



HOTLINE

NOVEMBER / DECEMBER 2006

VOLUME 35 NO. 6



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



Notice of Race 37th Annual
2007 Hobie Midwinters West
HCA-NA Area Championship
Premier One-Design Hobie Cat Racing

March 2, 3, & 4, 2007 • San Felipe, Baja California, Mexico
Regatta Headquarters: El Cortez Hotel - Room 134

SCHEDULE OF EVENTS

Friday March 2nd

10:00 AM
3:00 PM - 7:00 PM

Guest expert **Armando Noriega**
Registration

Saturday March 3rd

7:00 - 9:30 AM
10:00 AM
10:15 AM
11:00 AM
6:00 PM-?

Regatta Registration
Competitors Meeting
Novice Meeting
First Signal (wind permitting)
Pool side FIESTA

Sunday March 4th

8:00 AM
9:00 AM
11:00 AM
After Races

HCA Division Meeting
Competitors Meeting
First Signal (wind permitting)
Trophy presentation ASAP

Other activities, any changes of schedule and general information will be posted on the Official Notice Board.

REGISTRATION:

Registration forms will be available at:

www.members.cox.net/midwinterswest

Or email midwinterswest@cox.net to request one.

The registration fee for this Regatta is \$45.00 for Hobie Waves, 14's and 17's and \$50.00 for Hobie 16's, 18's, Tigers, 20's, Foxes and 21's. **No regatta registration fee will be required for youth sailors under the age of 18.**

2007 HCA membership is required to compete in this event.

Comp tips are mandatory to compete in this event. For advertising purposes, this regatta is a category O event (IHS Appendix G). Two free shirts will be provided for \$50.00 entries, one free shirt for \$45.00 entries **received by January 27, 2007.** There will be a \$20.00 late fee for registrations postmarked after January 27, 2007. You may pre-order extra shirts for \$15.00 each. Make checks payable to Midwinters West. **Articles of clothing and canned goods will be collected at regatta registration as gifts for local fisherman.** Please do not mail donations; bring donations to the regatta site.

RULES:

This Regatta will be governed by this NOR (except as altered by the Sailing Instructions), 2005-2008 Racing Rules of Sailing and the class rules of the IHCA.

TROPHIES: Trophies will be based on pre-registration. Five or more pre-registered boats constitute a fleet, one trophy per five boats, and a maximum five trophies per fleet.

INFORMATION: Hotels, RV Parks, Camping

Event website: www.members.cox.net/midwinterswest

Or

Contact any of the following sailors:

Rick Buchanan, Regatta Chairman, Oceanside Calif.
Tel: (760) 722-0909

Email: midwinterswest@cox.net

Armando Noriega, Mexico City, Mexico

Tel: (011) 52 55 5631 5317 / Fax: (011) 52 55 5645 7418

Email: hobiemex@hotmail.com

Dave Dixon

Tel: (858) 472-5935

Email: DaveDixon@hotmail.com

TRAVELING IN BAJA MEXICO

Passports and Visas: Passports are required if you travel by air or sea into Mexico. If you drive in they are not required. If you have questions regarding passports please check the US State Departments website. There is no Visa required to enter or leave Baja California when traveling to San Felipe.

For those sailors who have not been to San Felipe before, the following is some information that may be useful.

General Safety: The Mexican authorities make a great effort to make our visit to San Felipe safe and enjoyable, but you are reminded that traveling in Mexico is not travel in the United States. Additional precautions should be taken, use some common sense. The customs and culture are different and behavior that is common in the USA may not be acceptable or may be misinterpreted by the Mexican people. Act responsibly, do not make yourself a target, do not drink to excess, and do not go out alone late at night.

Insurance & Documents: Liability insurance is required by Mexican Law. It can be purchased from an agent on either side of the border, and AAA on-line. Mexico Customs will likely verify ownership of vehicles, boats and trailers. **You will need current registrations and copies of titles for all vehicle(s), trailer(s), & boat(s).** If you are using or bringing a vehicle, trailer or boat that is not registered in your name, you are required to have a notarized letter of permission from the owner(s). **NOTE:** Over the past year, Mexican Customs has become much more formal checking vehicle, boat and trailer registrations. Don't make the long drive without these papers or you may have to turn around at the border.



The Official Publication of the Hobie Class Association of North America

NOV – DEC 2006
VOLUME 35, NUMBER 6

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1st Vice Chair	Secretary
Phil Collins	Kathy Ward
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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

Thanks For Another Great Year



Another year of sailing has just about come to a close. Thanks to all of you, for making it so much fun! I'd like to especially thank a few of our outgoing HCA volunteers who have put so much effort into the success of our one-design class association.

Ed Muns and Rob Jerry will both be stepping down after serving two years as HCA Chair and Vice Chair respectively.

Thank you for leading the HCANA through a difficult transition period that resulted in a stronger and more focused Class Association. Phil Collins and Chris Wessels will be picking up where Ed and Rob left off as our new HCA Vice-Chairs.

Heather Morrison, who has served as the HCA Women's Rep for at least as long as I've been in the class, will be handing over the reigns to Danielle Burns. Anyone who participated in a WOW clinic certainly owes Heather a special thank you.

Diane Bisesi has turned over the Membership Chair responsibilities to Tara Ames. For those of you who don't have a first hand perspective on how the HCA membership data base is maintained, you'll have to trust me when I tell you that this has been one of the most tedious volunteer positions in the class, and it's also one of the most important. Thank you so much, Diane! One of the first projects we're working on this winter is making this position more manageable. We hope to have an on-line membership renewal up and running for next year. It's our hope that most of you will use this option, relieving our Membership Chair from hours of data entry.

For years, Kathleen Tracy has made sure that the HCA is fiscally responsible as HCA Treasurer. She will be handing off a balanced book to Steve Reese this year. Thanks for keeping us out of trouble, Kathleen.

I'd also like to thank all of the fleets who hosted our championship events this year. Thank you to Fleet 250 for hosting the Women and Youth 16 NAs, and my own Fleet 448 for the Open 16 NAs. Thank you, Fleet 10, for the thirty-five boat 14 Nationals! How long has it been since that happened? Thanks also to Division 14 for hosting the 18 and 20 Nationals. I have also extended a thank you letter to the St. Francis Yacht Club for the 17 Nationals as well as an apology for the cancellation of the Tiger championship. These are big events and you've all kept the standard extremely high.

As you can see, there are lots of people out there to thank and I've only scratched the surface. So, once again I'd like to thank all of you, from the Division Chairs right down to the people who volunteer to flip hot dogs on Sunday afternoon at their local points regatta. As I start this term as HCA Chair, it's clear to me that no one person runs this Class Association — and that's exactly the way it should be.

See you on the water,
Bob Merrick
HCA Chair

nov / dec 2006

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photo / illustration

credits

Cover – **Onne van der Wal** www.vanderwal.com
 See You on the Water – **Stuart Crabbe**
 Contents – **Slim Johnson, Onne van der Wal, Mark Bengé, Ted Jagger**
 Hobie History – **Hobie Cat USA / Hobie HOTLINE**
 Just in off the Wire – **Pierrick Contin, Tony Krauss**
 HCA People – **Steve Oad, Chris Ray, Dorine Taha, Tom Korz, Mike Renno**
 Hobie 14 NAC – **Slim Johnson, Dorine Taha**
 Hobie 16 NAC – **Onne van der Wal, Steve Oad**
 Hobie 18 / 20 NAC – **J. H. Peterson, Mark Bengé, Guy Lawyer**
 Cruising the Apostles – **Ted Jagger**

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on the cover

Hobie 16 North Americans – *North American Champions Enrique Figueroa and Carla Malatrasi charge upwind on the first day of racing.*

2006/2007 regattaschedule

World Championships www.hobieworlds.com

Hobie 16 **Oct 9-19, 2007** Fiji
 Hobie Tiger/Dragoon **Mar 3-8, 2008** Langebaan, South Africa

Area Championships

Midwinter's West Mar 2-4, 2007 San Felipe, MEX www.hca-na.org

North American Championships www.hca-na.org

H-14, H-6 Women / Youth **July 20-22** Geneva, NY
 Hobie 17 / Hobie 18 **July 23-27** Geneva, NY
 Hobie 16 / Hobie 20 **Jul 30 -Aug 3** Alameda, CA

Other Events

ISAF Youth Worlds July 12-2 Kingston, CAN
Pan Am Games Hobie 16 July 13-29 Rio de Janeiro, BRA

HCA Sanctioned Division Regattas

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
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@yucatanotoday.com
133	Dec 15-16	Final PRHCA Series (X-mas Ball Regatta) Isla Verda Beach, Isla Verda, PR	Pedrin Colon	kkrio@caribe.net

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

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**2007 14, 16Youth, 16Women's, 17's and 18's
North American Hobie Championships NOR
July 20 - 22, 2007 (14's, 16Youth's, 16Women's)
July 23 – 27, 2007 (17's and 18')**

Venue & Dates

The 2007 Hobie **14, 16Y, 16W** North American Championships will be held Friday, July 20 through Sunday, July 22, at the Ramada Geneva Lakefront Hotel in Geneva, New York USA. The 2007 Hobie **17 and 18** North American Championships will be held Monday, July 23 through Friday, July 27, at the Ramada Geneva Lakefront Hotel in Geneva, New York USA.

Eligibility

Both the skipper and their crew (where applicable) must be current and paid members of the Hobie Class Association of North America and in good standing with the IHCA.

Entries & Pre-Registration

Pre-registration shall be made available shortly via our web site. www.HobieNAC.com Stay tuned!

Boats

All Hobie 14, 16Y, 16W, 17 & 18 boats must be class legal. All Hobie 14, 16Y, 16W, 17 & 18 boats will be weighed and measured prior to competing in the North American Championships. It is the responsibility of each skipper to have their boat weighed and measured at the Ramada Geneva Lakefront event site by the Official Weigh Master.

Competitor's Insurance

Each Competitor must show proof of liability insurance with a minimum coverage in the amount 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 our event registration station.

Scoring System

The low point scoring system will apply.

Accommodations/Transportation

The host hotel for the event is the Ramada Geneva Lakefront in Geneva, NY. The Ramada Geneva Lakefront is located 150 feet from the actual racing launch site. Rooms are available at a promotional rate of \$110.00 (USD) per night throughout the event. These rates will only be available for a limited time. When making your reservations at the Ramada Geneva Lakefront, indicate you are making a reservation for the 2007 North American Hobie Championships (code name **HOBC**).

Air transportation

Available by all major carriers through Rochester International Airport (airport code KROC), Syracuse Hancock International Airport (KSYR), or Elmira-Corning Regional Airport (KELM) each approximately 60 minutes from the race site.

Please visit www.HobieNAC.com for more information.

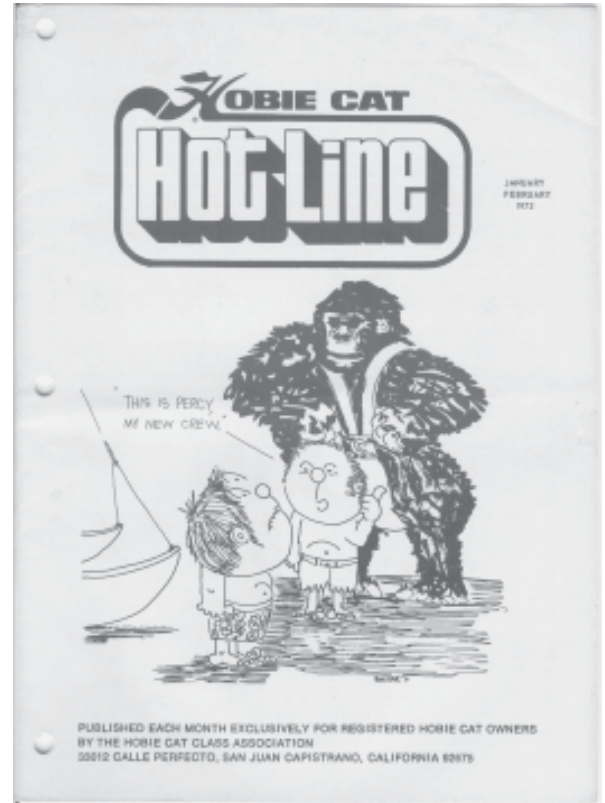
Event Chair: Mark Amico (mark.amico@xerox.com) 585.746.2942 cell phone

hobiehistory

15, 25 & 35 Years Ago

We continue our visit to the beginnings of the Hobie Cat phenomenon. In 1971, the first Hobie Cats were shipped to Europe and distributed by a new company – Hobie Cat France. Hobies would not be produced in Europe for another four years.

Coast Catamaran Company (predecessor of Hobie Cat USA) went public and begins trading on the OTC stock market. In retrospect, Hobie Alter sees that as "one of the biggest mistakes. We should have stayed at making what we were good at."



The first of many apparel ads to appear in the HOTLINE. Hobie Cat teams up with Hang Ten to promote their product. (Although who would buy merchandise today from a black and white sketch?) Hobie soon realized that they could sell clothing under their own Hobie Apparel brand name.

1981



The 1981 Hobie 18 Nationals were held in Sudden Valley, WA on Lake Whatcom. Dan Mangus and Miles Wood used unconventional means to accept their trophy.

Hobie Alter, Jr. won both the H-18 Nationals and the H-16 Nationals in 1981. He remains the only person to have won two major Hobie Class Nationals / North Americans in a single year.



The 1981 Hobie 16 Nationals were loaded with talent, including the future president of Hobie Cat, Doug Skidmore, blasting through the big waves off Ocean City, MD. Doug and his unidentified crew finished in 36th place.



☞ *Hobie Sportswear was a thriving company by 1981. Hobie's son, Jeff Alter strikes a dubious pose in this ad from the HOTLINE.*

Styles (and marketing) may have changed, but Hobie Sportswear continues to sell "California Lifestyle" clothing today.

1981

Happiness is a Hobie Cat Sailing
John and Jacket

Sailing Jacket Special Features:

- French Zipper in blue neoprene (insulated with tough, heavy nylon on both sides for a smooth, warm "skin feel")
- Padded knees for extra protection
- Tri-tone blue Lycra Spandex stripe down each side allows for a full way stretch and eye catching finish
- Adjustable shoulder strap with a velcro closure
- Durable ripper sleeves permit easy entry and exit

Sailing Jacket's Special Features:

- French Zipper in blue neoprene (insulated with tough, heavy nylon on both sides for a smooth, warm "skin feel")
- Padded knees for extra protection
- Tri-tone blue Lycra Spandex stripe down each side allows for a full way stretch and eye catching finish
- Adjustable shoulder strap with a velcro closure
- Durable ripper sleeves permit easy entry and exit
- Velcro front closure beginning at non-shoulder end of the waist to allow for an easy on/off
- Tri-tone blue Lycra Spandex stripe down each side allows for a full way stretch
- Velcro front closure beginning at non-shoulder end of the waist to allow for an easy on/off
- Tri-tone blue Lycra Spandex stripe down each side allows for a full way stretch
- Velcro front closure beginning at non-shoulder end of the waist to allow for an easy on/off

Keep warm, keep your skin great even on the coldest days.

Hotline is your authorized Hobie Cat dealer and see for yourself.

🕒 *Apparel Marketing Gone Bad — "You look pretty sexy in that neoprene suit. By the way, how much do you weigh?"*

TROPHY CATAMARAN RACING GLOVES

Tough and comfortable. The top choice of performance sailors all over the world.

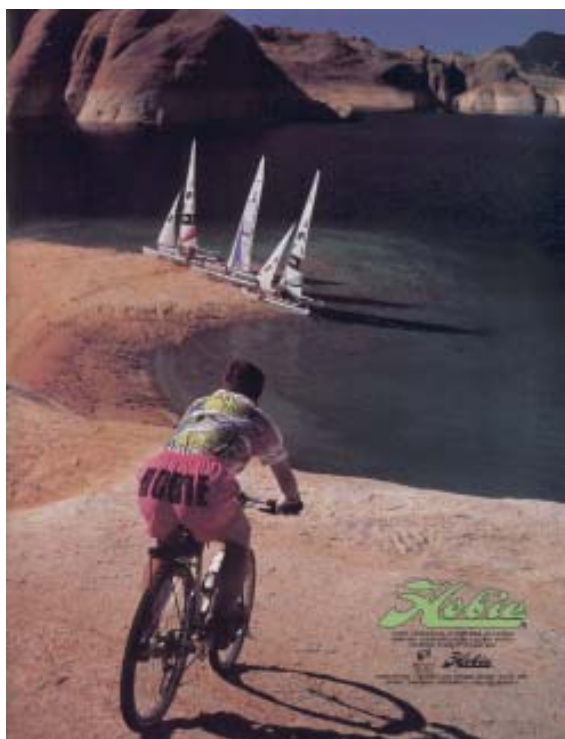
No. 318-1
19.95 a pair

THE ONE AND ONLY HOBIEBUCKLE!

☞ *Back in 1981, if you owned sailing gloves, they were probably Trophy Catamaran gloves. They took a while to break in, but they were like an old baseball mitt once they did.*

That unique smell of leather, neatsfoot oil and sunscreen would take you to the beach any time of the year.

🕒 *Apparently, 1981 was the year of the large belt buckle. A follow-up to last issue's National Championship commemorative belt buckle, we present "The One and Only Hobiebuckle!"*



1991

☞ *More Hobie Sportswear:*

- Neon Colors? Check.
- Formula Boats? Check.
- Mountain Bike? Check.
- A guy in pink shorts? Check.

Yep. It's 1991.

☞ *Some things don't change. Rick White is still holding catamaran weeks in the Keys and Bob Curry is still a champion (2006 Hobie 14 North Americans).*

BE A WINNER! SIGN UP NOW!

Rick White's
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with Guest Expert
BOB CURRY, World Champion
November 17-22, 1991
-In The Beautiful Florida Keys-

5 DAYS OF:

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Division 3 Awarded 2007 H-16 North Americans

Alameda, CA will be the host for the 2007 Hobie 16 and 20 North Americans. The dates for the event will be July 30–August 3. Paul Hess and company will be putting on a great event. The combination of the H-16 and the H-20s will be a good one. There seems to be a lot of enthusiasm for the resurgence of the H-20 fleets. These dates are right behind the H-14/17/18 and Women's/Youth event to be held in New York, but this hopefully won't prohibit anyone from participating! It's a tough process to accommodate everyone for all the sailing events over such a short period of time. Look for the next issue of the *HOTLINE* to include the Notice of Race and other pertinent information for what is sure to be a great event!

Tiger Rudder / Gudgeon Change Proposal

Hobie Cat Europe has submitted a proposal to modify the head on present production rudder blades to allow for better steering. As part of the modification, a newer, improved gudgeon, which would cause less turbulence, is necessary to put the rudder assembly further aft.

Often, the steering of the Tiger appears to be very "heavy". Inspiration from present Tornado designs resulted in a prototype that gives a more pleasing feel to the tiller balance. Current rudder castings would be retained.

To retrofit older Tigers, this upgrade would require a change of the rudder blades to the newer design, as well as changing the rudder gudgeons. Hobie Europe has provided no cost estimates for the retrofit as of press time. Carbon versions of the new style rudders are not available – yet.

By the time you receive this, the comment period will have expired. However, the proposed change seems likely to be approved and is foreseen to be class legal as of April 1, 2007.



Tucson, Arizona Hobie Fleet 514 Hosts Another Fantastic Piñata Regatta.

Barb Perlmutter

This year we had 53 Hobie Cats attend the event from six Western states; Arizona, California, Nevada, Colorado, Texas and New Mexico. They all made the drive to Rocky Point, Mexico to enjoy the breezes and 88 degree water of the Sea of Cortez.

Everyone was glad they attended the famous Piñata Regatta. One of the weekend highlights had to be watching twenty-one Hobie 16A's wrestle for a good spot on the starting line. Congrats to John and Linda Hauser who won that class.

Fleet 514 is so special; it's not just a few people doing all the work, **everybody** pitches in and helps. Jeff Perlmutter was the regatta chairman. Tony Krauss directed 8 races over two days on a well run race committee boat. Our raffle was again **awesome** thanks to chairman Barb Perlmutter, who spent the summer coordinating sponsorship funds and nice raffle prizes. Every boat had pre-registered to get their free T-Shirts, meals and drinks as well as a competitor bag filled with goodies. Trophies were hand crafted wood bases with a genuine TECATE bottle and nice metal plaques.

Saturday evening's party was bigger and better than ever. It

began with our annual Salsa Contest that has grown to include 3 categories. Then Fleet 514 provided the main course (Pazoli burritos) and regatta participants all contributed a yummy side dish. Over 165 folks enjoyed our Dinner / Raffle party. Hundreds of great prizes were raffled off which raised a lot of money for Fleet 514 to continue to host this incredible Hobie event. Following the raffle, Rex Mitchell from Las Vegas Fleet 51 provided music for the crowd, which turned out to be the entire campground. Everyone joined in on the fun. We also need to mention the generosity of many Division 2 Fleets who contributed over \$670 to send two youth sailors to a sailing clinic in Long Beach over Thanksgiving.

Fleet 514 also provided breakfast munchies each day as well as Hot Dogs after sailing on Sunday. Redbull (another sponsor) was given to all the sailors each day so everyone was wide awake on the water. Tecate is our main beverage sponsor. In addition to cold beer, Tecate also supplied 2 large circus style tents with accompanying chairs and tables. The shade was welcome during the 90 degree

daytime temperatures. Saturday winds were strong, double trapeze stuff and Sunday tapered off a bit with dolphins providing on-the-water entertainment.

We certainly want to thank all of our generous sponsors. Lexus of Albuquerque donated some great windbreakers. Hobie Cat, Kokatat, Stohlquist, The Cat House, Joe Flores Chevron, Murray's Marine, Harken, Team McLube, Sailboats of Bakersfield, Desert Divers, Davis Funds, Navigator Publishing, and others too numerous to mention, also provided some great prizes. For a complete sponsor listing and event photos, visit our website at www.fleet514.com. While you're there, print out a pre-registration form and camp reservation for 2007!

Mark your calendars for next year's Piñata regatta on October 6 and 7th. This is an event you won't want to miss. It's a beautiful spot on the beach to camp, sail and enjoy the Hobie life. Hope we see you next year! Remember . . . Keep the Pointy End UP!



Meet the New HCA Officers

Bob Merrick

HCA Chair



I have been racing sailboats for almost my entire life but it wasn't until the spring of 2000 that I had my first experience on a Hobie Cat. I was training for the Olympics at the time and in Lake Garda for the 470 European Championship. Liza had made the trip to help me drive the boat down from Germany and we planned to take a few days of

vacation before my teammate showed up for the regatta. Down the street from our hotel was a mom and pop shop renting Hobie Cats off the beach and Liza wanted to go sailing. We stayed out for hours and came back the next day to go Hobie Catting again.

The irony was that I had been sailing boats for more than a decade and had only just realized how much fun sailing could be. A few months after the Olympics Liza and I bought our first Hobie 16. We had no idea that people even raced them at the time. The rest is history.

Liza and I live in Connecticut and do most of our racing in Division 11, 12 and 16. I mostly race in Hobie 16s but have done some racing in the 14 as well.

I've traveled to two Hobie 16 Worlds and four North Americans

from 2003 to 2006. Although Liza and I could not compete in the 2002 North Americans we did travel down to the "Mega" for the Pan Am trials where we finished sixth, a vast 28 points away from qualifying.

As the top US finishers in this years NAs, we will finally get our chance to compete in the Pan Am Games next year in Rio de Janeiro. We're very excited about this opportunity.

I've been an HCA Vice chair for the last two years and this will be my first year as HCA Chair. It's great to be involved in a class that has so many volunteers working together to keep the sailing fun and I'm happy to be a part of that. I'm looking forward to many more years of racing in the Hobie Class and I hope you are too.

Phil Collins

HCA 1st Vice Chair

Phil and Beverly (his wife and crew) live in Oklahoma City, Oklahoma, where Phil works for a chemical company.

Phil started sailing on a Hobie 14 over 30 years ago and within a couple of years, moved up to a Hobie 16. They've sailed a Hobie 20 since 2001. Phil's been known to dabble with the Hobie 17 as well.

While they are a fixture at Division 14 regattas, Phil and Bev also enjoy traveling to other parts of the country to compete and meet new people.

Phil has competed in most of the Nationals since 1981 on a 16 and since 2001 on a 20. He placed second at the 2006 Hobie 17 NAs and third at the 2006 Hobie 20 North Americans.





Chris Wessels

HCA 2nd Vice Chair

Chris Wessels, recently turned 40 at the Daggerless Regatta in Oklahoma City (and had a really good time). He has been married to Kelly for nine years and they have three children, Alexander (16), Jordon (15) and Jacob (7). All three kids race too, Xander sailing with the 16A fleet, Jordon crews for Dad on the 20 and Jacob races an optimist, but wants a new Wave. We have been sailing for six seasons and have been fortunate to travel to Florida, New York, California and Oklahoma to compete.

Chris has been Division 7 Chair for two years and a member of

Fleet 10 for five years and serves on the board of the Clear Lake Yacht Club.

By profession, Chris is an independent Investment Representative with VSR Financial Services.

Chris says, "The best thing about being a Hobie guy: all the really great friends I have made. We have met some great sailing families in our division who we spend time with in the off season as well. We've met so many others from all over the country. It really makes it fun to be part of this community, especially when I look at the HCA rankings and know a lot of the names on it."

Korz & Renno Call Our Bluff

In the last Hobie History, we poked fun at the "Limited Edition of 1000" 1981 Hobie 16 Nationals belt buckle. We challenged anybody that still had one of these gems to let us know.

We still have yet to see a 1981 buckle, but we've since discovered that this was a tradition for at least three years! We've since received photos of the 1982 and 1983 versions. Tom Korzeniewski from Syracuse, NY even sent us a photo of him wearing the 1982 event t-shirt and the belt buckle in 2006 (left photo) and in 1982 (he's on the left - with sunglasses and a lot more hair).



Mike Renno from Ft. Wayne, IN sent us the photo below right of the 1983 Hobie 16 Nationals belt buckle.

We're still waiting for that rare 1981 buckle photo, though. If you've got one, send the photo to hcanews@comcast.net.

Do you have any unusual, old regatta trophies or regatta give-aways? Send us your photos to the address above. You just might see your picture in the next **HOTLINE**.



Little Boats with Lots of A

The 2006 Hobie 14 North American Championships

by Chris Wessels

Right this very minute, I am looking out my bay window at Clear Lake, Iowa on a blustery 30 degree Sunday. My only real thought at this moment is “thank goodness we listened to Todd Wilson!” This was actually the weekend I was suggesting that we hold the Hobie 14 North Americans when we first started talking about it. Todd demanded a September date, and am I ever glad he did. It’s friggin’ cold out!



As you may now know, the 14 NAs were very successful, with a total of 35 boats on the water at the same time! We here at Fleet 10 didn’t expect much in the way of travelers. We made it our mission to talk, beg, shame and threaten everyone we knew with a 14, and those that didn’t to get one, and commit to the race weekend. We made the format a 3 day affair and I think that was one of the best ideas.

This is interesting: Ryan Richards is a 16 sailor and has only been on a 14 maybe twice prior to the announcement that we were hosting it. He then made it his business to find a 14 for himself and as a lot of us do, scanned eBay for a boat. He actually found one in the aftermath of Katrina, for a good price. He made his plans to drive down and recover the boat and also tour

the area. What is great about this story is that Ryan brought back four boats! He sold the others to potential racers and loaned one to his friend Hannah Birkholz for the race.

From that point, people started coming out of the wood work searching for 14s everywhere. Just to put it in perspective, there were only six Hobie 14s in our division prior to the event. Yet on race day, **twenty-two** of the entries were from Division 7. Karl Brogger from Minnesota drove to Billings, Montana to pick up a nice ’83 Hobie 14 to race in the event. Horrible thing was, he got the flu just before the event and ended up chartering it. At least Dave Rice from Omaha got to sail then!

We really wanted to keep costs and expectations reasonable, so we encouraged pre-registration on our web site. People were really great about doing it and it made it easier to keep on top of our small budget. It was great to see people from down south signing up, and then guys from New York, and when Bob Curry from Florida finally registered, we knew things were going to be awesome! In the end, we had 37 pre-registrations. Of the 37, two dropped out leaving us with 35. Unfortunately, Marc Erickson, our division’s leading 14 sailor, had an accident on his A-cat in August and was in no shape to sail in September. He did brave the pain to assist with the race committee and cheer on his friends.

We started weigh-ins on Thursday afternoon. It was raining, but everyone was there and with the help of Charlie McKenna’s stock car scale, we weighed in all but eight boats that afternoon. Kitsy Amrhein and I had the two heaviest boats - by far - and had to laugh about it. Bobcat, Bob Elsbury’s vintage 14 was a wreck! But you know what? 248 lbs. Can you believe it? My state of the art, high tech H-14 “Cinderblock” came in at 297!!

Attitude

Thursday evening, everyone kind of scattered to a few different restaurants down town and enjoyed some Iowa beef and a few beers. Pat Bisesi said on the Hobie forum that, "You can't get anymore hometown than Clear Lake." That's what is so great about traveling to different places to sail in regattas; you go somewhere you may not otherwise visit and enjoy different aspects of the country.

Friday, we finished weigh-ins, had some donuts and coffee, and Bob Curry presented his GEP clinic on how to set up a 14. WOW! Most of us had no idea there were so many adjustments to tweak on a 14. Bob did a first class job with his presentation, Q & A and demonstrations. I know everyone there learned something new. My biggest regret was not video taping it..

The air was pretty heavy on Friday, and that's what we wanted. Big boy weather. Tim Olson led the skippers meeting. The racing was really incredible, with strong winds and choppy conditions, we got really wet. I was pretty happy going into the 5th race that I hadn't been upside down yet. Even Curry had pitchpoled once. Of course, going into the last leg around B mark heading to C, I ate it. The main difference between when Bob Curry flips and when I flip: Bob Curry rights his boat in less than 2 minutes, gets back on, smiles, and passes most everyone with in a leg. Me, I stay in the water for 15 minutes, cussing, NOT smiling and couldn't pass a Sunfish if my life depended on it.

We got back to the beach kind of late, we had a really good supper (Midwestern for dinner) consisting of homemade Iowa specialties, hot chicken casserole, salad and apple crisp. Yummy.

Saturday was lighter and we all knew it would be. Nobody was really thrilled with the prospect of sailing in 5-8 knots. There was only one race that was really, really light. It ruffled a few feathers, but we've all been through that. All in all, the racing was competitive with the finishes all being very close.

With the lighter wind, the starts were very entertaining. EVERYONE was cramming the line. My little buddy, Bruce Fields, was not letting anyone near his turf at the signal boat. He was playing pretty good defense. At the pin end, there were ten boats so close to each other and the end of the line, I am surprised there weren't any bad bumps. What a blast! A couple of general recalls, a few individual recalls and a bunch of shouting and laughter were the order of the day when the gun went off.

Saturday was barbeque night. Everyone ate until they couldn't eat anymore and enjoyed the Clear Lake Yacht Club outside.

Sunday was more of the same, but the wind was kind of goofy. You just couldn't get to the A mark from anywhere, the wind was so shifty. A couple of wind shifts helped some, then buried others on the way up. Just before the front third of the pack made it to A, the wind shifted again, and forced another tack on them and gave enough time for the rest of everyone to catch up.

It was pretty crowded at both A and C the whole time on Sunday. There were some really close finishes



SLIM JOHNSON

on Sunday. I don't know how the RC kept it straight. There were a few instances where six or more boats finished within a few seconds of each other.

Hobie Fleet 10 is very proud to have hosted this event and feel fortunate to have had the support from the 14 sailors. Thirty-five boats made this a masterpiece of a regatta, and a really good time. We also had three very talented woman sailors, Kitsy Amrhein, Sheila Holmes and Hanna Birkholz. Two youth sailors also participated - Jake Larson (13) and Alexander Wessels (16). We made a lot of new friends and enjoyed some really great racing. I hope this will lead to larger attendance at future 14 events. It's great to see a resurgence of interest in a really fun boat sailed by some awesome people!

THANK-YOU!

J&W Distributing - Miller Beer
 The Rose Cottage Tea House (Friday night dinner)
 The Hungry Mind Deli (lunches both days)
 The Clear Lake Yacht Club
Signal Boat: Charlie McNider
Scales: Team Charlie McKenna
Race Committee: Tim Olson (PRO), Charlie Clemens, Bill Wilson, Lynn Twedt, Marc Erickson, John Lundberg
Yacht Club Hostesses: Ruth Clemens, Alice Twedt, Lana Wilson

Hobie 14 North American Championship

September 22-24, 2006
 Final Results

Place	Name	Sail Num	Races														Total Points	Drop Points	Net Points
			1	2	3	4	5	6	7	8	9	10	11	12	13	14			
1	Bob Curry	USA 23	1	7	1	2	1	1	1	1	1	1	1	1	1	19	7	12	
2	Bill Jeffers	USA 52279	3	2	8	1	3	2	2	2	2	4	2	4	35	8	27		
3	Matt Bounds	USA 52350	2	1	2	3	2	8	5	3	3	9	2	43	9	34			
4	Mark Ralph	USA 56562	4	12	4	12	10	3	4	11	4	7	4	10	85	12	73		
5	Herbert James	USA 63057	9	4	6	6	36	7	3	6	6	8	5	15	111	36	75		
6	Mark Amico	USA 63058	11	6	11	5	11	4	8	4	8	5	7	20	100	20	80		
7	Dan Jarrett	USA 44890	8	8	9	7	5	5	6	7	9	14	12	5	95	14	81		
8	Sheila Holmes	USA 49721	5	11	5	9	9	6	10	12	11	12	6	9	105	12	93		
9	Paul Bonmersbach	USA 63056	10	5	10	16	4	12	7	9	10	13	8	8	112	16	96		
10	Pat Bessie	USA 47971	6	3	3	4	36	18	9	5	12	20	11	12	139	36	103		
11	Roger Tahs	USA 63046	7	9	7	13	6	10	14	13	13	15	13	19	139	19	120		
12	Bruce Fields	USA 3	15	20	13	36	8	19	18	15	5	2	3	14	168	36	132		
13	Ryan Richardson	USA 63045	12	36	12	8	7	29	11	18	16	6	10	6	171	36	135		
14	Bill Wilson	USA 63059	24	26	21	14	13	14	16	10	7	10	20	3	178	26	152		
15	Robert Bridgman	USA 53157	16	14	15	18	17	22	13	16	14	9	15	16	185	22	163		
16	Chris Wessels	USA 52295	13	10	19	17	36	9	17	25	17	17	18	13	211	36	175		
17	Todd Wilson	USA 63038	27	22	14	11	12	20	22	17	15	23	25	18	226	27	199		
18	Kitsy Amrhein	USA 49323	18	23	30	21	18	11	12	26	18	31	26	7	241	36	205		
19	Hannah Birkholz	USA 40017	30	28	24	27	36	21	15	8	20	16	14	22	261	36	225		
20	Andy Larson	USA 38308	14	13	22	28	36	36	30	24	19	18	17	11	268	36	232		
21	Rab Blanchard	USA 59863	23	19	25	24	15	13	21	20	28	26	24	24	262	28	234		
22	Jake Larson	USA 44783	21	17	17	10	36	23	24	19	23	29	28	26	273	36	237		
23	Jeff Griffin	USA 21551	20	15	16	15	36	28	20	29	22	11	27	36	275	36	239		
24	Latham Souther	USA 49311	22	24	26	20	36	15	31	21	21	21	21	17	275	36	239		
25	Jamie Nauk	USA 4399	17	16	20	19	14	30	33	28	25	27	23	29	281	36	245		
26	Dan Birkholz	USA 63047	19	25	18	22	16	36	32	22	24	25	30	23	292	36	256		
27	Kirk Kraft	USA 44050	36	36	36	36	36	17	19	14	26	22	22	21	321	36	285		
28	Rick Adams	USA 22160	25	18	36	23	36	16	27	27	31	24	33	30	326	36	290		
29	Reagan Esbury	USA 45385	26	36	23	36	36	25	26	31	30	19	19	25	332	36	296		
30	Nike Prunicki	USA 49791	31	27	28	26	19	24	25	23	32	33	31	31	330	33	297		
31	Todd Beech	USA 2	29	21	27	25	36	32	34	36	36	32	32	27	367	36	331		
32	Dave Rice	USA 41858	36	36	36	36	36	31	29	30	29	28	16	36	379	36	343		
33	Xander Wessels	USA 31564	36	36	36	36	36	27	23	36	36	30	29	28	389	36	353		
34	Bob Esbury	USA 3581	36	36	36	36	36	26	28	32	27	36	36	36	401	36	365		
35	Mick Minette	USA 57	28	36	36	36	36	33	35	36	36	36	36	36	420	36	384		

(Clockwise from upper right)

Bruce Fields (Wrinklie) peers under the boom to see if he was over early. He wasn't - this time.

Bill Jeffers motors to the weather mark rounding on the first day of racing.

The starts were crowded. When was the last time you could say that about a H-14 major event?

Hobie 14 North American Champion, Bob Curry, shows perfect form upwind.

The goddesses of the Clear Lake Yacht Club kitchen, who kept us all fed during the event (l to r) Ruth Clemens, Alice Twedt, Lana Wilson - all wives of 16 sailors from Fleet 10.

Todd Wilson shows off his Carlton Tucker Sportsperson of the Year Award plaque.





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DORINE TAHA



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**That's Not
Something You
See Everyday!**

**The 2006 Hobie 16
North Americans
Narragansett, RI**

Annie Nelson and
Susan Korzeniewski
negotiate the
starboard tack
parade on the way
to the weather
mark



109876

Huge Swells
Broken Masts
Harbor Race
Ferry Traffic
Shaved Heads
Driving Rain

Did somebody
mention "shaved
heads"?

STORY BY MATT BOUNDS
PHOTO BY ONNE VANDERWAL



ONNE VAN DER WAL



STEVE OAD



STEVE OAD

Clockwise, from right:
Hurricane Florence generated huge swells (John Ziolkowski and Marcy Finnas).
On Monday, the water looked like molten metal from the air. (Jason Hess and Xavier Castillo show winning form upwind.)
Racing in the rain on Friday (Rich McVeigh and Diane Fisher.)
Lighter air was no less intense – especially when it rained.
The Block Island Ferry was a regular obstruction on the way to the race course.
Pedro Colon and Martin Roldan work upwind in the big stuff.



ONNE VAN DER WAL

Narrow back seats make really uncomfortable beds, I was thinking as the fog slowly lifted from my consciousness. As I roused myself from my roadside power nap, I forced my eyes to focus on the dashboard clock – 2:45 AM. Time to go! There was still 250 miles before I reached Canandaigua, NY that early Saturday morning to finally race the Hobie 14 that was riding on top of the double-stack.

Over the next four hours, while I drove the dark turnpikes of eastern and central New York, I reflected upon the last six days – on what had to have been the most intense and challenging Hobie 16 North Americans in a long time. Held in Galilee, Rhode Island, south of Narragansett, the location is ideal for an ocean regatta. A man-made harbor about a mile in



diameter encloses the area and gave us a nearly surf-free launching zone from Roger Wheeler State Beach. With the exception of the 56 Hobie 16's (and one 14!) and their crews, the beach was virtually our own that second week of September.

What was most exceptional about this event was the extensive variety of conditions, people and happenings – and a lot of things rarely experienced. You heard a lot of people saying, “That’s not something you see everyday.” Take the practice day, for example. A nice breeze allowed the race committee to set up inside the harbor and get a couple of races under their belt (do you really think the practice races are for the sailors?). I wanted to test some recent repairs to my H-14, so I took it out to play with the 16's. A Hobie 14 on the starting line at a Hobie 16 North Americans? That’s not something you see everyday.

The Puerto Ricans Have Arrived

Sunday evening, a reception for the sailors was held in the atrium of the host hotel, the Lighthouse Inn. It was the off season, so we pretty much had the place to ourselves. As the reception wound down (translation:

we ate all the food), Pedrin Colon discovered a bar off to one side that was closed for the season. Next thing you know, rum was flowing, served by the Puerto Rican Pirates. As a crowd collected, we were joined by the Mexican and Guatemalan teams. Sailors from all over the North American region were talking, laughing and telling stories – getting to know each other better. That’s not something you see everyday.

The Lumpy Horizon

On Monday, September 11, Hurricane Florence was churning up the Atlantic several hundred miles southeast of Rhode Island. We were far enough away so that Monday morning dawned bright and clear. When you stood on the beach, you knew that we weren’t quite far enough away from her. The “surf” in the harbor was typically minimal, but the horizon was *really* lumpy. In the distance, we could see huge explosions of spray as waves crashed against the breakwaters. It was windy, too. Steady in the teens, gusts into the twenties – at a 90 degree angle to the swells. “That’s not something you see everyday,” I told someone in passing as we suited up to go racing. “I am not looking forward to being punished by my own boat for sailing in these conditions.”

Broken Masts and a Scare

After surviving a hair-raising broad reach out to the race course in eight to ten foot swells and a cross chop, Diane and I flipped over backwards in the first tack of the first race. The ass-whupin’ had begun and the boat was winning. While we played catch-up, we saw Wally Myers and then Hobie Alter, Jr. being towed in with rigs down. Broken Hobie 16 masts? That’s something you don’t . . . Anyway, we continued our struggle against the elements and the boat in the next three races, managing to flip (boat wins) in two of them. Things got serious in the last race when Diane tangled with the jib traveler line during the pitchpole and was held underwater for about the longest 15 seconds of either of our lives. That’s something you don’t see everyday and I really don’t mind if I never see it again.

The Hobie Power Skiff Proves Itself

Tuesday morning brought more of the same conditions. In one final act of defiance, the boat threw in another pitchpole, on the final jibe to the finish line in the first race. “OK, boat, you win,” I conceded. Then

the wind began to slowly die. The swells would be with us all week, but they were more manageable without all the wind. Wednesday brought clouds and light winds. After an unsuccessful search outside the harbor for wind, PRO Paul Ulibarri (PU) flew the “Follow Me” flag and led us into the harbor to wait. The postponement flag was still flying from the signal boat anchored just off the beach. Everyone took the opportunity to hit the beach, even though technically, we hadn’t been sent in. Steve Oad’s Hobie Skiff was anchored close to shore – a little too close. It didn’t take long for it to get sideways in the “minimal” surf, rolling over and tossing out Dave Heroux. No damage was done to the boat (or Dave), but I can’t say the same for the motor and Steve’s camera equipment. Those boats really are as tough as the old ads said they were. Again, not something you want to see everyday.

The Harbor Race

Not ten minutes after the skiff was righted and hauled up on the beach, a horn blew from the committee boat and the postponement flag dropped. Six minutes until start!!! The wind had filled in a little – just enough to get a start sequence running. A mad scramble to get back out on the water ensued. We thought PU was just messing with us, but after a couple of general recalls, he let us start on a real race. Galilee, Rhode Island is the home of the Block Island Ferry and a very active commercial fishing fleet – all of whom were trying to use the harbor at the same time we were racing. That made for some interesting crossing situations and certainly was something you don’t see in your usual regatta settings.

Wednesday “No-Cut” Cut Party Dinner at George’s, a local restaurant. Little did we know that a new “Cut Party” tradition was about to be introduced at the Pirates’ Den after the meal. I’m not sure how it started, but I saw Rob Jerry and Julio Caceres giving each other severe haircuts with an electric hair clipper. At one point, Rob sported a “Hawkmo” – a reverse Mohawk – that made him look like a victim of a terrible industrial accident. That’s definitely something you don’t see everyday.

Gloomy Thursday

This was a miserable day of little wind and rain. PU managed to get a couple of races off, but we sat (in the rain) and waited most of the afternoon for the wind to fill in enough. After what seemed like an eternity, the RC sent us on a slow parade back into the harbor and to the beach.

Racing in the Rain

Friday brought more rain and lots of it. The wind had returned and was blowing a very steady 12 – 15 knots. Perfect – except for the rain. I can honestly say, in over thirty years of racing, I’ve never seen it rain so hard for so long except in a hurricane. You couldn’t see the wind on the water. You couldn’t see one end of the course from the other. All the tell-tales were stuck down and useless. Even the cassette tape on the bridle would get stuck. We pounded out five, forty-minute races in less than six hours. I thought I had seen it all, but this was the most intense day of sailing I can ever remember. When it was all over, we went to the beach to pack up the boats, in the rain. At least everything was well rinsed with fresh water.

The Quick Exit

In the end, Puerto Rican Enrique Figueroa and his wife Carla won the event, finishing first in nearly half the races. Guatemalan junior sailors Juani Maegli and Enrique Arathoon were a respectable second, with the Brazilian team of Yamil Saba and Gonzalo Cendra a distant third. Mexicans Armondo Noriega Jr. and Rodrigo Achach were fourth; Bob Merrick and Liza Cleveland were the first US team, placing fifth. The awards banquet was held Friday night, and again, competitors from all over the North American continent mingled and shared the new stories they had

The Pirates’ Den

The Puerto Ricans had rented a house that faced the harbor about a half mile from the beach. The house was easily identifiable from the road by the Heineken, Don Q and “Pirates of the Caribbean” banners strung across it. Rumor was that this was the place to be after the

Running races in the rain isn't fun for the RC, either.



STEVE OAD



**2006 Hobie 16
North American Championships
Narragansett, RI
September 11-15, 2006**

accumulated throughout the week. That is something I would like to see more often, if not everyday.

At the awards banquet, I had my sights set on my next event – which is why I had the 14 with me and why I woke up in the back of my car in the middle of the night at a rest stop on the Massachusetts Turnpike. I took off at 9:30 PM to drive 450 miles to an event to practice for the Hobie 14 North Americans. After all, part of the Hobie Life is to travel to new places and experience things that you don't see everyday. In that, the 2006 Hobie 16 North Americans succeeded beyond the organizers wildest dreams. We had lived a part of Hobie history that will be remembered for years to come. And that's something you don't see everyday.

Thanks for the Memories:



Hobie Fleet 448, HCA Division 12, Sean Esten, Lori Mohney, Steve Oad, Mimi Appel, and everybody else who helped

Place	Name	Seed	Races																	Total Points	Drop Points	Net Points
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17			
1	Brianne Figueroa Carla Malatras	PLP2	4	8	3	1	2	1	8	3	1	1	1	(2)	1	3	3	2	1	40	18	38
2	Jason Hough Ericson Andrew	118205	8	(26)	3	15	4	2	2	1	3	2	8	1	2	1	1	1	2	84	29	55
3	Nancy Sible Denzelle Coakley	118202	7	9	4	7	7	3	18	2	13	8	(3)	18	3	4	4	9	3	123	16	108
4	Anthony Neriago Jr Rodrigo Achary	118204	1	1	2	2	2	16	14	57	21	12	2	8	7	6	11	3	13	188	57	131
5	Bob Merrick Lisa Cleveland	109973	9	13	13	18	10	5	3	7	(22)	3	3	5	11	8	9	13	13	165	22	143
6	Francisco Figueroa Jeffery Barnes	PLP346	18	8	16	8	8	8	1	11	(14)	8	17	12	18	7	18	8	3	168	16	152
7	Jason Hess Kavler Caebello	118208 (3)	3	16	5	1	18	13	17	22	17	5	2	4	2	12	18	6	185	31	154	
8	Mike Marquis Kathy Ward	109943	6	7	5	57	8	7	13	8	8	13	18	18	28	11	17	18	7	234	57	177
9	Rich Mc Veigh Diane Fisher	118006	18	12	8	19 (23)	4	4	3	9	7	14	11	13	15	18	7	11	263	23	178	
10	Mark Holdeman Mike East	40	18	4	7	4	6	18	8	6	17	18	13	7	18	18 (28)	18	12	265	26	181	
11	Paulo Costa Martin Robles Jr	109943	2	11	14	3	13	13	23	4	(32)	23	23	34	3	3	7	4	30	238	32	192
12	Kiki Figueroa Natalie Olivero	118028	16	2	6	17	11	22 (28)	24	28	4	7	24	8	26	13	8	8	244	28	216	
13	Matt Rounds Dana Booth	108309	28	17	27	57	27	27	7	18	3	18	12	28	9	9	3	8	23	319	57	262
14	Sam Koczarowski Arielle Polace	108876	15	25	24	28	24	8	22	23	28	57	13	6	14	18	6	18	14	353	57	296
15	Karin Sible Eric Nowell	109995	23	32	8	32	5	23	28	14	(44)	33	13	3	28	14	27	28	24	351	44	307
16	Jeri Pedraza Rafael Herrera	118213	15	14	11	11	20	14	6	(45)	28	18	28	21	18	13	28	21	28	352	41	311
17	Dee Ward Carol Hill	52	22	9	18	14	16	17	18	15	(43)	25	30	24	23	22	14	25	18	364	43	321
18	Bill Jeffery Barry Jeffery	108992	5	18	18	6	26	28	(43)	34	23	18	33	28	12	28	24	23	28	368	45	323
19	Wally Myers Janet Payne	118268	57	57	57	57	12	6	40	9	4	6	4	23	9	13	8	14	9	365	57	328
20	Chf McCarty Fern Meyer	88014	3	57	23	9	13	18	12	18	24	28	28	18	57	23	28	32	17	367	57	338
21	Paul Hess Mary Ann Hess	108838	14	18	57	57	18	12	28	28	13	8	28	8	22	18	42	28	18	388	57	338
22	Kari Hill Eric LaForte	118128	13	25	24	13	14	(26)	18	33	25	11	33	26	25	33	21	12	22	389	36	354
23	Jim Gaudin Elyse Mangano	51	28	20	28	24	21	25	9	28	18	24	28	17	18	28 (44)	28	23	404	44	360	
24	Rita Jerry Darcie Jerry	108423	25	22	22	25	24	57	11	13	13	26	25	44	31	17	16	27	28	422.8	57	365.8
25	Dee Berg Eileen Koog	118197	12	16	17	57	25	23	27	13	7	14	23	13	28	27	33	48	44	392	57	335
26	Helen Altac, Jr. Scott Altac	104528	57	12	12	18	57	57	57	18	18	22	6	4	57	18	3	48	4	458	57	399
27	Phil King Anzell John	108571	28	33	18	23	32	28	28	28	31	(41)	48	24	28	22	22	18	485	41	444	
28	Pat Wood Barak Wood	118292	23	34	28	57	39	28	18	22	33	57	38	33	24	38	22	21	38	534	57	477
29	Jarin Zolozowski Harpy Floras	768	28	27	21	31	57	58	25	57	8	18	48	38	27	58	25	17	25	538	57	481
30	Jim Sajdak Stephan Sheffer	109909	27	25	33	22	31	18	37	35	18	27	43	23	23 (47)	28	28	37	538	47	491	
31	John Hauser Linda Hauser	41	57	57	57	57	36	13	33	13	3	27	8	27	33	38	28	18	38	644	57	487
32	Michael Giza Erika Karamonowski	107778	28	24	57	57	57	28	28	8	28	27	28	48	21	28	41	28	588	57	528	
33	Greg Reichen Mati Kaylock	109992	28	57	57	30	32	28	43	28	44	14	28	17	28	13	29	33	288	57	528	
34	Chris Sagrini Marie Deegan	103641	17	31	28	18	27	48	42	28 (48)	28	24	42	25	24	43	25	27	582	46	533	
35	Dill Rait Jeri Rait	118256	57	57	57	57	22	24	17	42	28	35	18	48	28	24	37	28	18	595	57	538
36	Joan Pezzo Julia Corcoran	118264	28	10	57	57	33	34	28	28	48	38	22	57	18	33	28	28	43	628	57	582
37	Herb James Sharon James	118254	37	25.1	25.1	25.1	48	28	24	27	48	28	28	28	31	42 (45)	24	32	587.3	45	552.3	
38	Holl Perkins Michael Perkins	24	23	28	28	57	38	43	32	28	27	48	24	28	48	41	48	33	28	614	57	557
39	Doag Baker Daniel Janssore	104828	57	33	57	57	28	25	34	21	36	46	47	33	38	33	30	38	33	637	57	580
40	Bob Burns Denzelle Burns	118008	24	30	28	28	42 (48)	48	44	48	32	37	35	37	43	33	43	48	633	46	587	
41	Paula Pallas Laura Sullivan	107718	32	21	57	57	17	28	33	33	28	57	28	57	28	33	28	57	57	649	57	588
42	Hisa Lortme Chris Ering-Chen	108308	43	30	25	27	25	33	35	48	51	45	51	18	28	28	41	28	57	682	57	628
43	Gary Russell Tara Almas	104958	28	39	57	57	18	48	23	23	14	22	28	57	28	57	57	57	57	683	57	628
44	Karen-Ara Sawyer Sarah Fozzatti	118342	24	27	57	57	41	41	48	48	27	28	42	42	47	44	24	47	41	726	57	669
45	Jim West Tabitha West	4	44	39	57	57	57	37	38	46	43	43	48	32	41	37	38	37	38	727	57	670
46	Helen de Boer Steve Lacey	108348	57	63.4	57	57	40	43	38	48	47	57	44	44	42	46	46	41	57	737.4	57	680.4
47	John Sherrin Mike Sherrin	108204	57	57	57	57	36	28	44	37	34	28	58	28	44	36	47	48	28	746	57	688
48	Denise Bepko Ann Sullivan	28	43	41	57	57	57	48	33	38	38	38	42	48	48	19	57	57	57	761	57	704
49	Tim Donagan Mark Spirito	107718	48	42	32	57	45	44	57	57	43	48	52	46	43	48	48	48	57	768	57	732
50	Paul Schwytzowek George Monaghan	108048	45	57	57	57	43	48	47	47	58	43	48	47	58	48	49	44	42	818.5	57	761.5
51	Ran Lapetta Ran Lapetta, Jr.	108179	28	57	57	57	48	48	48	43	42	48	48	48	57	57	57	57	57	849	57	792
52	Thomas Tullio Miki Kennedy	104542	42	57	57	29	31	49	28	57	57	57	57	57	57	57	57	57	57	873	57	816
53	Dee Fleming Jared Mottano	104492	57	57	57	57	39	51	58	57	57	48	37	51	48	57	57	57	57	898	57	838
54	Robert Greiner II Hki Greiner	83684	57	57	57	57	57	57	57	57	57	52	48	53	58	58	51	58	57	944.5	57	887.5
55	Craig Pearson Art Gilbert	108305	57	57	57	57	57	47	52	57	57	57	57	57	57	57	57	57	57	954	57	897
56	Hisa Lortme Sica Booth	118985	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	988	57	931

The 2006 Hobie 18 / Hobie 20 North American Championships

by John Mork

Eight years have passed since the North American Championships last visited this windswept region of the Midwest consisting of, or so popular opinion would appear to believe, cowboys, Indians, and the dusty plains. If memory serves, we weren't so windswept and that spelled trouble for racing, especially for the weightier teams from, as Paul Ulibarri so aptly described us, the Gravy Division. Note to self: lay off the second helping. The



1998 Hobie 14 & 20 Continentals, as it was called then, was my first experience of competing in a major championship on a Hobie. Every subsequent event attended became the standard from which our event

would be measured and we were determined to not be found lacking. It was time to once again offer as host, the hospitality which we of Division 14 are so proud.

As race week approached, the weather was forecasting exceptional conditions consisting of warm, sunny weather and the hoped for winds. The organizing authority and competitors were converging at the site of the South Central Area Championships, commonly known as the Mid-Americas regatta, located on beautiful Lake Texoma with both the eagerness for racing and the trepidation of meeting expectations. Scanning the initial list of registrants, we could foresee a close competition with many past national champions, including the top three finishers of each class from the 2005 Championships, expected to be in contention.

Our objective was to focus on taking care of the competitors. The volunteers that we assembled were exceptionally proficient at this task. From the web site created by Kim Edmonds that eased the pre-registration process, to the on-site boat measurement efforts of Tom Page, and John and Paul Eaton, and the efficient check-in process by Jamie Bengé and Sue Oats, we were able to ensure that everyone was ready to sail first thing Monday morning. With a final tally of 17 Hobie 18's and 34 Hobie 20's with two late entries, including the 2000-2002 champion Ken Marshack, we were ready to determine who would prevail as the 2006 champions. We would be remiss in not recognizing the outstanding contributions of the sponsors that allowed us to provide the hoped for quality of service: Network Enhanced Telecom, Cadbury Schweppes, Innovative Lending, Dallas Fleet 23, Wichita Fleet 27, North Dallas Garden Design, Aspen Catering, Arriba Performance Products, Mariner Wind & Water Sports, Hobie Cat Co., Kokatat, Wiley-X, Harken, Murray's Marine, Redbull, No-Add sunscreen, and Cedar Mills Marina & Resort.

We started on Monday with winds recorded at the first start of 10-14 knots that kept our chase boats busy assisting a plethora of boats overturning due to gusting winds. A host of minor injuries were attended to after returning





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Cedar Mills Marina and Resort Lake Texoma, Texas

to the beach but thankfully none were serious. As the days' results were tallied, Ken and Debbie Marshack, by virtue of three first places, stood atop the lead for the Hobie 18's followed closely by defending champions James Sohn and Kristen King with the team of Stephen and Sabrina Cooley easily in the hunt. John and Tiffany

Tomko led the way for the Hobie 20's followed by defending champions George Pedrick and Gene Harris with Phil and Bev Collins within one point of second place. But with a throwout of a 20th place for team Tomko, a poor finish could possibly result in the loss of several places. How else do you welcome honored guests in Texas but with Margaritas and copious amounts of food? With the Texas Taco Party hosted by Sheila Holmes and Michelle Stacy, we officially welcomed our competitors and volunteers.

Tuesday followed with a slight lessening of breeze but still in the 9-10 knot range and gusting. Our first major incident occurred with the destruction of a transom after a collision. Due to the exceptional efforts of the volunteer family team of Jamie, Josh, and Beckie Bengé, a replacement boat was waiting as the injured boat was towed to shore. A quick exchange of



J. H. PETERSON

sails and we were back to a full complement of racers. After the day's five races, the Marshacks maintained their hold on first with no change immediately behind. The Tomkos

had an exceptional day of sailing with four firsts and a fourth. There would be no relinquishing the lead on this day for either class.

As the competitors readied themselves for racing on Wednesday, there was an ominous calm that signaled a delay and possibly a cancellation of the days' races. The race committee was desperately searching for some region of the lake that would allow for fair and equitable racing and after a delay of some hours, called the racers to the prepared course. Alas, the winds were but temporary and resulted in the sad sight of Hobies floating or being towed back to shore. After some time, the postponement to the next day was signaled



GUY LAWYER

and day three was finished. Fortunately, during one of the delays, after a mad scramble to obtain some fishing gear, the signal boat (aka Paul Ulibarri) caught some fish so all was not lost. Dinner this evening was hosted by the Cedar Mills resort at a local establishment and consisted of a sailor's dream, an all-you-can-eat pasta bar. The entertainment was provided by local Hobie dealer Aris Tsamis from Mariner Wind and Water Sports and yours truly as we made the rounds imploring the diners to buy raffle tickets to raise additional funds.

Racing resumed on Thursday with light to moderate winds of 6-7 knots and for some racers the last chance to make their move up the standings. Of the leaders in each class only Team Cooley changed their position from third to second. We originally did not

plan on hosting a dinner this evening, but with the generosity of local sailor Dennis McCredie and his crew Marge Buchanan, interim chef Steve Beeson was able to cook up hamburgers that fueled our competitors for the final day of racing.

At last, the final day of racing and the weather was warm and sunny with a light breeze similar to the previous day. The significant occurrence of this day was the first OCS's recorded for the regatta. Unfortunately this resulted in a significant change in the middle of the Hobie 20 class and determined who would or would not be receiving a trophy. Elsewhere, the leaders held their positions and completed an excellent week of sailing.

The banquet was held in the Valiant Yacht facility and catered by the Cedar Mills resort. This was a memorable meal centerpiece by a Pork Osso Bucco that satisfied both hearty appetites and the most discerning diners, worthy of the 2006 champions. After completion of the meal we segued on to the awards presentation. But before we recognized the



outstanding efforts of our volunteers and awarded trophies to the competitors, we had a special welcome and thank you from Kenny and Donna McIntosh of our own Tulsa Hobie Fleet 25. Kenny and Donna suffered the tragic loss of their son Dylan, 23 years old, due to an automobile

accident on Aug 19, 2006 as they were competing at the North Central Area Championships in Yankton, SD. As they hurriedly made their way back to Tulsa, the extended Hobie family came together to lend their support and offer their heartfelt condolences. Dylan will be remembered by everyone whose lives he touched.

As stated on the event notice, the proceeds of this event were to go to the St. Jude Children's Research Hospital. Our preliminary income totaled approximately \$6,000 going directly to St. Jude, but due to the generous donation of Bob and Kim Edmonds of Little Rock, AR, a check was presented to St. Jude on behalf of the Hobie Class Association of North America for \$250,000. The Edmonds also presented an additional

Hobie 18 North American Champion

October 2-6, 2006

Final Results

Place	Sail	Races												
		1	2	3	4	5	6	7	8	9	10	11	12	
1	Ken Marshack Debbie Marshack	15897	1	1	1	2	8	3	3	2	2	7	3	1
2	Stephen Cooley Judy Dornbrock	16759	4	4	6	4	1	4	2	1	5	8	1	3
3	Jim Sohn Kristen King	16892	2	2	2	3	5	1	1	5	1	13	5	12
4	Juan Mauri Rod Favala	12024	3	8	4	1	4	2	13	3	12	6	4	2
5	David Raughley Valerie Carey	16934	6	5	3	5	3	6	5	7	6	4	9	11
6	Paul Evenden Valerie Groesz	16769	7	6	5	6	6	5	6	6	4	3	8	6
7	Robert Cronan Laurie Cronan	13413	8	3	8	10	2	9	9	4	7	1	2	9
8	Robert Nimitch Sue Nimitch	16846	9	7	9	7	10	7	7	8	3	5	13	8
9	George Kuney Susan Bloomgarden	12	5	9	7	9	14	11	12	11	9	2	6	7
10	Gillian Thomson Terry Park	15852	10	11	13	11	7	12	4	14	15	10	10	4
11	Robert Johnson Campbell Sinclair	15976	12	12	10	8	12	10	11	12	10	9	12	14
12	Cory Shedd Ernie Puckett	9471	13	10	11	13	13	13	8	9	13	11	11	5
13	Gary Godbold	15924	15	13	12	12	9	14	14	13	8	12	7	10
14	Frank Ternullo Patricia Long	15986	11	18	18	18	11	8	10	15	11	15	14	18
15	Brent Peck Clint Ellis	16918	14	18	18	18	15	15	15	10	14	14	15	13
16	David Bouschar Duane Coker	7877	18	18	18	18	16	16	16	18	16	18	18	18
17	Vicki Izacks Louellen Coker	12853	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF	DNF

\$50,000 in memory of Dylan McIntosh giving us a total presentation of \$306,000.

Event Vice-Chairperson Laurie Cronan presented the appreciation awards to our hard working volunteer staff followed by a special presentation from Paul Ulibarri to Guy Lawyer for his outstanding efforts in the daily coordination of the race committee and equipment. Trophies were then presented five deep to the Hobie 18 class which was won by Ken Marshack and Debbie Marshack from Fairview, OR, with second place going to Steve Cooley and Sabrina Cooley from Lakewood, CO, and third place to defending champions James Sohn and Kristen King from Des Moines,

Bob and Kim Edmonds (center) present their generous gift to St. Jude Children's Research Hospital.



	Total	Drop	Net
13	14	15	Points
2	2	2	40
1	6	1	51
3	7	5	67
8	4	7	81
5	5	14	94
6	8	6	88
7	3	12	94
9	1	8	111
4	9	9	124
14	11	4	150
12	12	3	159
13	14	10	167
11	10	11	171
10	13	13	203
15	15	15	224
18	18	18	262
DNF	DNF	DNF	
18	18	18	266
DNF	DNF	DNF	



MARK BENGÉ



J. H. PETERSON

Hobie 20 North American Championship

October 2–6, 2006

Final Results

Place	Sail	Races														Total Points	Drop Points	Net Points		
		1	2	3	4	5	6	7	8	9	10	11	12	13	14				15	
1	John Tomko Tiffany Tomko	10	1	3	20	1	4	1	1	1	1	7	10	1	1	1	3	56	20	36
2	George Pedrick Gene Harris	735	2	1	4	9	2	2	2	2	4	13	2	2	3	2	12	62	13	49
3	Phil Collins Bev Collins	925	3	2	3	4	13	6	7	3	2	9	4	3	2	3	1	65	13	52
4	Scott Mathia Karen Mathia	945	5	8	5	2	3	7	6	5	5	4	15	20	7	5	17	114	20	94
5	Dale Dorschner Eric Dorschner	949	4	4	2	14	23	9	3	6	12	1	28	14	15	6	6	147	28	119
6	Kent Bliven Jane Stewart	933	9	6	1	3	6	16	16	10	7	5	14	9	9	12	13	136	16	120
7	Heather Morrison Stu Morrison	968	6	13	6	5	7	4	18	14	6	14	5	6	14	16	27	161	27	134
8	Tony Probst (singlehanded)	5005	15	31	19	10	1	3	9	16	30	18	3	5	4	9	2	175.31	31	144.31
9	Bob Edmonds Kim Edmonds	1000	17	7	9	18	11	10	14	7	9	16	17	4	8	35	5	187	35	152
10	Rolf Jaeger Nate Brown	943	10	10	12	10	12	8	35	8	11	33	9	7	5	7	15	192	35	157
11	Mark Zimmer Paulo De Cicco	935	13	19	18	8	20	18	4	11	8	19	6	8	6	35	4	197	35	162
12	Dennis McCredie Marge Buchanan	876	18	26	15	19	9	15	10	4	15	8	7	11	16	8	10	191	26	165
13	Chuck Blair Lee Butler Jackson	979	14	12	17	6	18	17	8	19	3	2	18	10	10	35	21	210	35	175
14	Rafi Yahalom Dafna Brown	895	19	5	22	12	5	11	5	24	20	24	1	16	22	10	11	207	24	183
15	Al Leonard Steve Lawlor	841	8	17	13	16	15	12	13	9	10	6	24	21	11	14	19	208	24	184
16	John Volkman Jennifer Carlson	958	16	14	11	11	17	14	11	13	16	3	26	17	28	17	8	222	28	194
17	Mark Ralph Sheila Holmes	897	7	15	14	35	21	5	15	21	13	25	19	15	17	4	7	236	35	201
18	Dan Jarrett Bruce Fields	831	21	11	7	7	26	13	24	12	17	15	16	13	13	13	22	230	26	204
19	Kenny McIntosh Donna McIntosh	940	11	16	16	17	30	35	12	18	18	23	8	12	23	15	16	270	35	235
20	Paul Bommersbach Erin Bommersbach	960	12	9	21	15	22	21	20	17	19	11	22	19	26	28	9	271	28	243
21	Ron Knak Kathy Knak	871	22	20	28	20	8	22	17	20	27	20	20	26	12	22	23	307	28	279
22	Todd Wilson Jamie Hawk	808	24	35	10	13	25	23	22	23	23	26	12	27	27	11	35	336	35	301
23	John Eaton Paul Eaton	532	28	29	27	24	19	19	19	15	22	10	29	28	29	18	14	330	29	301
24	E.J. Foss Eric Bochman	926	26	22	30	21	27	20	25	35	14	21	13	29	19	27	29	358	35	323
25	Robert Kolman Sybil Higgins	913	20	24	8	35	32	27	26	27	29	27	21	23	21	21	18	359	35	324
26	Tom Page Nancy Page	803	31	27	26	25	10	25	24	24	24	17	27	22	32	24	25	361.91	32	329.91
27	Nike Armstrong Chandler Armstrong	907	29	18	25	26	29	24	21	25	26	28	23	24	18	19	26	361	29	332
28	Michael Howser Faye Ren	923	25	28	23	22	14	28	23	22	31	30	30	35	24	23	24	382	35	347
29	Chris Johnston Margie Johnston	948	27	21	24	29	16	29	29	35	25	22	31	31	25	25	20	389	35	354
30	Clark Smith Gerald Umsted	747	30	25	31	27	33	31	28	26	24	12	11	18	33	29	30	388	33	355
31	Steven Titus David Kress	896	23	23	29	35	28	26	27	29	21	29	33	30	20	20	32	405	35	370
32	Bob Davison Starr Ballet	973	32	30	32	28	24	30	31	28	28	31	32	33	31	30	31	451	33	418
33	Dan Krueger Kelly Krueger	798	35	35	35	35	31	32	30	31	32	32	25	25	30	26	28	462	35	427
34	David Daniel Renee Golvin	875	35	32	35	35	34	33	32	30	33	34	34	32	34	31	33	497	35	462

IA. The Hobie 20 class was presented 12 deep and was won by John Tomko and Tiffany Tomko from Canyon Lake, TX, with second place going to defending champions George Pedrick and Gene Harris from Alameda, CA, and third place to Phil Collins and Bev Collins from Oklahoma City, OK.

As everyone started making their way home Friday evening and Saturday morning, I reflected on the events of the past year leading to these championships and realized how fortunate I am to belong to such an outstanding group of people. I am honored and touched by the kind comments of everyone and would like to thank them on behalf of Hobie Division 14 and our volunteer staff.

In Remembrance:
Dylan James McIntosh
1983 – 2006

Virtues of the Apostle (Islands)

Another Jagger Family Adventure

by Ted Jagger

Some call it, “the Northern Caribbean”; some just call it gorgeous. While some call it the “Superior” environment, others call it dangerous and worthy of respect. Lake Superior cruising is “all of the above,” plus a little bit more. In our attempt to have summer vacations that involve sailing to someplace new that isn’t just around the corner, we went to the Apostle Islands on Lake Superior in Northern Wisconsin. One month before this trip, we sailed our two 16’ catamarans down the Mississippi river for a week. For this journey, we headed to the north. Before we left, we loaded our cats with camping equipment and food for four days. The boats’ water lines sat a lot lower than when at racing weight / form. We had two coolers full of food, cooking utensils, tents, dry suits,

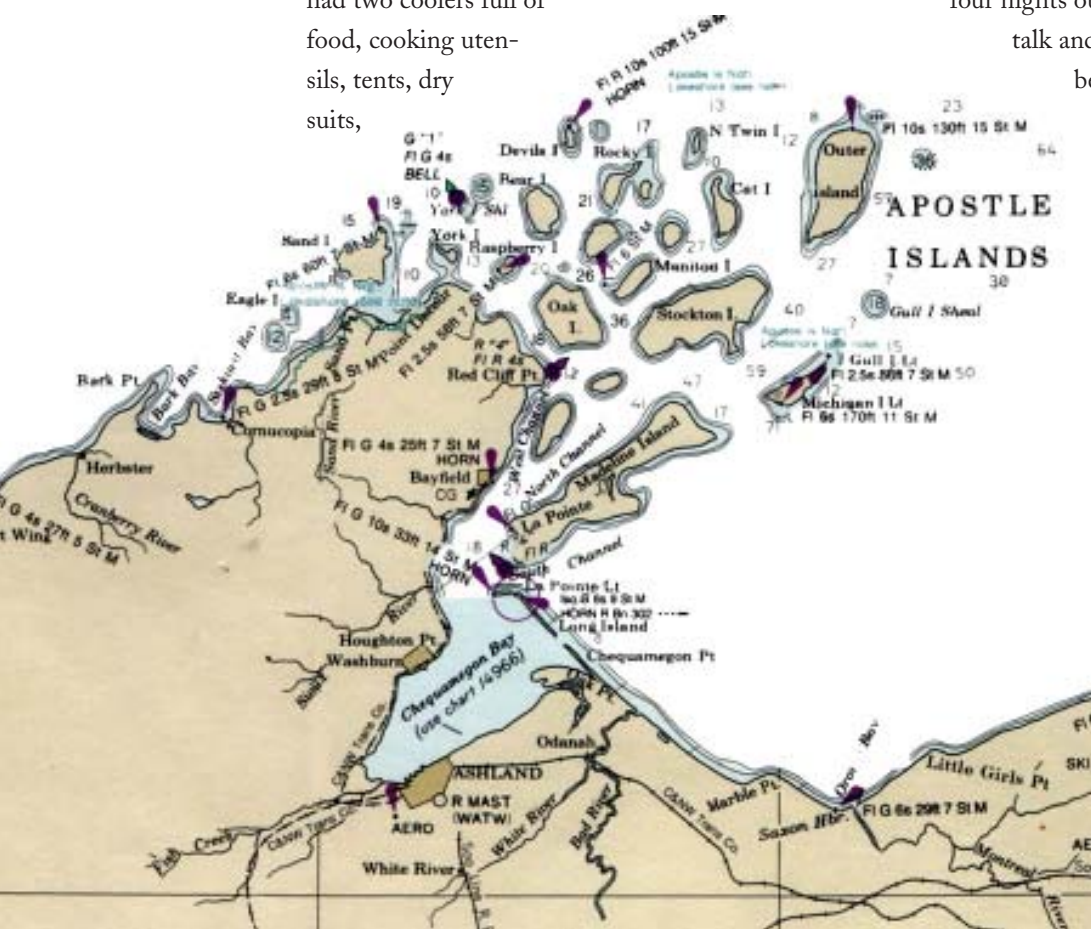
wool hats and of course air mattresses. (How tough do you think we are?!) Oh, and fortunately, we took fly swatters.

Day 1

We drove four hours to Bayfield Wisconsin, including a very picturesque bridge ride over the Duluth/ Superior harbor on the I-535. We arrived at Bayfield and found the visitor center for the National Park Service (NPS) Apostle Island Park. We picked up the permit I’d reserved for camping on the islands. It was hard to make a reservation for somewhere I hadn’t been before, and hard to know whether it will be sailing weather, so I just took a guess that we’d spend four nights out. We received our black bear scare talk and our environmental reminders to not

be human if at all possible. It seems that the NPS actually wishes nobody would show up to take interest in the natural beauty of the area. The NPS took over the Apostle Islands about 15-20 years ago. There are a few private sections of the islands grandfathered in who are still holding out against the big green national friend.

We headed off to the shores of little Sand Point, another visitor center for launching small boats and kayaks. We put our two catamarans together, loaded our camping equipment and food, and set off at about 5 PM on a reach. We had a very nice hour and a half sail that took us the miles to York Island in five MPH wind. As we approached, we saw a couple groups of kayakers heading out and



a pair coming in. The people coming in had a small Pomeranian dog seated behind in a co-pilot chair. Could we presume to say it was a patient, dedicated, well trained and large-bladdered dog. Maybe the dog was along on the trip for distracting the black bears. We set up a nice camp on the York Island sand beach, put the tents on top of our boats on the waters edge, and ate a fantastic dinner of grilled steaks, baked potatoes, and salad.

Day 2

When we woke up, it looked like more than a chance of rain, so we made breakfast and waded in the cold lake. The lake was uncommonly warm this year at 67° F in some locations, which by the way, is still freezing cold for swimming. We started to put tents away when the sprinkles started, then the rain came. The one-hour downpour was followed by a dense fog (50' visibility maximum). This scenario repeated several times all day until sundown. At times like this, I like to remind myself to relax. It's vacation and remember, camping is glamorous!

We did get to walk down the beach for several miles and around the sandstone rock point. The shore line scenery is beautiful, whether the weather is cloudy or sunny. The real annoyance about this area is the black flies. There is an incredible amount of them. We tried to kill as many as possible. I carried a swatter all day and it was never idle. Seriously - I think I killed 3000 to 4000 flies. Don't believe me, eh? Figure that we were awake at least from 9 AM to 8 PM; that's eleven hours swatting at a conservative estimate of every ten seconds, which is six swings per minute. Most swings would hit and kill one or two flies. They were slow and stupid, so I rarely missed, but I'll estimate 1.5 flies killed per swing. Now the math: 11 hours x 60 minutes per hour x 6 swings per minute x 1.5 flies per swing = 5,940 flies killed per swatter. We had two swatters going at all times. Unbelievable, yes. But if you were there, you would know that I'm telling the truth. The flies were fairly thick on everything and are everywhere – except, at night, they sleep and during the rain, they hide. Luckily for us, we had picked up two fly swatters at the last gas stop. This was the entertainment for the day: sitting in the rain and thick fog, killing flies. Yep, camping is not only glamorous, it is entertaining. I soon tired of swatting

the cooler lid and took to aerobic dancing between swatter smacks. We listened to the favorable weather forecast for the next day, and hoped to get in a nice sail without the flies.

Day 3

We sailed from York Island past the Devils Island sea caves. The sea cave area is very impressive with striking land and waterscapes. There was crystal blue-green water, a sunny sky, and gnarly coastline, all of which were very beautiful. To imagine the waves that caused this craggy coastline is to imagine the infamous Nor'Easter, the storms of songs, legend and unfortunately real lives.

We sailed a bit more around Rocky Island, then landed at about 2:30 PM at the sandy point of South Twin, our next camping destination. The 15 mph afternoon wind was onshore so there were no keel boats anchored out from the South Twin dock / anchorage. Actually, we were the only people at this anchorage / camping area for the next day. We pulled up the boats and set up the tents on the boats for an afternoon snooze. Our only visitor was the very efficient ranger supervisor who came from the adjacent island to check our camping permit. He was extremely intrigued (or agitated, hard to tell) by our unique camping / boating / tenting arrangement. He took





many photos, some from his boat and some from the shore. It clearly troubled him. We were not a keel sailboat anchored out. We were not a motor boat cruiser. We were not a canoe / kayak pulled on shore and tenting inland. By golly, we didn't fit into any matrix he knew, so we must be doing *something* wrong. We were a boat pulled up on the beach like the kayaks do, but sleeping / staying on top of the boat. "No, no, no you must go!" (No green eggs, no green ham, no, no, no!) "You must, you must camp like the kayakers do!" Well, who were we to argue with the authority of the region? I mean, he's the authority; he's been working here forever and in fact he helped rebuild this sandy dunes area with natural grass. That's why we needed to move 300 steps to an "official" camp site with an official fire pit and official tent pad. By the NPS own printed rules we were not doing anything directly wrong. Possibly coloring outside the lines a little, but definitely not behaving disobediently. We were more than 150' from the developed landing and camp fires are allowed on beaches away from the developed landing. Yes "his intent" was for us campers to stay in the sites, but the official wording on the permit was a little fuzzy. He said, "What if everybody started camping on the beach here?" We looked around at a 200 acre island with only 4 of us on it, and wondered about the problem. Still, it was his official turf, and he probably couldn't help himself. So, we obliged the authority. We knuckled under, felt a bit silly and moved. We left the boats on the sand point, since that was apparently OK. Before the ranger left, he agreed with me that a catamaran

with a tent on top was a very cool idea but it just didn't fit the NPS manual. He took some more pictures so they (NPS supervisors) could discuss what to do and how to prevent this from happening again. Hummm . . . Keep this from happening again. What?! Somebody using the park and actually having fun?! Not allowed!

Day 4

Some friends had stayed overnight on a large 38' keel boat near by, across the gap in the lee of Rocky Island. We talked by radio and decided to sail by and briefly visit on our way back to the mainland. We were traveling from South Twin to Little Sand Point, a distance of fifteen miles. Well, it was very windy (20-30 MPH) and very choppy (2-4 foot waves). The extra strong wind was causing the lee hulls to burrow through the waves instead of traveling over them. With all the extra weight, we had become basically a water displacement cat. We stopped and chatted with our friends. Since it was the last day out for everyone, the Bergets and Smiths graciously offered to haul some of our extra food and camping bulk back to their marina, where we could retrieve it later in the day. I certainly didn't pass on a prudent offer like that. With "frisky" light boats, we zipped upwind through the Apostle Islands. What a beautiful day for sailing! It was quite windy so the trip was not a lark, but still very enjoyable. It took about 2 ½ hours to beat the 15 miles. We landed, took apart the rigs and headed to the marina to pick up our other gear. We invited our friends out to dinner in nearby Bayfield at Maggie's Flamingo Bar and Restaurant located on Manypenny Road as thanks for hauling our gear back. We enjoyed fine food and cold beverages with our friends and set off at 7 PM for an uneventful four hour drive home again. It was a good trip, sort of a fun "extended picnic" on the water. Camping on cats really is a Superior experience!



2006hcaboardofdirectors

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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

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HCA Youth Grants

Purpose of the Youth Grant

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

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

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

Grant Request Guidelines

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

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

such action. They may sail as a skipper or crew in those events.

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

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

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

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

Selection Process

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

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

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

Questions should be directed by e-mail to the current HCA Youth Chairperson: **Mimi Appel**, mimiappel@aol.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

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