources that were available just a few years ago have diminished. Many of the diehard folks of years past are burning out. Many of our old friends no longer participate. We have the

potential to become dinosaurs in the near future if we are not willing to step up to the plate and support this life style that we have so enjoyed. What happened to the idea of pre-registering for a regatta?

One great way that we all can assist regatta organizers is by taking the initiative let them know we are planning to attend. It provides them with necessary counts so that they can treat us to a great event — from on the water support to dinner/lunch and awards.

By registering ahead online, we also let our friends know that we are interested in participating which in turn encourages them to come. This is one way we can all share in making a greater impact. By signing up early, we will let other sailors know that they can expect competition, camaraderie and a friendly face. Early notification of attendance at regattas will allow organizers to:

- Promote fun
- Encourage others to attend
- Regatta support i.e.... getting permits for the event, having enough Chase boats, volunteers, and equipment
- Support our new sailors and youth of the future
- Planning for good Trophies
- Raffle supporters, companies that give to an event items
- Planning for a meal, water and drinks
- Tee shirts or other items
- Hobie Local Dealer involvement and support
- Continue a commitment to sustain the “Hobie Way of Life”, to share with others

We have the ability to start the change and improve the attendance at our events. Take an action that is positive and will help your Hobie family, Pre-register!



**JOIN OR RENEW
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2012 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

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HOBIE 17 / 18 NORTH AMERICAN CHAMPIONSHIPS

OCTOBER 20 - 26, 2012 LAKE MOHAVE NEVADA - USA

NOTICE OF RACE

REVISED 11-01-2011

Organizing Authority

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

Rules

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

Advertising

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

Eligibility and Entry

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

Racing Schedule

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

Registration & Fees

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

Social Schedule

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

Measurement

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

Sailing Instructions

The sailing instructions will be available at registration.

Venue

On Lake Mohave, based out of Cottonwood Cove Resort

Insurance

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

Host Hotel

Cottonwood Cove Resort & Marina (702) 297-1464

www.cottonwoodcoveresort.com

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

Alternate Accommodations

El Ray Motel (702) 297-1144

Located in Searchlight, NV - 13 Miles from regatta site

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

Information

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

Mirage Tandem Island

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

