



HOTLINE

JULY / AUGUST 2006

VOLUME 35 NO. 4



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



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NEW ENGLAND ROPES



The Official Publication of the Hobie Class Association of North America

JULY–AUGUST 2006
VOLUME 35, NUMBER 4

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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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cleanairflatwater

Grass Roots



Winter finally gave way to summer here in northern California, pretty much skipping spring. Then, two of our first four points regattas didn't work out. One had a venue permit problem and the other had minuscule winds that radically shifted all weekend, resulting in no races. Hope the sailing season is starting off better in your area!

Hobie racing and sailing continues to flourish because of the local areas and the people there who contribute to the sport ... not the regional and international associations. It is the aggregate sum of all these dispersed people and their efforts that carry the Hobie Way forward.

It is people like Peter Nelson, Laura Sullivan and others in Division 4 (Pacific Northwest) who find boats for people just getting started in Hobie sailing, create fun workshops to improve Hobie sailing skills and innovate various youth programs to help build membership for the future.

It's local groups like Fleet 204 in Syracuse, NY that have a rich calendar of Hobie events ranging from social gatherings to weekly fun racing and points regattas. Their focus is on families and youth. As a result, a large portion of our region's youth racing teams come from the Fleet 204 area.

Division 13 (Mexico, Puerto Rico and Central America), while spread out geographically, continues to produce more than their share of top racers. Many of them are youth teams who finish in the top ten at our North American events.

It's fleets like 240 and 281 in Division 3 (Northern California) who reach out to other fleets to join their fun sails and social events. Fleet 240 has held an annual distance race and BBQ for years. A few years ago, they encouraged others outside the fleet to join them. The BBQ and party at the end were so much fun that people all over began putting the event on their annual calendar. Buoy races have been added on to Sunday's agenda. This event is now one of the most popular and best-attended points regattas in the division.

Fleet 281 has also been very proactive over the years inviting other sailors to their monthly events. Their July 2006 fun sailing event coincides with a nearby Chris Isaac concert which will draw people together for a fun weekend of sailing, concert-going and general camaraderie. These and numerous other examples are the life blood of our beloved Hobie life.

The HCA and IHCA certainly have their roles and contributions to the ongoing health of our sport. However, it's the local people and fleets that really hold the power to make our sport thrive. Don't underestimate the impact your local actions have and continue to share what you are doing with the rest of us to promote great ideas. Writing an article for the *HOTLINE* is a welcome way to get the word out.

Ed Muns
HCA Chair

jul / aug 2006

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photo / illustration credits

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 Clean Air Flat Water – **Teri McKenna**
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on the cover

Madcatter - 2006 *Olli and Kelly Jason work upwind in extreme conditions*
Photo by Steve Oad

2006 regattaschedule

World Championships www.hobieworlds.com

5th Tiger & 2nd Dragoon **Jul 24-28** Cangas, ESP

North American Championships www.hca-na.org

Hobie 16 Women/Youth **July 21-23** Atlantic Highlands, NJ
 Hobie Tiger / 17 **Aug 7-11** San Francisco, CA
 Hobie 16 Open **Sept 11-15** Narragansett, RI
 Hobie 14 **Sept 23-24** Clear Lake, IA
 Hobie 18 / 20 **Oct 2-6** Lake Texoma, TX

HCA Area Championships

North Central **Aug 5-6** Yankton, SD www.hobiecatdivision7.org
North West **Aug 19-20** Lake Quinalt, WA www.div4.hobieclass.com

Other Events

US Youth Multihull's Jul 13-16 Miami YC, FL www.ussailing.org
F-18 North Americans Sep 18-22 Lake Carlyle, IL www.naf18.com

HCA Sanctioned Division Regattas


Division 2—Southern CA / AZ / NV
www.hobiedivision2.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
3	July 8-9	Bluewater Ventura, CA	Jeff Petron	805-388-9759 Luv2roost@earthlink.net
240	Aug 5-6	Mile High Regatta Huntington Lake, CA	Dave Koop	davekoop@comcast.net
4	Sept 9-10	San Diego Classic Division 2 Championships San Diego, CA	Scott Wentworth	scottwentworth@ sbcglobal.net
66	Oct 7-8	Piñata Regatta Peurto Peñasco, MEX	Barb Perlmutter	Skipperbarb36@ hotmail.com

Division 3—Northern CA
www.hobie3.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
17	July 8-9	Whitecaps Regatta Union Valley Res., CA	Brent Chartrand	916-337-5603 bcf2web@ whiteknucklesailing.com
240	July 15-16	Otter Regatta Monterey Bay, CA	Steve Boese	steve@ k9trainingsolutions.com
62	Aug 5-6	Mile High Regatta Huntington Lake, CA	Dave Koop	davekoop@comcast.net
240	Aug 26-27	Moss Landing Challenge Santa Cruz / Moss Landing, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
281	Sept 30- Oct 1	Shark Feed Bodega Bay, CA	Mike Montague	mike@teevax.com
240	Oct 14-15	Turkey Regatta Monterey Bay, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com

Division 4—Pacific Northwest
www.hobiedivision4.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	July 22-23	Sudden Valley Regatta Bellingham, WA 	Bob Johnson	206-604-8686 rgjohnson@seanet.com
95	Aug 5-6	Smoke on the Water Skamokawa, WA	Chris Kelsey	360-256-3809 ckelsey@pru-nw.com
Div 4	Aug 19-20	NorthWest Area Championships Lake Quinalt, WA	Al Jones	360-249-3388 alan@techline.com
214	Sept 2-3	Division 4 Championships Harrison Hot Springs, BC	Mark Jones	604-983-2319 fleet214markjones @hotmail.com
95	Sept 9-10	Bellingham Bay One Design Bellingham, WA	Laura Sullivan	425-432-7749 mslauras@earthlink.net
95	Sept 23-24	Westport Points Regatta Westport, WA	Peter Nelson	206-772-2662 nelson.peter@comcast.net

Division 5—Mountain States
www.hobiediv5.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
156	July 22-23	That One Particular Regatta Glendo Reservoir, Alcova, WY	Nick Hopkins	wyfleet156@hotmail.com
198	Aug 5-6	Angostura Regatta Angostura Reservoir, SD		fleet198@hotmail.com
67	Aug 18-20	Wild Bill Thrill Flaming Gorge, Reservoir, WY	Jarrod Marx	Marx5461@msn.com
51	Sept 1-3	Mac Attack Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com

Division 7—Prairie States
www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
52	July 15-16	Spirit Lake Regatta Spirit Lake, IA	Dale Dorschner	651-799-6806 dale.dorschner @health.state.mn.us
291	Aug 5-6	North Central Area Champs Yankton, SD	Dave Rice	403-558-6568 david.rice @mutualofomaha.com
84	Aug 18	Division 7 Youth Regatta (Wave provided) Des Moines, IA	Jim Sohn	515-544-0680 sailinghobie@dwx.com
84	Aug 19-20	Division 7 Championships Des Moines, IA	Angie Wilson	515-967-3561 tarhem@aol.com

Division 11—Mid-Atlantic
www.div11.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
416	July 15-16	Barnegat Breezer Barnegat Bay, NJ	Dan Ward	609-439-2762 danward@aol.com
443	Aug 26-27	Wildwood Classic Wildwood, NJ	John Shaw	609-898-2150 jshaw3@comcast.net
416	Sept 23-24	Fall Winds Regatta (16 Div's) Shore Acres, NJ	Randy MacConnell	732-864-1841 rmac5737@comcast.net
106	Sept 30- Oct 1	Sharkey's Cup Regatta Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net

Regatta Scorers - Remember to send your results to:
hobiescores@yahoo.com



Division 13—Mexico/Carribbean/Central America
 Contact: Alfredo Figueroa—vientoyvela@gmail.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
904	July 8-9	Copa Cummins Progreso, MEX	Alberto Ponce Andrea Mier y Teran	52-999-930-1300 aponce@megamak.com.mx
133	July 21-24	Around Culebra Race Culebra Island, PR	Pedrin Colon	kcario@caribe.net
904	Aug 12-13	Multisur Progreso, MEX	Gerardo Díaz Andrea Mier y Teran	52-969-935-1680 gdiaz@grunape.com.mx
236	Aug 19-20	Regata Mensual Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Aug 26-27	Series V PRHCA Isla Verde Beach, Isla Verde, PR	Pedrin Colon	kcario@caribe.net
236	Sept 15-17	Regatas de Independencia Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	Sept 15-17	Regata Fiestas Patrias Cancún, MEX	German Saavedra	52-998-887-1636 germansaavedra23@hotmail.com
133	Sept 16-17	Series VI PRHCA Isla Verde Beach, Isla Verde, PR	Pedrin Colon	kcario@caribe.net
236	Sept 30- Oct 1	Copa Marinazul Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Oct 14-15	UBS International Regatta PonceYFC, Ponce, PR	Pedrin Colon	kcario@caribe.net
236	Oct 14-15	Regatas 50 años CNA Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	Oct 21-22	Don Q Cup Ponce, PR	Pedrin Colon	kcario@caribe.net
236	Nov 11-12	Regata Mensual Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Dec 2-3	Regata Vuelta al Lago Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	Dec 9-10	Regata de Invierno Progreso, MEX	Andrea Mier y Teran	52-999-968-3683 andrea@yucatanoday.com
133	Dec 15-16	Final PRHCA Series (X-mas Ball Regatta) Isla Verde Beach, Isla Verde, PR	Pedrin Colon	kcario@caribe.net

Division 14—N. TX, OK, AR, S. KS
 www.division14.hobieclass.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
27	July 15-16	Prairie Regatta Lake Cheney, KS	Ron Knak	316-722-2949 rik3k@cox.net
27	Aug 26-27	Catchase Lake Cheney, KS	Ron Knak	316-722-2949 rik3k@cox.net
241	Sept 2-3	Arkansas State Champs Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
251	Sept 9-10	Okie Champs Lake Lawtonka, OK	Briggs Sage	580-248-6396 18hobie@sbcglobal.net
23	Sept 30- Oct 1	Dallas Regatta Lake Texoma, TX	John Webster Rob Kollman	972-250-1152 websterjohn@cs.com 214-226-8698 r-kollman@tci.com

Division 16—Upstate NY, Ontario
 www.nahca-div16.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
119	July 15-16	Hobie Kenobie Angola, NY	Bob Burns	burnsmeup@verizon.net
295	Aug 5-6	Rohrbach Ontario Hobie Regatta Hamlin Beach Park, NY	Marie Gibson	585-234-2453 regatta@fleet295.com
238	Aug 12-13	The Great Sacandaga Regatta Albany, NY	Mike Hands	handsondeck@msn.com



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☞ The travelling Shearer family of Salt Lake City was profiled in the Jul/Aug '86 HOTLINE. Transporting three boats to a regatta? No problem!

With the price of gas headed north of \$3 a gallon, we may see more of these rigs this year!

1986



📍 Distance racing in Hobie 16's was still the rage 20 years ago. The Hog's Breath 1000 went up the Gulf coast of Florida and attracted teams from all over the world.

☞ You might have a hard time getting under a bridge with the "Official Vehicle of Hobie Cat and the WHCA" with that Alpha sailboard strapped to the top. How did they get the mast to stand up by itself?

If you like those van graphics, Hobie dealer Midwest Sailing still has a set available. Give Michael Ehnis a call at 734.426.4155



☞ A frightening event in Hobie History – Sandy Banks, one of the original Hobie Catters, suffers a stroke. Fortunately, Sandy made a full recovery and by 1992, was running the races at the Nationals again.

HOBIE BRIEFS

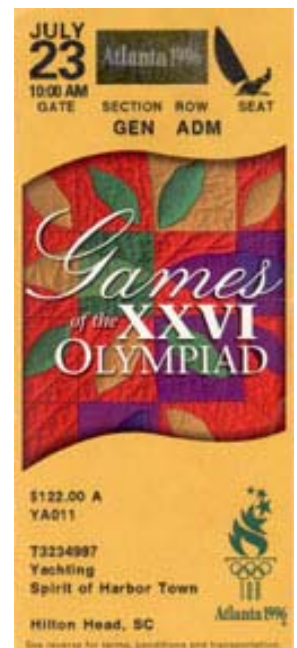
Sandy Banks Stricken By Stroke

1996



The big event in August of 1996 was the Summer Olympic Games. The yachting venue was Savannah, GA. (A copy of the ticket to the yachting medal ceremony is shown at the far right.)

Several Hobie sailors were involved in running the races - Paul Ulibarri was the PRO on the Tornado course assisted by Kathryn and Paul Garlick, Rick White and many others.



Katrina Survivors Need Your Help to Sail Again

Dear Hobie Class Association members:

As you well know, on Aug. 29, 2005, Katrina — a hurricane of devastating proportions — hit the Gulf coast. Homes were swept away. Historical buildings and churches crumbled. Boats smashed. Dreams paused.

As the volunteer coordinator for Our Lady of the Gulf church in Bay St. Louis, Miss., I work with volunteers to help families of all dominations in this area rebuild their homes, lives and spirits. Much work is yet to be done. While our primary goal is to move families out of FEMA trailers and quickly into their rebuilt homes, we also want to help return this charming and beautiful community back to normal as quickly as possible. For those of you who know this area, that includes boating — and lots of it. Sailing is in their blood. Nearly every kid grows up in this bay area knowing how to tack and jibe.

That's why we were excited when someone recently donated a Hobie Getaway. As you can see from the photos, she's not much — mostly just a hull, mast and a ripped-up trampoline. However, like the bay, she's a survivor. With a few key parts, we think she can be sailworthy again. Our goal is to rebuild this boat and eventually donate it to a local school or other community group.

We have the volunteers who can do the heavy lifting. We are in need of some fellow mariners who would be willing to donate some critical parts, such as a trampoline, sails, tiller arm and crossbar extension, rigging and shrouds, to name a few. The parts don't have to be new; used and functional work just fine for us. I've got a complete list I can send to you if you're interested.

Thanks for helping keep hope afloat.

Dan Quinn

E-mail: danquinn.j@gmail.com

Phone: 412.996.9670

Web site: www.olgv.org

Hobie 16 North Americans Selected as US and Canadian Pan Am Trials

US Sailing and the Canadian Yachting Association have selected the 2006 Hobie 16 North Americans as their respective Pan Am trials for sailing in the Open Multihull discipline. Brazil will host the 2007 Pan Am Games in Rio de Janeiro. This elite athletic event will include sailing in nine of the Americas most popular one-design classes. The Multihull discipline will be contested in Hobie 16's.

Earlier this year, the Hobie 16 North Americans was selected by the Pan American Sailing Federation as one of two country qualifiers for the 2007 Pan Am Games. The first qualifier will be the Pre-Pan Am Games in Rio de Janeiro this July. At least three countries from each of these events will qualify for spots at the 2007 Games. Top teams from each country will be eligible for spots in the Pan Am Games provided that they also qualify their country by placing as one of the top countries at the North Americans or the Pre-Pan Am Games.

Additional Information

Rio 2007: rio2007.org.br

Pan Am Sailing

Federation: pasaf.org

US Sailing: ussailing.com

CYA: sailing.ca



2006 Hobie 16 Youth & Women's North American Championship

July 21, 22, & 23



Hosted By The Sandy Hook Bay Catamaran Club
Atlantic Highlands, NJ

Eligibility: Current member of HCA of North America or IHCA in good standing. Both members of the Youth Crew shall be under 19 years of age at the start of the event on July 21, 2006. (This modifies IHCA rule 17.7)

Governing rules: The Racing Rules of Sailing 2005-2008, the current ClassRules, and this Notice of Race, except as altered by the Sailing Instructions.

Weigh-in: Boats and teams may be weighed at any time during the event.

Boats: This is a Bring Your Own Boat event.

Insurance: All competitors must show proof of liability insurance of at least \$100,000.

Advertising: Category C as defined by the Racing Rules of Sailing.

Scoring: The low point scoring system will be used.

Accommodations: Check www.fleet250.org for a comprehensive list of local hotels. A limited number of RV sites are available at SHBCC. Tent camping spots are also available.

Entry fees: Youth: \$125 Women: \$175

Schedule:

GEP Seminar: July 20 1-4pm

Registration/weigh-in: July 20 4:30-5:30pm, July 21 9-11am

Skipper's Meeting: July 21 11am

First Flag: July 21 noon

More Information:

Kathy Kulkoski

kkulkoski@aol.com

732-787-4313





Susan Korzeniewski

2006 ISAF Women's Multihull World Championship

Time to Close the Generation Gap

Nineteen teams representing twelve nations came together to compete in the 2006 ISAF Women's Multihull Class in Neusiedl, Austria. Women with a wide range of ages and experience battled in the thirteen regular and one medal race to be the new ISAF Women's World Champion. Wind conditions varied as much as the experience level of the competitors.

From the North American region, Annie Nelson/Susan Korz and Sandra Tartaglino/Teri McKenna and Marta Noriega represented the USA. (Teri was injured during the racing and Marta filled in for the remainder of the series.) From Mexico, Pamela Noriega competed with Andrea Mier y Teran crewing.

Originally, ISAF eliminated the Women's Multihull discipline for 2006 until women around the world pleaded to reinstate it. The Hobie Tiger had already been chosen for the Multihull discipline which presented an issue for sharing boats with the Women's class. Since the 1994 ISAF Championships, the Hobie 16 was the multihull boat of choice. It was used in the round robin series shared by both the men and women. ISAF was of the opinion

that the provided Tigers would be too physically demanding for a women's event, so Hobie Cat Europe graciously offered the Hobie 16 with spinnaker for the Women's event.

One of the most rewarding parts of competing in the Women's Multihull Class was sailing against several young ladies teams. Four crew and four teams of skipper and crew were under the age of twenty-one. None were from the USA.

Two teams from Great Britain were represented. Skipper Hannah Rowles from Weymouth, age 17, with Stephanie Wall, age 16, as crew both had a goal to be in the top ten at the ISAF Championship. Hannah started sailing Opti's at age 7. She moved to the Dragoon at age 13 and in 2004 she finished second place at the Dragoon Worlds in Belgium. She has been sailing the Hobie 16 with

a spinnaker for one and half years and loves it. Her long-term goal is to be the best in the UK. She plans on racing the next Youth & Women's Worlds. Her crew Stephanie Wall from Blouderfort, Dorset also started on Opti's, moved to the Dragoon and now the Hobie 16 with a spinnaker. Stephanie says she is "catified" and has a goal to make the Gold fleet at the next Europeans.

Also representing GBR was Rachel Scarfe, age 17, skipper from Chichester with Becky Sands, age 18, as crew from Oxford. They started sailing Opti's at age 8 and at 14 both moved to the Topper. In the summer of 2005, they started sailing on the Hobie 16 with a spinnaker. In the UK, all youths sail Hobie 16's with a spinnaker. Rachel says, "The Hobie 16 is too boring without the spinnaker." They qualified for the ISAF



Hannah Rowles and Stephanie Wall



Rachel Scarfe and Rebecca Sands

Worlds in two events starting with open class Hobie 16's but racing with the spinnaker. The spinnaker class was scored separately and Rachel and Becky won the spot to the Worlds. Rachel's goal for the event was "not to be last and gain experience." She wants to continue to race cats and move to the F-18 class. Becky really likes the spinnaker on the Hobie 16 and has a goal to make the Gold fleet at the next European Championship.

Representing the Netherlands, skipper Marielle Zonneveld, age 21 from Noordwyk, and crew Isle Blok, age 18 from Huizen, made their country proud. Marielle started on a Laser at age 18 and has only been racing Hobie 16's for two years. Her goal for the ISAF event was to finish in top ten. This summer she plans to race the European Championship in France and Round Texel. Her crew Isle started sailing at age six on Opti's although her first race was in April of 2006. She has been teaching sailing at Texel for two years and plans to skipper in the future. Isle prefers sailing the Hobie 16 with the spinnaker.

The fourth Youth ladies team started the event with a bang. The sister team of Silvia Sicouri, age 18, and Lara Sicouri, age 20, as crew from Milan, Italy raced a very good

series. They both started sailing at age 13 on Opti's. Silvia crewed at age 15 on Hobie 16's with her brother Raphael. She began skippering in 2005 on the Hobie 16 with the spinnaker. Silvia did not expect anything from her first World Championship. She finished first in two races and had one second place finish early in the series. Silvia hoped they could be very competitive, but due to some breakdowns, the points started to accumulate. Silvia has a dream to participate in the Olympics someday but feels the Tornado is too challenging for women. She definitely wants to continue sailing catamarans. Lara enjoys sailing with her sister and prefers the Hobie 16 with the spinnaker. Watch out for this fast Italian Women's team!

The other under age 21 competitors represented Australia, New Zealand and Germany. Sailing with Belinda Zenesco from Australia was Bridget Waterhouse,



The competitors at the 2006 ISAF Women's Multihull World Championship

age 18. Another Australian team was Cara Lithgo with crew Natalie Hill, age 20. Sailing for New Zealand, skipper Sharon Ferris raced with crew Ashley Holtum, age 20. The German Team of Anne Caroline Greichgauer also had a youth on board, Antje Schneidwind.

The general feeling from all the Women's teams was very favorable for the Hobie 16 with a spinnaker. Many of the teams had never sailed with a chute but soon found the downwind speed very addicting. Representing the USA with Annie Nelson was a great experience and we hope to recruit more women from the USA to participate in World events. Competing against twelve other nations and watching these young women was the "icing on the cake." It's time to coach our American youth women sailors to a World level.

For full results go to: www.worldsailinggames2006.at

Keep your eye on Sandra Tartaglino, she will be the only USA Woman Skipper competing at the Tiger Worlds in Spain.



Marielle Zonneveld and Isle Blok



Silvia Sicouri and Lara Sicouri

guestexpertprogram



Kim Edmonds, HCA Guest Expert Program Coordinator

Another Big Year for the GEP

The 2006 program is off and running

The Hobie Guest Expert Program began in 1999 as a venue for experienced Hobie sailors to share their knowledge and expertise. The program enables champion-level racers to

the kids, as well as serving as PRO. This Florida-based Sea Scout program enjoys a seven acre sea base located on a beautiful lagoon, bayside St. George, and has been promoting Hobie Cat sailing for 27 years. They currently have a fleet of fifteen Hobie 16's, seven of which are new, and with this year's event they have a pledge for another boat. The program is currently comprised of 38 boys and 12 girls. This GEP presented a great opportunity for HCA-NA to ensure the future of Hobie Cat racing in North America.

A unique GEP opportunity was held this year at the Madcatter Regatta. This Northeast Area Championship attracts so many past national champions that event coordinator, Sue Korzeniewski, decided to put together a GEP panel, with experts in each represented Hobie Class – 14, 16, 17, 20, and Tiger. The idea was to offer something to everyone, and that's exactly what the panel of Guest Experts did. Again, much appreciation and recognition goes to John Tomko, Matt Bounds, Kathryn Garlick, Bob Merrick, and Wally Myers for sharing their time and expertise.

Two other exciting events are on the schedule, so check the next

edition of *HOTLINE* for recaps of those GEP's as well. As of June 1, we are fortunate enough to have budget remaining for one more program in the 2006 racing year. I'd like to challenge one more fleet to step up to the experience of GEP. Please consider the opportunity your division has to enhance your Fall regatta through the GEP Program, and contact Kim Edmonds, Tel: 501-868-8801, E-mail: hobiegep@littlerockweb.com.



Bob Merrick illustrates a point at the GEP in Syracuse

give back to the world of sailing and advance the sport for other up and coming sailors. HCA-NA is fortunate to have many wonderful Guest Experts who volunteer each year. This year's sailing season is already well underway, and we're in the middle of another big year of GEP activity.

This year's first event, St. George Island Youth Regatta, was very successful, raising over ten thousand dollars for the St. George Island Sea Scout program. Much thanks to Kirk Newkirk for helping

2006 GEP Schedule

July 20-23

Youth & Women's
North American Championships
Atlantic Highlands, NJ
Dan Kulkoski

August 4-6

North Central Area
Championships
Yankton, SD
Heather Morrison

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Weddings, Wind, Weather and Warm Clothes



By Rico Quatrone

Thirty years of Hobie racing at Madcatter has seen hundreds of people enjoy sailing in a huge variety of weather conditions. Mid-May in Central New York is *very* unpredictable. This year's regatta was certainly no exception! To celebrate our 30th anniversary, we went all out. We planned a three-day event, and invited everyone to come to Oneida Lake and race. Then ... people made it happen! Our



Steve and Gabi Hilk brave the elements

much appreciated sponsors came through in force, with Heineken, Hobie Cat, Don Q Rum, Boatworks Ltd, and a bevy of others helping us to celebrate the 30th Annual Fleet 204 Mad-

catter – Hobie Cat Northeastern Area Championship. The sailors came too; we were 92 strong! That's right – 92 boats for our 30th anniversary. Yeah Baby!

Although there were a few preliminary parties on Thursday night, Madcatter XXX actually began on Friday morning, when sailors were treated to a special Guest Expert Program (GEP) panel. North American Champion Kathryn Garlick, North American Champion and Hotline Editor Matt Bounds, Olympic Silver Medalist Bob Merrick, and North American Champion John Tomko combined their expertise for a GEP covering any Hobie boat or condition possible. This

GEP “Super Group” was followed by a distance race.

The distance race started in light (read “non-existent”) air, which favored the 16's. After a long downwind leg, the wind built up to a nice, double-trap upwind leg — which also favored the 16's. In the end, when all the corrected times were tallied, *not a single* Tiger had beat a Hobie16. Ken Hilk and Bev Griffio walked away with the win.

Typically, the Madcatter welcomes travelers from far and near with a Friday night party. As usual, the ladies of Fleet 204 opened the official celebrations with their signature welcome feast (appetizers galore) while sailors enjoyed the live entertainment of Bruce Tetley. This year, regatta-goers were given a little extra treat, as Rob Jerry and Darcie Sinnett of Fleet 204 were married at the party. Rob and Darcie entered the room through the crossed tiller sticks of a color guard of Puerto Rican sailors that formed an entrance way. They were married by Davis Murray of Worrell 1000 and Caribbean 1500 fame, an ordained minister who flew in from the US Virgin Islands to officiate the wedding. The week prior, regatta attendees John Bauldry and Susan Lloyd had been married. Love was in the air for the 30th Madcatter.

Saturday morning, the aroma of bacon and eggs could be found around the registration area as 204's Siau family was preparing a massive breakfast for 200 people. (Did we mention we had 92 boats at this year's event?) When the Siau family volunteered to do the breakfast, we quickly agreed. You see, John and Melanie have ten children. We figured that all they had to do to make breakfast for us was what they do every morning at home, plus just a little more.

With a belly full of eggs, home fries and such, the racers were welcomed by PRO Mike Walker, Race Committee Chair Barb Caster, and Chief Judge Pat Lymburner into the warmth of the men's locker room for the Skippers meeting. The meeting went something like this: "... Good morning! ... Welcome ... It's cold!" Yes, even though we had been sailing on Oneida Lake in shorts the previous weekend, and even though temperatures in the mid 80's were predicted for next weekend, the weather for Madcatter was about 50° F and blowing 35. Unfortunately, all the planning in the world couldn't bring warm, sunny weather.

Thanks to the logic of the Puerto Rican Teams, the Race Committee agreed to postpone racing half an hour to let the sun break through the clouds. So a half hour later, the boats started leaving the beach. Actually, about half of the boats started leaving the beach. The rest stayed on shore, still waiting for the sun to break through the clouds. The good news was that the air temperature was up to about 51° F. The bad news was that the wind picked up, with the highest recorded gusts at 40 (knots that is). I personally pitch-poled about two-thirds of the way to the racecourse, and I'm sure I was not alone. As my crew, Trey James, and I righted the boat and got onboard, we looked around and made a decision. We found ourselves sailing back to the beach (well the boat was pointed that way anyhow). Trey is a good sailor, twelve years old and about 80 pounds soaking wet, so I thought we'd take a minute to ourselves before trying again. Since we never made it out to the Committee Boat, I did not realize that they flew N over H and everyone was sent back to shore. Sailors proceeded to call this the "Fake Start". It was clear that this day was to be for the hearty souls that really wanted to be out there.

About an hour after the "Fake Start", the race committee announced over the PA system that they were getting ready to try to race again. So this time about a third of the fleet left the beach for what came to be known by sailors as the "Real Start". Racers that went out found winds of 20–30 knots (with gusts exceeding that level). The air temperature never exceeded the mid-50's. Only 23 of the 92 teams raced all the races. The conditions were a bit *extreme*. (Did I mention it was 75 here the previous weekend and that they predicted 85 for the next weekend?) For those who chose to abandon sailing, there was hot soup provided by our on station nurse, Nancy Killius.



Racing was *fast* for those that braved the conditions. In his typical efficient fashion, PRO Mike Walker ran three very competitive races on Saturday and managed to return everyone back to shore safely. Over all, the race committee and the chase boats did a fantastic job of keeping tabs on the sailors. Chase boats drivers Pat Caster, Jack Smith, John Harmon, and Steve Oad and their crews stayed out until the last racer was safe and warm. Well, safe anyway. Everyone definitely had a story to tell. Many of the chase boats were manned with additional crew members from the beach, as some sailors who did not sail, offered their assistance to beach captain Russ Griffo. No one knows better what it's like out there than a sailor who just came in off the water. We felt lucky that we had many veteran sailors available to help at a moment's notice.

At the end of Saturday's racing, the competition was tight. In the 16A class, New Jersey resident (by way of South Africa) Mark Modderman and his crew, Mike Kast, flew around the course and practically left the rest of the 16A fleet racing for second place. Of course, the Puerto Rican Team of Pedro (the Doctor) Colon and Martin Roldan Jr., had something to say about that. Pedro was always hot on Mark's

The wind and cold kept the chase boats on the move



heels, with two seconds and an OCS. Pedro was hoping for another race on Sunday so that he could throw out that OCS, but also hoping that he wouldn't have to sail in snow to get it! (Did I mention it was 75 the previous weekend and they predicted 85 for the next weekend?) Sitting in a strong third place was former North American Youth Champion, Mike Siau with crew, Sam Ingham.

In the 16B class, the racing was tight between first place Sean Smith and Sarah DeRycke, and the second place team of John Anderson and Wendy Howard. This high competition level was understandably absent for the 16C class, as only one boat, Bob and Erika Longo braved the elements.

The 17 class had a three-way tie for first place. Dan Ward of Yardley, PA, Bill Kast of Easton, PA and Candaian Paul Garlick Bradenton, FL were evenly matched, and anxiously awaiting a tie-breaker race on Sunday to determine the finish order.

In the Tiger class, only three teams raced all races. After many flips and pitch-poles, John Tomko and Ian Billings, of Canyon Lake, TX were in first, with Olivier Pilon and Guillaume Paradis of St-Jean-sur-Richel, Canada in second and Mike and Karen Grisko of Clarence, NY in third. Hearty Souls All!

By the time Saturday night arrived, and after all the wind and

cold, the sailors were hungry! Dinner was prepared by the ever popular Dinosaur Barbecue; it was chicken and ribs with all the fix'ins, and a bevy of Fleet prepared desserts. After dinner, Fleet 204 pulled out it's ever-famous "Boat Bar" and proceeded to provide a Rum Squall DJ'ed by our own Steve Oad. The dancing, talking, and laughing lasted until the wee hours of the morning.

Conversations at the Saturday night party went like this: "Hey – did you go out?," one sailor would ask. "Yeah, I tried to go out during the fake start but flipped, and decided not to go out during the real start," another would answer. Or – "Hey – did you go out?" "Well, we didn't get out before they abandoned racing at the fake start, but we tried for the real start" – or maybe, "After seeing the carnage of the fake start, we decided to

stay in for the real start ..." My personal favorite overheard conversation was, "Yeah – I flipped trying to make the start both times. I almost made it to the starting area during the fake start, but couldn't get out to the starting area for the real start, so we decided to come in." Good choice!

When Sunday morning rolled around, we feasted on another all you could eat hot breakfast. People milled about in warm clothes and looked skyward, only to see clouds, wind, and rain. Hmmmmmm? Surely this will clear up! Soon, there were about 100 meteorologists disguised as sailors predicting what was going to happen with the weather. When we finally got to the Sunday morning skippers meeting, the Race Committee stopped all the guessing with some cold, hard facts. It was colder than yesterday, with more wind and ... Did I mention it was 75 the previous weekend and they predicted 85 for the next weekend? PRO Mike Walker announced that they would postpone one hour before announcing their decision to the sailors. No one wanted to stand outside and have a meeting so we were all huddled in the men's locker room where it was warm. That was probably a hint to the race committee! When the committee announced that the regatta was over, everyone took off their ski gloves and applauded. The committee had decided that if it was 40 degrees and blowing 40, they wouldn't send us out. The fact that it was 45° blowin' 30 fortunately didn't change their minds much. The best quote of the weekend (and there were a lot of them) was "...when the wind speed and the air temperature are the same number, it's never good."

As we de-rigged, the Siau family cleaned up the breakfast and the Bisesi family started setting up for lunch. This may be the first year that we went directly from the breakfast into lunch. People de-rigged their boats, then crowded around the large vat of Italian Wedding soup. They devoured chicken and salt potatoes. What is it about cold weather that makes you so hungry?

Overall, there are too many people to thank for helping with Madcatter XXX. Firstly, we want to thank all the sailors for coming to this event! Co-Commodores Barb Caster and Sue Korz, did an excellent job. Barb got a little choked up at the Trophy ceremony, describing how she has been here for thirty Madcatters and that Fleet 204 is truly a family with the racers being our extended family. As the first race in Division 16, it is a great feeling to see so many people come out to sail, help, reminisce, and just enjoy the atmosphere that is the Hobie Way of Life. Thank you sponsors, sailors, fleet members, family and friends, it was truly a warm event, regardless of the weather. (Did I mention it was 75 the previous weekend and they predicted 85 for the next weekend?)

Complete results are at www.fleet204.com.



The aisle was lined with Hot Sticks



STEVE OAD



STEVE OAD

(Clockwise from above)

Rob and Darcie Jerry get their marriage off to a rocky start in the transition around A-mark. The Tiger won this argument.

Mike and Karen Grisko struggle to tame the Tiger as they approach A-mark in the trying conditions.

16-A winners Mark Modderman and Mike Kast drive toward the finish line in Race 2.

Mike Iames and Erin LaPorta give a thumbs up – We're OK – to the chase boat after righting the boat.

(Sequence at bottom)

Mike Siau accomplishes a full twisting, inverted "Wicked Dick" – with capsize. His crew, Sam Ingham, was not impressed.



MIKE WALKER



MIKE WALKER



CANDACE CRANDALL





STUART CRABBE



STUART CRABBE



STUART CRABBE



Even though it was cold, nearly everybody had a smile
(Clockwise from upper left)
Kathy Miles; Sarah and Pat Bisesi; Jolliam Berrios; Marie Donigan; Pedro Colon, Faccio Figueuroa, Jolliam Berrios; John Tomko; Trey and Herb James; Bev Griffo (having a bad hair day); Tom Korz, Pat Bisesi, Mike Spondello and Tim Donigan (the "We're smart by staying on the beach drinking beer club")



STUART CRABBE



BOATWORKS



STEVE OAD



STUART CRABBE



STUART CRABBE



STUART CRABBE

Shooting Hobies . . . Legally

The 2006 Edition of the **HOTLINE** Photo Contest

The **HOTLINE** magazine has a long history of photo contests dating back to the early 1970's. We review a *lot* of photos when we put together an issue and running a contest helps bring out the best of what we haven't had a chance to see. Let's face it — this publication would be a lot less interesting without pictures. While we're contemplating your submissions, we'd thought you'd like to hear some advice from two of our favorite photographers, Mike Walker and Stuart Crabbe.

Canadian Mike Walker has been racing Hobie Cats for over twenty years and shooting pictures of them for about fifteen years. In the past few years, he has moved from racing to race management and is a CYA certified jurist and race officer. He finds that being a race officer gives him a unique opportunity to be close to the action—



ROB HOWE WWW.OFSHOREPHOTOS.COM



LU ROSS



BOB MERRICK



TOMAS HOFMEISTER



DAVID RODRIGUEZ

Color Correction

In the "Ultimate Sail Pattern Guide," published in the Mar / Apr HOTLINE, there were a couple of mistakes. #55, identified as the Smokin' / 81 Nationals pattern, was in fact, just the '81 Nationals pattern. The correct Smokin' is shown at right. (Thanks to Tom Garske for pointing that out.) Also, #97, Blue Prism, has the stripe colors reversed (thanks to Rob Barnes, who has sharper eyes than mine).

We are working on a poster of all the color patterns. Look for it in the fall.



81 Nationals
Blue / Yellow



Smokin'



Blue Prism
(incorrect)



Blue Prism
(correct)

and to know when to get out of the way. His equipment of choice is a Nikon D-1 digital camera with a Nikkor 80-200mm f2.8 zoom lens. He also has a Nikon D-70, but he prefers the D-1 because it's "semi-waterproof" and focuses faster.

Mike was the official photographer for the 2004 Hobie 16 Worlds in Mexico and worked with Walter Cooper, shooting the 2002 Worrell 1000. He likes shooting Hobies on the water because the action of the waves helps communicate speed. He tries to work with the wind, waves and sun angle to get the best possible shot. His photos are at www.portcredit.net.

Mike's advice for on-the-water shots? Bring lots of dry towels. The conditions are very harsh to delicate optics and electronics. He suggests buying your

equipment from a dealer that knows their stuff and can help you when things get wet. He also carries a dry bag that all of his equipment fits into and floats in case the boat he's on sinks.

Fellow Canadian Stuart Crabbe is a relative newcomer to photography, having only started in earnest four years ago. He, too is a racer—consequently, most of his shots are people pictures taken on the beach and at the parties. He uses a Nikon D-70 with a 18-70mm lens. During the 2004 Hobie 16 North Americans, he shot over 3,000 pictures in the course of eight racing days.

A firm believer in "no pics, or it didn't happen", Stuart also knows when to put the camera away at a party. Stuart's photos are found at www.crabbe.ca.

How Did We Get that Shot?

The May/June *HOTLINE* cover had an aerial photo of the boats on the beach at Midwinters West. Brian Joder uses a radio-controlled airplane to shoot digital stills and video from the air. The photos below show the plane in action at the Tiger Worlds last year. Check out his web site at:

www.rcaerialphoto.com

Way cool stuff!



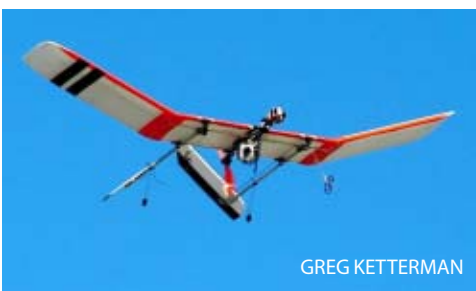
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GREG KETTERMAN



GREG KETTERMAN

The 2006 *HOTLINE* Photo Contest

Contest Period

Photos must be from the 2005 / 2006 sailing season. Photos must feature Hobie Cats. Submissions are due by October 31, 2006. Awards will be announced in the Jan/Feb *HOTLINE*.

Categories

Best Artistic, Best Crash, Best People

Judging

A panel of *HOTLINE* Editors and HCA Officers will make the final choice in each category. You can vote for your favorite photos at www.hca-na.org

Submissions

E-mail your photos to Rich McVeigh at rmcveigh@verizon.net

Awards

The winners will be featured on the cover of the *HOTLINE*.

OLD TIMERS REGATTA

HOBIE CAT NORTH CENTRAL AREA CHAMPIONSHIPS

August 4-6, 2006 - Yankton, South Dakota

Friday 4th

9:00 - 12:00

Guest Expert Program Featuring Heather Morrison

1:00 - 5:00

LONG SHOT - 25 MILE ROUND TRIP! Portsmouth numbers used

Saturday 5th

8:30 - 9:30

Registration

9:00

Racing Basics at Beach Shelter

10:00

Skippers Meeting

11:00

First Flag (Early pm break tba)

5:30

Youth Air Mattress Buoy Race

7:00

Dinner and Margarita Tasting Contest! *XXX-To enter bring 1 gallon of your elixir-XXX*

Hosted by **Hobie Fleet 291**
and **HCA Division 7**



Sunday 6th

10:00

First Flag

Awards ASAP after races

Registration:

(Rates do NOT include park entry permits which are required.)

Double Handed - \$60.00

Single Handed - \$40.00

Youth (18 - Under) - \$30.00



Directions: Hobie Cat beach is located west of the Lewis and Clark boat marina, 4 miles west of Yankton on highway 52

Accommodations: Tenting: Unlimited availability east of Gavins Point Dam. (No reservation needed)

RV's and pads w/ electricity. Reservations are a MUST. Call 800-710-CAMP or go to www.CampSD.com

Rules: Governed by the 2005-2006 ISAF RRS and the IHCA class rules. HCA membership is required. Liability insurance is required

Contact Information:

Event Chairs: David Rice

402-558-6568

E-mail - mdrice3@cox.net

Tom Wadsworth

605-357-9023

E-mail - tkwadsworth@sio.midco.net

- NOTICE OF RACE -

NORTHWEST AREA CHAMPIONSHIPS

AUGUST 19-20, 2006

LAKE QUINAULT, WA

Hobie Class Association Division 4 invites you to a regatta to be held on beautiful Lake Quinault located on the Olympic Peninsula, in the middle of the Ho Rain Forest. It is a pristine site with great camping, hiking and fishing and best of all ... sailing. The headquarters for the event will be at the Rain Forest Resort.

ORGANIZING AUTHORITY

This race is governed by "The Racing Rules of Sailing", the Prescriptions of the National Authority, IHCA Class Rules and the Sailing Instructions (SIs) available at Registration. Open to recognized Hobie Class boats only

SCHEDULE OF EVENTS

Friday	All day Practice and fun!
Saturday	9:00 am Registration 10:30 am Skippers Meeting 11:30 am First Warning Signal
Sunday	10:00 am Skippers Meeting (if needed) 11:00 am First Warning Signal 3:00 PM Last Warning Signal (unless otherwise agreed to by participants)

REGISTRATION FEES

Single Handed Boats — \$35 Double Handed Boats — \$45

ACCOMMODATIONS

Rain Forest Resort – (360) 288-2535

Lake Quinault Lodge – (360) 288-2571

Amanda Park – (360) 288-2237

Four campgrounds are also in the area. First come, first serve

MEMBERSHIP/INSURANCE

HCA membership is required for all skippers. Each competitor and boat owner is responsible for having their own boat and liability insurance.

CONTACTS

Event Co-Chairs Al Jones alan@techline.com
(360)-249-3388
J. Rosenbach
(360)-249-6060



The Road Less Traveled...

The Jagger family (Ted, Annette, Gina, Perry) sailed two Hobie 16 catamarans down the Mississippi river, traveling 100 miles over a period of 5 days. Why go down the Mississippi river? Good question. Because its there. Because with three people in college this year, the more extravagant get-aways ... got away. Because it's a new adventure. Our family has been sailing catamarans for 30 years, racing and cruising on small boats to large keelboats on the Midwest lakes to Great Lakes to the Virgin Islands. Why not explore the largest river on the continent that's just 15 miles from home?

Did you know that Hobies work great for this type of cruising?! Without centerboards on the boats, we didn't need to stay in the "center" channel and used the whole river, especially on the upwind tacking portions. And sailing is much better than a canoe because we sailed mostly (fast), paddled infrequently

(slow), and could carry more gear like the auto inflate air mattress (Is it still considered camping then?).

We received an upper Mississippi river map a year ago, and had been thinking about this trip for sometime, but we didn't really start collecting and planning until a month before. After figuring out some basic logistics, like how to fit sailing gear, camping gear, food, drink, protection from the elements, cell phone, weather radio, a good map, a flexible daily plan and a credit card all onto a small catamaran, the four of us set out.

Day 1

We started our adventure at 6 PM. It wasn't early but we were off

and finally on the trip. It was the end of a hot sunny day that eventually gave way to a calm, clear evening with a half moon and we paddled slowly for two miles (45 minutes) downstream to a nice beach on a sand island just north of Hudson, Wisconsin and set up camp. The 7 X 7' Coleman pop tents, which fit nicely on the tramp, went up easily. After a gourmet peanut butter and jelly sandwich, we inflated the air mattresses and took one last evening swim. I'm guessing the river water was about 78 degrees.



Day 2

The next morning started with a parade of white geese paddling close by – perhaps as much for them to view us as much as for us to view them. After we ate a hearty breakfast cooked by Annette on the white gas portable burner, we hit the river at 10 AM. We paddled down stream since the wind had not shown up yet. Sometimes due to the bluffs and valleys and turns in the river the wind can go straight up, or down, or not at all, or all three at the same time. That's when it is nice to paddle a few yards until a "real" puff fills in. The catamarans went smoothly through the water with easy strokes like a heavy canoe as long as there was not a head wind. Despite an additional 150-200 pounds of food and camping gear on each boat, they worked well, and the luggage rack in front of the cross bar held up. Due to the extra weight up front, the balance point for the catamaran was shifted a bit forward which required sitting back during a puff. During a tack, the bows require more speed and the jib has to be back-winded



to pull off a turn. We went into irons quite a few times.

About 3 PM, ten miles into the day, we came to the famous Kinnikinick sand bar. On weekends, this sand bar is covered with power boats. Today we shared it with a float plane who briefly landed and taxied into shore. Perry declared the Kinnikinick another fine swimming beach so we tarried for a while there. A few ominous clouds were to the north, the NOAA weather radio said tornado warning for the St. Cloud area (90 miles away). Storms were predicted in our region for later that night. We decided that we should find sturdy shelter for the night, so we sailed upwind to Prescott. As the approaching storm rolled in, we pulled the boats up on the Point Douglass Marina beach in the drizzle. We packed up boats, put on rain coats and started walking to Prescott in search on dinner and a hotel. We found a great room with clean and hot

showers, then we went across the parking lot in the rain to Philanders Bar and Grill for some nice

hot food. As we waited for the food, close to 7 PM, the storm arrived in full

force blowing and raining like crazy. It was comforting to be inside that night.

Day 3

We ate a fine gourmet breakfast from the neighborhood gas station consisting of doughnuts, muffins, milk, coffee and juice, then started sailing about 10:30 AM

in nice wind. We zoomed back and forth in front of the Prescott bridge, waiting for it to open so that we could get through. We called on our handheld CB radio (channel 16, of course) but got no response. After stopping at a floating dock and discussing the situation with the man in the tower, we learned that a "marine band radio" on channel 16 and 14 was used on the river. Doh!!! We also learned that the railroad bridge regulated the bridge opening, since both had to be open for the constant railroad traffic. The man suggested that we wait for the River Duchess, a ship which would be passing through in 10 minutes and that we could pass when they did. Note: It is illegal to



pass under the lift bridges or locks without being under power control. Sailing is not considered under control, but paddling a small sailboat is. With no time to waste, we dropped our sails and followed the Duchess through the two bridges at 11:30 AM.

The lifting of the Prescott bridge felt like opening the gateway to the Mississippi era. Once through, the banks of the river were deserted; there was only an occasional house on a bluff top and a few shacks on the river banks. No residential, industrial or other development to be seen. Eagles and hawks soared above the bluffs. Wow! It was a really awesome nature cruise. We were really making tracks. With a tail wind of 10-15kts plus a downstream current, we covered 6-8 miles an hour for the next couple of hours.

Near 1:30 we stopped. We were at the small community of Diamond Bluff, where a dredge was working. What a procedure! It consumed the whole channel. The dredge boat is 150 to 200 feet long that suctions the silt off the bottom and shoots it out a huge pipe in the rear down stream up onto a sand island. The Army Corp of Engineers is creating new sand islands all the time. They have pretty fancy names for them too, like Island No. 57, or Island No. 53. After a few years, shrubs and trees grow back and the river banks are lush and green again.

A faded sign at the Diamond Bluff beach was advertising the Gem Bar and Grill, which sounded like lunch and a toilet to us. We went up the banks and

is the river . . .

*By Ted Jagger
Photos by the Jagger Family*

A Jagger Family Album

Ted Jagger is a 47 year old sailing nut. He started sailing with his parents while in utero, and raced his first Hobie 16 at age 15. Ted skippered to 15th place at the nationals 4 years later. Ted and Annette have four wonderful kids: Thyra 23, Andrew 21, Gina 18 and Perry 16. Ted's favorite thing to do is sail: ice boat, catamaran, scow, Laser, toy boat, keel boat or dingy. Yes that's it! This salty old nut is a little dingy.



Annette Dierssen Jagger is 45 years old. She is a logistics magician and a fantastic campfire cook. She is the main motivator to do something different on our family vacation this year. She has been sailing for over 30 years, racing catamarans for over 25 years and skippering her own Hobie 16 for 12 years. Annette is a high school science teacher with this summer off. Her favorite thing to do is something new.

Gina Jagger is 18 years old and graduated from high school in 2005. She went to college this year. She has been dragged reluctantly on the trip by an insistent dad who needed a skilled crew to sail with him. Gina is an expert map reader. She actually did have a fantastic time with her family on the trip, but don't tell any one cool about that part. Hey, where's my iPod?!



Perry Jagger, aged 16, was kidnapped by his mother in the middle of an all-summer long afternoon nap. He woke up on the sailboat in the middle of the Mississippi river, too late to go home, play guitar, or chat online with his friends. He enjoyed the trip after all, since he got to go swimming on many different beaches and have grilled steak often.

sure enough at the top was a small bar. We ordered a pizza and beverages for all, and looked at the map. We knew that our first lock experience was going to be that afternoon at lock #3 (Prairie Island), and all of us first timers were a bit apprehensive about just how to go about it. We decided to do the lock and then proceed three more miles to Red Wing for the night. The wind was blowing downwind into the lock area quite hard at 15 mph. We stopped a half mile upstream at a beach to take down the sails, and paddled to the lock. Ahead of us, the Treasure Island Casino tour boat was locking down. We landed near the large cement inlet and waited. We couldn't see what was going on, and did not have a marine radio. So we waited. Turns out that the lock waited for the Casino boat to do a quick tour and then locked them back up with a few other pleasure craft. Quick tour, as in 45 minutes quick. So, we just waited and ate some munchies. When those boats left, we got the green light and entered with two other motor boats. We handheld the side ropes as the lock lowered, then paddled out past the rock retaining walls a half mile to a very nice sandy beach.

The wind was coming from all directions and then sometimes not at all. The dominant wind direction for the Midwest in the summer has a southern component (SE, S or SW) and the river current flows mostly in a southern direction. You're a sailor – work it out! We looked for a “suitable” place to pull up and park or camp but found none available. The river banks were total muck, knee deep. I lost my sandal and had to dig back into the goop to retrieve it. Yuk, get us out of here! Red Wing is probably nice if you tie up at the marina and stay in a hotel but for campers ... get us out of there! We looked for a sand beach. Turns out that the shoreline south of Red Wing is mostly fallen trees and/or swampy looking. What do you do? Hey, it was only 5:30 PM! The sun doesn't go down until 8:30 PM and Lake Pepin is fifteen miles away. Red Wing didn't work for us, so on to Lake Pepin!

We paddled more often as the river changed directions and the wind dropped. It was great, you can always go with the changes and make an adventure. As we got to the northwest end of Lake Pepin, the open area allowed the wind to fill in again. Soon, we were



flying across the lake in 10–15 mph winds in 1–2 foot waves. As we rounded the Frontenac area, Annette saw the Methodist Bible Camp where 20 years earlier we had organized and run a large Hobie regional championship. At one time there had been 80 catamarans on that shore. Carlton Tucker came in as a celebrity and raced at this championship regatta on Lake Pepin. He



said in a very friendly southern drawl, “Y’all throw a real nice regatta and party! I’ll be glad to come back again.” The beach was still there, a lakeside cross, and the large commons building. Annette pointed in the air shouted at us across

the lake. I couldn’t hear anything she said, but after 24 years of marriage, I knew we were going to reach across the lake and land there. At 7:30 PM, we beached. The bible camp was long deserted and had a few broken windows. We couldn’t see anybody, and we were really tired and cold. So, we stayed. We changed into dry clothes and made a camp fire. Annette made fantastic stir fry and we slept soundly.

Day 4

For breakfast, Annette made French toast and bacon, yum. The neighbor Tom Hollaway, retired teacher, on his morning walk down the beach came across our troupe. As he was a distance away he asked, “How’s your adventure?” We told him all about it and why we had decided to camp there. Tom asked us did we know that the bible camp was now privately owned by a couple up the hill. Oops, that sort of made us trespassers! Tom is a history buff and told us about the lake and how people in a canoe called it the “lake of despair,” since it is so big and shallow and unforgiving to paddle across. Lake Pepin is two to three miles wide and stretches twenty miles from mile 785 to mile 765.

We set off at 10:30 AM after a nice swim in the lake (wide spot in the river). Like good little canoeists, we left no trace of our stay. Our destination was mid-morning snack at the Dairy Queen 7 miles down stream in Lake City. The wind was light and poofy and we made it there by 12:30. We also needed grocery store provisions, milk, bread, ice, water, etc. and a marine radio if possible. After a 1 mile walk in

and through town, we found what we needed. By 3:30 PM we headed out into the lake again in search of a beach where we could swim and cook our steaks. The weather was sunny and hot, *really* sunny and hot. Annette took to wearing a wet shirt on her head for the afternoon portion of the drift. Eight (hot and slow) miles later at 7 PM., we picked a nice beach at the SE end of Pepin. There was a shaded spot for a campfire and grilled steaks were enjoyed by all. In the background, we saw the most fantastic sunset of the trip.

Day 5

We headed out from the “lake” back to the river. We paddled, sailed, paddled and sailed, since the wind was not sure what it was going to do yet. We went past the outlet of the Chippewa river, and through the cute quaint old town of Wabasha. We stopped at an island away from the next lock, but too far away and the wind was blowing at us rather than behind us. This makes for a real grunt of paddling. Annette and I were paddling as hard as we could and barely make progress. It took a half hour to get to the lock. Note to self: If the wind is blowing at you “sail” to the end of the lock. If the wind is behind you stop up stream and take the sail down. Isn’t it funny (OK, not that funny) how sensible common sense can be!

Once we went through the Alma lock #4, the wind was a consistent 10-15 but it is all upwind. We made really good progress to lock # 5, locked down fast and smooth, then threw the sails up again. Soon enough, it was 5 PM – time to stop again. But where?





The dredged silt sand islands built by the Corps of Engineers are steep and a little gross here. So, we kept going. How about island # 53? Nope. Sand island #54? No. Sand island #55? No. The wind slackened a bit. Sand island #56? No. Sand island # 57? Ahhh , no! Sand island #58? Yeah, maybe, but what about the stones? It looked okay from the water, so we went to shore to look at it, and saw...a town glittering in the distance. It was Fountain City... which the map says has a city dock. So, we sailed to the dock, tied up, and took our sails down. We were too tired to go any further, and it was 7:30 PM.

Annette found out from the Quik Mart attendant that just a half mile in to town is a hotel. We started walking, and about one mile later at the south end of town was the Fountain Motel. It was clean and remodeled; after a hot shower, we were off for dinner at 9 PM. Across the street from the hotel was a bar/ restaurant, but unfortunately it was mostly bar and the food had just stopped. Maybe she was responding to Perry's growling stomach, but from across the bar a nice lady said, "Well, if the Golden Frog is still open up town I'll drive you all there." The bartender calls, and announces that yes, they serve until 10 PM As it turns out, our chauffeur Deb is on the city council and she is making sure all visitors are impressed with the city. Deb, we were impressed! The Golden Frog has great fish, burgers and Spotted Cow beer. Little Fountain City: The cutest, nice town on the river!

Day 6

We slept until 10 AM the next day, then checked out and walked around town to see the sights. The wind was zero, with only current ripples on the surface. We had breakfast sandwiches at the Quik Mart, then sat in the little city park, all the while thinking that it was almost noon and we weren't sailing yet. First, we thought that we might just stay another day in Fountain City. Then we thought that we should just call it good and go home, since we had been out for almost a week. So we called Andrew to come and get us. Since he couldn't leave work right away, we had at least five hours to spend in Fountain City, which we managed to fill with shopping, eating, and tours and more shopping and more eating. Andrew arrived at 5:30 PM after a two and a half hour drive. We loaded the boats, gear, and coolers in about an hour and headed home. The drive back really does impress us all with how far we really sailed.

Day 7

Sleeping, and unpacking.

Day 8

Back to work. It must have been an enjoyable time since we are thinking about doing it again, picking up where we left off. How wonderful to look for a something new experience in a very old and common place!



Hobie Tiger / Hobie 17

North American Championships

August 7-11, 2006

St. Francis Yacht Club

San Francisco, California



St. Francis Yacht Club is a world-class yacht club with excellent facilities and immediate access to some of the most incredible sailing in the country. The club is located adjacent to Crissy Field - a long public beach directly east of the Golden Gate Bridge. The races will be run off the sandy beach at Crissy Field, with easy access to the water and an excellent venue for spectators. Winds in the summer are extremely reliable starting light in the morning and reaching peak speeds typically around 22-25 knots in the afternoon.



Information:

Race Office, St. Francis YC, On the Marina, San Francisco, CA 94123; (415) 563-6363 email: raceoffice@stfyc.com
Website: www.stfyc.com

Accommodations:

www.stfyc.com. Go to "Just Visiting?" and click on "Local Lodging."

Official Notice of Race:

Available at www.stfyc.com or www.hca-na.org



ISAF
International
Classes





Don't
mess with
Hobie



2006 Hobie 18 / Hobie 20 North American Championships

October 2-6, 2006
Cedar Mills Marina and Resort, Lake Texoma, Texas

Organizing Authority

The Organizing Authority is Hobie Class Association Division 14 in conjunction with the Hobie Class Association of North America (HCA).

Rules

The 2006 Hobie 20 and Hobie 18 North American Championships are to be governed by the 2005-2008 International Sailing Federation Racing Rules, the International Hobie Class Association Rules and this Notice of Race, with exceptions as stated in the Sailing Instructions specific to this event. Alternative penalties according to ISAF RRS 44.1 and 44.2 will apply, except that the IHCA 360 degree Class Rule replaces the 720 degree Turns Penalty. The English text of this Notice of Race and the Sailing Instructions take precedence.

Eligibility

Both skipper and crew must be current and paid member of a National Hobie Class Association in good standing with the IHCA.

Entries

The non-refundable pre-registration fee of \$300US per boat (checks or money orders only) is due by August 31, 2006 and must be mailed to:

Hobie Division 14
8504 NW 88th
Oklahoma City OK 73132 USA

Late entries, if accepted by the Organizing Authority, shall pay a non-refundable fee of \$400US due immediately upon approval of entry.

Sailing Instructions

The Sailing Instructions will be posted at Race Headquarters and a copy will be distributed with on-site registration to each entrant.

Accommodations

A limited number of cottage rooms may be reserved by calling 903.523.4222 or online at www.cedarmills.com. The alternate hotel, within 20 minutes drive of the racing site, may be contacted for reservations at 800.761.8111. Recreational vehicle sites are available during the event with full hookups and are located on the Regatta site. Please contact Cedar Mills for reservations. All sites (25) will be held for event participants and staff until August 31, 2006. After which reservations will be awarded first come, first served.

Contact Information

Official Notice of Race available on www.div14.hobieclass.com and www.hca-na.com More detailed information concerning Race Information, Lodging, Directions, Sponsors, Activities, and a warm-up event will be available at the event website beginning March 1, 2006.

Event Chairperson: John Mork

john.mork@dobson.net

Telephone: 405.621.9826 or 405.229.8817

Event Vice-Chairperson: Laurie Cronan

lcronan@ev1.net

Telephone: 972.625.4736 or 972.814.7090



Hobie Fleet 10

Sept 22-24, 2006

10am Skippers Meeting

Clear Lake Iowa 50428

Clear Lake Yacht Club

Host Hotel:

Best Western Clear Lake

800-606-3553—\$69.00/night

Registration on-line at
www.hobiecatdivision7.org



Old School Regatta

Hobie 14 North Americans



Hosted by Fleet 10 and ILYA 2005 Yacht Club of the Year CLYC

Clear Lake is located on I-35 in between MSP and Des Moines

HCA Sanctioned Event Rules: RRS & IHCA Class rules 2005-2008 Apply.

Highlights

- \$100 per boat/\$30 youth 18 under
- All meals, trophies tee-shirts included
- 3 days of racing



Hobie Fleet 10

Chris Wessels
5600 Lakeview Drive
Clear Lake, Iowa 50428

Phone: 641-425-8720
Fax: 641-357-6639
Email: xanderwess@yahoo.com

**Lunch on the water every day
Beer on the beach every evening**

**Sit-down dinner every night
Conveniently located right off I-35**

Life is Good.



The Carlton Tucker Award

Nomination Guidelines

Each year the Hobie Class Association accepts nominations from its divisions and members for the Sportsman of the Year Award. Those to be considered for this award should be sailors or crews who exhibit commendable behavior demonstrating “The Hobie Way of Life,” either on or off the water.

During the year, keep this honor award program in mind. Be aware of the different people among us who have unselfishly contributed to our sport and activities. Be aware of the person who, while out on the water, helped someone who might have been in a life-threatening situation. Look for that person whom you consider to be the mainstay of the local fleet or Division, or the person who represents sportsmanship and character on the racecourse. Perhaps the honoree

is someone who has devoted countless hours or years to running your fleet regattas, or has quietly kept the fleet’s spirit alive during difficult times. Consider the person who is helping to develop or contribute to youth sailing programs.



Carlton Tucker

Fill out the form on the following page, and include additional pages as needed. Detail the specifics and anecdotes that describe the sailor who represents to you the Hobie Class Association’s most outstanding member for this year.

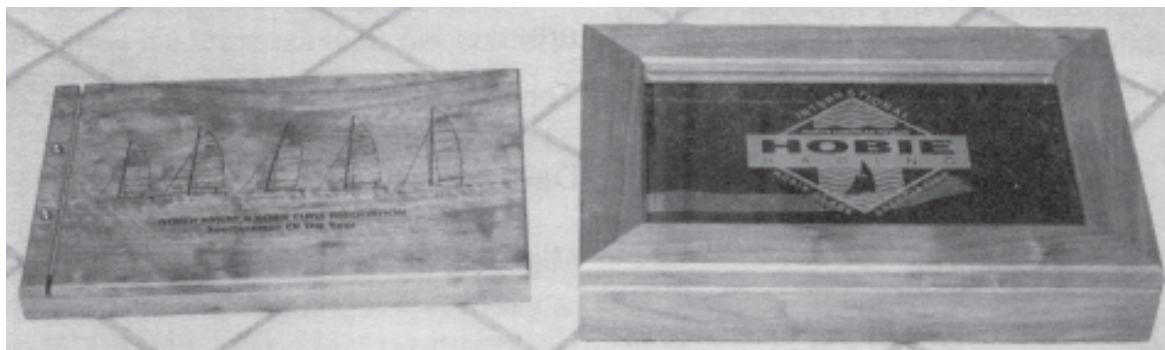
History of the Award

Early in 1994, Gigi Moore (NAHCA Chairperson at the time) enlisted Ted Lindley’s help in exploring a way to honor a Hobie person for their contribution to the Hobie Way of Life. Ted was the chairman of a committee of Gail Force (Division 12), Ron and Shirley Palmer (Division 2), and John Hauser (Division 2). The committee developed the nomination guidelines and how the award is governed. They created the concept of a perpetual trophy in the form of a commemorative book. Within the book the story of each year’s honoree is chronicled. This prestigious

book is displayed in a specially designed box. Each recipient receives a framed certificate as a keepsake.

Each year since 1995, the HCA has honored a Hobie sailor who by his or her unselfish attitude and commitment to our sport has set an example for all to enjoy “The Hobie Way of Life.”

In 1998, posthumously honoring a great Hobie sailor who exemplified the spirit of the award, the name of the trophy was changed to the Carlton Tucker Sportsman of the Year Award.



Nomination Form

Carlton Tucker Sportsperson of the Year Award

This form must be received by August 15, 2006

Nominee: _____

Hobie Class: _____

Address: _____

Division: _____

City / State / Zip: _____

Fleet: _____

Home Telephone: _____

E-mail: _____

Submitted by: _____

HCA Member No: _____

Address: _____

Division: _____

City / State / Zip: _____

Fleet: _____

Home Telephone: _____

E-mail: _____

Please provide a narrative describing characteristics, attributes, and other information about your nominee. The selection is based on the information provided in your description. Some guidelines for writing your narrative follow.

- What has the nominee done to promote Hobie sailing and sailing in general?
- How has the nominee practiced exemplary sportsmanship?
- What has the nominee done to recruit sailors, particularly youth?
- What training has the nominee supported to increase the skill and fun of sailing?
- How has the nominee supported the HCA and IHCA?
- Why is the nominee admired by fellow Hobie sailors?
- Do others enjoy Hobie sailing more because of this person?
- Why is their outlook and attitude an inspiration?
- How has the nominee enhanced the quality of their local fleets and division?

Mail this nomination form, along with your narrative, to:

Kathy Ward, HCA Secretary
1018 Harrington Way
Carmichael, CA 95608-6168

Or E-mail all the information to wardkathy@aol.com.

Again, the due date for nominations is August 15, 2006

2006hcaboardofdirectors



Women's Representative

Heather Morrison
8009 W. Harvest Lane
Wichita, KS 67212
316.729.8417
sail826@sbcglobal.net

elected officers

Chair

Ed Muns
POB 1877
Los Gatos, CA 95031-1877
408.353.1853
woyk@msn.com

1st Vice Chair

Bob Merrick
141 Short Beach Rd
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203.488.7820
merrick@egr.uri.edu

2nd Vice Chair

Rob Jerry
118 Stanwood Ln.
Manlius, NY 13104
315.637.7956
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voting members

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34 White Sands Place
Kailua, HI 96734-1966
808.261.0294
hhca13@aol.com

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adamh16@yahoo.com

DIVISION 4

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DIVISION 5

Dan Brennan
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Colorado Springs, CO 80908
719.337.9389
chairman@hobiediv5.org

DIVISION 6

Chris Green
2220 Brae Lane
League City, TX 77586
281.352.1325
greencj@bp.com

DIVISION 7

Chris Wessels
5600 Lakeview Dr.
Clear Lake, IA 50428
641.357.4577 / 641.423.7638
xanderwess@yahoo.com

DIVISION 8

Bob Johnson
906 Woodcliff Avenue
Tampa, Florida 33613
813.960.1937
hobiebob@aol.com

DIVISION 9

Loyd Graves
4709 Glen Forest Drive
Raleigh, NC 27612
919.787.0222
lwgraves@mindspring.com

DIVISION 10

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201 N. Squirrel Road #1801
Auburn Hills, MI 48326
248.361.1266
jrabadoux@comcast.net

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Ron LaPorta
120 Netherwood Dr
Coatesville, PA 19320-1467
610.384.8443
RonLaPorta@comcast.net

DIVISION 12

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27 Foster Center Rd
Foster, RI 02825-1326
401.647.3203
davebarara448@msn.com

DIVISION 13

Alfredo Figueroa
921 Verdi St., Reparto Sevilla
San Juan, PR 00924
(787)-607-1381
vientoyvela@gmail.com

DIVISION 14

Mark Bengé
2341 S. Avery Avenue
Midwest City, OK 73130
405.733.0395
RMBenge@aol.com

DIVISION 15

Brad Stephens
17644 Front Beach Road
Panama City Beach, FL 32413
850.235.2281
sunjammerspcb@aol.com

DIVISION 16

Kevin Wilson
8442 Transit Lane
Baldwinsville, NY 13027
315.430.6678
div16@twcny.rr.com

appointed officers

Membership Chair

Diane Bisesi
8763 Weaver Rd.
Brewerton, NY 13029
(T) 315.699.5453
(F) 315.432.5102
hobiemembership@gmail.com

Secretary

Kathy Ward
1331 Robertson Way
Sacramento, CA 95818
916.715.3133
Wardkathy@aol.com

Treasurer

Kathleen Tracy
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Ft Collins, CO 80525
970.223.2642
kat@frii.com

Youth Program Director

Mimi Appel
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Marcellus, NY 13108-9647
mimiappel@aol.com

Race Director

Paul Ulibarri
3334 Fulton
Victoria, BC V9C 2T9
Canada
250.474.7580
ulibarri@shaw.ca



1 HAWAII

on the web

[International Hobie Class Association](http://www.hobieclass.com)

www.hobieclass.com

[Hobie Class Association of North America](http://www.hca-na.org)

www.hca-na.org

[Hobie Cat Company USA](http://www.hobiecat.com)

www.hobiecat.com

[Women's Hobie Cat Racing](http://www.hca-na.org)

www.hca-na.org

[Hobie Product Support](http://www.hobiecat.com/support)

www.hobiecat.com/support

[Guest Expert Program](http://www.hc-na.org)

www.hc-na.org

[Hobie Community Forums](http://www.hobiecat.com/community)

www.hobiecat.com/community

For Local and Country contacts:
hca-na.org

additional resources

Championships Coordinator

Lori Mohney
2812 E Shore Drive
Portage, MI 49002-6581
269.327.4565
hobie01@sbcglobal.net

Guest Expert Program Coordinator

Kim Edmonds
13323 Eagle View Land
Roland, AR 72135
501.868.8801
hobiegep@littlerockweb.com

Sponsorship Director

Steve Leo
268 Quincy Avenue
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562.547.9092 (cell)
562.856.7774
steve@infocuspromo.com

Scorekeeper

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Hobie Feet 204
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585.370-9160
hobiescores@yahoo.com

Web Master

Rich McVeigh
14813 Fireside Ave.
Silver Spring, MD 20905
301.384.3695
rmcveigh@verizon.net

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 (sus only): check (u.s. banks only) money order
 Charge to: Visa Master Card (check or money order preferred because we have to pay high processing fees for each charge.)

Card Number: _____

Signature of cardholder _____ Expiration date _____

WHAT THE MONEY GOES FOR:
 Class Promotion
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 NAs event support
 Racer support programs
 Regatta Materials for Fleets & Divisions
 Racing Seminars
 Regatta insurance



HCA MEMBERSHIP
 8763 Weaver Rd.
 Brewerton, NY 13029 USA
 Phone 1 315.699.5453
 Fax 1 315.432.5102
 hobiemembership@gmail.com

US SAILING Multihull Council Golden Anchor Membership Form

New Renew Membership ID _____ (if known)

Anniversary Dates are March 31 or September 30

GA memberships paid January 1 thru June 30, 2006, are valid through March 31, 2007
 GA memberships paid July 1 thru December 31, 2006, are valid through September 30, 2007
Golden Anchor Memberships are now accepted for 1, 2 and 3 Years

Name		
Company name, if applicable		
Address		
City	State	Zip+4
Phone	Email	
Boat(s)		
Primary Racing: One Design? Portsmouth? Other? (specify)		

Phone numbers are for MHC/Portsmouth contact only, not for release

Addresses are for MHC/Portsmouth contact plus E-USSAILING only, the email news service from US SAILING

YES! I want to support sailing's National Governing Body. Count me in at the following level:

- \$ _____ \$ 16 Youth Under 21 or full-time student – birthdate: _____
 - \$ _____ \$ @ 40 Individual Includes individual foreign
 - \$ _____ \$ @ 60 Family For family membership cards, include names and youth birthdate(s)
 - \$ _____ \$ 100 Sustaining – one year (Individual Membership)
 - \$ _____ \$ 125 Sustaining – one year (Family Membership)
 - \$ _____ \$ 250 Supporting – one year
 - \$ _____ \$ 500 Benefactor – one year
 - \$ _____ \$1,000 Patron or President's Club - one year
 - \$ _____ \$ 10 *Special one-year, 6-issue subscription to Multihulls Magazine for new US SAILING members (regularly \$21)*
- Yes, I want to support one or both of these MHC programs:**
- \$ _____ Stevens Youth Multihull Championship Fund
 - \$ _____ Hoyt-Jolley Alter Cup Fund

Please mail with check payable to
 Darline Hobock/MHC - 5373 E. 27th St. – Tulsa, OK 74114
 If questions or problems, please email hobockd@aol.com

All memberships are gratefully acknowledged by US SAILING



WHY JOIN US SAILING?

US SAILING is the national governing body for the sport of sailing and merits the support of you and every sailor through direct membership. US SAILING's mission is to encourage participation and promote excellence in sailing and racing in the United States.

You can become a member of US SAILING, or renew your membership, **at a discount**, while making certain the Multihull Council (MHC) gets credited with your membership as a Multihull sailor. This will help improve the Multihull presence in US SAILING and **save you at least \$10** on your annual dues to boot. All you need to do is send your membership dues to the program administrator who collects them all, consolidates them and sends one check to US SAILING so that the MHC gets credit for them.

Will you support US SAILING with your membership?

Darline Hobock, Program Administrator



Hobie 16 North American Championship Narragansett, Rhode Island September 11-15, 2006

Alexey Sergeev

Venue

Roger Wheeler State Beach, Narragansett, RI USA.

Organizing Authority

Hobie Cat Fleet 448 in conjunction with the Hobie Class Association of North America (HCA-NA) and the International Hobie Class Association.

Entries

Entries shall be made on the Official Entry Form only and returned with the non-refundable registration fees to:

2006 Hobie 16 North American Championship
c/o Tina Connor
32-B Eagle Run
East Greenwich, RI 02818 USA

Registration & Fees

Early registration at a reduced rate of \$325.00 (USD) until July 15, 2006. Any registrations received after this date will be subject to the full fee of \$395.00 (USD). All entries received at the event will be charged an entry fee of \$425.00 (USD). Registration fees are non-refundable.

Charter Boats

A limited number of boats will be available for charter through Hobie Cat USA. Please contact Bob Merrick - (203-448-7820), BMerrick@sbcglobal.net - for information.

Competitor's Insurance

Each Competitor must show proof of Liability Insurance with a minimum coverage in the amount of \$100,000.00 (USD) with valid coverage for organized racing in the Northeastern United States. Competitor's proof of insurance and coverage must be received with the Official Entry Form.

Accommodations/Transportation

The host hotel for the event is the newly renovated Lighthouse Inn in Narragansett, RI. Located only 1/2 mile from the race site, this hotel is under new ownership and is currently undergoing a complete renovation for the 2006 season. Rooms are available at a promotional rate of \$89.00 (USD) per night for Sunday through Thursday nights and \$110.00 (USD) per night for Friday and Saturday nights before and after the event. These rates will only be available for a limited time. The hotel is currently closed for renovations and will be reopening in the spring. Please check the event website (www.hca-na.org) for updated information regarding reservations or direct any questions to Joy Nelson at 617-422-4522 or email her at joy.nelson@pioneerinvest.com.

Camping is available at Fishermen's Memorial State Park, approximately 1 mile from the race site. Rates are \$20-\$35 (USD) per night depending upon the services needed. Information can be found at <http://www.riparks.com/fisherma.htm>. Please call (401) 789-8374 for reservations and be sure to mention you are with the 2006 Hobie 16 North American Championships.

Air transportation is available on all major carriers through T.F. Green State Airport (airport code PVD), located approximately 40 minutes from the race site.

Information

THIS IS NOT THE OFFICIAL NOTICE OF RACE. Please visit www.hca-na.org for directions, information, and official NOR.

Event Chair: Sean Esten
seanws10@yahoo.com
401-433-2684

Event Coordinator: Barbara Powers
vicecommodore@fleet448.org
401-647-3203



ISAF
International
Class



*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 CLASS ASSOCIATION
of NORTH AMERICA
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