



# HOTLINE

MAY / JUNE 2008

VOLUME 37 NO. 3



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





# BANK OF THE WEST<sup>®</sup>

# HOBIE 20

NORTH AMERICAN CHAMPIONSHIPS  
LEWIS & CLARK LAKE  
YANKTON, SOUTH DAKOTA  
JUNE 3 - 7, 2008

## NOTICE OF RACE

### Organizing Authority

The Hobie Class Association of North America,  
Yankton Hobie Fleet 291 and Hobie Class Association  
Division 7.

### Schedule

Tuesday June 3rd:

5 PM - 9 PM Weigh Ins and Welcome Beach Party

Wednesday June 4th

11 AM Warning Signal

6:30 PM Dinner and Chili Cook Off

Thursday June 5th

11 AM Warning Signal

6:30 PM Dinner/Social

Friday June 6th

11 AM Warning Signal

Dinner on your own

Saturday June 7th

11 AM Warning Signal

6:30 PM Awards Banquet

### Rules

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

### Eligibility

All crew members must be paid members of the HCA-NA (or other National Hobie Class Association)

### Registration

\$275 USD before May 1, 2008

\$325 USD after May 1, 2008

Youth (under 19) registration is 1/2 price

Registration forms available at [www.hca-na.org](http://www.hca-na.org)



### Equipment

All boats must conform to H-20 Class measurement rules. All boats will be weighed prior to the commencement of racing. Charter Boats may be available. Contact regatta organizer for information.

### Competitor's Insurance

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

### Sailing Instructions

The Sailing Instructions will be made available at registration.

### Prizes

Awards will be presented to the top ten finishers at a minimum.

### Accommodations

Host Motel:

Lewis and Clark Resort, located at the regatta site.

[www.lewisandclarkpark.com/resort.html](http://www.lewisandclarkpark.com/resort.html)

Ask for special Hobie Regatta rates.

Camping ON SITE, less than 50 yards from boats and beach

### Air transportation

Yankton is located approximately 1.5 hrs south-west of Sioux Falls, SD and 2.75 hrs north of Omaha, NE. Air Transportation is available through Sioux Falls Joe Foss Field (FSD) and through Omaha International (OMA).

### Event Chair: Dave Rice

[david.rice@bankofthewest.com](mailto:david.rice@bankofthewest.com)

Pam Simonsen, Treasurer

3702 Leader Lane

Yankton, SD 57072

Make checks payable to: Hobie Fleet 291

# Hobie 17 - Hobie 18 - Hobie Tiger

## 2008 Hobie Cat North American Championships

### Harrison, British Columbia

### August 25 - 29, 2008



## NOTICE OF RACE

### Organizing Authority

The Hobie Class Association of North America, Vancouver Fleet 214, Kelowna Fleet 263 and Hobie Class Association Division 4.

### Schedule

The dates for the event are August 25-29, 2008. The daily event schedule will be announced on the event website: [www.2008hobienac.com](http://www.2008hobienac.com). The Division 4 Championships Regatta will be held prior to the event on August 23/24 at the same location. All competitors are invited to attend.

### Rules

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

### 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) and their MNA (US SAILING, CYA, Federacion Mexicana de Vela, etc.).

### Registration

Hobie 17:  
\$250 USD before June 30, 2008  
\$275 USD July 1- July 31, 2008  
\$300 USD after Aug 1, 2008

Hobie 18, Tiger  
\$350 USD before June 30, 2008  
\$375 USD July 1- July 31, 2008  
\$400 USD after Aug 1, 2008

Registration form and addresses will be available on the website. Competitors need not pre-register for the preceding regatta.

### Equipment

All boats must conform to H-17/18/Tiger Class measurement rules. All boats will be weighed prior to the commencement of racing. Charter Boats may be available. See website for information.

### Competitor's Insurance

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

### Sailing Instructions

The Sailing Instructions will be made available at registration.

### Prizes

Awards will be presented to the top fifteen finishers in each class at a minimum.

### Accommodations

Bungalow Motor Court (regatta HQ) 604-796-3536  
(Limited Camping available at the Bungalow)  
Harrison Village Motel: 1-800-488-3121  
Executive Inn: 1-888-265-1155  
Glencoe Motel and RV Park: 1-604-796-2574

### Air transportation

Harrison Hot Springs is located approximately 2.5 hrs east of Vancouver, BC. Air Transportation is available through Vancouver International Airport (YVR) and through Abbotsford International (YXX) (approx 1 hr from regatta site.) Pickup may be arranged.

**Please visit [www.2008HobieNAC.com](http://www.2008HobieNAC.com) for more information.**

**Event Chairs:** Paul Evenden, (604) 816-3043  
Gillian Thomson, (250) 764-1104  
[chair@2008hobienac.com](mailto:chair@2008hobienac.com)





**Wellmark  
BlueCross  
BlueShield**

14

16

## 2008 Hobie Cat North American Championships

Hobie 14, 16 Women, 16 Youth - Sept 5-7

Hobie 16 Open - September 8-12



### NOTICE OF RACE

#### Organizing Authority

The Hobie Class Association of North America (HCA-NA), HCA Division 7 and Hobie Fleet 10.

#### Venue & Dates

The venue for the Hobie 14, 16Y and 16 W events will be the Clear Lake Yacht Club, 103 Main Ave., Clear Lake, Iowa. The Hobie 16 Open event will be held at the Clear Lake State Park in Clear Lake, Iowa. The Hobie 14, 16Y, 16W North American Championships will be held Friday, Sept. 5 through Sunday, Sept. 7, 2008. The Hobie 16 Open North American Championships will be held Monday, Sept. 8 through Friday, Sept. 12, 2007.

#### Rules

The event will be governed by the ISAF RRS, as prescribed by US SAILING, the 2008 IHCA Class Rules and this Notice of Race except as modified by the Sailing Instructions. RRS 44.1 and 44.2 (Alternative Penalties) will be changed so that only one turn, including one tack and one jibe, is required.

#### 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). All members of Youth teams shall be under 19 years of age at the start of the event on Sept. 5, 2008. This modifies IHCA Rule 17.7. All members of Women's teams shall be female.

#### Schedule, Entries & Registration

Event schedule, Pre-registration and other information is available via [www.fleet10.com](http://www.fleet10.com).

#### 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 Weigh Master.

#### Competitor's Insurance

Each Competitor must show proof of liability insurance with a minimum coverage of \$100,000 (USD) with valid coverage for organized racing in the Northeastern United States. Competitor's proof of insurance and coverage must be available for review at registration.

#### Sailing Instructions

The Sailing Instructions will be made available at registration.

#### Prizes

Awards will be presented to the top 20% of pre-registrants in each class at a minimum. 15 minimum for Hobie 16 Open North Americans.

#### Accommodations

Heartland Inn of Clear Lake - 641-357-5123 (2 min.)  
Best Western Clear Lake - 800-606-3552 (10 min.)  
Mention "Hobie Cat" for special rates. For condo or home rentals, contact Dick Hayes at 641-357-6123

#### Air transportation

Available by all major carriers through Minneapolis-St. Paul International (MSP), Des Moines International (DSM), both approx. a 2 hr. drive to the race site. Mason City Municipal Airport (MCW) is 10 min. away.

**Please visit [www.fleet10.com](http://www.fleet10.com) for more information.**

#### Event Chair: Todd Wilson

([commodore@fleet10.com](mailto:commodore@fleet10.com)) 641-691-0203

#### Event Host: Chris Wessels

([xanderwess@yahoo.com](mailto:xanderwess@yahoo.com)) 641-425-8720





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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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# see you on the water

## Separate Class Associations?



The Hobie Class Association is uniquely organized within the world of one-design class associations. Five separate International Classes and a few others fit under the HCA umbrella. This is very unusual. Most of the world's one-design associations are organized to support one class. For example, the J/24 Class Association exists only to support J/24 sailing. The J/22 and J/105 classes each have their own autonomous organization. This is the norm throughout the world of one-design sailing, with very few exceptions.

The current structure of the HCA offers each of the one-design Hobie classes the economy of scale that would not be present if each class was its own autonomous organization. This allows Hobie regattas to stand on their own and also allows for things like this nice magazine you're reading right now. So what's the down side? I have more questions than answers:

- Does the fact that the HCA Annual Meeting is held at the Hobie 16 North Americans every year diminish the representation of Hobie 17 sailors?
- Why should Hobie Tiger sailors have any say about Hobie 16 rules?
- Should the HCA welcome a new class in direct competition with an existing class?
- Does the HCA even have a criteria for adding new classes? What about Kayaks?
- Should the HCA be open to a Hobie Adventure Island one-design?
- What about the Wave class, which uses a Hobie Cat product but also maintains its own independent class association?
- What's the minimum number of boats for a true North American Championship?

These are all questions that don't come into play under a one-class/one-association model but they are things that need to be considered under the Hobie class structure. How any one person answers these questions will vary depending on his or her boat of choice. However, there is no independent class representation for any of the Hobie one-design classes. With this in mind, would it be beneficial to have class advocates who represent each of the unique one-design classes within the HCA? Does it make sense to have a Hobie 18 Class Association formed under the HCA who's sole purpose is to promote the health and well being of the Hobie 18 one-design class?

I don't plan on answering any of these questions in the short term, but I do think that we are at a point in our class history where it would be beneficial to start considering these types of questions. At best, Hobie sailors will develop a consensus view for the future evolution of the class. At worst, these questions are fodder for discussions at the keg on Saturday night (or on the Internet forums).

See you on the water,

Bob Merrick, HCA Chair

may /june 2008

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## photo / illustration credits

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## on the cover

*Play time at the Tiger Worlds – Photo by Trevor Wilkins / Jeannie Elliot*

# 2008 regattaschedule

## World Championships

F-18 Worlds ([f18worlds2008.com](http://f18worlds2008.com)) July 5-11 Nigrán, Pontevedra, ESP

## North American Championships [www.hca-na.org](http://www.hca-na.org)

Hobie 20 June 3-7 Yankton, SD  
 Hobie 17 / Hobie 18 / Tiger August 25-29 Harrison, BC  
 H-14, H-16 Women / Youth September 5-7 Clear Lake, IA  
 Hobie 16 September 8-12 Clear Lake, IA

## Area Championships

MidAmericas July 4-6 Lewisville Lk., TX [www.dcy.org](http://www.dcy.org)  
 OH YEAH! (NWAC) July 19-20 Oak Harbor, WA [www.hca-na.org](http://www.hca-na.org)  
 ROHR/NorthEasterns Aug 1-3 Rochester, NY [www.fleet295.com](http://www.fleet295.com)  
 North Central AC Aug 8-9 Saylorville Lk, IA [www.hca-na.org](http://www.hca-na.org)

## Other Events

F-18 North Americans Oct 13-17 Pensacola Bch, FL [keysailing.com](http://keysailing.com)  
 Wave Youth NAs Nov 28-30 Islamorada, FL [rick@catsailor.com](mailto:rick@catsailor.com)

## HCA Division Regattas (shaded dates are tentative, shaded events are non-points)

### Division 1—Hawai'i

Contact: Dan Williams—808-864-6067, [Rollerskate-hi@clearwire.net](mailto:Rollerskate-hi@clearwire.net)

**Round The BuOys, the first Saturday of each month**

*Kaneohe Bay, Oahu (non-points)*

**Kokokahi Sailing Club's 12th Annual Regatta August 16-17**  
*(course racing on Saturday, hull flying and pitchpole competition on Sunday) (non-points)*

### Division 2—Southern CA / AZ / NV

[www.hobiedivision2.com](http://www.hobiedivision2.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
66	May 3-4	<b>Cinco de Mayo</b> Puerto Peñasco, MEX	Roger Hensler	<a href="mailto:twohenslers@aol.com">twohenslers@aol.com</a>
ABYC	May 24-25	<b>ABYC Memorial Day Regatta</b> Long Beach, CA	Alamitos Bay YC	<a href="http://abyc.org">abyc.org</a>
4	June 7-8	<b>San Diego Classic</b> San Diego, CA	John Ziolkowski	619-869-5326
ABYC	July 26-27	<b>ABYC Multihull Regatta</b> Long Beach, CA	Alamitos Bay YC	<a href="http://abyc.org">abyc.org</a>
PBYC	Aug 2-3	<b>Blue Water Regatta</b> Ventura, CA	Jeff Petron	Pierpont Bay YC 805-644-6672
	Aug 16-17	<b>Wine &amp; Roses Regatta</b> Santa Barbara, CA	Steve Leo	<a href="mailto:Steve@infocuspromo.com">Steve@infocuspromo.com</a>
MBYC	Aug 23-24	<b>MBYC One-Design Regatta</b> San Diego, CA	Mission Bay YC	<a href="http://mbyc.org">mbyc.org</a>
434	Sept 6-7	<b>Lake Arrowhead Regatta</b> Lake Arrowhead, CA	Chris Dunn	909-336-7679 <a href="mailto:dunndl@charter.net">dunndl@charter.net</a>
4	Oct 4-5	<b>40th Anniversary Regatta</b> Doheny Beach, CA	George Burchfiel	951-544-7099 <a href="mailto:george@brtainsurance.com">george@brtainsurance.com</a>
66	Oct 11-12	<b>Piñata Regatta</b> Puerto Peñasco, MEX	Barb Perlmutter	<a href="mailto:Skipperbarb36@hotmail.com">Skipperbarb36@hotmail.com</a>
51	Oct 25-26	<b>Mojave Mojo Madness</b> Lake Mojave, NV	Clay Ostrom	<a href="mailto:Commodoreclay@hobiefleet51.com">Commodoreclay@hobiefleet51.com</a>



**REGATTA SCORERS:  
 DON'T FORGET TO SEND YOUR  
 RESULTS TO:  
 HOBIESCORES@YAHOO.COM**

### Division 3—Northern CA

[www.div3.hobieclass.com](http://www.div3.hobieclass.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
281	May 3-4	<b>Bodega Spring Regatta</b> Bodega Bay, CA	Mike Montague	<a href="mailto:mike@teevax.com">mike@teevax.com</a>
Div 3	May 17-18	<b>Wet &amp; Wild Regatta</b> Woodward Reservoir, CA	Jason Moore	559-906-5336 <a href="mailto:Miracle877@sbcglobal.net">Miracle877@sbcglobal.net</a>
259	June 14-15	<b>North / South Challenge</b> Lake Cachuma, CA	<b>CANCELLED</b>	<a href="mailto:lakecat1620@yahoo.com">lakecat1620@yahoo.com</a>
Div 3	June 28-29	<b>Commodores Regatta</b> Huntington Lake, CA	Jason Moore	559-906-5336 <a href="mailto:Miracle877@sbcglobal.net">Miracle877@sbcglobal.net</a>
240	July 12-13	<b>Otter Regatta</b> Monterey Bay, CA	Steve Boese	<a href="mailto:lakecat1620@yahoo.com">lakecat1620@yahoo.com</a>
17	July 19-20	<b>Whitecaps Regatta</b> Union Valley Res., CA	Brent Chartrand	916-337-5603 <a href="mailto:bct2web@whiteknucklesailing.com">bct2web@whiteknucklesailing.com</a>
Div 3	Aug 2-3	<b>Mile High Regatta</b> Huntington Lake, CA	Jason Moore	559-906-5336 <a href="mailto:Miracle877@sbcglobal.net">Miracle877@sbcglobal.net</a>
Div 3	Aug 16-17	<b>Round Treasure Island Regatta</b> Alameda, CA	Jason Moore	559-906-5336 <a href="mailto:Miracle877@sbcglobal.net">Miracle877@sbcglobal.net</a>
240	Aug 23-24	<b>Moss Landing Challenge</b> Santa Cruz / Moss Landing, CA	Johnny O'Leary	<a href="mailto:sail105088@sbcglobal.net">sail105088@sbcglobal.net</a>
281	Sept 27-28	<b>Shark Feed</b> Bodega Bay, CA	Mike Montague	<a href="mailto:mike@teevax.com">mike@teevax.com</a>
240	Oct 18-19	<b>Turkey Regatta</b> Monterey Bay, CA	Johnny O'Leary	<a href="mailto:sail105088@sbcglobal.net">sail105088@sbcglobal.net</a>

### Division 4—Pacific Northwest

[www.div4.hobieclass.com](http://www.div4.hobieclass.com)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	May 10	<b>Youth Clinic / Hobie 101</b> Sail Sand Point, Seattle, WA	Jerry Valeske	425-432-7749 <a href="mailto:gvaleske@verizon.net">gvaleske@verizon.net</a>
95	May 24-25	<b>Splash Regatta</b> Kirkland, WA	Jerry Valeske	425-432-7749 <a href="mailto:gvaleske@verizon.net">gvaleske@verizon.net</a>
214	June 21-22	<b>Jericho Classic</b> Vancouver, BC	Mark Jones	604-983-2319 <a href="mailto:markjones2@shaw.ca">markjones2@shaw.ca</a>
95	July 12-13	<b>Sudden Valley Regatta</b> Bellingham, WA	Jerry Valeske	425-432-7749 <a href="mailto:gvaleske@verizon.net">gvaleske@verizon.net</a>
95	July 19-20	<b>Oak Harbor Regatta</b> <b>North West Area Championships</b> Whidbey Island, WA	Jerry Valeske	425-432-7749 <a href="mailto:gvaleske@verizon.net">gvaleske@verizon.net</a>
95	July 26-27	<b>Summer Celebration Regatta</b> <b>YOUTH POINTS</b> Sail Sand Point, Seattle, WA	Jerry Valeske	425-432-7749 <a href="mailto:gvaleske@verizon.net">gvaleske@verizon.net</a>
Div 4	Aug 2-3	<b>Lake Quinalt Regatta</b> Lake Quinalt, WA	Al Jones	360-249-3388 <a href="mailto:alan@techline.com">alan@techline.com</a>
72	Aug 9-10	<b>Smoke on the Water</b> Skamokawa, WA	JP Cook	503-491-9193 <a href="mailto:btchnsailor@peoplepc.com">btchnsailor@peoplepc.com</a>
214	Aug 23-24	<b>Harrison Regatta</b> Harrison Hot Springs, BC	Mark Jones	604-983-2319 <a href="mailto:markjones2@shaw.ca">markjones2@shaw.ca</a>
214	Aug 25-29	<b>Hobie 17 / 18 / Tiger North American Championships</b> Harrison Hot Springs, BC	Paul Evendon Gillian Thomson	206-772-2662 <a href="mailto:penelson@comcast.net">penelson@comcast.net</a>
BYC	Sept 20-21	<b>Alter Cup Area L Qualifier</b> Bellingham YC, Bellingham, WA	Mike Hensel	<a href="mailto:mikehensel220@msn.com">mikehensel220@msn.com</a>
	Sept 27-28	<b>Oktoberfest Regatta</b> <b>YOUTH POINTS</b> Sail Sand Point, Seattle, WA	Jerry Valeske	425-432-7749 <a href="mailto:gvaleske@verizon.net">gvaleske@verizon.net</a>





MATT MILLER

## Division 5—Mountain States

www.hobiediv5.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
61	May 17-18	<b>Three Peaks to the Wind</b> Union Reservoir, Longmont, CO	Fleet 61	www.HobieFleet61.org
50	June 7-8	<b>Prairie Winds / Divisionals</b> Boyd Lake, Loveland, CO	Sean Tracy	seant@frii.com
61	June 28-29	<b>Tropical Dreams Regatta</b> Lake McConaughy, NE	Fleet 61	www.HobieFleet61.org
156	July 12-13	<b>That One Particular Regatta</b> Glendo Reservoir, Alcova, WY	Fleet 156	wyfleet156@hotmail.com
98	Aug 9-10	<b>Gorgy Orgy</b> Flaming Gorge, Reservoir, WY	Jarrold Marx	Marx5461@msn.com
61	Aug 30-31	<b>Mac Attack</b> Lake McConaughy, NE	Fleet 61	www.HobieFleet61.org

## Division 6—South Texas, Louisiana

www.div6.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
Div 6	April 19-20	<b>Hill Country Regatta</b> Lake Buchanan, TX	Chris Green	seagreen@texascitydike.com
Div 6	May 17-18	<b>Longneck Regatta</b> Lake Canyon, TX	Chris Green	seagreen@texascitydike.com
Div 6	July 12-13	<b>Sand Dunes Regatta</b> Port Aransas, TX	Chris Green	seagreen@texascitydike.com
Div 6	July 26-27	<b>Wayward Winds Regatta</b> Texas City Dike, Galveston, TX	Chris Green	seagreen@texascitydike.com
Div 6	Sept 27-28	<b>Spindletop Regatta</b> Port Arthur, TX	Chris Green	seagreen@texascitydike.com

## Division 7—Prairie States

www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
297	April 26-27	<b>Frayed Knot</b> Clinton Lake, KS	John Eaton	913-915-4907 saillflatlands@gmail.com
10	May 3-4	<b>H-20 NAC Warm-Ups</b> Clear Lake, IA	Todd Wilson	641-691-0203 todds@hollingsworthmfg.com
291	June 5-8	<b>Hobie 20 North Americans</b> Yankton, SD	Dave Rice	402-558-6568 david.rice@bankofthewest.com
444	June 21-22	<b>Muddy Waters Regatta</b> Lake City, MN	Karl Brogger	507-301-9019 sogncab@yahoo.com
475	July 12-13	<b>Storm Lake Regatta</b> Storm Lake, IA	Andy Larson	712-732-1532 larsona@iwnet.net
474	July 26-27	<b>Spirit Lake Regatta</b> Spirit Lake, IA	Division 7	hobiecatdivision7@yahoo.com
84	Aug 9-10	<b>North Central Area Championships</b> Saylorville Res., Des Moines, IA	Roger Taha	515-262-9497 rtaha@mchsi.com
291	Aug 23-24	<b>H-14 / H-16 Warm-Ups</b> Yankton, SD	Dave Rice	402-558-6568 david.rice@bankofthewest.com
10	Sept 5-7	<b>Hobie 14 / 16W / 16Y North Americans</b> Clear Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com
10	Sept 8-12	<b>Hobie 16 North Americans</b> Clear Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com

## Division 8—South Florida

Contact: Bob Johnson -813-960-1937, hobiebob@aol.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
Nov 28-30		<b>Wave Youth Nationals</b> Key Largo, FL	Rick White	305-451-3287 rick@catsailor.com
Dec 4-7		<b>Wave Women's Nationals</b> Key Largo, FL	Rick White	305-451-3287 rick@catsailor.com

## Division 9—Southern Atlantic

Contact: Loyd Graves-919-787-0222, lwgraves@mindspring.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
32	May 17-19	<b>Sail the Bay</b> Virginia Beach, VA	Dan Berger	vice_commodore@hobiefleet32.org
100	Aug 23-24	<b>Camp Hatteras Regatta</b> Rodanthe, NC	Kyle Harrison	919-304-6167 kyle@hobie100.org

## Division 10—Great Lakes / Midwest

www.HCADivision10.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
276	June 14-15	<b>Regata de Gatos</b> Port Burwell, Ontario	John Bauldry	248-620-4768 jmbauldry@comcast.net
519	June 28-29	<b>Sail 'n Soak Regatta</b> Austin Lake, MI	Dave Steimsma	269-323-2822 djstiemsm@yahoo.com
PCYC	July 12-13	<b>Stray Cat Regatta</b> Port Clinton, OH	Port Clinton YC Kathy Clark	216-403-5103

## Division 11—Mid-Atlantic

www.div11.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
54	May 3-4	<b>Gunpowder Regatta</b> Gunpowder, MD	Dan Flanigan	410-821-6761 dfp135@msn.com
106	May 10-11	<b>Delaware State Hobie Champs</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net
250	June 7-8	<b>Sandy Hook / 20 Divisionals</b> Sandy Hook, NJ	Kathy Kulkoski	732-787-4313 kkulkoski@aol.com
267	June 14-15	<b>Spray Beach</b> Spray Beach, NJ	Ron LaPorta	610-384-8443 ronlaporta@verizon.net
Div 11	June 28-29	<b>Shore Acres YC Hobie Regatta 14 Divisionals</b> Shore Acres, NJ	Ron LaPorta	610-384-8443 ronlaporta@verizon.net
416	July 19-20	<b>Barnegat Breezer / 18 Divisionals</b> Barnegat Bay, NJ	Fred Myer	215-646-4193 hobnut@aol.com
443	Aug 16-17	<b>Wildwood Classic Cup</b> Wildwood, NJ	Rob Wagner	609-923-1355 Rob.Wagner@verizon.net
SHBCC	Sept 20-21	<b>Area C Alter Cup Qualifier</b> Sandy Hook, NJ	Kathy Kulkoski	732-787-4313 kkulkoski@aol.com
54	Sept 27-28	<b>Rock Hall YC Regatta / 16 Div's</b> Rock Hall, MD	Dan Flanigan	410-821-6761 DFP135@msn.com
106	Oct 4-5	<b>Sharkey's Cup Regatta / 17 Div's</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net

## Division 12—New England

Contact: Dave Heroux -401-647-3203, davebarbara448@msn.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
GPSC	May 17-19	<b>Joe Manganello Memorial</b> Madison, CT	Peter Giuliano	860-930-6310 peter.giuliano@uconn.edu

### Criteria for Schedule Inclusion

- HCA Sanctioned Events
- Alter Cup Qualifiers
- Youth Catamaran Events of any kind
- Women's Catamaran Events of any kind
- Major F-18 Championships
- Major regattas that run Hobie One-Design starts (using IHCA Rules), but may have other brands of catamarans in attendance. No strictly "open" events (classes determined by Portsmouth numbers).

# more2008schedule

## Division 13—Mexico/Caribbean/Central America

Contact: Alfredo Figueroa—vientoyvela@gmail.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
236	May 10-11	<b>Regatas Nacionales</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	May 10	<b>Series III PRHCA</b> Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
236	May 17-18	<b>Copa San Gaspar</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	May 31- June 1	<b>Regatas de la Marina</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	June 7-8	<b>Series IV PRHCA</b> Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
133	June 28	<b>Series V PRHCA</b> Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
904	July 5-6	<b>Copa Cummins</b> Progreso, MEX	Alberto Ponce Andrea Mier y Teran	52-999-930-1300 aponce@megamak.com.mx
133	July 12-13	<b>Series VI PRHCA</b> Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
904	Aug 2-103	<b>Copa Multisur</b> Progreso, MEX	Gerardo Díaz Andrea Mier y Teran	52-969-935-1680 gdiaz@grunape.com.mx
133	Aug 17	<b>Series VII PRHCA</b> Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
236	Sept 13-14	<b>Regatas de Independencia</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Sept 28	<b>Series VIII PRHCA</b> Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
904	Oct 4-5	<b>Regata Fiestas Patrias</b> Cancún, MEX	German Saavedra	52-998-887-1636 germansaavedr23@hotmail.com
236	Oct 13-14	<b>Copa Marinazul</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 1-2	<b>Regata Oktoberfest</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 15-16	<b>Copa Revolución</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Nov 15-16	<b>Series IX PRHCA</b> Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
236	Nov 22-23	<b>Regata Vuelta al Lago</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Dec 6-7	<b>Final PRHCA Series (X-mas Ball Regatta)</b> Isla Verde Beach, Isla Verde, PR	Alfredo Figueroa	vientoyvela@gmail.com
904	Dec 13-14	<b>Regata de Invierno</b> Progreso, MEX	Andrea Mier y Teran	52-999-968-3683 andrea@yucatanoday.com

## Division 14—N. TX, OK, AR, S. KS

Contact: Tom Page -918-232-2598, Tom.Page@hilti.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
251	May 3-4	<b>Daggerless (14 / 16 Divisionals)</b> Lake Hefner, Oklahoma City, OK	Phil Collins	405-373-1856 collinshobie20@aim.com
27	May 17-18	<b>Prairie Regatta</b> Lake Cheney, Cheney, KS	Tim Peppard	316-838-8214 tim.m.peppard@emcins.com
241	May 24-25	<b>Sand Snakes</b> Lake Maumelle, Little Rock, AR	Matt Ragland	501-803-4304 ragland_m@sbcglobal.net
23	July 5-6	<b>Mid America's Area Champs</b> DCYC, Lake Lewisville, Lewisville, TX	Bob Johnson	972-569-7114 rgjohnson@seanet.com
27	Aug 23-24	<b>Cat Chase Regatta</b> Lake Cheney, Cheney, KS	Tim Peppard	316-838-8214 tim.m.peppard@emcins.com
241	Aug 30-31	<b>Arkansas State Champs</b> Lake Maumelle, Little Rock, AR	Matt Ragland	501-803-4304 ragland_m@sbcglobal.net
23	Sept 20-21	<b>Daggerboard Divisionals</b> Lake Tawakoni, Tawakoni TX	Bob & Sue Mimplitch	903-447-4111 sue_and_bob@verizon.net
25	Sept 27-28	<b>Tulsa Cat Fight</b> Keystone Lake, OK	Donna McIntosh	918-260.1062 DLmcintosh@directv.com
23	Oct 4-5	<b>SheGatta (WHCA)</b> Lake Ray Roberts, TX	Sheila Holmes	972-979-5465 sheilaholmes@ntin.net

## Division 16—Upstate NY, Ontario

www.nahca-div16.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
204	May 17-19	<b>32nd Madcatter</b> Syracuse, NY	Barb Caster	315-438-8915 barb@boatworks-ltd.com
183	May 31- June 1	<b>Ontario Hobie EYC Regatta</b> Toronto, Ontario	Dan Borg	Dan_Borg@toyota.ca
276	June 14-15	<b>Regata de Gatos</b> Port Burwell, Ontario	John Bauldry	248-620-4768 jmbauldry@comcast.net
119	July 18-20	<b>Hobie Kenobie</b> Angola, NY	Bob Burns	burnsmeup@verizon.net
295	Aug 1-3	<b>Rohrbach Ontario Hobie Regatta</b> <b>Northeast Area Championships</b> Hamlin Beach Park, NY	Steph O'Connor	585-654-8493 tiger999@rochester.rr.com
238	Aug 16-17	<b>The Great Sacandaga Regatta</b> Albany, NY	Mike Hands	handsondeck@msn.com



TREVOR WILKINS / JEANNIE ELLIOT



2008 SOUTH CENTRAL AREA CHAMPIONSHIPS

HOBIE CLASS ASSOCIATION ★ NORTH AMERICA

DALLAS CORINTHIAN YACHT CLUB ★ LEWISVILLE LAKE, TX

JULY 4-6, 2008

## NOTICE OF RACE

### ★ Organizing Authority

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

### ★ Venue

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

### ★ Rules

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

### ★ Eligibility & Insurance

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

Proof of current liability insurance is required.

### ★ Schedule (Central Daylight Savings Time)

7/04	Friday	Campsite & RV Check Ins	12-4 pm
		Registration	4-6 pm
		BBQ, Party & Fireworks	6-?? pm
7/05	Saturday	Registration	8 – 10 am
		Skipper's Meeting	11 am
		First Warning Signal	12 noon
		Dinner / Party	~6:30 pm
7/06	Sunday	Skipper's Mtg (if needed)	9 am
		First Warning Signal	10 am

Award presentation ASAP after last race on Sunday

### ★ Registration Fees

Double Handed Boats \$ 70.00  
 Single Handed Boats \$ 55.00  
 Youth (skipper and crew <18) registration free!!  
 Weekend social packages: see [www.hobiefleet23.com](http://www.hobiefleet23.com)

### ★ Classes

Classes will be determined after all registrations have been received.

### ★ Sailing Instructions (SIs)

Sailing Instructions will be made available at registration.

### ★ Hotels / Motels

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

### ★ Camping / RVs - FREE

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

### ★ Directions



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

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

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



### ★ Contact Information

Further Details [www.hobiefleet23.com](http://www.hobiefleet23.com) / [www.dcy.org](http://www.dcy.org)  
 Event Chairperson: Bob Johnson [rjohnson@seanet.com](mailto:rjohnson@seanet.com)  
 972-735-9661 h / 972-497-7532 o  
 972-569-7114 c



# hobiehistory

## 15, 25 & 35 Years Ago

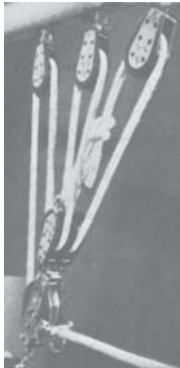
# 1973

**Seaway's NEW QUICK DISCONNECT ADJUSTABLE HIKING STIK**

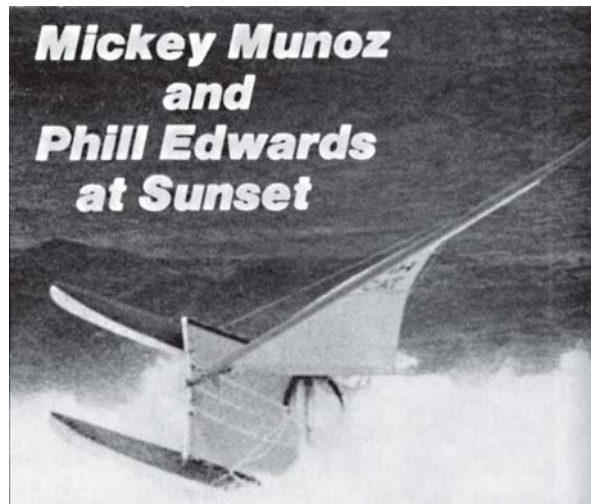
NEW MODEL OF THE FAMOUS SEAWAY HIKING STIK... **SEAWAY**

Model	Length	Extended	Lot
S-100	28"	50"	\$17.95
S-108	28"	50"	\$18.50
S-100	32"	54"	\$18.50

Seaway's Hiking Stiks were great for monohulls, not so much for Hobie Cats. They bent easily, which ruined the extension mechanism - and you were out over \$90 in today's money



\$47.95 would buy you this slick Harken set-up for your mainsheet. "Low Profile" was not in the Hobie Cat vocabulary yet.



Mickey "The Mongoose" Muñoz

Legendary surfers, board shapers and friends of Hobie Alter, Mickey Muñoz and Phil Edwards push the new Hobie 16 to its limits in the surf off Sunset Beach, Hawai'i. Phil was instrumental in the shape of the 14, 16 and 18; you can still get a Mickey Muñoz signature Hobie surfboard today.



Ms Somebody enjoying the sport of Hobie sailing. Long considered a boys' game, Hobie catting is now rapidly being invaded by girls who have discovered the fun of sailing and in many cases are enjoying the booty contact with the boys in Hobie competition. More and more regattas are being scheduled to include women's fun races while the boys sit one out and root for their favorite female skipper. Many girl crews on Hobie 16's are taking the tiller and enjoying reasonable success in local fleet competition.



Phil Edwards

1973 may be the year that most states ratified the Equal Rights Amendment, but you wouldn't know it by this photo caption from the May/June *Hobie Hot Line*.

# 1983



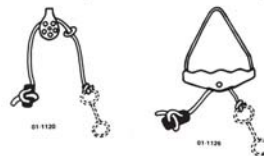
The Hobie 16 distance racing craze spread to New Zealand with the first running of the Wrangler Blue Water Enduro. 120 miles from Russell to Takapuna Beach, the race was plagued by light air.

Here's a puzzle for you: What 1983 innovation, found on every Hobie Cat sold today with a trapeze, is shown in this ad?

Hint: It's not the handles.

### TRAPEZE ADJUSTMENTS: SERIES 1

Pre-set the adjustment to suit the conditions.



Series 1: Basic Kit, Less Rings Two each bullet blocks, rope locks, lines etc w/instructions. Order Series 1 trapeze rings separately. #01-1120 \$7.95

Series 1: Holt Allen Handle, Less Rings As above but bullet blocks are within handles. #01-1126 \$29.95

### TRAPEZE ADJUSTMENTS: SERIES 2

Adjust your trapeze position while hiked-out!



### TRAPEZE HANDLES, CLEATS, ETC.



Lightweight Nylon Trapeze Handle New, Murrays. Each. #27-0412 \$2.00  
Triangular Trapeze Handle By RWO. Use with "V-Jam" system. Each. #27-0411 \$9.95  
Holt Allen Trapeze Handle Nylon grip with integral sheave. Each. #01-0406 \$13.25  
"V-Jam" Cleat RWO Each. #27-0496 \$8.20  
Trapeze Clamcleat Each. #27-0408 \$11.45  
Rope Lock Each. #01-0120 \$1.25  
Rope End Stop Each. #27-0199 \$ .60

### BASIC TRAPEZE ASSEMBLIES

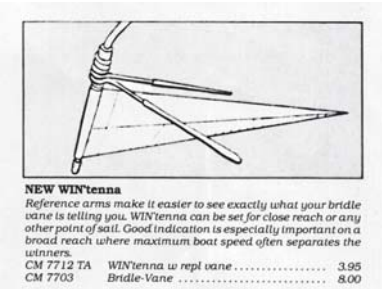
Include pre-coated stainless wire, lightweight handles and shock cord(s). (For both sides of the boat!)



Answer: It's the Rope Locks

# 1983

➡ The "NEW" WIN'tenna was actually an old plastic bridle vane with tacking arms added.



➡ Not every innovation was so long-lived. "Rudder Reflectors" were a pricey alternative to a red flag.

**HELP SAVE YOUR CAT'S TAIL WITH RUDDER REFLECTORS**  
A MUST FOR TRAILERING

- Installs in seconds without tools
- 2" side & 3" rear red reflectors
- Plastic coated, durable aluminum clamp fits all catamarans
- Optional 150 sq. in. fluorescent orange flags

**\$17.95 per pair**  
(add \$7 per pair for optional flags)

Send: Name, address, and zip with money order or check. Add: \$8 shipping (outside continental USA \$14). PA residents add 6% sales tax.

**KW PRODUCTS** P.O. BOX 8268, READING, PA 19603

➡ Still very popular among cruisers and fisherman, the Cheata Outboard Bracket solved a real problem. But how much did it cost?

**The First Outboard Motor Bracket for Hobie, 14, 16, and 18\***

Propels to speeds in excess of 6 knots using the TANAKA 120 (1.2 H.P.) outboard motor. Provides safe sure momentum against currents. Makes docking easy when winds are becalmed. Motor and bracket weigh less than 17 lbs. Installs in minutes. Removes in seconds for racing. Both sailing and motoring positions clear the boom and tiller.

\*Brackets also available for other catamarans. For prices send for FREE brochure or see your local dealer.

Cheata Outboard Motor Bracket  
P.O. Box 1234  
Hobe Sound, FL 33455  
305/746-0479

Dealer inquiries welcome.

**CHEATA**  
THE PERFECT MATE FOR YOUR CAT

U.S. PAT. NO. 4,327,480



➡ The sails colors may be different, but the boats and competition level is the same — C-Mark rounding at 1983's Midwinters West.

## HOBIE BRIEFS

### Coast Catamaran Acquires Holder / Vagabond

➡ Hobie Cat expands into monohulls with the acquisition of Holder/Vagabond. The best part of the acquisition was Ron Holder, who helped develop the Hobie 17.

# 1993

## The Wild Thing

### The Hot, New Downwind Technique Of The '90s

BY RICK WHITE

➡ The downwind style that today is ubiquitous on spinnaker boats was a radical technique for non-spin boats in 1993.

**HOBIE 20 NATIONAL CHAMPIONSHIP**

July 30-August 7, 1993 • Midway Naval Station • Jacksonville, FL

**CLASSES INCLUDE:**  
Hobie 14, 14C, 17, 18 & 21  
18 Magnum and SA-18 Class pending  
10 Boat Number Registrations

**HOST HOTEL:**  
Admiral's Sea Turtle Inn  
(800) 874-4000

**OFFICIAL TRAVEL AGENT:**  
Allways Open Travel  
(804) 223-1988

**ACCOMMODATIONS**  
# VILLAGES  
# RVs  
# CHARTERBOATS

**REGISTRATION** • Entry must be processed by August 5, 1993 to avoid late fees.



➡ 1993's National Championships were remarkable for their dramatic promotional posters. Coincidentally, they were all held in the Atlantic Ocean (16s - Wildwood, NJ; 20s - Kiawah Island, SC; 14s, 17s, 18s, 21s - Jacksonville Beach, FL).

➡ That's former NAHCA Chair Gigi Moore riding the front crossbar of the 18 Magnum heading out through the surf at Jacksonville Beach, FL.

➡ Not all innovations were improvements. Hobie Cat introduces the "replaceable roller pin" traveller car in 1993. It proved to be more trouble than the "fixed-pin" car, so it was replaced two years later with a car with larger, brass rollers.



➡ When you're a small company on a budget, everybody pitches in to help - Hobie Cat employee Matt Miller models Hobie-branded life jackets.



### **US SAILING Spring Meeting**

The US SAILING Spring Meeting was held in Newport, RI on March 14-16. Matt Bounds represented the HCA at the meetings of the One-Design Class Council and carried the proxy of John Williams, Chairman of the Multihull Council. He represented both councils in the US SAILING House of Delegates.

There was no meeting of the Multihull Council scheduled, however a two-hour conference call was conducted the evening of Wednesday, March 12, providing the MHC representative with direction and guidance on the proposals expected to be presented at the Spring Meeting.

Two topics / proposals were of particular interest to multihull sailors:

#### **Universal US SAILING Membership Requirement**

As part of the new Racing Rules of Sailing for 2009-2012, the US SAILING Board of Directors is considering a Prescription to Rule 46 (Person in Charge) which would require US SAILING membership of boat owners and/or helmspersons. There are many details to be worked out before this becomes official.

According to Jim Capron, US SAILING President, the objective is to increase membership. "It's not about the money," he said. There is

an interview with Jim Capron posted on the US SAILING website which provides much of the background for this initiative - [www.ussailing.org/News/2008/capron\\_interview.asp](http://www.ussailing.org/News/2008/capron_interview.asp)

This proposal is highly controversial (to say the least) and was opposed by many constituent councils (including the ODCC and MHC). In a year where the multihull community is still stinging from the United States' role in eliminating the Olympic multihull discipline, combined with a US SAILING dues increase, we felt the result will be a loss of members and income, thus failing the main objective (to grow membership).

Several additional ideas were proposed to minimize the barriers to entry for new sailors while moving towards the concept that all racing sailors should belong to US SAILING. It was pointed out to Mr. Capron that US SAILING needed to do a better job of promoting its benefits to the non-member before enacting such a policy. The wording, if adopted, will be finalized in June for inclusion in the 2009 rule book. By placing the requirement in the rule book, not being a US SAILING Member would be a protestable offense.

#### **Olympic Events Selection**

The Multihull Council introduced a motion to the US SAIL-

ING House of Delegates that stated:

The MHC moves that the House of Delegates recommend to the Board of Directors that the US Delegation to ISAF support one or more of the March 2008 Submissions calling for a re-vote on Olympic Events for the 2012 Games in Great Britain. The MHC contends that a re-vote on all ten events is fairer than the Submissions that call for a limited run-off vote of a partial slate.

After considerable discussion, the motion was approved unanimously.

The recommendation was presented to the US SAILING Board of Directors in their final meeting on Sunday morning. The Board made it clear that they had no interest in directing the ISAF Delegation to support re-opening the vote on Olympic Event selection. However, IF the event selection vote was re-opened (and there are significant hurdles to overcome before that happens), they would support a re-vote on all 10 disciplines, and not a run-off vote between the keelboat and multihull. This was approved unanimously.

### **Hobbies in the Media**

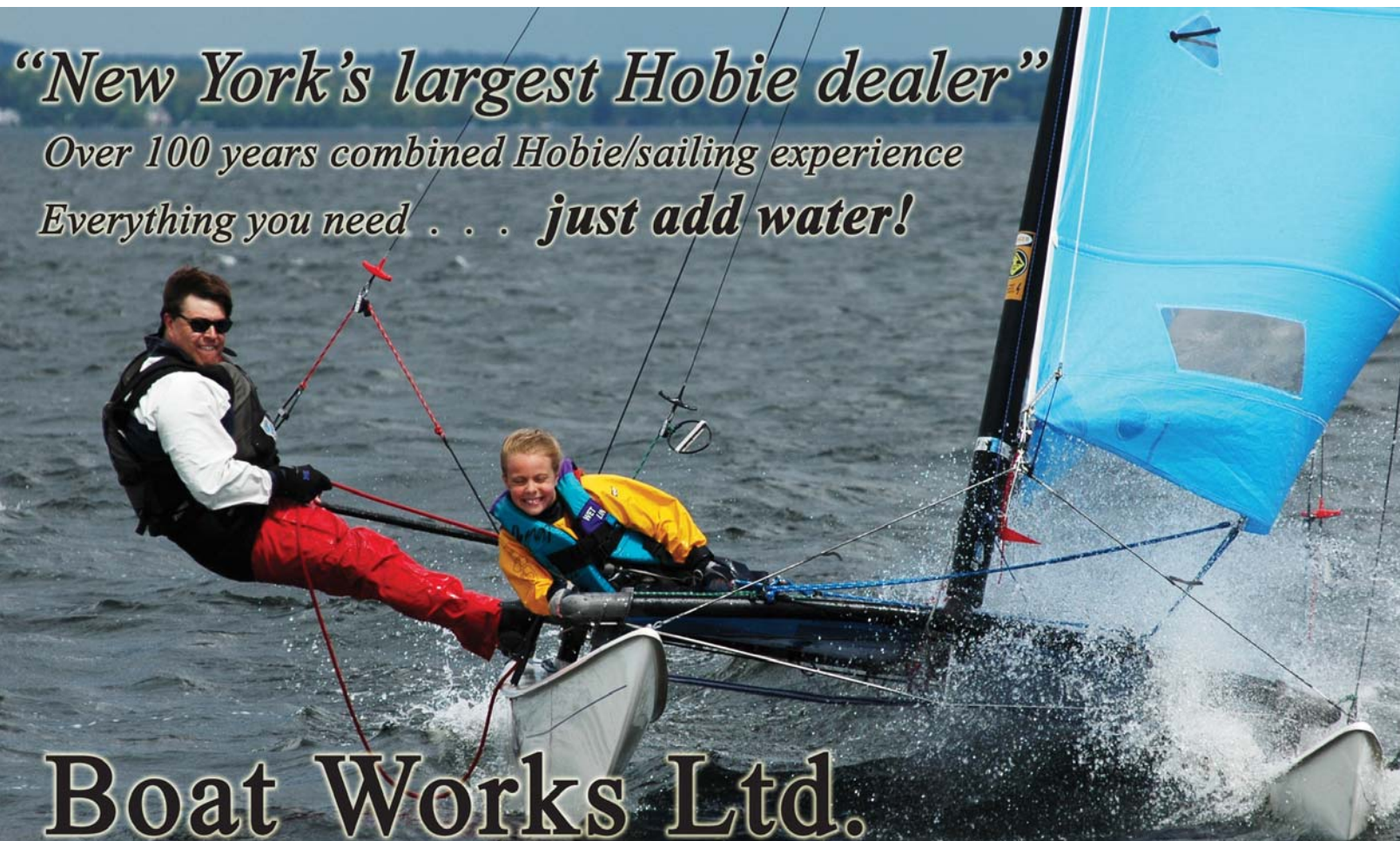
Hobie Cats have been spotted in magazines and TV recently. An episode of the Travel Channel's *John Ratzenberger's Made in America* featured the Hobie Cat factory in Oceanside (making kayaks) and shots of Waves, Getaways and a Hobie 16 sailing around Oceanside Harbor. John Ratzenberger (Cliff the postman

from the TV series *Cheers*) interviewed several Hobie Cat employees, including president Doug Skidmore. He also took a spin in an Adventure Island and seemed to enjoy it immensely. The final scene was of the trademark "Made in America" motorhome heading out with two Adventure Islands in tow. Look for the episode to repeat on the Travel Channel in your area.

Hobies could also be seen in a recent live taping of Ellen DeGeneres' show *Ellen* in Florida. Local Hobie dealer Tackle Shack provided the Adventure Islands that cruised around the lagoon while the show was being taped.

Hobie Cat also took out a two-page spread in *Men's Journal*, the largest ad they've ever placed.

Keep your eyes peeled for more Hobies in the media!



***"New York's largest Hobie dealer"***  
*Over 100 years combined Hobie/sailing experience*  
*Everything you need . . . just add water!*

**Boat Works Ltd.**

230 Bridge St. East Syracuse, NY 315.438.8915 [www.boatworks-ltd.com](http://www.boatworks-ltd.com)



by Paul Ulibarri, HCANA Race Director

## Sailing? Surely You Jest!

A Lifetime of Hobie Cats

In the late 60s I was introduced to sailboats. Prior to that, I was vaguely aware that boats with sails were raced, but that knowledge consisted of what little I knew of the America's Cup. I knew there were a couple of boats and they raced for a couple of weeks on some kind of a race course.

Then, because of my purchase of a Hobie Cat (actually five of them), one day I had to set a race

course. Why did I have to set a race course? Well, as you all know, when there are two sailboats, there is a race, and we had five. Mind you, none of us knew how to sail.

The reason we had five Hobie Cats is another long story. I am going to make it short and insert it here. I lived on a lake. When one lives on the water, one has a lot of friends on weekends. One weekend I laughingly said we should start a yacht club so we could have dues and I would not have to keep buying all the beer.

To shorten the story, I contacted NAYRU (predecessor to US SAILING), asked them what it took to become a yacht club, they asked what kind of sailboats we sailed. Sailboat, now there's a concept. Anyway, I had heard about a sailboat that leaped waves in the surf. It turned out to be a Hobie 14. I contacted the company and bought five of them (which made me a dealer).

Now we had a fleet, we had a meeting, we formed a yacht club, they paid dues and the yacht club bought the beer.

What a beautiful life.

The problem was, we now had five Hobies and we had to learn how to sail them. This was immediately followed by an overwhelm-

ing need to race them. Since none of us had ever sailed a boat in our lives, much less raced them, we had a few blank spots regarding sailing, much less racing. Were you folks aware sailboats don't go upwind?

Anyway, as we learned to sail, it soon became obvious that we were going to race these puppies, and that a racecourse was required.

That seemed simple enough; three of us lived on the lake. We would just start at my house (beach start) race to each of the other houses and finish back at my place.

The race instructions were quite clear and required that each competitor had to have a shot of tequila at the start, at each of the two stops and at the finish. This worked OK for a few weekends, until, to save our livers, it became obvious we had to set up a racecourse without stops.

After we discovered that sailboats don't go upwind, it became obvious to me that a sailboat racecourse should consist of a pair of marks abeam of the wind and a mile or more apart. We did this and it was quite satisfactory, until a real sailor showed up and explained about windward/leeward, etc.

Seemed dumb to us, but we tried it. It was dumb, it required

A Hobie Cat photo shoot from the early 80s featured a PU with hair.





something weird like tacking, which meant we had to practice. Then there were tactics, and rules and all sorts of stuff. Beach starts and reaching was more fun, but we succumbed to the structured sport of sailboat racing. To offset the tacking we drank more tequila.

As to marks, houses did not work, so we had to put something in the water to sail around. Our first course marks consisted of blown up balloons held in place with monofilament fishing line and fishing sinkers. They turned out to be too small to see, and susceptible to puncture. We changed to chunks of white foam, with a little flag on top. Ugly, but effective. Remember, this was in 1970.

Anyway, we had a lot of fun and the membership bought the beer so the objective was met and life was sweet, and therein dwelt the problem. Unfortunately, or fortunately, my life style was radically changed. I became a Hobie dealer, quit my real job, and spent the next half of my life sailing as well as fishing. My sport is fly fishing, particularly drifting northwest rivers for steelhead trout. I was not a sailor but that changed.

The sailing lifestyle of the 70s and 80s was addictive. Before I knew it, we were doing events all over the state of Washington, then the Northwest, then we started going to National events, finally to World events, and all was lost. Literally, all was lost, imagine always happy, with good friends, in beautiful locations, water, wind, Hobies, sun (it's always summer somewhere).

We did not have a chance.

During the course of all of this, I decided to contact NAYRU and



Another Hobie Cat photo shoot from the late 80s PU drives "the best boat Hobie's ever built" - the Hobie 17

find out how to really set up a racecourse for our "yacht club". One thing led to another and the next thing you know I was a certified race officer. What this meant was that I was now a pro. Mind you I did not know jack.

I should mention that by this time the five boats had escalated to 30 and eventually the yacht club exceeded 200 members and became the Northwest Hobie Class Association. At this time the Hobie class was just beginning to develop the Fleet, Division, Region and eventually the World Class Association concept. People like Rich Jeffries, Sandy Banks, Hobie Alter and a bunch of dealers created a racing circuit, standard courses, rules, etc.

Since I was a dealer, and primarily covered the Pacific Northwest, I became involved with a lot of this organization type of stuff. It was exciting to be part of the growth. It was like a wild fire, and spread throughout North America and quickly to the rest of the World. Eventually it became the World Hobie Cat Association.

Hobie sold the company in the mid 70s to the Coleman Corporation. They put a lot into the racing

program and it flourished to become one of the largest classes in the world.

After Coleman sold the company, it changed ownership several times and with each owner the racing department, which had been funded 100% by Hobie and Coleman, found itself without a budget, or put another way now funded by registration fees, but still dictated to by the company. Hence the revolt in 1988 for a members' class rather than a manufacturer's class. This all happened before the current owners owned the company. Had they been in control, we most likely would not have taken his step.

Anyway in 1989, Jeff Alter and I with a ton of help from his wife Laurie created the International Hobie Class Association, IHCA. We wrote new Constitution/Bylaws, recruited volunteers and coordinated the change with all the Regions. Around this time the NAHCA was formalized as a members' organization.

I became the Race Director of both the IHCA and the NAHCA. By now I had also raised my race officer certification to the Senior level in USYRU (successor to

signalboat  
continues  
on page 29

# membership matters

## Remember Me?

The New Membership Chair is an Old Friend

*Mike Levesque, HCA Membership Chair*

It's been a long, long time since I needed to write anything for this newsletter. But, I'm here in a new role to help the Class, Membership Chair.

Basically, this is one of your less glamorous tasks, but very important, as our members are literally our life blood. I'd like to thank Tara Ames for serving us in this role most recently.

Like any other transition, this one is taking some getting used to. The biggest challenge has been

developing (OK, testing) the new on-line membership system, which is incredibly powerful. Major thanks to Steve Reese for taking this literally from concept through completion over the past few months.

Of course, the paper system still works. During the transition, there have been some glitches with renewals, so if you mailed an application and think it's in limbo between CA and MA, contact me and I'll look into it.



The Bylaws make this job “look” easy. The main job is to keep the membership list current. This position doesn't set policies, but can make recommendations. If you have ideas on how to make membership more attractive, the Board of Directors is always open to those suggestions, so please send them in.

If you haven't already done so, please renew your membership today (memberships run for the calendar year, so you're expired if you haven't paid in 2008). Put down this issue of *HOTLINE* for a few minutes, go to your computer and sign up. If you must, mail it in, but just take care of it before you forget!

And remember the most important thing, only YOU can help us grow the Class! Go out and find new members!

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



STUART CRABBE



**2008**  
**Rohrbach Ontario Hobie Regatta**  
**Division 16**  
**Northeastern Championships**  
**Hamlin Beach State Park**  
**August 1 - 3, 2008**

**On-Site Camping**

**Fees**

- State Park Fee (Fri - Sun) \$25
- 2 person Hobie \$40
- 1 person Hobie \$30
- Youth Teams \$20
- Saturday Night Dinner \$10

**Friday**

- Guest Expert Program / Practice Races
- Registration 5:00 - 7:30
- Welcoming Party 7:30 - 11:00

**Saturday**

- Coffee, Danish & Pastries 7:00 - 9:30
- Registration 7:00 - 9:00
- Skipper Meeting 9:30
- 1<sup>st</sup> Warning Signal 11:00
- Dinner 6:00 - 7:30
- Merrymaking 8:00 - 11:00

**Sunday**

- Coffee, Danish & Pastries 7:00 - 9:30

Registration at event only. No internet registration.

All times are Eastern Daylight Time  
Look for details at <http://www.fleet295.com/>

**Rules**

- Event governed by 2005-2008 ISAF RRS and the IHCA class rules
- Eligibility: HCA membership required
- \$100,000 (USF) Liability Insurance required

**14's** **18's**  
**16's** **Tigers**  
**17's** **20's**

Your tune up headquarters  
for upcoming 2008 NAC's

Fleet 295 Commodore  
Stephanie O'Connor - [commodore@fleet295.com](mailto:commodore@fleet295.com)

# This Old Hobie

## Blind Hole Repairs

By Rick Buchanan

**I**n the last “This Old Hobie”, we did a repair where we could access the inside of the boat. But what if there are no other access holes to work through? What do you do now? How the heck do you keep all that fiberglass and resin from oozing and dripping into the hull? Well, there is a way to do

this type of repair, and you might be surprised how easy it is. We’ll take you step by step from start to finish on repairing a deep gouge in a Hobie 16.

With the boat set up in a location where you have easy access to work, the first thing to do is put on a good quality filter mask, glasses or safety goggles and long pants and shirt. Basically, cover and protect your body from the dust you’re going to make. Fiberglass dust is *very* itchy. I’d recommend having a

small shop-vac nearby with a brush attachment. Check and make sure the vacuum filter is of good quality and in proper position. If it isn’t, you’ll end up blowing fiberglass dust all over your work area.

### Step 1 – Remove Damaged Gel Coat and Underlying Fiberglass

Using a Dremel tool with a sanding drum attachment, sand off the damaged gel coat and fiberglass around the perimeter of the gouge. Carefully remove any damaged fiberglass created when the gouge was made. As you take off the damaged material, you may find the resin is fractured all through the layers of fiberglass (visible in the center of the repair area of

photo **1**). This last bit of damage needs to be removed (photo **2**). Make sure you remove some surrounding gel-coat leaving good, undamaged fiberglass exposed. As you can see in the photos, the actual damage is much larger than the little gouge on the surface.

### Step 2 – Make the Backing Laminate

Get all the materials together - a firm flat surface with a sheet of wax paper taped to it (so the wind doesn’t blow it off), fiberglass cloth (either 6 or 8 ounce) cut into two pieces approximately three inches larger in all dimensions than the hole (scraps work well here), vinylester laminating resin (remains tacky when cured), catalyst, plastic squeegee, mixing cup and mixing sticks. Vinylester resin is rose-colored raw; it turns brown when catalyzed. Make sure to catalyze according to the manufacturer’s directions. A little more catalyst will make the resin “go off” faster or compensate for cooler temperatures.

Next, With one of the pieces of fiberglass in place on the wax paper, pour off about 1/4 ounce of the catalyzed resin and with a plastic squeegee spread it evenly over the cloth (**3**). Once you’ve saturated the first piece of cloth, place the second piece of cloth directly on top of the first and repeat the process again (**4**).

Once the resin has cured, the laminate can be peeled off the wax paper. This flexible fiberglass laminate can now be marked with a pencil to the size needed for the repair. For this size hole, 3/4" to 1" inch overlap on all sides is good, but on larger holes it should be more. Cut the laminate to size with scissors (**5**). Fit check the piece you just cut making sure it has sufficient overlap to the hole (**6**).



A three-inch gouge on the hull of a Hobie 16



1



2



3



4



5



6



7

### Step 3 – Make the Patch

After checking the size of the laminate, cut two layers of 2 oz. mat fiberglass the same size. Take the piece you've cut and place in position over the hole and with a pencil outline the hole onto the laminate. Cut two lengths of 30# monofilament fishing line about two feet long. Using an awl, poke two holes at each end of the pencil outlined hole on the laminate. Lace the pieces of mat fiberglass to the cut laminate (7). Tie the ends of the monofilament in a small knot.

### Step 4 – Install the Patch

Once you have the layers laced together, carefully insert them into the hole in the boat (8). Make sure not to let go of the monofilament and be sure the laminate piece is the inner most piece. Firmly pull on the monofilament to seat/position it in place (9), then tape the monofilament to the outer hull. Mask off the surrounding area to protect from resin runs and drips.

Using a syringe filled with catalyzed resin, inject resin around the perimeter of the patch, wetting out the fiberglass mat (bl) (a small, stiff brush helps here, too). When the resin cures, the monofilament can be removed with scissors and

some pliers. We use monofilament since resins don't bond to it well.

### Step 5 – Finishing Off

Take some sandpaper or the Dremel tool sanding attachment and smooth out any raised areas. Next, apply some catalyzed resin mixed with filler (Aerosil, or colloidal silica) to a peanut butter consistency (11). Remember to catalyze the resin after mixing with the filler. While this mixture is curing you can start applying mat fiberglass to the outside of the hole.

For this size repair, we used three layers of mat fiberglass for the outside with each layer smaller than the previous (12). Apply resin with a 1" brush (13). Since these layers will be sanded, use a "finishing resin", or spray polyvinyl alcohol (PVA) over the resin once it starts to set up. Sand the patch smooth with a good random orbital type sander.

### Step 6 – Spraying Gel

To get the ultimate finish (14), you'll need to spray the patch with gel coat, a pigmented polyester resin. It's not as much of a black art as you might think, but it deserves a "This Old Boat" of it's own in the next issue.



8



9



10



11



12



13



14

**CAUTION**

Most of the products used in this kind of repair aren't good for you. Don't forget to use a good quality filter mask, latex or nitrile gloves, glasses or goggles, and complete arm and leg protection.

# MIDWINTERS 2008

*Déjà vu*

## *All Over Again*

STORY BY  
RICK  
BUCHANAN

**WEST**

At last year's Midwinters West we had three races on Saturday, however on Sunday the winds blew and we had to post the abandon flag for the rest of the day. This year the weather was a Xerox® copy of last year.

After months of event planning, administrative headaches with budget approval, and ordering the shirts and trophies, it was time to pile into the car and head south to the Mexican border. We, along with several hundred Hobie enthusiasts, grabbed our US Passports, paid lots of gas money and hit the road for Midwinters West 2008.

Organizing an event south of the border always leaves us with some administrative work once we arrive

in San Felipe. The first thing we do is make sure we have a place to sleep for the week. Our next task is to check in with the tourism board (COTUCO). Once the tourism board approves the event information, we need to catch the Port Captain in a good mood. Lucky for us Capitán Gomez appreciates Hobie Cats. If we didn't get the Port Captain's letter of approval, the event may be shut down before the first prep flag is raised.

Barbara Perlmutter (Tucson, Arizona) writes about Midwinters—*"We arrived on Monday and the wind was howling. We thought we had better get out there and sail in case it died the rest of the week. I admit we were a bit rusty after being off the water since last October's*

*Continues on page 20*





ELLIE MARTIN

STORY BY  
BRAD  
STEPHENS

## EAST

*H*obie Midwinters East

has been bouncing around from venue to venue the past couple of years. This year Hobie Fleet 120 wanted to give Midwinters East a Home! Being a newly formed fleet, we weren't sure exactly how to organize or run a regatta. We wanted to provide some good racing and fun. With the generous grant from the Hobie Class Association, the fleet was able to offer long sleeve t-shirts and a Friday night dinner. Friday Night was laid back. Lasagna was on the menu.

Saturday was a beautiful morning, warm and sunny with just one thing missing—wind. Tom Garner, our Principal Race Officer from Ft. Walton Beach, did a

great job getting everyone off the beach and to the sailing area so when the wind filled in we were ready to race. We ran four great races with no major incidents. I think everyone wanted a bit more wind, but at least it was warm. The race committee sent everyone to the beach around 5 p.m. This left time for the sailors to break down their boats, shower and make the Saturday night dinner at 7 p.m. Dinner was across the street from the beach at Dock-o-the Bay. There was steak, chicken picatta, seafood portofino, and all the fixings. It was more food than anyone could eat and very few people made it to the dessert table. Thanks to the Hobie Cat Company, we finished the evening with a raffle. Sunday morning came early and again the

*Continues on page 21*



ELLIE MARTIN

# MIDWINTERS 2008



ELLIE MARTIN



VICTOR RODRIGUEZ

Denny Osburn tries to convince David Martin and Al Monson that his hat is in fact a traditional Mexican Sombrero

Dan Ketterman and Rick Buchanan clock a 31 knot gust.

## WEST

*Piñata Regatta, but with a few waves in the face and salt in our eyes, it all came back to us like October was yesterday. In no time at all, after leaving the shoreline, we were double trapped and creating quite a wake behind our H16. We encountered many dolphins and pelicans while enjoying the wind. My dry suit came in handy (thanks Rex Mitchell) because the water in the Sea of Cortez was a bit chilly considering it was only late February.*

*“The town of San Felipe hasn’t changed much over the years. After the sails were down we walked into town for some yummy fish and shrimp tacos. You used to be able to buy two tacos for a dollar (now I’m really dating myself, huh?). I suppose inflation has hit everywhere because this*

*Rick Buchanan and PRO Tom Manok discuss the appropriate manner for an old man to wear a hat to senior judge Kym Kymlicka*



VICTOR RODRIGUEZ

*year I didn’t mind paying one dollar per fish taco with rice and beans. The condiments have gotten better too. The taco ‘food court’ now offers fresh guacamole, cabbage, carrots, peppers, different fresh salsas and chips before delivering their hot meals. I still like to order them ‘ala plancha con queso’ (aka grilled w/cheese). The beer was always cold and the pineapple juice and Parrot Bay Rum drinks tasted better by the glass. Thursday’s wind was calmer and we got to sail with the dolphins and enjoy some sight-seeing from the water. A little bit of new construction was apparent but, as in the USA, there is an obvious slowdown with projects. More sailors began arriving and it was nice to get caught up with friends we haven’t seen all winter. Sailors arrived from as far away as Maine, Colorado, Nevada, Arizona, and Northern and Southern California.*

*“Friday the wind was lovely. It was hard to decide whether to go sailing or go to the Hobie 16 rigging seminar. Unlike most people attending the event, Jeff and I chose to sail and*

*miss the program. I hear it was very beneficial and a lot of tips were shared from expert sailors (like Paul Hess and Mike Montague & Jim Sajdak).*

*Saturday was again warm, sunny and breezy. The race committee and chase boats were all on the water to welcome the 53 competing boats. Four races were finished and we all hit the beach in time for the fun Poolside Fiesta. Besides good music and camaraderie, the food hit the spot and the bar’s beverages were exactly what we needed to cap off a fine day on the water.”*

*With Friday arriving all too fast, we open up the registration book and start checking in competitors. This is a great day to get your boat in the water and see if you remember how to rig it. In the middle of trying to get competitors checked in we had Dave Topolski with crew Pam Neff try to set a new distance record for “how far from shore one can get before you realize you forgot the hull plugs.” I’ve never*

**MWW STORY  
CONTINUES  
ON PAGE 37**



## EAST

wind was not cooperating. Eventually, the course was set and the 1st warning signal was raised. The RC ran three quality races in a slowly building breeze.

The last race was a course 5, with an upwind finish. The committee boat had to beat the fleet to A mark after the start. Sounds easy, right? C mark was set a little close to the committee boat so we just let out about 50 more feet of anchor line to give everyone room. When it came time to pick up the anchor after the start, we remembered the extra line out and the windless seemed to be working slower than usual. Once the anchor was up we took off racing to A mark. The mark was set in about 6 feet of water, the committee boat only draws 4 feet but you can't run fast in that shallow of water. We had to idle the last 200-300 yards. The building breeze meant that the racers were going around the course a lot faster. We had just enough time get the anchor set and record finishes.

Tom did a great job figuring out the scores and we awarded trophies around 2 p.m. The trophies had a H16 silhouette cut out in the middle with old sailcloth providing the backdrop. These were some of the nicest trophies I've seen in a long time! Thanks to Tom Garner, PRO, for sharing his expertise and training everyone on the committee and pin set boats on Saturday. With this being the fleet's first event there was steep learning curve. Tom brought an experienced mark set boat driver and crew with him, which helped keep the course set up properly.

This event was only able to happen with the generous donations, both monetary and time. Tim Beachem let the fleet use his powerboat for the pin set boat. Tim drove while Kurt Schwarz and Steve Miller set the marks. Larry Stephens donated the Committee boat and mark set boat. The trophies were hand made by Michael McNeil, local H20 sailor, and owner of MTM Carpentry service. Michael provided all the materials and his time. The HCA Area Championship grant helped tie everything together and provided us with the financial support to run this event.

I would like to personally thank everyone who attended. I can only hope this year was a sign of things to come. We had 33 boats and I am looking for at least 45 boats next year. **Mark your calendars now for Hobie Midwinters in Panama City Beach, FL sometime in March 2009.**

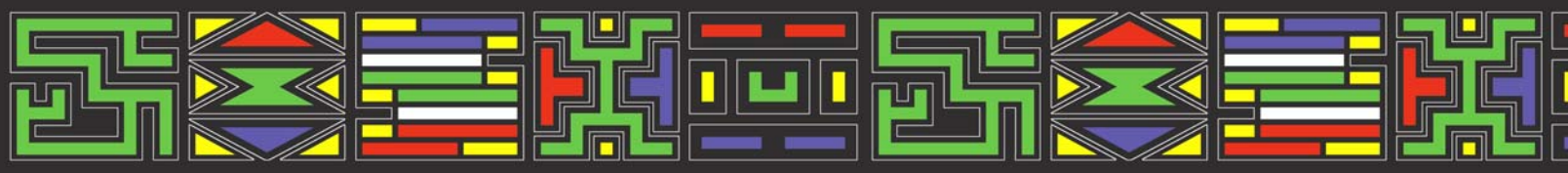


BRAD STEPHENS

*Like last year, Midwinters East 2008 was primarily a light air affair. The "Bow Walkers" were out in force in the 17 fleet (above, on Sunday morning). Below, a lone Hobie 20 heads to the right side of the course after starting on Saturday afternoon. The wind did fill in nicely on Sunday afternoon, just as most sailors were hitting the long road home.*



BRAD STEPHENS



# DREAMING OF AFRICA

## 2008 TIGER WORLDS

**STORY BY  
CHRIS  
GREEN**

**O**n the drive to work the day after we returned from the Tiger Worlds I flipped in the CD *I Love Africa* by Bebe. As the lilt-ing sounds of African pop from the title track sprung from the speakers, I felt a chill down my spine as it conjured up the vivid memories of the past seven days spent racing in Langebaan Lagoon at the tip of Africa.

Bebe had played one evening at the Worlds, and the South Africans also used this track for their multimedia presentation when bidding the event two years ago. It perfectly captures my feelings about Langebaan—a magical cat sailing paradise half a world away.

The 2008 Tiger Worlds was memorable in so many ways. What was most remarkable to me was that an amateur sailor, Mark Laruffa, for whom it had been a 20 year plus journey to achieve this merit, won the

**Hobie Tiger sailors  
from around the world  
gathered at a little-  
known catamaran  
sailing paradise—  
Langebaan, South  
Africa**



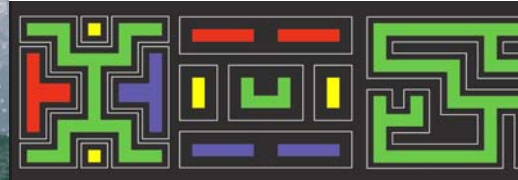
regatta. He finished ahead of some of the worlds' best catamaran sailors. This shows that with hard work and dedication (plus talent), there is hope for us all.

In 2006 at the Hobie Tiger Worlds in Cangas, I promised Jaco Smith (President of the African HCA) that I'd see him in Langebaan in 2008. After difficulties arranging a container for our boat it looked like a promise I couldn't keep, until a chance e-mail exchange with John Dinsdale rustled up a charter boat at the 11<sup>th</sup> hour. With less than 14 days to go, we booked flights and accommodations, and arranged time off work. It was a 30 hour journey that took us from Houston to Washington, Johannesburg, Capetown and finally by van to Langebaan. Arriving at 2 a.m., we were greeted by a gentle African breeze and waves breaking on the beach just yards from our guest house.

At breakfast we met William Kieser—author of "Taming the Tiger"—an excellent resource he put together for tuning and sailing the Tiger (available on the Hobie community Tiger Forum). He told us about the explosive growth in the Tiger class in SA, increasing from 5 to 40 boats in 18 months. The Tiger has a lot of options for de-powering and it can be a little overwhelming at first which is why William wrote his guide.



TREVOR WILKINS / JEANNIE ELLIOT





Time to hit the Hobie Village and get the boat: two large cardboard boxes of shiny parts, a couple of hulls and a mast. The beach was a sea of sailors, packaging and boat bits. By sunset on Sunday it was transformed into a fleet of Hobie Tigers and Dragoons in neat rows and a tent full of tired thirsty sailors drinking beer.

Mischa Heemskirk's black Tiger was the talk of the beach and as well as the central focus of Internet chatter. This boat has black hulls, cross beams, mast, tramp and sails. The main and jib are painted satin black. I don't know the exact method but it involves automotive bumper paint and it apparently lasts well (no signs of flaking off at the end of a long week).

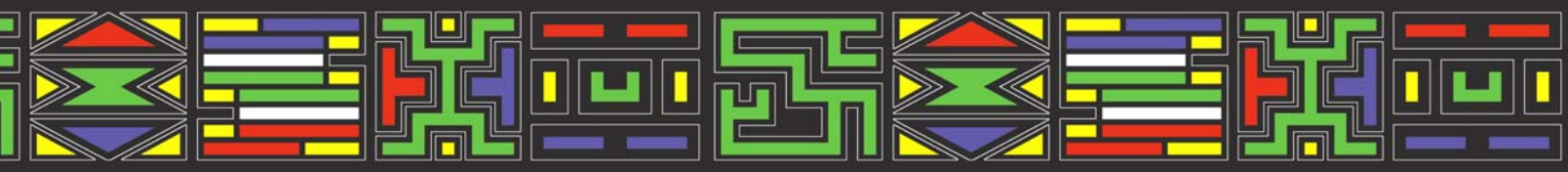
The opening party at Langebaan YC was a spirited affair. We met a friendly bunch of South Africans who were staying in our guest house, and they became our guides to the local customs. 'Vop' is a drink (such as Kilpdrift Brandy and Coke) and is best enjoyed around the 'Braai' – an open grill on which one cooks 'Wors' (the local sausage).

On day one, the story was "go left my son" where a huge lift at the shore was the main tactical feature. Non-locals experimented with the right side, which inevitably dropped you to the back of the pack. Local hero and former H16 world champion, Sean Ferry, showed the rest of the world how it's done by collecting a bullet. The Aussies fought back in race 2 with Lovig/Gibson getting line honors. We were middle of the fleet and delighted to be dueling with Jacques Bernier. Greg Thomas (Jacques' Skipper) laid low with



a broken foot, so Jacques was enjoying a breather on the back of the boat, with Maria from Hobie Europe doing the hard work up front. Jacques didn't take our challenge lying down and within a day or two scored an 8 to put us back in our place! After lunch the wind was too strong and racing was abandoned for the day. We kicked back in the tent and admired windsurfers and kite surfers strutting their stuff in the mega breeze.

The racing followed a similar pattern all week; it was light first thing, plenty of breeze by the time we started racing, flat water, and sometimes sailing up wind running with the south Atlantic swells which traveled against the wind. And the weather? Well, what else would you expect in paradise? It was warm and sunny with blue skies and drop dead gorgeous sunsets.





TREVOR WILKINS / JEANNIE ELLIOT



CHRIS GREEN

*Clockwise, from right:*

*New Tiger World Champion Mark Laruffa and Daniel Sims are interviewed after the final race.*

*The African sunsets were spectacular.*

*Did they or didn't they? In this case, they did manage to pull out of a near pitchpole*

*Jesse Tulmer (Chris Green's crew) get a few crew pointers from the other US skipper, Jacques Bernier—atypically in the driver's seat.*



CHRIS GREEN

On Day 2 there were a couple of races before lunch. We flipped in one when the karma police caught up with me shortly after some aggressive moves on another competitor while setting the spinnaker. The wind built big at lunch but the race committee called us off the beach for a 3<sup>rd</sup> race (number 5 overall). This is the one with 20 DNFs when you check the results! Folks went swimming just on the way to the start mainly when gybing. We got to the line in middle of the sequence and were in an OK starting position but our downhaul line shredded as we tightened it up. This is not what you need when it is over 20 knots! We limped upwind on the first beat with only 50% down haul and got this up to 80% after some cunning repair work by Jesse on the down wind leg. Then we focused



on sailing a conservative race, keeping the pointy end up which many seemed to struggle with on the downwind legs. The final beat saw 28

knots with some big gusts. This was shades of the Tiger Worlds in Santa Barbara, but without the big waves. We had a good time. Our winter practice and Tybee 500 experience paid off. Zac, the Hobie dealer, had a profitable day, selling at least one mainsail and spinnaker pole. There were no serious injuries though.

Day 3 saw three great races, double trapped full on conditions. We got up inside the top 20 with a good start and clean air but I lost Jesse overboard when his trap came unhooked going down wind with the spinnaker at Warp speed 11. I managed to take down the kite on my own and sail back to get him. We got going again but the main sheet jammed at A mark and we could not bear off. We had a near flip and turned the air blue with our language, but Jesse got it sorted and we ended up with a 27 in that race.

That evening the tent was surrounded by small fire braziers and there was a group drumming sessions as the sun went down. The leader had his work cut out marshaling the Hobie herd of cats into a coordinated group. In the end we surprised ourselves with a synchronized final performance.

There was no racing on the morning of Day 4 as the Langebaan breeze had decided to have a lie in. That afternoon the organizers threw a fun distance race to Kraal Bay with the Tigers and Dragoons. The Lagoon was very narrow at the starting area. With plenty of breeze and everyone bearing down on starboard, tacking onto port at the shore was rather exciting, but there were no collisions. Jesse drove and I crewed – sliding around and appreciating what hard work it is on the front. Then the breeze picked up so we both went back to our usual jobs to avoid going for a swim. On the last windward the course was shortened because of fog from a cold front. The RC at Kraal Bay had to pick their way home with GPS!

Day 5 - Three more great races, double trapped, full on. My mediocre starts put us further behind each race. Learning to start in a big fleet is a critical skill, and there is no finer place to do this than with over 60 boats on the line at a Worlds.

The top of the leader board was very tight. Laruffa hung onto the top spot but a few others were within striking distance (Laruffa's throwout was an OCS from the day before). The wind did not appear until after lunch, and then shut off again when we got to the start area. You could feel the tension on the water – would we get a race or not? The breeze kept teasing and the hours passed. Finally the prep signal was set and we prepared to start. Everyone pushed the line hard resulting in a general recall. After a second general recall, the race committee raised the black flag. Laruffa and crew swap to different colored sailing tops – to confuse their opposition. When the last race got underway I pulled the trigger hard and got a great start (when we got back in we found that we were OCS – oh well – at least we were up at the line!).

There was a little time to chill out after the racing. We started tearing the boat apart and it was after sunset before we finished taping up the last box and got to join the Awards party. The next morning we started the 30 hour journey back home, vowing we'd come back to Africa. Next time we will allow a little time to do some sight seeing.

Congratulation to Jaco Smith and his committee who did an outstanding job running this event. I'd encourage any keen racer to go to a Hobie Worlds. You'll find great camaraderie, and a fantastic racing experience that will really lift your game.

feature



PETER NELSON



# PHILIPPINE SURVIVOR, HOBIE S

By Peter Nelson

“Camping in a tent on remote islands in a foreign country with kidnappings, strange bugs, and other water creatures with only a couple showers for the week wasn’t really a bad thing after all.”

**M**y crew, Laura Sullivan, and I first discovered the Philippines Hobie Challenge last October at the Hobie 16 Worlds in Suva, Fiji. We discussed it with a casual air, as in “Yeah, that would be fun!”—A rhetorical comment not really devised to create action. However, when I was approached two months later to join a team and be a backup crew member, it piqued my interest and curiosity enough to do some research.

The race is 250 nautical miles over five days, plus two days of inshore buoy racing, through the Philippine Archipelago on Hobie 16s. I had never done an endurance race like this on a beach cat. In fact, it is currently the only Hobie 16 distance race in the world. The Archipelago Raid in Scandinavia is sailed on F18s in, what I assume, are much colder waters. Tropical

an even harder task; convincing my regular crew, Laura, that camping in a tent on remote islands in a foreign country with kidnappings, strange bugs, and other water creatures with only a couple showers for the week wasn’t really a bad thing after all. So what if we were the first American team to do this. Sometimes you just have to throw caution to the wind! Oddly, the same curious obsession that took over my research engulfed her. Before long I was hearing “OK”, and the race was on!

We were late to the party and had to scramble to make the start line half a world away. Since we had shot our money living in a hotel in Fiji for two weeks at the Hobie 16 Worlds just a few months prior, we needed to do this one on the cheap. I cashed in the frequent flyer miles, named the team “Time Warp Racing” (after our big-boat racing program), and started to work on finding sponsorship.

While I consider our team pretty well outfitted, we were not prepared for a race of this type or magnitude. Gradually product sponsors started to sign on. Harken, Larabar, Layline, Barz Optics, and Hobie Cats Northwest were first to help us out. Then Sperry and Zhik joined the team. Even our Hobie Fleet 95 rallied to the cause and gave us some much needed equipment. With the addition of each sponsor, the anticipation that this might become a reality built! We are eternally grateful to each one of our sponsors—without them we would not have made it.

As luck would have it, a tropical depression hit the Philippines the day we arrived. We were greeted in Gubat to 35-45kt winds and 18-foot seas at ten

Rock Gap



PETER NELSON



# PHILIPPINES HOBIE CHALLENGE

## STYLE



second intervals—not the sort of conditions to launch a Hobie 16 in! After two days of these conditions, the race organizers loaded the boats and competitors for a two-hour ride to Mongot, a slightly more protected starting area.

By Tuesday morning, there were signs that the storm was abating. It was announced at the daily skipper's meeting that the inshore racing and first leg (Monday's leg) was abandoned. Instructions were given to competitors to sail directly to Tuesday's finish, some 70 miles away.

For safety reasons, the organizers only allowed 20 teams to enter this year. Unfortunately, eight of the teams dropped out before the start, leaving just 12 teams. When the Dutch team was forced out due to mechanical issues with their boat at the start of the first leg, we were down to 11. This wasn't going to be any ordinary race. Nicknames were getting hung on people like dirty laundry. Names like Worstie, Flash, Squirta, Tards, Ferret, & Naki just made the trash talk much more fun! We were appropriately dubbed "The Yanks".

The start took us across the San Bernardino Strait, an exposed stretch of water with 10-12 foot confused seas and a 20kt northeasterly (leftovers from the previous two days storm). We flipped on the beam reach when we buried a bow and couldn't release the

jib in time. We righted it quickly only to realize we had just given up 1.5 miles to the leaders.

We would later learn that things happen quickly. On a distance race of this sort, 95% of the race is spent going through the motions to maintain position. The other 5% is where gains (or losses) are made. Timing is critical, and knowing when to make a move determines the winners from the also-rans.

After getting through the first gate in fifth, the wind was dying and we worked our way back up to the leaders. Just when we gained the lead, the race was abandoned and the towing of boats started. In the flat water the towing wasn't so bad. However, later in the week, when we were fully exposed to the Pacific Ocean, towing became an ordeal.

Wednesday morning we were greeted with light, southeasterly winds. After the morning radio check and skippers' meeting, we headed out for the start inside a beautiful, palm-lined, Philippine bay. The first gate of the day was at "Rock Gap", two large rocks sculpted dramatically out of the water. When we had inquired earlier we were told the gap was just wide enough to fit two Hobie 16s. After taking the inshore track, it was just our luck to approach Rock Gap in first place with, yep – you guessed it – another boat! As we reached into the thin portal still foolishly double-trapped on the wire with a boat to leeward, we were greeted with no wind and the subsequent tea bagging. The chaos that ensued involved "hand-to-hand combat"

as a 180 degree wind shift in the gap pushed our boat up against one of the rocks. As Laura stuck her hand out, the rock seemingly moved as a rock crab scurried out of the

*Peter and Laura Celebrate at the end of their adventure*





melee! From that moment on we were labeled as “the rock kissers!” As we emerged from the gap, the original double-trap wind hit us again and we scrambled to keep from flipping the boat! Chaos reigned!!

Once back on track we raced off for gate two, some 20 miles away. As we held position, we were once again reminded how dramatically things can change. A squall set upon us. As we reached off for the next 15 minutes we were making fast tracks in the 15kt breeze. The only problem was we had no idea where we were going! When the squall passed and visibility lifted, we discovered we could no longer see the shore, any islands, competitors; nothing except the wide-open Pacific on a Hobie 16! Twenty minutes of nervous checking and rechecking of the GPS ensued until we both agreed on our position and could resume racing.



It was an empty feeling to be so lost on such a little boat in such a big pond!

Before too long, a *banca* appeared with seven other Hobie 16s in tow. (A *banca* is a long, skinny, deep-V of a boat with two bamboo outriggers for stability that looks like something out of *Water World*!) The wind had gone light. With a dangerous reef waiting for us at the finish at Suluan Island, the race organizers wanted to get us in to shore quickly. Too bad it didn't work out that way.

We were second in line behind a RIB going into Suluan Island. It was dark. The RIB driver lent his GPS to someone earlier in the day and was driving without any knowledge of where he was or where he needed to be. As we approached the island he cut his engine to get his bearings. What he didn't realize was that he had parked us right on the reef and broadside to the waves! I had enough time to look up and see an eight-foot wave curling right over our trampoline! We survived the crashing wave and started frantically yelling at the RIB driver.

I called to Laura to get her knife out and to cut us loose. I figured we would have a better chance of survival on our own. A smaller wave went under our boat, but another much larger wave was headed our way! We yelled at the RIB driver one more time. He must have seen the peril he placed us in and gunned the engine just in time to miss the wave. Wow! Nothing like seeing your life pass in front of you! But the ordeal wasn't over yet.

After he pulled us off the first reef, he cut the engine again to get his bearings. This time we were on a second reef! Fortunately this one was a little smaller and didn't pose the same danger to our lives – just to the boats. I could live with a few scratches on the boat after that last reef!

We got off the reefs and into the island well after nightfall. The local villagers were waiting to feed and entertain us. After dinner they put on a wonderful show on the beach under the full moon with our friend, the reef, safely offshore. The younger girls sang several Filipino songs before the older, teenage boys and girls came out for some traditional dancing. After that, Worstie and I grabbed a bamboo pole and got the limbo going as the village mayor cranked up the PA they had rigged on the beach with a diesel generator.

The next morning, Friday, there was no wind. Go figure! By this time we were used to it so we hooked



up for our daily tow. The ride was so rough that we had to hang on to the tramp straps to keep from getting thrown. At least the Barz goggles kept the salt water out of our eyes. There was a 14-16 ft. swell that promised a fun ride if we could just get some wind. After about 35 miles, we dropped the tow. The committee put up a starting line right smack dab in the middle of the Pacific Ocean with about 8kt of wind.

We raced along Siargao Island all afternoon to a lighted buoy that marked the entrance through a reef. After passing the reef, we continued on for a half mile before turning right for the one-mile beat to the finish in a lagoon. The fleet approached the entrance at sunset. The sky turned pink and with only the slightest of breeze, the pink sky reflected off the ocean. For about five minutes our entire world turned pink! It was the most awesome and at the same time eerie feeling I had ever felt.

We were third at the buoy and as I looked back I saw Squirta harden up to cut the corner on the reef. Not to be outdone, we followed suit. The two boats ahead also reacted. It is twilight, we have a reef off our starboard beam, and visibility is diminishing

rapidly. My crew yelled at me to get away from the reef, but the competitive juices told me the other boat was closer and until he bailed out, we were staying the course! It's a game of 'chicken'! Tense moments ensue as we get picked up and blindly surf down a wave only to have one of the rudders kick up on a coral head in the trough of another. We had no idea where danger lurked and we were just praying we could get through it unscathed.

With the four boats battling for position in the final half-mile, we all finished within three boat lengths. It was an epic finish to an incredible 70-mile race and 180-mile tow!

The uncooperative weather aside, this was an incredible adventure. We saw remote Philippine islands few have ever seen. We experienced local culture the way it should be. We bonded with some incredible Philippine and international friends—friends for life! A race of this nature isn't for everyone. I plan to go back and experience it as it was intended—under the full, intense Philippine sun with 10-15kt of wind. The chances of a second rain out are pretty slim. *Mabuhay!*

## signalboat (continued from page 13)

NAYRU). With this new found status, we created a Hobie event manual to formalize procedures and changes to the Hobie racing format and in particular to the courses. The course stickers on your boats are part of this effort and are used by the class worldwide.

I suppose I got entirely too involved with this sailing thing. It took over and I found myself just riding along on a wave to everywhere. It opened up unimagined opportunities. I became an International Race Officer, Chairman of the US SAILING Multihull Council. On the Board of Directors of US SAILING, Chairman of the NAHCA, President of the IHCA, Member of the ISAF Race Management Committee, Chairman of the Canadian Yachting Association Race Management Committee. Technical Official,

International Race Officer for:

- 1996 Olympic Games, Savannah, Georgia – Soling, Tornado, Match Racing
- 2000 Olympic Games, Sydney, Australia – Soling, Tornado, Stars, Mistral
- 2004 Olympic Games, Athens, Greece – 470 Women's, 470 Men's, Tornado
- 2008 Olympic Games, Qingdao, China – Stars, Tornado, Yngling, RS:X

There's a stretch, from a reaching course with balloons on Lake Washington, Seattle to the Olympic Games in Qingdao, China. All thanks to Hobie.

What was an attempt to get my friends to buy the beer in 1969 turned into a 39 year romance with sailing and most importantly brought me my wife and dearest friend, Vicki.

Some of you may have heard that Lori Mohny and I are retiring from our positions on the HCA Race Department. She will still be very active in IHCA, and I am still involved with ISAF, World and Olympic events. Actually since the drop of multihulls from the Olympics, I have been recruited to be more involved in other Olympic disciplines, so the schedule will still keep me balancing fishing rivers against sailing venues.

I shared a lot of adventures with many of you over the years, and it turns out this is a sneaky little note to say farewell, warm winds and thank you. I would not have missed it for the world.

May our bows cross often in the future, and may you always be on Starboard.

Your friend,  
pu



# The Crew's View

Compiled by Mike Madge

*Three of the top Hobie 16 crews in the world give their perspective from the front of the boat*

**H**obie 16 World Champion Crews Susan Etherington (skipper Mick Butler) and Simone Mattfield (skipper Gavin Colby), along with Australian National Champion Suzzi Ferris (skipper Darren Smith) share their thoughts on what it takes to be a champion crew:

**HOTLINE:** When did you first start sailing and who introduced you to it?

**Etherington:** I began sailing in 1998 after moving to live in Coffs Harbor, east coast NSW. As a land-loving country girl then living on the coast, the ocean looked like an interesting place to play so I took myself down to the Yacht Club and gave sailing a go. Coffs Harbor is mainly offshore Hobie sailing (the best kind) and was a great introduction to what these fun boats can do. I was hooked instantly!

**Mattfield:** I was introduced to sailing at age of ten by my father who was a very keen sailor. I wanted to do athletics but because Dad sailed on Sundays, no athletics for me, which in hindsight was a good decision. My Dad taught me to sail on a 14 ft catamaran called a Windrush. Didn't race that much with my Dad but windsurfed while Dad competed.

**Ferris:** I started sailing after watching Australia II racing in the America's Cup and asking my Dad if I could do that too. I was seven and started learning at Mounts Bay Sailing Club on a Mudlark, it's a small one child boat similar to the original scow Moth. Very fun for kids and I was the first girl to win the WA State Championships in one!

At 13, I started helping coach the other young

sailors. As I got older, I got my coaching qualifications and started working part time as a sailing coach for both learn to sail and racing.

When I graduated from high school, I had an urge to keep sailing and traveling. I decided to begin working full time to pay for this instead of following my other passion for photography. This would mean a job in the marine industry since no other employer could possibly understand all the time away to sail! Sailmaking it was and that is still my trade. It's a great trade to have and I can work anywhere in the world.

**HOTLINE:** Who are some of the different people you have sailed with?

**Etherington:** I began Hobie racing with Tim Cotsell soon after competing at my first Australian Nationals in Adelaide 2001. I moved to Sydney 2001 and began sailing with Tim Shuwalow. We competed in our first Worlds together in Noumea 2002 (11th place) and sailed together for the next few years achieving 5<sup>th</sup> at Mexico Worlds 2004. I then began sailing with Mick Butler at the Melbourne Nationals in January 2005 and have been sailing with him ever since.

In late 2006 I moved to live in Indonesia, complicating our Worlds sailing campaign somewhat. I was lucky that Mick and I were both committed to our team and we worked together coordinating training and racing schedules around family and budgets. In the end it was definitely worth all the sacrifices!

**Mattfield:** Dad bought a Hobie 17 in 1987 and sailed in the Nationals in Geraldton in 1988. It was here I met Paul Smith who was sailing a Hobie 14 Turbo. He changed to a 16 at the end of 1988 and needed a



**Susan Etherington**

*Age: 37  
From: Mudgee, NSW, Australia (Central West country NSW)*

*2007 Hobie 16 Worlds, Fiji, 1st*

*2006 Australian National Championships, 2nd*



**Simone Mattfield**

*Age: 37  
From: Perth, Western Australia*

*2002 Hobie 16 Worlds, Noumea, 1st*

*2004 Hobie 16 Worlds, Mexico, 2nd*

*2002 Hobie 16 ISAF World Sailing Games, Marseille, France, 2nd*



**Suzzi Ferris**

*Age: 30  
From: Perth, Western Australia*

*2007 Hobie 16 Worlds, Fiji, 3rd*

*2007 Australian National Championships, 1st*

*2008 Australian National Championships, 3rd*

crew so I began sailing with him, and was introduced to the Hobie Way of Life and I just loved it! Paul and I sailed together for three years then I sailed with Patrick Dubois for two years. I stopped sailing for a few years when Patrick stopped sailing.

In 1997, I decided to visit the yacht club where I used to sail on their opening day to visit some of my old mates. A good friend, Darren Smith, asked if I missed sailing and did I want to get back into it as he knew a guy who needed a crew. I actually hadn't thought about it until I had seen everyone rigging up and then I realized I did miss it. He gave my number to Gavin Colby who rang me the next week and we sailed together the next Sunday. I just had such a great time and we decided we could put up with sailing together, and so began our very successful sailing team, and great friendship.

**Ferris:** For my first Hobie experience, some stranger called Darren (Smith) picked me up with the boat on the trailer and we drove four hours north of Perth to Geraldton. We won the first race, came third in the states and had an awesome weekend. He asked me to crew for him one Sunday a month when he wasn't working away and do the worlds with him. Hobies were so much fun, and the people were great to socialize with. I now crew for Cam Owen, a crazy cat sailor from Melbourne who has had some great results in A class cats and others. He is always telling me how he and Ashby used to push their A classes to the limit and see how much they could stick the nose in and save it.

**HOTLINE:** What sort of adjustments do you make with different skippers?

**Etherington:** It's interesting the experiences you get sailing with different Skippers. I learnt a lot from all of mine. Every Skipper I've had gets pretty serious on the water (some more vocal than others!) but I'm a pretty competitive person so if they weren't serious sailors I probably wouldn't sail with them!

You sail a bit differently in every team and each skipper has their own crew expectations. By the end of our time together Mick and I barely had to speak on the boat, that was the really special and enjoyable part of our sailing. Mick was definitely the one who gave me the confidence to be the best Crew I could be.

**Mattfield:** The skippers I have sailed with have been used to sailing on their own, so didn't rely on me to pick lay lines, luckily as I have pretty poor eyesight! Mostly there wasn't much idle chit chat during races but between races there was always lots of gossip and bad singing!!

**HOTLINE:** What were some of your most memorable sailing experiences?

**Etherington:** Sailing has allowed me to travel the world, and the best part of Australia, visiting some truly beautiful places and meeting many wonderful people. Winning the Worlds of course would be the most memorable part for me... not many people on this planet can say they are the best in the World at something!

**Mattfield:** I have so many memorable sailing moments but my highlight was winning the worlds in Noumea. This regatta really did require so much strength, both mentally and physically from me, it stands as my greatest sailing achievement.

**Ferris:** My most memorable experience sailing with Darren was when he ejected himself between the top mark and offset mark in Noumea when it was really rough. This left him swimming in the water dodging Hobies going flat out fast, and me holding onto this machine while it pitch poled! I was just trying to work out the best point to let go so I didn't hit the bridle!

Oh, OK, our best moment was when we won the nationals at Adelaide Sailing Club. We had many spectacular reaches

# The Crew's View

together and he taught me how to be a good crew. In Sydney, Belinda Zanesco and I did a short stint together for the Women's Worlds in South Africa where we placed 5th. What an event that was. I am glad I caught the rope from the man in the surf the day we all had to get towed out by a jet ski!

The most memorable that year was watching the guys in the qualifiers in South Africa. I still haven't seen anyone sail in conditions like that. We saw some close calls with guys surfing in with millions of knots of wind behind them!

**HOTLINE:** List some qualities you need to be a successful crew.

**Mattfield:** I think as a crew you need to trust your skipper 100%. When sailing in tough conditions I used to do a great deal of self talking to continually remind myself to concentrate on the gusts, the waves, staying on the boat, not nose diving and most importantly to breath.

As most crews will tell you, Hobie sailing is definitely not a glamorous affair. Being covered in zinc and sunscreen is not that attractive, nor are the cuts and bruises which have on many occasions raised a few questions as to their origins!!! I used endless rolls of tape to strap my wrists and fingers to prevent sprains and loss of too much skin. I often looked like I was preparing for a boxing match.

**Ferris:** Sometimes it's good to be a helm in a crew role

Simone Mattfield and husband Simon Robb at the Mexico H16 Worlds, 2004



as you can understand what you would want to hear if you were steering. My employment with Singapore Sailing is as the National Multihull coach and 29er coach. At the moment I am

working with my youth sailors to compete in the Volvo Youth Sailing ISAF World Championships in Denmark in July. It is great

working with the Hobie 16 sailors and passing on new techniques and information. It has also given me a greater understanding of the class too.

So, I get paid to watch Hobie 16s go around and around faster and faster and faster!

**HOTLINE:** Do you do any specific training to stay in sailing shape?

**Etherington:** As for fitness training, I do a lot of swimming for upper body strength and a bit of running, but just being generally fit and healthy is the trick for getting through some of those bigger regattas ...and having enough energy for the social time around the bar after racing (that's important too!).

**Mattfield:** We always tried to be as close to minimum weight as possible without being under weight, so at times this was a challenge as I love my food.

I needed to train at least 3 times a week to maintain my physical fitness. This included running, swimming, and cycling. I believe to be a strong crew you need to have aerobic fitness, endurance and strength. I didn't actually lift weights at a gym as this didn't give my muscles the endurance I needed to sail an entire regatta. I used the traveller a lot so I needed to be strong enough to cope with strong breezes, so chicken arms weren't an option. My fitness helped me to perform well in tough conditions.

Of course, you can never replace time on the water as one of the best training methods. Whenever we were planning to sail in a regatta, as well as the usual club racing, we would sail during the week. When Gav was in Europe this was a little tricky but luckily Darren Smith would take me for some sails so I wouldn't be too rusty.



Suzzi Ferris and Cam Owen competing in the Australian H16 class



Nationals in Sydney, 2008

**Ferris:** I try to cycle every day coming into competition and do about 30 minutes of light weights and stretching. This helps me keep to our ideal weight distribution and keep up endurance. The best training for sailing is sailing. Since Cam and I both work full time and live in different cities we try to fit in a

week of training before a major event to allow ourselves to adjust. Cam sails every weekend with another crew in Perth but I find it hard to get time to sail myself even though I am on the water every day!

**HOTLINE:** What attracts you to crewing?

**Mattfield:** I have been extremely lucky to have sailed with some awesome skippers, the best in the world in fact! It really helps to be good mates with your skipper as you spend so much time together!! A big part of our successful team was not wanting to let our teammate down and trying to always have positive energy. I found that being so close to each other during sailing any negative energy really did rub off sometimes causing you to lose focus.

**Ferris:** As a helm I really enjoyed crewing on a 16 and also I liked sailing with a guy. A small chick on a fast cat, having no knowledge of cats but good understanding of sailing helped me to be able to just crew and look around at the course and other boats and help with tactics. My skipper could just sail the boat fast.

**HOTLINE:** Do you have any skippering aspirations?

**Etherington:** I've never aspired to be a skipper. I think mainly because I don't have the time to put into it. Like I said, I'm competitive, so if I can't be the best at something I generally don't go for it! I've found that not being a skipper has definitely helped my crewing, as there is generally only room for one boss on board a 16! Crewing, especially on a Hobie 16, is fun and simple. If you can get all the basic stuff right and work with your Skipper as a team you can have fun and achieve great things. It's an awesome sport.

**Mattfield:** When Gavin stopped sailing to pursue his flying career, I decided to retire and concentrate on windsurfing and more recently my beautiful daughter, Ella, who I hope one day will become a Hobie sailor. I have had such a wonderful time Hobie sailing, met some fantastic people, made some great friends and traveled to some awesome places. I am so lucky to have had Gavin as my skipper and friend who gave me the opportunity to have had such great results and so much fun. Also I am extremely grateful to have such a supportive husband and family who were so patient with all the time and effort sailing required of me.

**Ferris:** I have no ambition to helm a Hobie 16, I am having way too much fun crewing. Cam and I sail well together and are always learning and developing new techniques. I enjoy racing at top level in Hobie 16s and I think being a small chick I can be most successful as a crew.

I still do the occasional skippering job and currently have my eye on my friend's 505. He let me steer it during a training session last weekend and I didn't want to give it back!

I will always enjoy my role on the front end of the best banana boat on the planet!

*Susan Etherington and Mick Butler at the 2007 Hobie 16 Worlds, Fiji*



TERI MCKENNA



Shauna McGee-Kinney

## Sponsorship

### Funding the Fun

**P**lanning a great regatta? Does the event cost more than the gross income generated by registration? A great method to fund the fun is to raise money and share the publicity through sponsorship.

#### Tools of the Trade

There are five common tools used during the sponsorship process:

1. Sponsorship proposal
2. List of potential sponsors
3. Contact by phone and postal mail (use e-mail sparingly)
4. Thank you letter for all responses, accepting or declining opportunity
5. Marketing collateral and promotion

*Make sure your sponsors get the exposure they pay for. Take lots of pictures and send them along with the thank-you letter.*



STUART CRABBE

#### The Cost of Fun

Plan to raise enough money to pay for (or defray the cost of) the biggest expenses. Before drafting a sponsorship proposal, secure estimates for a few of the bigger regatta expenses such as site fees and boat/equipment rental. If the regatta committee doesn't have previous years' budgets, ask other fleets for sample budgets. A complete budget is not required to get started, however, understanding how much it will cost is helpful.

Another thing to consider is volunteer time devoted to securing sponsorship dollars. A good number of donated hours will be required months in advance. Most companies that give bigger donations (\$1000 or more) expect a year or more of lead-time. They publish the submission dates, event requirements and a sponsorship request form on their web sites.

If you are running a charity regatta, identify a community organization to receive the surplus money raised by the event. Promoting this charity in your sponsorship proposals can greatly increase the donations to your regatta. The earlier you do this, the better. Follow through after the event to let sponsors know how much was donated to charity.

#### How Much?

When researching potential sponsors, plan four levels of sponsorship and be open to negotiation. For example, some sponsors may give a combination of in-kind donation and cash. Based on knowledge of regatta expenses and the types of businesses in your region, find the best, conservative balance between how much a business would be willing to donate and how much money is needed for the event.

**Highest**—Estimate an amount slightly more than the expected big donation. Offer the best “marketing collateral” and prepare to incur the cost of these promotional items only if you get a sponsor at this highest level.

**Average**—Identify the average amount of contribution. Offer visibility that easily fits the regatta budget even if there are only a few sponsors at this level.

**Low**—Choose a cash amount that multiple sponsors would eagerly donate. Offer promotional exposure that accommodates many companies, such as logos on the regatta t-shirt and a listing in print.

**In-kind**—Donated items, like use of safety boats and drivers, overnight trailer storage, facilities usage, food and drink.

## Those Who Give

The most generous and immediate sponsors are companies that know the person asking for the donation, know the sailors in the area or employ a sailor. The regatta organizers should call active members in the division for help and present the sponsorship opportunity at various fleets' meetings.

Cast a few well-researched inquiries out to regional companies. However, be careful not base the fund-raising expectations on income from unknown sponsorship leads.

Many large employers, franchise or branch offices have a yearly budget for community sponsorship. Look for large companies that have a history of sponsoring nearby events like golf and tennis and by contacting the Chamber of Commerce. Browse demographic and almanac web sites like city-data.com for the names of major employers or other sponsored events in your area.

Understand the ratio of the amount of a donation to the number of attendees. When comparing semi-professional sponsorship proposals to your regatta, scale the donation amount and benefits you offer. Approximate the amount of publicity to the number of attendees + spectators + volunteers + tourists that visit the regatta.

## Motivation and Attention

Sponsors want exposure to potential new customers, a positive reputation in the community and name recognition. The importance of the type of promotional item varies by type and number of

people in the regional audience. The regatta organizers choose the combination of publicity and sponsor enticement for the event.

- Print advertising in the *HOTLINE*, regional papers or magazines
- Banner(s) advertising sponsor(s) and event
- Decals on boat hulls or sails (may be an issue with sailors)
- Logo on t-shirt, on race info such as Notice of Race
- Advertisement in race program
- Branding and company as part of the event name
- Logo on mass hand-outs, such as branded sun-block, branded post-it notes, promotion on registration bag
- Brochures or product samples distributed in registration bags
- Company booth or table at event

Potential sponsors that offer retail services, manufacture, or sell retail products may be interested in national or multi-state exposure. Large regional employers such as an aerospace company may not have a product to promote, but may want to immerse themselves in the local community spirit. Local businesses may provide in-kind donations, such as lunches for the race committee, in exchange for promoting their restaurant to the sailors and visitors.

## In the End

The sponsorship volunteers should be easy to contact and able to respond promptly to potential sponsors. When developing your regatta sponsorship, aim to target most receptive sponsors—compa-



nies and people that the sailors know.

Follow up contact with sponsors may include sending copies of advertisements, pictures of banners, giving personal invitations to the event and greeting sponsors at the event. Acknowledge major sponsors with a thank you letter, trophy and t-shirt. Recognize all sponsors at the skippers meeting and trophy presentation.

*Laurie Cronan contributed advice on the sponsorship process for this article based on her experience with the 2003 MidAmericas Regatta. She has provided sponsorship advice for the Hobie 40th Anniversary Regatta on October 4 & 5, 2008 at Doheny Beach in Dana Point, California. Thank you Laurie for the wisdom and insight.*

*Shauna McGee Kinney raced for six years in Division 2 prior to moving from Long Beach, CA. She is a member of Hobie Fleet 51 Las Vegas, continues to promote Division 2 racing and actively recruits new crew in AZ, CA and NV. Shauna can be reached at shaunakinney@yahoo.com, Skype: shaunamcgee2000 or 760-208-4663.*



# youthprogram



by Mimi Appel, HCA Youth Program Chair

## The 2008 Season Is On!

Get out and sail!

**T**he 2008 Hobie Youth sailing season is happening NOW!!!! New Fleet babies are being born and “old” Fleet teens will compete for their last time as “Youts”. Will you, your friends, your kid, your nephew/niece, your little brother/sister, neighbor kid, etc. be a part of a sport that one can do for the rest of your lives?



The 2008 Youth North Americans will be held in September hosted by one of the most active and inviting fleets in North America. Many insightful discussions have been had about the necessity of having a Youth NAs during the first couple of weeks the kids are back in school. The nutshell, big picture, reality of missing four days of school versus a life

enriching opportunity should be a no brainer for forward thinking parents.

Bringing children from all over North America together to play on sailboats is a fabulous experience. The Hobie 16 is a perfect catalyst for teaching real life reactions. Winning and loosing gracefully, getting along with/having fun with other kids will turn a teen into a healthy, happy adult quicker than years of book learning. Start planning now; get answers to all and any event questions at [www.hobiecatdivision7.org/Hobie16NAC2008](http://www.hobiecatdivision7.org/Hobie16NAC2008)

The Youth Program is pleased to announce the addition of Melinda Bommersbach. “Alex’s Mom” is from Sioux Falls, South Dakota and has been wonderfully supportive of our Hobie Kids. She has been in charge of the Hobie Youth Team apparel ordering and distribution. Melinda is also currently handling the Youth Donation thank you notes. Our Grant Program is near and dear to us; the time and effort taken to recognize member donations is an extremely worthwhile endeavor and we appreciate Melinda’s hard work. She is also active in the planning of the Youth NAs in Clear Lake; expect great times to be had by all.

The latest, coolest thing to hit cyberspace is the Youth Donation page. When members renew their Class dues they have an option to donate to the Youth program right on line. The colorful link is an efficient way to support our Grant Program. Thanks go out to Rachelle Reese for her time and extra efforts of the page set-up.

At [www.hca-na.org](http://www.hca-na.org), under “Youth Sailing, you will find the Youth message board. I hope to see more postings as the 2008 season gets rolling.

Get moving and get sailing pronto! Set your sights on Clear Lake in September! Always remember the three things that will make you a better sailor, practice, practice, practice!





# MIDWINTERS 2008

**WEST**

**CONTINUES  
FROM  
PAGE 20**

seen so many bodies on one Hobie 16 trying to help. It was really great to see so many sailors assisting, and, of course, Dave and Pam arriving on shore safe and sound.

At the close of registration Saturday morning we had 54 boats registered for the event. Thirty five of them were in 16A! Wow! Thirty-three 16As competed with several past National Champions thrown in for good measure.

On Saturday, the RC held four races in winds ranging from 5.5 to 8kt. The 16A starts mirrored a North American event. Only one general recall was permitted per start.

Bill Weidner (Randolph, Maine) sums it up – “I thought the event was well organized and well attended. The racing was really the most important aspect of the trip for me, and I had my butt handed to me by your experienced sailors! The course was set up great, and I felt the racing was handled with a high level of professionalism by everyone, including all the competition.”

On Saturday night and Sunday morning things changed a bit. During the night the winds increased. Actually, we could hear the wind rearranging the outside lawn furniture. It was “blowing like stink”. By morning, the beach sand had been smoothed over like sand dunes in the desert. Not a footprint to be found anywhere. Looking at the palm trees around the hotel, we saw all the fronds pointing towards the water...a Xerox copy of MWW 2007.

Dan Ketterman and I took some wind speed readings early in the morning. The wind was blowing in the high teens with gusts to 31kts. This was on the beach!

Knowing it wasn't safe to call the competitors off the beach by 10:00, the postponement flag was raised.

Barbara Perlmutter notes, “Sunday the wind piped up and it was white capping by 8 a.m., stronger at 9 a.m. and we knew by the 10 a.m. skippers' meeting that there would be some kind of delay. I couldn't imagine being on the RC boat in that chop. And the chase boats would have had a very hard time in that wind rescuing flipped boats. So at about noon, the race committee wisely decided to

abandon the day's races and have the trophy presentation at 1 p.m. Those folks wanting to head north to the States were able to get an early head start.

“The racing trophies were lovely mugs with the event logo on them. Bil Weidner from Maine won the ‘farthest traveled’ award (roughly 5,750+ miles round trip). I thought it was really special when Rick Buchanan handed my skipper and me a special plaque for our trophy that said ‘Las muchachas mas rapidas en el agua’ — ‘fastest chicks on the water’. Maybe I shouldn't mention that Sharmane and I were the only ‘all girl boat’ racing. We sure hope next year there are more ladies out there trying to win that special ‘ladies’ plaque. We'll certainly be back with our ‘pink jib’. Another nice touch Rick managed to throw in was to give all the youth sailors new yellow Hobie Hats.

“Again, we certainly want to thank the Race Committee and especially Rick and Barb Buchanan. Without their hard work and dedication to the sport, we wouldn't be able to say that 2008 was one of the finest Midwinters events yet. GOOD JOB GUYS!”

**FULL RESULTS FROM BOTH MIDWINTERS  
EAST AND WEST CAN BE FOUND AT:  
[WWW.HCA-NA.ORG](http://WWW.HCA-NA.ORG)**

18A Champs, Susan & Denny Osburn



ELLIE MARTIN

# 2008hcaboardofdirectors



## Women's Representative

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716.759.1908  
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## elected officers

### Chair

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bmerrick@sbcglobal.net

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jmork1@cox.net

### 2nd Vice Chair

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## appointed officers

### Membership Chair

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### Race Director

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### DIVISION 14

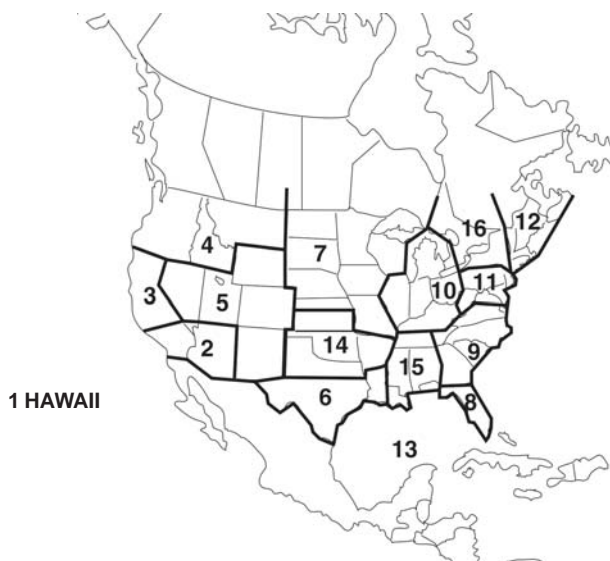
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1 HAWAII

## on the web

**International Hobie Class Association**  
www.hobieclass.com

**Hobie Class Association of North America**  
www.hca-na.org

**Hobie Cat Company USA**  
www.hobiecat.com

**Women's Hobie Cat Racing**  
www.hca-na.org

**Hobie Product Support**  
www.hobiecat.com/support

**Guest Expert Program**  
www.hc-na.org

**Hobie Community Forums**  
www.hobiecat.com/community

**For Local and Country contacts:**  
hca-na.org

## additional resources

### Championships Coordinator

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2812 E Shore Drive  
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269.327.4565  
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NAME (PLEASE PRINT CLEARLY) \_\_\_\_\_ Member # \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY, STATE/PROVINCE, ZIP \_\_\_\_\_

COUNTRY \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_

HOME/CELL PHONE \_\_\_\_\_ DIVISION \_\_\_\_\_

WORK PHONE \_\_\_\_\_ FLEET \_\_\_\_\_

**I usually sail a:**  
(Please check all that apply)

Hobie 14  
 Hobie 16  
 Hobie 17  
 Hobie 18  
 Tiger  
 Hobie 20  
 Wave  
 Other Hobie: \_\_\_\_\_

**Please check all that apply**

Please send me a new membership card  
 This is a renewal     I am a new member  
 I usually sail as a skipper.     I usually sail as a crew.  
 I am a Division Chair     I am a Fleet Commodore  
 Please send me mailings on Hobie-related products  
 Put me on the list for the Women's International Class Assn.

**Top Cat \$100.00** Patrons and Sponsors  
All benefits of Standard Membership, plus your name will be published in the HCA *HOTLINE* \$ \_\_\_\_\_

**U.S. Standard \$35.00** Membership in IHCA, Funding to Hobie Class Association of NA, HCA Membership Card, *HOTLINE* magazine (6 issues) \$ \_\_\_\_\_

**Foreign \$42.00 USD** Same as Standard Membership for those sailors not living in the US. The increased cost helps subsidize the expense of mailing outside the U.S. \$ \_\_\_\_\_

**Web \$25.00** Same benefits as Standard but you will not receive magazine. E-mail address required if you want to be notified when HCA *HOTLINE* is on the web. \$ \_\_\_\_\_

**Youth (Independent) \$15.00** Under 21 years of age. Same benefits as Standard. Youth age: \_\_\_\_\_ \$ \_\_\_\_\_

**Family \$10.00** (Top Cat, Standard or Foreign members may purchase additional memberships for family members at \$10 per card) Same benefits as Standard, but you will not receive the magazine. # \_\_\_\_\_ cards @ \$10 each \$ \_\_\_\_\_

Name(s) on Youth/Family card(s): \_\_\_\_\_ ; \_\_\_\_\_

**Donation to Youth Program:**  \$10     \$25     \$50     Other \$ \_\_\_\_\_ \$ \_\_\_\_\_

**TOTAL \$ \_\_\_\_\_**

**Release and indemnity agreement:**

I acknowledge the risk of injury to my person and property while participating in sailing events. I will rely upon my own judgement and ability while participating in IHCA/HCAofNA sanctioned events and assume all risks of injury and damage arising out of such participation. I will not sue or make any claim whatsoever against the IHCA or HCAof NA, its Division or Fleet organizations or the organizers of events as a result of such participation.

Signature of sailor /Date (Parent's signature if youth is under 18 years old) \_\_\_\_\_

**Payment Enclosed (\$us only):**  check (u.s. banks only)     money order  
(credit cards accepted only on Internet memberships / renewals)

**Join via the Web!**  
**WWW.HCA-NA.ORG**

**HCA MEMBERSHIP**  
45 Patriot Way  
Uxbridge, MA 01569 USA  
Phone 508•278•3887

hobiemembership@gmail.com

**WHAT THE MONEY GOES FOR:**

- Class Promotion
- Guest Expert Programs
- Youth Programs
- Standardized Racing
- NAs event support
- Racer support programs
- Regatta Materials for Fleets & Divisions
- Racing Seminars
- Regatta insurance



## Notice of Race



Oak Harbor, Washington  
July 19<sup>th</sup>-20<sup>th</sup>, 2008

The OH Yeah! Regatta will be held in Oak Harbor, Washington, located near the Whidbey Island Naval Base. Best RV facilities of all our regatta sites, nice tent camping, fresh water and salt water swimming pools, wading pools, stroll on the beach, ball parks, you name it. This location has it. Many activities close by for the family and friends. We will be launching from a boat ramp surrounded by a sandy beach. Our boats will be parked on a beautiful lawn in front of our RVs.

Organizing Authority – Hobie Class Association of North America in association with HCA Division 4.

Race headquarters: Staysail RV Park - Laura & Jerry's RV – License Plate "HOBIERV"

Rules: This race is governed by "The Racing Rules of Sailing", the Prescriptions of the National Authority, IHCA Class Rules and the Sailing Instructions. Sailing Instructions will be available at registration

Classes: Racing is open only to Hobie Classes recognized by the Organizing Authority.

Map and Location: SW Beeksma Drive, Oak Harbor. One block off Highway 20

Schedule of Events:

Friday	5:00 pm - 8:00 pm	Welcome Party – Staysail RV Park
Saturday	8:00 – 9:00 am	Registration at the Staysail RV Park
	9:00 - 9:30 am	Skipper Meeting
	9:45 - 10:45 am	Transit to Race Course
	11:00 am	Warning Signal
	7:00 pm	Dinner
Sunday	9:00 am	Skipper Meeting (Optional)
	10:00 am	Warning Signal
	3:00 pm	No races will start after 3:00 pm.

Registration:

Youth Single Handed (skipper under 19 years of age at time of event) .....	\$10 USD
Youth Double Handed .....	\$20 USD
Single Handed.....	\$30 USD
Double Handed.....	\$55 USD

Membership/Insurance: HCA of North America membership is required (skipper or crew). Each competitor and boat owner is responsible for having their own boat and liability insurance.

Accommodations: Staysail RV Park has full service for RVs and tent camping with shower facilities and picnic tables. Two tents allowed per campsite. Motels close by. For more information go to: [www.oakharbor.org/pages.cfm?id=13&pid=45](http://www.oakharbor.org/pages.cfm?id=13&pid=45) - No reservations, first come, first serve.

Contacts: Race Organizers - Laura Sullivan [mslauras@hotmail.com](mailto:mslauras@hotmail.com)- 425-432-7749  
Jerry Valeske [gvalueske@q.com](mailto:gvalueske@q.com)

Hobie Fleet 84 and HCA Division 7 present



# North Central Area Championships

Saylorville Lake, Des Moines, IA

August 8-10, 2008

## RULES

The races will be governed by the *rules* as defined in the *Racing Rules of Sailing* including the US SAILING prescriptions.

## SCHEDULE

**FRIDAY, August 8**

9:00 AM Youth Race

7:00 – 8:30 PM Registration

Upper Parking Lot, Cherry Glen

**SATURDAY, August 9**

7:30 – 9:00 AM Registration

Upper Parking Lot

8:00 AM Breakfast Provided

9:00 AM Skippers' Meeting

10:00 AM Warning Signal

Noon (+/-) Lunch Provided

1:00 PM Racing Continues

6:00 PM Dinner (TBA)

**SUNDAY, August 10**

8:00 AM Breakfast Provided

9:00 AM Skippers' Meeting

9:30 AM Warning Signal

Noon: Lunch, give-aways & trophies at Shelter 6

## LOCATION

Cherry Glen Access is on the East side of Saylorville Lake. Go 10 miles North of I-35/80 on Hwy 415, or from I-35 Ankeny Industrial Exit 90, (Oralabor Road) go 6 miles West. Cherry Glen is on the West side of the road. (On your Left).

## LODGING

**PLEASE NOTE:** This is an Iowa State Fair Weekend. Most hotels and campsites fill up fast. So, make your reservations EARLY!

In the past we have reserved group camping at Prairie Flower Campground. This will not happen this year due to a \$400.00 up front fee to make the reservation. We will continue to work on a group camping area, but please do not depend on it. Campsite reservations for non-group camping are available at [www.reserveusa.com/nrrs/ia/cher/](http://www.reserveusa.com/nrrs/ia/cher/) or call the Army Corps of Engineers at 515-984-6925 between 9-10 AM or 2-8 PM for more information on rates. Or, if you're looking for more comfortable accommodations, Hotels are available in Ankeny, Johnston or Des Moines.

## CLASSES

All Hobie One-Design Classes are welcome. Five boats make a class. Per HCA Requirements, one person on each boat shall be a member in good standing of the Hobie Class Association.

## REGISTRATION:

Single Handed Boats: \$40

Double Handed Boats: \$50

Youth Skipper under 19: Free

Extra Adult Meal ticket: \$15

Extra Child Meal Tickets: \$10

Please Mail Your Registration to:

Roger Taha

701 NE. 54th Ave.

Des Moines, IA 50313

[rtaha@mchsi.com](mailto:rtaha@mchsi.com)

Please use the Pre-Registration form on The Division 7 website. If you let us know you're coming it helps us with meal planning.

For more information contact:

Commodore Roger Taha at 515-262-9497 or

[rtaha@mchsi.com](mailto:rtaha@mchsi.com)

Vice Commodore Jim Sohn at 515/554-0680 or

[sailinghobie@dwx.com](mailto:sailinghobie@dwx.com)





# 40<sup>th</sup> Anniversary Regatta

October 4-5, 2008

Doheny State Beach, Dana Point, CA

## NOTICE OF RACE

### Organizing Authority

The Hobie Class Association of North America in affiliation with Hobie Fleet 4 San Diego.

### Rules

The event will be governed by the *rules* as defined in the Racing Rules of Sailing.

### Conditions of Entry/Eligibility

This event is open to all Hobie One-Design Classes. Skippers must be a member of HCA and carry appropriate individual liability insurance.

### Schedule of Events

#### Saturday, October 4

- 10 am Community fair opens
- 11 am Skippers Meeting
- Noon Warning Signal
- 4 pm Community fair concludes
- 5 pm BBQ and 40th Anniversary Program
- 7 pm Auction and raffle

#### Sunday, October 5

- Noon Warning Signal
- 3 pm Races End
- 4 pm Trophy Presentation

### Registration

Registration opens May 1, 2008  
[www.hobiedivision2.com](http://www.hobiedivision2.com)

### Accommodations

Local sponsor hotel for this event:  
Dana Point Marina Inn  
34111 Pacific Coast Hwy  
Dana Point, Ca, 92629  
Tel: 949-496-1203  
[www.danamarinainn.com](http://www.danamarinainn.com)

Special discounted group rate of only \$69/night (normally \$119/night)  
Ask for the special Hobie Anniversary Regatta rate when calling.  
Hotel is a short walk to the regatta venue

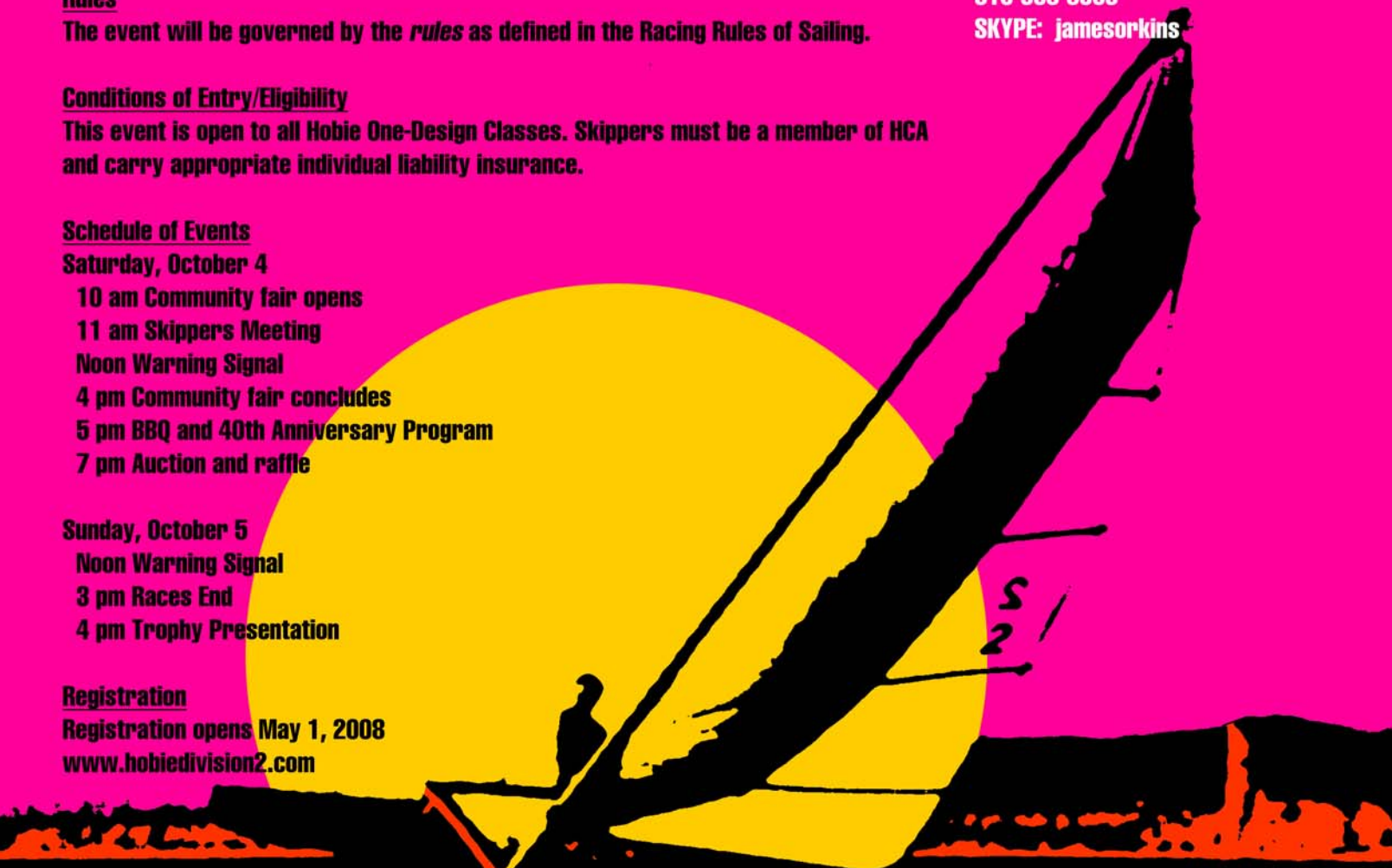
Doheny State Beach campground fills 7 months prior to this event. Our regatta has reserved a limited number campsites, please contact us for availability.  
Day use parking is \$10 per car (in and out permitted).

### Event Contact

James Orkins, Regatta Chair  
[James\\_Orkins@yahoo.com](mailto:James_Orkins@yahoo.com)  
310-908-8069  
SKYPE: jamesorkins

### Sponsors

  
SURF CITY SAILING  
[www.surfcitycatamarans.com](http://www.surfcitycatamarans.com)  
Doheny State Beach  
Dana Point Historical Society  
Dana Point Yacht Club  
Dana Point Coast Guard Auxiliary  
RTA Insurance  
LA Graphics Pro  
A Mohill Law Offices  
Hobie Division 2



# HOBIE'S PROFILES:



NAME: Brad Stephens

HOME FLEET: Hobie Fleet 120, Panama City, Florida

AGE: Younger than Rick Buchanan. A lot younger.

PROFESSION: Hobie Cat Dealer!

HOBBIES: Sailing Hobie 16s, kayak fishing, bottom fishing, spending long hot days soaking in the emerald green waters of Panama City Beach!

LAST BOOK READ: The Ultimate Guide to Kayak Fishing

LATEST ACCOMPLISHMENT: Marrying my Wife, Jamie.

WHY DO I DO WHAT I DO: Hobie Cat has been a part of my life for a long as I can remember. I love helping new people get into the sport, there is honestly nothing better than the HOBIE WAY OF LIFE!

QUOTE: "Have a Hobie Day!" (I think we've heard that one before . . .)

PROFILE: My Dad bought me a used Sunfish the summer before the 3rd grade, 5th grade I got a H-16.

When I was 16, I started Stephens Beach Service renting Hobie Cats and in, 1999 started Sunjammers Watersports.

HIS BOAT: 2008 Hobie 16, until someone buys it!

NAME: Rick Buchanan

HOME FLEET: I feel I'm part of Fleets 4 (San Diego), 51 (Las Vegas), 514 (Tucson) and of course 469 (San Felipe, Mexico)

AGE: Old enough to know better.

PROFESSION: Retired Harbor Police Officer (I still have my handcuffs, so watch out!)

HOBBIES: Repairing crashed Hobies (my friends keep me busy) and fishing. Actually, I BBQ fish I get at the market.

LAST BOOK READ: I only look at the pictures! (California Penal Code & Chapman's Piloting)

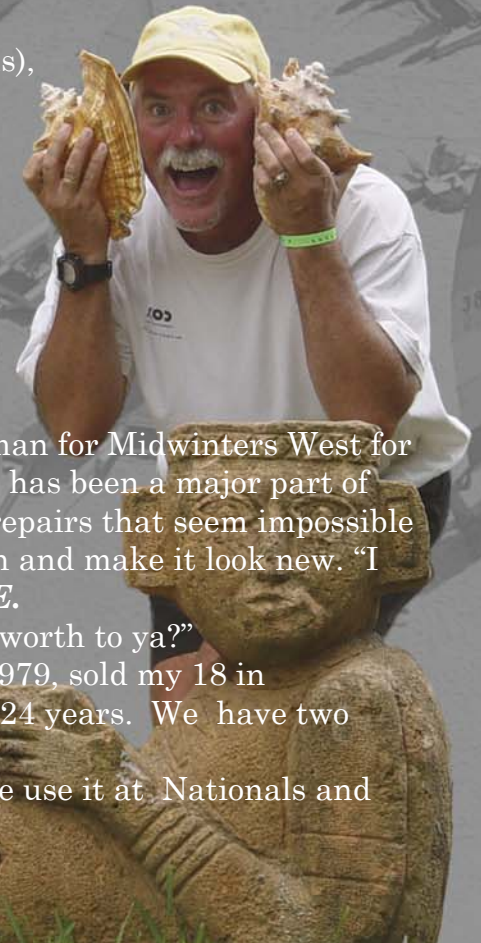
GREATEST ACCOMPLISHMENT: Getting Barbara to say, "Yes."

WHY I DO WHAT I DO: 'Cuz I need to! No really, I've been Chairman for Midwinters West for the past 5 years and love being able to give back something to what has been a major part of my life. I met Barbara at a Hobie Regatta. I like taking on Hobie repairs that seem impossible to most. It's truly a great feeling to be able to repair a major crunch and make it look new. "I got skills." Keep an eye open for "This Old Hobie" in the **HOTLINE**.

QUOTE: "Anything is fixable...except death & taxes. But what's it worth to ya?"

PROFILE: Bought my first Hobie 16 three days before Christmas 1979, sold my 18 in September '07, repaired it in February '08. Married to Barbara for 24 years. We have two great sons, Ryan (21) & Ian (19)

HIS BOAT: The latest one actually runs on 87 octane gas.... And we use it at Nationals and Worlds as a support boat.



*Unmatched Ease of Use,  
Comfort and Stability*



the  
**Hobie** BRAVO

The Bravo is Hobie's latest contribution to sailing simplicity. The Bravo's large sail area makes it responsive in light winds, while the roller-furling main and square-top sail design allow for controlled sailing in all wind conditions. Now get out and have some fun!

Hobie Cat US 1.800.HOBIE.49 [hobiecat.com](http://hobiecat.com)



Hobie Cat Australasia 61 2 44 418 400 [hobiecat.com.au](http://hobiecat.com.au)

**HOBIE CLASS ASSOCIATION  
of NORTH AMERICA  
4925 Oceanside Blvd.  
Oceanside, CA 92056  
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