

INTERNATIONAL
NORTH AMERICAN REGION

HOBIE CLASS

HOBIE
RACING

HOBIE CLASS ASSOCIATION OF NORTH AMERICA

HOBIE CLASS ASSOCIATION

November 2003 - February 2004
VOLUME 13, ISSUE 4
www.nahca.org

NEWS



Inside This Issue:
Complete Coverage of the 2003
Hobie 14 & 16 Championships
Hobie 20 & Tiger Championships

2004



HOBIE CLASS ASSOCIATION OF NORTH AMERICA

Area Championships

March 5-7

Midwinters West

**San Felipe, Mexico
Ron & Shirley Palmer
shirlronpal@msn.com
520.299.0609**

March 19-21

Midwinters East

**Pensacola Beach, FL
Kirk Newkirk
www.keysailing.com
866.KEY.SAIL**

May 21-23

Northeast (Madcatter)

**Oneida Shores Park
Brewerton, NY
Adam Atherton
atathert@twcny.rr.com
315.699.8184**

May 21-23

North Central

**Clear Lake, IA
Chris Wessels
xanderwess@yahoo.com
641.425.8720**

June 12-13

Mid Americas

**Lake Texoma, OK
Laurie Cronan
lcronan@ev1.net
972.625.4736**

August 6-8

Northwest

**Lake Quinault, WA
Laura Sullivan
mslauras@earthlink.net
425.432.7749**

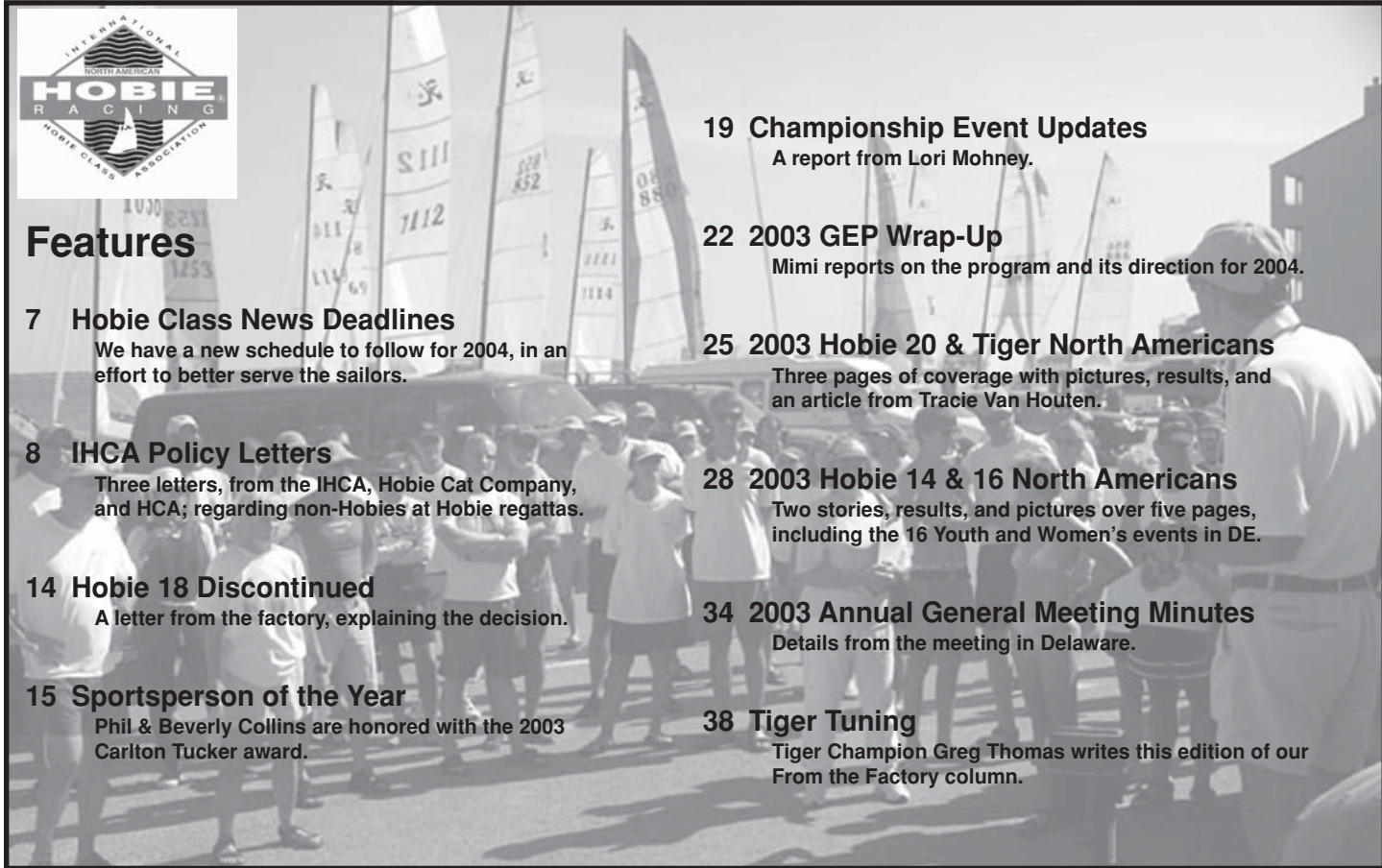
**Your 2004 Hobie Class Association dues are now past due.
Please send us your application today! See page 41.**



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Tiger Champion Greg Thomas writes this edition of our From the Factory column.



Means Davis presides at the Skippers' Meeting at the 2003 Hobie 20/Tiger NAs in Pensacola, FL. Details, full results and more pictures inside. Photo courtesy of Sam Evans.



Hobie Class News is the official publication of the North American Hobie Class Association (NAHCA). Contents ©2004 NAHCA. All rights reserved: reproduction in whole or in part without permission is prohibited. It is distributed six times a year to NAHCA Members. Its goal is to keep the North American Region informed of the business of the Class Association. Questions, suggestions and address changes should be directed to the address below. The NAHCA is proud to be a member of the United States Sailing Association (US SAILING).

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

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 Silver Spring, MD 20905-5542
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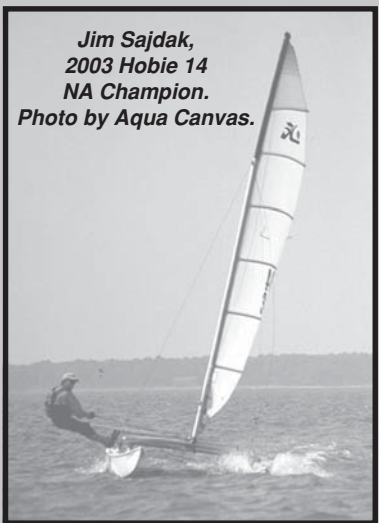
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*Jim Sajdak,
2003 Hobie 14
NA Champion.
Photo by Aqua Canvas.*

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	Nominating Committee Contact NAHCA Chairman	Shirley Palmer, Cindy Phipps, Gillian Thomson, Kathleen Tracy,	Phil Collins, Wayne Mooneyham, Wick Smith, Dave Sparkuhl	David Koons, Ray Seta, Wick Smith
	Membership Committee Eliza Cleveland- Chair	Theresa White, Nancy Worth, Karen-Ann Xavier		

The Blue Part is the Water ...

by Rich McVeigh, HCA Chairman

What is that name on the cover of your magazine? As you will read in this issue, the Class has reached a turning point.

We are undertaking a number of changes that will have a significant impact on the Class and its operation. To reflect the changing environment, we have decided to rename the Class as the Hobie Class Association, resulting in the renaming of the Class's magazine to the *Hobie Class News*.

To focus on the changing face of the Class, the officers and a few representatives from the Hobie Cat Company have just concluded a weekend strategic planning session in Atlantic City. Locked in a hotel conference room for two days, we discussed not only the challenges facing our Class, but also changes that will bring about a new and improved Hobie Class Association. By the end of the session, we developed a strategy for implementing these changes – some of which you will read about in this issue.

One change that is discussed here in particular is not going to be easy for the Class. After a number of years of debate, we have reached the point where the continued practice of allowing non-Hobie boats to participate in Hobie Class sanctioned events has to end. History has clearly shown that this practice is

detrimental to the goals of the Hobie Class.

In addition to the name change of the Class and the newsletter, we will also be doing away with the term "Continental." Although this term was accurate, the majority of the sailing community did not understand its meaning, particularly since they use "North American Championships" to describe their own championship events.

While these changes will be the ones currently most visible, a number of others will be occurring in coming months. It is our hope that these changes will allow the Class to offer more to the membership and move the Class forward in new and exciting directions.

New for 2004 will be an insurance program that we will be offering for Hobie Class sanctioned events. Insurance has long been a tricky subject and a substantial expense for most events. We are excited to announce a group insurance program that we have negotiated. This is a blanket plan that will offer event coverage to many of the class sanctioned events at a very economical cost. Contact your Division Chairman for details.



One news item from the Annual General Meeting last September is about the H18 boats. I am sure most of you are aware that after many years, the Hobie Cat Company will stop manufacturing this model. There are more details about this decision by the Hobie Cat Company in this issue.

[Hobie Cat Company just reversed a similar decision for the Hobie 17, in response to vocal opposition from the sailors of the Hobie Class! More details in the next issue of *Hobie Class News*.]

Understandably, this had created a stir amongst many sailors. While the boats are no longer going to be manufactured, we don't expect these models to disappear overnight. H14s haven't

Continued on next page

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Deadlines for contributions are two months prior to publication date (Example: May 1 is the deadline for the July/Aug issue).

Cover Image:
A collection from the 2003 Hobie NAs in Rehoboth Bay, DE.

Cover Provided By:
Matt Miller, Hobie Cat Company
California, USA

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All contributions are subject to editorial review and approval by the NAHCA Executive Officers.

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The Blue Part is the Water...

continued from previous page

been made in over ten years, yet for two years in a row we have had H14 Continental Championships.

The coming season will offer many exciting events for Hobie Cat sailors. The Hobie 16 World Championships will showcase the Class and one-design sailing as the best of the best compete from around the globe. At this time, we have nearly 450 people coming to this event in Cancun, Mexico in May.

The World Championships will offer some exceptional promotional opportunities for the class, including regional coverage by ESPN. Our host, Alberto Ponce has also made arrangements for the daily results and event coverage to be televised on the hotel's in-house programming. In addition, we will offer live internet coverage to keep everybody posted around the world on this exciting competition.

The Hobie 16 has also been chosen as the boat for competition in several major events. Over the summer, the Hobie Alter Cup and the US SAILING Youth Championships will be sailed on Hobie 16s! In addition, I am excited to announce two major North American Championships. In July, Division 3 is hosting the North American Championships for the Hobie 17, 20 and Tiger classes in Monterey, California. And in September, Fleet 204 will host the North American Championships for the Hobie 16 Open, Women's and Youth and the Hobie 14 classes in Syracuse, New York.

This is an exciting year for Hobie Class Sailors!

Rich McVeigh, Chairman

*Images from the 2003 North Americans in DE.
Photos by Aqua Canvas.*

Hobie Class Seeks Executive Director

After struggling with the many things the Class could and should be doing, we are exploring the concept of hiring a paid employee as Executive Director. Many other classes, including the IHCA, utilize paid employees to help run the business of the class. In the past years, we have come to the conclusion that there are many good ideas out there on how we can promote and run our class. Unfortunately, many of these ideas have not been realized due to lack of time by our volunteers.

To supplement the efforts of class volunteers, we are commencing a search for a person to act as our Executive Director. This person will work with our volunteer class officers to help manage the day-to-day affairs of the Class as well as to solicit sponsors. It will be a part-time position and receive a small salary. Obviously finding the right person will be instrumental to the success of this endeavor and this is where we need your help. Interested persons should contact Rich McVeigh for additional details.



...to establish and promote the highest standards of Hobie Cat sailing / racing...

DEADLINES: HELP US TO SERVE YOU

by Rich McVeigh and Mike Levesque

You may have noticed that some of your newsletters didn't arrive on a regular basis this past year. There are a number of reasons for this, but the biggest delay was due to our editor not receiving articles on time. To improve the newsletter production time and get the newsletters to all of you on a more timely basis, we will be following the schedule below.

In order to accomplish this goal and stay on schedule we need YOUR help. We absolutely need your articles, results, stories, pictures etc., but we need them submitted on a timely basis. We understand that everyone is volunteering their time, and it is generally a very low priority to write and submit a story after working all weekend to run an event. You have to realize that we are all volunteers too, and producing the newsletter is a hugely time consuming activity. For our part we are going to try to stick to this schedule and get the newsletter to you on a regular basis.

We have been asked by the membership to make every effort to stick to a strict schedule over the upcoming year. If content deadlines are missed, this may result in information printed late or omitted completely.

We hope that you will not allow that to happen! If you are running an event or are a member of a fleet that is hosting an event, it is up to YOU to let us know about it. Be sure to be on time with your NORs, articles, results and pictures!

If you have suggestions on how we can improve the newsletter, or if you would like to volunteer to help with editing, layout, etc., please call or send us an email today: nahcanews@cox.net!

THE DEADLINES

As strongly voiced at the 2003 AGM, the members want more regularity in terms of delivery. Here's how we're going to give this to them.

Going forward, the deadlines will be the first of odd months, two months in advance of the issue date (see below). These will be strictly adhered to (no extensions for anything), so that members will receive newsletters in the first month of the issue dates.

For event articles, results and pictures, here is the schedule for the remainder of the year. We will print this in every issue of the newsletter going forward.

DEADLINE*	ISSUE DATES
JAN 1	MAR-APR
MAR 1	MAY-JUN
MAY 1	JUL-AUG
JUL 1	SEP-OCT
SEP 1	NOV-DEC
NOV 1	JAN-FEB

*DEADLINES FOR NORS ARE SOONER, SEE BELOW!!!!

The reason for these deadlines is that it takes roughly eight weeks to compose, print and deliver an issue. Here's a breakdown:

1. It takes 40-60 hours to compose and review each issue, which is about four weeks in real time with newsletter and HCA board volunteers that have full-time jobs.
2. It takes about a week for final prep and printing.
3. It takes a minimum of three weeks for Third Class mail delivery of the newsletters.

A reminder: As a condition of being awarded a major event, all host fleets of major HCA-sanctioned events are REQUIRED to provide both NORs and content for the event. This required content includes articles, results, and pictures ASAP after an event. These events include Area Champs, GEP Seminars, RC Seminars, Worlds and Continentals. We expect the event host and Division Chair to follow through on these items. (HINT: Find a volunteer for these very important P.R. duties before your event).

SPECIAL NOTES ON NORS:

1. DEADLINES FOR NORS: If you want people at your event, we need your NOR a minimum of FOUR MONTHS in advance of the issue date of your regatta. In other words, if an event is scheduled for July or August, we need the NOR by MARCH 1. This is so we can print it in the issue BEFORE your event, so people can see it and plan to attend. Here is a schedule for NOR deadlines:

NOR DEADLINE	EVENT DATES
JAN 1	MAY-JUN
MAR 1	JUL-AUG
MAY 1	SEP-OCT
JUL 1	NOV-DEC
SEP 1	JAN-FEB
NOV 1	MAR-APR

2. Due to space issues, we prioritize NORs for the major Class-sanctioned events: Area Champs, etc. Every effort should be made to keep these to ONE PAGE maximum.

3. NORs or other event notices will be included as space allows. With the size of the Region, it is difficult to be fair with full-size ads (there are far more events across the Region than we could possibly print full-size ads for). So, for non-major events, we limit the ads to half-page size, with preference given to quarter-page size ads.

On the following six pages are copies of the letters regarding the International Hobie Class Association, Hobie Cat Company, and Hobie Class Association position statements on allowing non-Hobie boats to participate at Hobie Class sanctioned regattas.

INTERNATIONAL HOBIE CLASS ASSOCIATION

October 15, 2003

Rich McVeigh, Chairman, North American Hobie Class Association
14813 Fireside Drive
Silver Springs, MD 20905-5542
USA

Dear Rich McVeigh,

It has come to our attention that the NAHCA is allowing open class multi-hull racing at regattas that are designated for Hobies. Please be advised that this practice is in complete violation of the goals, purposes and intent of the IHCA as defined in the IHCA constitution and rules book. As you know, the NAHCA is a region of the IHCA and is bound by the international association's constitution, bylaws, rules and ISAF contract. Should the NAHCA wish to allow open class racing, it would have to make a submission to the IHCA requesting a change of the constitution and rules. Until such a submission is approved by both IHCA and ISAF, the NAHCA is hereby given notice that open class multi-hull racing at Hobie regattas must cease.

The current situation, as it has been presented to the IHCA executive, arose about a decade ago out of an annual general meeting of the NAHCA where members proposed a motion to allow open class racing at Hobie regattas. The NAHCA's chairman at the time assured the membership that approval of open class racing had been obtained from the IHCA. A review of IHCA records has shown that no such approval was ever granted, and in fact was never even requested. Had the approval been requested, the IHCA would most likely have denied it for many reasons, not the least of which is we are partially funded and strongly supported by the Hobie Cat manufacturers. In the absence at the AGM of accurate information regarding IHCA approval, it became obvious that the motion would carry, so some of the more traditional class members insisted on a set of criteria, which were adopted, including that no open class member could become an officer of a fleet, division or region.

Since this time some Hobie regattas have included open class racing, mostly in Michigan, Florida and a few other places on the east coast. The practice has diminished Hobie classes throughout the east, particularly in Divisions 8 and 10. In both divisions, Hobie fleets were infiltrated by open class members who eventually became officers contrary to the NAHCA's criteria described above—and took over the administration of these fleets. In some cases they dissolved the Hobie fleets to create new multi-hull associations composed of open class fleets. There is a strong indication that this practice is starting to spread to other divisions as well, and in the interests of our members we feel strongly about stopping it.

We fully understand that after 10 years of allowing open class racing at Hobie regattas it may be extremely difficult for the NAHCA to implement this directive to stop the practice. Recognizing the far reaching and immediate

negative results the implementation will no doubt have for your organization, we request that you develop a plan for meeting this directive and submit it to the IHCA Executive Director by December 31, 2003.

The NAHCA phase out plan must include several IHCA imposed conditions, specifically:

- The plan must terminate by December 31, 2004.
- Open Class boats permitted to participate under a phase out program will be restricted only to boats that have previously participated in a Hobie event prior to August 1, 2003 i.e. Only Skipper and boat combinations that were raced in Hobie events prior to August 1, 2003 will be permitted to race in any 2004 Hobie event.
- No new Open Class boats will be permitted to participate.
- Skippers of all Open Class boats eligible and desiring to participate in this phase out program will be required to obtain IHCA or Regional Annual Membership for 2004.

This has been a very difficult decision, but we are bound by the constitution, rules and the ISAF contract. There is no other choice. It is now a matter of when and how you implement this directive. Thank you in advance for your attention to this matter.

Sincerely,

Paul Ulibarri, IHCA President
Lori Mohney, IHCA Vice President
Brian Phipps, IHCA Vice President
David Brookes, IHCA Vice President and Executive Director

October 24, 2003

Mr. Rich McVeigh
Chairman
North American Hobie Class Association
14813 Fireside Drive
Silver Spring, MD 20905-5502

Re: Open Class Racing

Dear Rich,

For ten years I have followed with interest the decision to allow open class boats at Hobie regattas and the effect of that decision on the North American Hobie Class Association. When the decision was made, I was - like others at the time - reluctant to allow other multihulls to attend Hobie events for fear that it would negatively affect the Hobie Class Association over time. The argument then was that one-design racing, which made the Hobie racing class so successful, was not attracting enough sailors in many areas to be financially viable. One answer was to allow a single "open class" start at Hobie regattas. This single start was meant to allow not only open class boats, but Hobie boats that did not have adequate numbers for a single start. The goal was to allow more sailors to participate and to create the income required to run a regatta.

Unfortunately, looking back at how this decision has affected the Hobie Class, my feeling is that we made the wrong decision ten years ago - especially considering some recent developments associated with open class boats.

When this topic first arose, it was a difficult decision for many people to make; it was also difficult to manage. I have witnessed the effects of this decision on various regions of North America. There are regions that have been relatively unaffected and they remain nearly 100% Hobie participation. There are regions that are mildly affected that have only a few open class boats participating in regattas. Then there are regions where Hobie regattas are no longer Hobie regattas, as the majority of boats are other brands. In some cases, the Fleet Officers and/or Division Officers are not even Hobie owners. As the manufacturer of Hobie Catamarans and a major supporting partner of NAHCA, we have reached a point where we must re-evaluate our current support of the Class in light of these recent developments.

I am sure you understand that Hobie Cat Company has its foundation in the manufacturing and sale of Hobie Cats. To remain in business, we must base our decisions on those premises.

It seems obvious to me that for the continued health of the Hobie Class in North America, there is a far greater chance of this happening if NAHCA, Hobie Cat Company and our Hobie dealers are all successful and thriving. When Hobie Cat Company is financially healthy, we are better equipped to support NAHCA,

and you have witnessed this over the past several years. Our support and willingness to help have certainly increased, and I trust that this has been beneficial to the organization. However, there have also been indications in the past few months that make us question our continued support of NAHCA and regattas; i.e., the decision to allow open class boats and the effect that decision has had on the Hobie Class.

As you know, we provide financial assistance to NAHCA for both day-to-day expenses and for special purposes as they arise. In addition, we donate items to Hobie regattas when the organizers request giveaways or raffle items. We do this because we believe that promoting regattas and the Hobie Class helps to maintain active Hobie sailors. Many of our Hobie dealerships also provide another level of support to NAHCA events. In some cases our dealers actually run events themselves; in others, they provide financial assistance or manpower.

On several occasions this year we were informed that at some regattas that had open class boats sailing, the organizers were promoting the purchase of boats other than Hobie Cats. We have to look at this very seriously, as we are not in business to promote our competitors and we do not want to support regattas or organizations that do not support us in return.

When the majority of boats at a Hobie Cat regatta are not Hobie Cats or when other brands of boats are promoted, we need to reconsider our support of these events. In the past, we were assured that if we supported a Hobie regatta with giveaways or raffle items, they would end up in the hands of Hobie sailors. This is no longer the case. As I mentioned, it is our intention to support Hobie sailors and Hobie events.

I understand that you have received a directive from the International Hobie Class Association to discontinue allowing open class boats at Hobie events. I am certain that this is a difficult decision for you, and it will likely have far-reaching ramifications. However, I want to express that Hobie Cat Company is in full agreement with this change in policy for NAHCA, and we are prepared to help where needed. We look forward to rebuilding the Hobie Class Association and the challenges that will present. In the long run, we believe that this course is appropriate for the long-term health of the North American Hobie Class Association and Hobie racing.

Yours respectfully,

Doug Skidmore
President
Hobie Cat Company

Dear Hobie Class Member:

Upon reading the accompanying letters, it is quite apparent that a situation has developed with the IHCA and the Hobie Cat Co. regarding the NAHCA's practice of permitting the participation of boats other than Hobie Cats at Hobie Cat regattas. This presents a difficult situation for the NAHCA and for me as Chairman.

As a regional body of the International Hobie Class Association (IHCA), the NAHCA must comply with the IHCA class rules and constitution. Additionally we receive substantial financial support from the Hobie Cat Co., without which we would be hard pressed to continue providing the services to which our members have become accustomed. With these facts in mind, it is not a question of whether we will comply with the wishes of the IHCA, but how we will go about doing so.

The NAHCA officers are fully aware of the different situations around the region regarding the open class issue. This subject has been debated for some time. The Class officers and I have held some long discussions with the IHCA and the Hobie Cat Co. on this issue and we know this is going to be painful for some regions, and yet a non-issue for others.

For some time I have heard arguments regarding fleets in which more than half of the fleet members, including the commodore, do not own Hobie Cat boats, and the majority of the boats at their regattas are not Hobie Cat boats. For these groups the solution is apparent. These fleets will need to reconsider whether their organization is a Hobie Cat fleet in name only or a catamaran club. Similarly, these fleets will need to reconsider how they will be running future Hobie Cat regattas.

In the dinghy world there are class-sponsored events and there are invitational events. Using the Laser Class as an example, there are Laser events, which are sanctioned by the class association. At these events you will see Lasers - and only Lasers - competing. In comparison many yacht clubs offer dinghy regattas, at these regattas Lasers may be one of several dinghy classes invited to participate. I believe this is the direction we will now be moving as well.

The Hobie Class will continue to sanction regattas throughout the North American region through the division and fleet structure. To be a sanctioned regatta, the host will have to comply with IHCA class rules and constitution. Specifically, non-Hobie Cat boats will not be able to participate in Hobie Class sanctioned regattas.

Organizations that run events, which include non-Hobie Cat boats, simply will not be running a Hobie Class sanctioned event. Additionally these organizations will no longer be able to utilize the Hobie Cat name, the NAHCA name or Hobie Cat trademark in their Notice of Race or event advertising. In short, these events will no longer be considered "Hobie Cat" regattas. Organizations that elect to organize an open invitation regatta rather than a "Hobie Cat" regatta are no longer required to follow the Hobie Class standardized racing program, and all we can say is that we wish you well.

Alternatively if an organization chooses to offer a "Hobie Cat" regatta, the Hobie Class and the Hobie Cat Co. will continue to do all we can in offering our support to you and the event. We have some successful and popular programs available and we are continuing to pursue other avenues of event support, such as our new insurance program. Our Class has been successful by offering a standardized one-design racing program and we will continue this in the future.

Is there a happy medium? Can a Hobie fleet continue to exist within a larger organization? Sure and there are plenty of examples of how this can work. In many cases Hobie fleets exist within a yacht club or other organization. This is entirely appropriate and does not need to change at all.

We know this will be a painful decision for some. We fully understand that the Hobie Class will lose some events and likely some members over this issue. While we will be a slightly smaller organization, we will be an organization more focused on our mission of promoting Hobie Cat sailing. This is a mission we are going to pursue with vigor to foster the sport of Hobie Cat sailing.

In recent years, the Hobie Class has become more mainstream with respect to the rest of yachting world. We are becoming more involved with all the national sailing authorities in North America as well as ISAF. The level of professional race management offered at our premier events is second to none. We recently had a professionally run championship event with 70 boats. How many other sailing classes can offer that?

The IHCA has agreed to give us one year to make the necessary changes to be in compliance with the class rules. The IHCA agreed to this as we have been in this situation for some time and it is unreasonable to expect it to go away overnight. For 2004 we will continue to operate in a manner similar to past years but under the following IHCA directive (as stated in the accompanying letter from the IHCA):

- *Open Class boats permitted to participate under a phase out program will be restricted only to boats that have previously participated in a Hobie event prior to August 1, 2003 i.e. Only Skipper and boat combinations that were raced in Hobie events prior to August 1, 2003 will be permitted to race in any 2004 Hobie event.*
- *No new Open Class boats will be permitted to participate.*
- *Skippers of all Open Class boats eligible and desiring to participate in this phase out program will be required to obtain IHCA or Regional Annual Membership for 2004.*

The IHCA and the Hobie Cat Co. are expecting us to be in full compliance with regard to this issue after January 1, 2005.

If you are thinking of switching to a Hobie Cat, please also know that in 2004 we will make every effort to make loaner or charter boats available. If you are interested in sailing at a regatta please contact your Division Chair and dealer in advance.

Sincerely,

Rich McVeigh
Hobie Class Association Chairman

End of an Era:

Hobie Cat Stops Production of the Hobie 18

Dear Hobie Sailors,

October 9, 2003: It is always difficult to come to the end of an "era", but Hobie Cat Company has had to face the fact that it is no longer economically feasible to continue to build our Hobie 18 Special Editions and Hobie 18 SX's. The Hobie 18 enjoyed a life cycle that would make any manufacturer proud. More importantly, we are proud of the introduction to sailing and enjoyment the boat provided to so many people for so many years. For us, it is like saying goodbye to an old friend.

The bright side to this announcement is that we have introduced some boats in recent years that have, slowly but surely, rendered the H18s virtually obsolete. The Hobie Getaway, in particular, has fulfilled, and to some extent surpassed, many of the features of both boats for the recreational user, and for less money. The Hobie Tiger and, to a lesser extent, the Hobie FX-1 in this size range have raised the bar a bit on the racing side of things, and have re-invigorated the racing scene in many parts of the country.

Our Hobie 16 sales remain constant, which in itself is unusual for a boat of its vintage, and thus remains a very healthy and important part of our product lineup.

As with previously discontinued models (Hobie 14 for example), we expect that sailing and racing of these boats will continue to be strong for many years to come. With this in mind, we have set aside parts to support those boats for the foreseeable future. In addition, our network of dealers has many parts and some may even have these boat models (new) in stock.

The current Hobie Cat Company (USA) product lineup (12 Models):

Hobie Bravo (12')
 Hobie Wave (13')
 Hobie Getaway (16')
 Hobie Dragoon (12' 10")
 Hobie 16 (16' 7")
 Hobie 17 (17') **(SAVED BY THE SAILORS!)**
 Hobie FX1 (17')
 Hobie Tiger (18')
 Hobie 20 Miracle (19' 6")
 Hobie Fox (20')
 Hobie 21 Sport Cruiser (21')
 Hobie TriFoiler (22')

Hobie Cat Company USA

www.hobiecat.com

*A Hobie 18 at the 2002 MEGA regatta.
 Photo courtesy of Matt Miller.*



From David Brookes, Executive Director, International Hobie Class Association, Australia:

Life continues for the Hobie 18 around the world. While there is disappointment that Hobie Cat Company has decided to discontinue production of these great boats in the USA, other Hobie manufacturers worldwide continue to build these stalwart catamarans. The racing cat sailor will still see the Hobie 18 at many regattas around the world.

There is a scheduled Hobie 17 & 18 World Championships in Melbourne January 2005, so the Class is still racing and is looking toward the future. With strong fleet racing worldwide, the organizers have received positive responses from the North American Hobie 18 sailors to attend these World Championships. The Hobie 18 will continue to be one of the most popular worldwide catamarans ever produced, with very competitive racing now and in the future.

2003 Carlton Tucker NAHCA Sportmanship Award

by Ted Lindley, NAHCA Sportsperson Trophy Chairman

What a great sailing year this has been! There are many of those special sailors among us who continue to provide the life giving force in the Hobie Way of Life that we so enjoy. Phil and Beverly Collins are just two of them who are always willing to assist the many other sailors regardless of the situation.

It is no wonder that they were voted by the 5 judges to be the honorees of the 2003 Carlton Tucker NAHCA Sportsperson of the Year Award. Congratulations to Phil and Beverly, and to Division 14 for nominating them. The trophy was presented during the NAHCA Annual Meeting held during the Hobie 16 Continental event.

Congratulations to the other nominees; Dave Atwater, Division 3; Ted Jagger, Division 7 and Chris and Pat Begow, Division 11, for your continued unselfish contribution to our sport and activities. You all are the mainstay of the local fleets and divisions. All of the officers and members of NAHCA thank you for your continued drive and support.

The following narrative has been added to and has become a permanent record in the Sportsperson Trophy Book.

Phil and Beverly Collins are one of the most courteous and energetic sailing couples on the NAHCA Division 14 racing circuit, always willing to assist other sailors, regardless of the situation. These excellent sailors exemplify the Hobie Way of Life, and have never been seen without smiles on their faces: always offering friendly advice to the novice, words of wisdom to old salts and sharing the joys of Hobie sailing with both old friends and new. These extremely competitive sailors race every weekend, attending regattas in many divisions and making Hobie friends around the world.

Never has a negative word been spoken about these two extraordinary individuals. Even in the heat of a hard fought win, they are always interested in the other sailors' feelings and are quick to ensure that all around them are pumped up about the sport.

For longer than can be remembered, Phil and Beverly have been the "team-to-beat" amongst the excellent sailors in the Division 14 area. They have honed their racing skills on first the Hobie 16, and now on the Hobie 20, to an unbelievable level, leaving many of their competitors to wonder how they can do that with the consistency that they show every weekend. They have won the Division 14 Bell Trophy (our "high-points" trophy) for so many years, that serious consideration should be given to renaming it the "Collins Trophy".

Not only are they highly regarded and extremely competitive sailors, but Phil and Beverly are always willing to pitch in, doing anything from running race committee and contributing to the success of the regatta program, to teaching new sailors the rights and luffs of Hobie sailing.

When Phil was chosen as the featured speaker at a NAHCA Guest Expert Program in Half Moon Bay, CA, during the late 90's, he and Beverly paid for her way out to the event so that she could be involved and they could teach the program as a team. Phil has served for several years as a member of the current NAHCA Rules Committee.

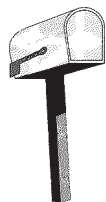
Beverly has recently served several years as the Division 14 secretary, producing regatta booklets, keeping up with the Division's regatta scores, and fielding queries from potential Hobie owners for used boats and sailing instruction.

We know that Sportsperson of The Year is generally that, a person. However, in this case, we feel it is important to honor both of these fine people. They are a couple, sailing as a competitive duo, spending their time together with their friends and often teaching others to sail, again, together.

We believe we should honor this pair for their contributions to our sport, their stellar attitudes, and their continued commitment to each other. Phil and Beverly live the lifestyle and are our most cherished "Hobie Family" members.



*Phil and Beverly Collins,
enjoying their Hobie 20.
Photo courtesy of Phil and Beverly Collins.*



From the Beach

Letters from Our Members

AND THE WINNER IS...

Just to let everyone who bought tickets know, the winner of the Hobie 16 and Trailer is David Sparkuhl of San Diego, California. David tells us that he'll be sailing the new Hobie at the 2004 NAs in Syracuse, NY!

Thanks to everyone who purchased tickets. Thanks also to the Fleet 448 members who volunteered and sold tickets, and to Mike and Elaine at Megrew's Boats in Charlestown, RI. Proceeds will help the fleet for years to come.

Mark Wood, Commodore, RI Hobie Fleet 448

HOBIE CAT VS. THE CALIFORNIA WILDFIRES

We are doing OK with the recent fires in CA. It is VERY smoky today, like a thick fog. I live west and north of the fires in San Diego County and they were burning towards the south and west. We are lucky that the weather has been better than expected.

The winds are much less than they could have been. I'm off to Cancun this morning to see the Worlds hotel and look at some boats in the area.

Matt Miller, Hobie Cat Company, Oceanside, CA USA

WE LOVE OUR VOLUNTEERS!

Check out this photo (below). An Unlikley Trio: US SAILING Rep, Art Stevens; NAHCA Rep, Mimi Appel and Puerto Rican Rep, Ibrahim Mustafa. Safety Boat One, US SAILING Youth Multihull Champs, July 2003, Fort Walton Beach YC.

Mimi Appel



BUZZARD THANKS

Thanks to Scott Malcolm, the results of the 2003 Buzzard were compiled and emailed to Division 12. The scoring job is not glamorous and is time consuming, but very necessary and very much appreciated.

If you were scared away by Friday night's rain, you missed a great weekend of perfect sailing weather in New Bedford. The 29 boats that came had a great 8 races run by the great Race Committee of Ted Knowlton, Andy Efstathiou, Mark Thornhill, Frank Keefe. Thanks to the mark/safety boats of Bob Hall, Roland Cavanagh (Sat) and Scott Hersberg (Sun).

Thank you to Bob Konkel for all his work over the past months with the City of New Bedford and Low Tide Yacht Club. And the dinner of Portuguese food was fantastic. Ted and the Screaming Reachers provided a wonderful sound to dinner and into the evening. Thank you.

Thank you Marie Evans for holding down the registration table. And Barbara Powers for helping out. Thank you for Linda Coes for stepping into the role of Beach Captain. Thank you Scot MacKeil for the shade.

A big Thank You to Ted and Andy for filling in where I had expected to be helping out. I humbly admit, you really can't run a regatta two weeks after giving birth, especially with an unexpected C-section.

I'm sure I've missed people to thank with not being there all weekend, so THANK YOU EVERYONE, wherever you helped.

Thanks also go to our raffle donors - Hobie Cat, US SAILING, Murray's, Boat US, The Cat House, Multihull Magazine, Gill and Costco.

If anyone has pictures of people and boats on the beach, I'd like a copy/emailed so that I can make a picture up to send to our raffle donors.

Thank you again for making the 2003 Buzzard a success, Nancy Worth, Commodore, Fleet 28

More letters on next page



Above: Hobie 16s and 17s starting at the 2003 Buzzard Regatta, New Bedford, MA. Photo courtesy of Ted Knowlton.

From the Beach, our Letters

continued from previous page

COME TO SYRACUSE!!!

Fleet 204 in Syracuse, NY is proud to be hosting the 2004 Hobie 14 Open, 16 Women's, 16 Youth's, and 16 Open North American Championships.

The 204 MINI will be Sep. 10-12, and the 204 main event will be Sep.13-17.

Check upcoming issues of *Hobie Class News* and check the www.Fleet204.com website for further information regarding the event.

In the coming months, we would like you to go to www.Fleet204.com and enter your name if you plan on attending the event. We need this info ASAP to help us plan parties and work with sponsors.

Pat Bisesi, Event Chairman

HOBIE'S E.F. HUTTON?

This is a copy of a letter sent to the IHCA Rules Committee.

Regarding the proposed rule changes to the Hobie 16, I have to believe when long time committed Hobie sailors like Matt Miller and Paul Hess talk (see the Sept/Oct 2003 issue of *NAHCA News*), special attention has to be paid. Sailors are attracted to the boat due to its simplicity and efficiency.

Having said that, I also have to admit that I personally really like the looks and advantage of the new down haul system being proposed on the Australian Hobie web site.

Mike Madge, Canada



DON WILL BE MISSED

Dear Fleet Members,

It is with great sadness that I need to inform you that my friend and our fellow sailor Don Schneider passed away. Don had been not feeling well as some of you know. He had heart problems in the end. He had been rushed to St. Joseph's hospital but they could not do anything for him.

Don has four daughters, all of whom live in Texas or that general area. If any of you would like to send a card to his wife and family, their address is:

Mrs. Jean Schneider
109 Hadden Lane
E. Syracuse, NY 13057

Don was in the hospital recently. Some of you had the opportunity to sign a get well card. I had talked to Don a couple of times after he got out of the hospital and he told me that he really appreciated the fleet signing the card and all the comments some of you made. To his testament for his love of sailing and being around our group, Don came out to our fleet race just as recently as September 4. Although I know he wasn't feeling well, he stayed around to watch and commented that we had good wind!

I know all of us will miss his friendship, comments and quirky suggestions about how to go faster, I know I will. I know now that he will for sure have a good wind at his back. Thank you.

Bruce Krupke

AREA C ALTER CUP

Late breaking news. Rich McVeigh won the Area C Alter Cup eliminations. The 2004 Alter Cup will be on Hobie 16s on Long Island Sound:

<http://www.ussailing.org/alter>

Rob Wagner, Division 11 Chairman

*Left: Mike and Matt Madge,
flying a hull on their Hobie 16.
Photo courtesy of Mike Madge.*

THIS IS YOUR CLASS NEWSLETTER! WE NEED YOUR SUBMISSIONS...

Hobie Class News is a publication intended to fulfill the purpose of the HCA. We can do this only with contributions from the membership.

Please submit articles, photos, letters, etc. to help us maintain the high level of quality, information and excitement of this newsletter for you and your fellow HCA members.

If you are a Fleet Commodore or Fleet Newsletter Editor, please add Mike to your mailing list (see Editorial Staff section for address). We'd like to reprint your outstanding articles for the entire Class to enjoy.

All submissions (including photos) should include your name, Division, Fleet, state, HCA Number, Hobie size, sail number, and any Hobie offices that you hold.

Photos are especially requested! If submitting photos (or graphics), please submit in JPG or TIF format, with a minimum resolution of 300 dpi, and a finish size of at least 4x6 inches. If you prefer, you can send hard copies and we'll scan them. However, *Hobie Class News* will not be responsible for their safe return. Please include the photographer's name, subject details, etc. with all photos.

If you are submitting an NOR, be sure to comply with RRS (Apx J), as well as the IHCA class rules. Due to space limitations, NORs must be one page or less in size, except for major events (Area Champs, North Americans and Worlds). WE NEED NORs A MINIMUM OF FOUR MONTHS IN ADVANCE OF THE EVENT!!!

All submissions are subject to editing or omission, at the discretion of the *Hobie Class News* Editorial Staff and the HCA Board of Directors.

Thanks in advance for flooding the inbox with submissions!!!

HOBIE CLASSIFIEDS

1989 Hobie 17 w/ Trailer, Stars & Stripes Edition (all original), \$1,250. Price includes Jib Conversion Kit. Also: 2002 Hobie 17 Main (white) like new. \$650 robhowejr@juno.com Rob Howe Santa Cruz, CA

1996 Hobie 16 in excellent and race ready condition including new jib and main sail #106205, used about 10 times. Minimum weight boat. Race rudders. Always fresh water rinsed after sailing and kept out of the sun when not sailing. Boat is in Palo Alto, California. \$3500 Contact Info: Steve Klein 650.858.2831 (home) snklein@pacbell.net

1999 Hobie 16 For Sale. I'd like to get \$5500 for the boat, two jibs (teal), decent main (Poche), glued and trued (obviously competitive), 322 pounds, racing rudders, etc. If the buyer wants the new mesh tramp off the new boat, I'll trade it straight up. The AracomT jib halyard can stay too. (I'd like to keep the trap wires as they are modified with Ronstan handles, so will trade them straight up too.) I also have a painted double-stacking trailer with a 2500 lb axle, sail tube and 13" wheels with new trailer tires for sale - <\$750 (depends on the final cost of a new double stacking galvanized trailer). Might make a deal for both. Paul Hess 707.252.8410

I have a Hobie 17 mainsail (mylar) and a hobie 16 jib for sale. Both are in good condition and are available with complete batten sets. If you are interested contact me at: chayimbarton@angelfire.com Thanks, Chayim Barton.

1994 Hobie 16 in excellent and race ready condition. Weight: 327 lb at the 2001 NAs. This year we actually sailed only twice. One season on jib. Two mains, one used for three regattas (sail number 107483). New turquoise mesh tramp. 1994 galvanized trailer with sail storage tube. In recognition of the new set of sails and the totally new trampoline (a value of over \$400, before installation), our asking price is \$3,600. May the wind be with you. Rolf Jaeger 510.796.3180.

Race ready Hobie 16 wanted, Las Vegas. Budget \$3500 - \$4000. Reply to Jim Sajdak: jsajdak@ttusd.org.

Hobie 16 mast wanted, for recreational purposes, does not need to be race ready. Joe Berry 603.356.6321, ext 401.



*Hobie 16s jockey for position at the
2003 North Americans in DE.
Photo by Aqua Canvas.*

...to establish and promote the highest standards of Hobie Cat sailing / racing...

Championship Event Updates

by Lori Mohney, IHCA Vice President & Hobie Class Championships Coordinator

I thought I would give an update as to the status of the 2004 sailing schedule. It will be a very busy one!

The biggest event will be in May at the Hobie 16 Mexico Worlds! This is the event of the year, and is a must do for all of you! Even if you decide not to participate as a sailor, it will be the place to be May 5-14! May 5-7 is the Masters, Women's and Youth events, followed by two days of qualifying rounds for those that did not secure pre-qualified slots. Monday May 10 starts the Open event where a round robin will take place. Thursday and Friday are for those lucky ones that make the cut!

Please visit our website at hobieworlds.com for all the information. Make your hotel reservations before they are all sold out! Questions? Feel free to contact me at the e-mail listed below.

The Hobie 17, 20 and Tiger North Americans event has been requested by the folks in Monterey, California. This is a beautiful venue from what I hear! The dates are July 19-23 for this event. Stay tuned for an update in the next newsletter and on our website, www.nahca.org.

The Hobie 16, Women's and Youth North Americans is a done deal and will be sailed in Syracuse, NY with Fleet 204 as our sponsor, the event will be in mid-September. Fleet 204 is in charge of this event, so I have no doubt it will be awesome!

Regretfully, we will not be having a Hobie 18 North Americans event this year.

Try to sail in at least one North American or World event next year. It is an experience of a lifetime.

And, if you are interested in hosting one of these events in the future, please contact me at miracle429@aol.com for an event manual and the requirements for an event.

Mexico Worlds: Frequently Asked Questions (FAQ's)

It has been brought to our attention that the same questions are being asked by many of the sailors. We thought we would take the opportunity to list them on the web site so everyone can see the answers. As always, if you have additional questions/concerns, feel free to contact David Brooks or myself (miracle429@aol.com) Lori Mohney for additional assistance in answering your Hobie 16 World questions. I will also list here the e-mail for the Host Hotel: reservationscun@barcelods.com.mx. This article will answer your specific hotel questions in regards to reservations and payment.

Q. Is the resort All Inclusive?

A. YES – you cannot stay at the Barcelo Resort unless the all-inclusive plan is used. There are NO OTHER reservations taken. We have secured the rates that are listed on line on a per/person charge. Amenities included: ALL Food and beverages (Alcoholic and non-alcoholic) – 2 Restaurants buffet (beach and garden) open for B/L/D – 2 Beach Grills (Rancho Grande and Captain Morgan) – 2 Specialty Restaurants (Agave (Mexicano) & Don Quijote (Spanish) – 2 lobby bars, 2 Entertainment Bars, 2 Wet Bars. Fully stocked mini-bar in room (water, beer, pop-restocked daily). Full use of the resorts non motorized sport activities (Gym, Sauna, Football and basketball courts, golf, sailing, windsurfing, pedal boats, canoeing, snorkeling, kayaking, etc). Aerobics at the pool and beach, on site Medical Center, on site Car Rental, and Laundry. Entertainment nightly in the Theatre and at Captain Morgan's Beach Bar.

Q. When reservations are made – what is the deposit?

A. The Barcelo policy is payment in full upon the making of your reservations. This is a very popular tourist destination, and this is the reason for the early bookings and payment plans. In reality, won't it be nice to have most of your trip paid for upon arrival?

Q. Can I request a specific room?

A. Room assignments will be made upon arrival to the resort. You may specify a king-size bed or 2 queen-size beds. The buildings we have reserved for the event are already the closest ones to the sailing venue. Every room is spectacular, so you won't be disappointed.

Q. Where can I obtain additional Hotel Information?

A. There are many web sites with information on the Barcelo Resort. You may use any search engine in the internet and many sites will come up. You may view pictures, traveler reviews and information on the area.

This will be a spectacular event! Hope you can all join us on the pristine waters of the Mayan Riviera.

Women's Racing

by Heather Morrison,
NAHCA Women's Representative

What a busy fall racing season! It began with the H20/Tiger Continentals at Pensacola Beach September 15-19. It was an awesome venue and luckily we had great wind most of the time. So many talented women participated in this event (as you can see from the pictures). As I did in past articles, I'm going to highlight women competitors I meet. All women can learn from those who have done well in the world of Hobie sailing. Don't you ever wonder how people get started in sailing? Everyone has a story and in this article I'll share a few with you.

S u s a n Korzeniewski, the only female to skipper a Tiger this year, came in ninth overall at the H20/Tiger Continental s . I had the chance to ask her a few questions about her racing/sailing experiences. She has so much to offer women in catsailing. She began racing 20 years ago after taking a college sailing class where she learned to sail. Her first boat was a H14. Susan offers an insight to sailing that every woman should really think about!

I asked Susan what makes skippering a Tiger so exciting?

"Skippering the Tiger is extremely exciting because of the challenge of downwind sailing. Steering a catamaran with a spinnaker, flying a hull downwind is a very addictive, exhilarating rush."

I asked her what she would tell other women who want to begin skippering?

"I encourage other woman to skipper because it is very fun, satisfying and women are totally capable. As in all

sports, practice is very important. I believe boat handling skills, such as tacking and gibing must be accomplished before jumping into racing. Time on the water will build confidence before attempting to take on a race course."

When I asked her what's been the greatest single thing she has learned from racing as a woman, she replied, "the greatest single aspect I have learned from racing is to believe in yourself. In most conditions women are equally as competitive as any man." Now that's something to think about.

Lastly, in my interview, I wanted to know how women can strive to become

Women's 16 Continentals was held at Rehoboth Bay, Delaware this year, September 26-28. The venue was fantastic, not to mention the competition. All three days of racing had great wind. As you can see from the results, Rosarito Martinez and Kamil Berrios, won the competition. I think everyone was in awe of their speed and sailing ability.

I had to know how she did it. Rosarito was more than happy to share her sailing history. Interestingly enough, Rosarito learned to windsurf in Puerto Rico in 1984 and has even participated in the Olympics where she earned a bronze medal. She has an extensive sailing resume including sailing in many



competitive racers? Susan answered by preparing me a list: preparing and maintaining their own boat and body; understand how to tune their own boat (ability to shift gears for different wind conditions); practice with other boats to learn more about tuning, starts, mark roundings and boat speed; talk with other competitors about conditions and tactics after racing. DO NOT GIVE UP!!! Keep sailing.

women's continental events including the Fort Walton last year (fourth) and the 1999 Women's Continental Championship held in Kingston, Ontario (third). She has also sailed in world events where she has consistently placed in the top. She has been sailing the Hobie 16 since 1997.

Continued on next page

Women's Racing

continued from previous page

I asked her how she prepares for national competitions. "I train with Enrique Figueroa who has helped me become so good." She gives a lot of credit to the people she trains with, especially Enrique. The racing in Puerto Rico is highly competitive and not many other women race, so she trains with men most of the time. Rosarito's crew, Kamil Berrios, has sailed with her the last few years, so they have had time to fine tune their teamwork. She feels Kamil has proven to be an excellent crew and teammate. Training in the heavy air in Puerto Rico has also helped her become an exceptional sailor.

I asked her what she would tell other women to encourage them to compete at the national level. "Sail with a lot of other people, especially men, and go for it!" She also suggests finding a mentor who will help you improve your sailing and racing skills. Rosarito feels that this is extremely important to your success. Owning your own boat is also an advantage so you that can learn everything about it.

I asked her what the similarities are between racing in the United States vs. Puerto Rico. The US has highly organized events, which she likes, and the sailors race by the rules. Interestingly enough, Rosarito has her Ph.D. in Exercise Physiology and teaches at the university in Puerto Rico. The things you learn from someone when you have a conversation!

And finally, the Shegatta was held October 4 & 5 at Lake Ray Roberts. This is the premier regatta for women who want to take the helm for a weekend. Sheila Holmes, event organizer feels it's a stress free opportunity for women to learn to race, especially if they haven't raced much in the past. It's a wonderful location (right in Sheila's backyard!). Hobie Cat Fleet 23, Division 14 and Lake Ray Roberts Royal Yacht Club all come together to promote and sponsor the event. All proceeds earned from those who attend the race benefit the Susan G. Komen Breast Cancer Research Foundation.

The event started with light air and sunshine on Saturday, but the race committee still managed to get in three races. We sailed one race before lunch and then came to shore to wait for the wind to fill in later that afternoon. When it did, we were off again. The light air allowed a lot of the women to get a feel for what it's like on the Hobie and not feel too uncomfortable. Although I'm sure we had some women praying for more wind.

Saturday night was filled with good food, campfires, and music. The BBQ was awesome! Everyone enjoyed delicious food while they told sailing stories. The raffle held items for nearly everyone, including a brand new Hobie kayak. The regatta proved to be an even bigger event than last year with a band that played old rock tunes. Even the rain didn't stop anyone from dancing well into the night.

Sunday began with fog, clouds, and chillier temperatures, but we were all hopeful that the weather would clear and we could sail. When it did, we hit the water ready to race. One more race on Sunday allowed us a throw-out race for the regatta. Light air prevailed, but the competition was high and everyone tested their tactical skills.

I must mention another important facet

of this unique regatta. The men who come to this event have special duties on shore. They help with boat wheels, rigging, and carry sails down to the boats. Even though the men don't sail, they are what makes the event even more enjoyable. The men graciously take down sails, put boats away, and bring thirsty women beverages as they hit the shore from a long day of racing. How can you beat that? They make the event possible and all the help is highly appreciated.

Well, the boat is stored for the winter and my boat to-do list is getting longer and longer. I'm sure it will keep me busy for several of those long, cold winter months. I can only hope the winter is short in Kansas and I will hit the water early April. Until then, I will be dreaming of sailing, racing and seeing my Hobie friends for yet another great season. See you on the start line in 2004!

Opposite page: Sue Korzeniewski and Diane Bisesi at the 2003 Hobie 16 Women's North Americans in DE. Photo by Aqua Canvas.

Below: The women at the 2003 Hobie 20/Tiger North Americans in FL. Photo courtesy of Heather Morrison.



Guest Expert Program

2003 Season Wrap-Up & 2004 Preview

by Mimi Appel, GEP Coordinator

The 2003 GEP season was busy with Kathleen Tracy organizing three major events.

Sue Korzeniewski

Youth Regatta, St. Georges Island, FL. Host: Larry Hale

Greg Thomas

Madcatter, Syracuse, NY. Host: Donna Wilson

Wally Myers

Snake Regatta, Little Rock, AR. Host: Bob Edmonds

Repeat events were the norm in 2003. The original intent, placing Guest Experts in different locations throughout North America, has given way to past hosts stepping back up to the plate to offer quality venues.

The repeat performance of Susan Korzeniewski with the Youths in Florida was super. The team of kids that Larry and Patty Hale oversee **rave** about "Miss Susan." The kids will tell you the three golden rules...

1. HAVE FUN
2. Keep the pointy end up
3. Stay on the boat

Basic, but very relevant to newbies, young and old alike. The Guest Expert Program needs to address the Youth and newbie faction more aggressively in the future.

Madcatter in Syracuse can always be counted on to give a top notch GEP. Greg Thomas was excellent! The Tiger guru shared "go fast" stuff that the 16 racers ate up.

New to the GEP hosting Fleets is Bob Edmonds group in Little Rock, AR. The Sand Snake Regatta/GEP participants couldn't say enough about Wally Myers. Look for this event for a possible repeater.



Photo by Sam Evans.

We look forward to 2004 GEP. Big names like GEs Hobie P. Alter, Jeff Alter and Wally Myers are firmly committed. Mark your calendars early, for the following areas;

Apalachicola, Florida-May 1

Syracuse, NY- May 22

Little Rock, Arkansas-May 28

Tucson, AZ-October 2004

Experts will be announced ASAP.

ATTENTION YOUT' SAILORS

Mark your calendars for the
2004 - 204 Hobie 16 Yout' Continentals
September 10, 11 & 12, 2004
Syracuse, New York

Set your goals NOW....

Talk to your **parents**...

- Explain how badly you want to go.
- Make a pact..."I will keep my grades above ____ to earn time off from school."

Talk to your **friends**...

- Find good crew
- Get psyched for a GREAT event

Talk to **event organizers**

- Email mimiappel@aol.com or
Marie Appel laxgirl002@aol.com on...
- Input on event format
 - 2 day race/1 day seminar?
 - 3 day race ?
 - Issues, problems or questions you need worked out to attend.

Let's get moving early.

This will be a SUPER event; advance planning can make great things happen!

From the Signal Boat...

Delaware: Thanks for the Show!

by Paul Ulibarri, HCA Race Director

This was one of the best-organized events in recent memory. A huge applause should go out to Bruce Andrews and his staff, with special thanks to his lovely wife, Beth. When first approached by the idea, Bruce said he would not take on the job unless he could give it the attention it deserved and produce a top-notch event.

He did that and more. A wonderful host, I hope we can return to Rehoboth in the near future. The parties /dinners were outstanding thanks to the many sponsors Bruce was able to obtain.

The club is a great venue and is quite intimate, especially when they add several hot tubs. Each day there was a happy hour, usually with a live musical group. Instead of a beer keg, there was a beer truck with four spigots. A local restaurant would feature the munchies for the happy hour.

From my perspective the volunteer staff was top notch. Each person on the water was experienced, had a lot of pride in what they were doing and were always willing to assist in any way possible.

Mark Santorelli put together an excellent race committee, provided all of the equipment needed and more, as well as serving on the water himself as the Deputy Race Officer. It was a major pleasure to work with Mark and all of his volunteers.

Rehoboth itself and the surrounding area provided excellent dining, great seashore ambiance, and extremely friendly people.

On the sailing scene, every condition imaginable was available including light, medium and heavy air. The light air races were trying, the medium very tactical and the heavy thrilling. There were some incredible scenes during the heavy air race on Thursday.

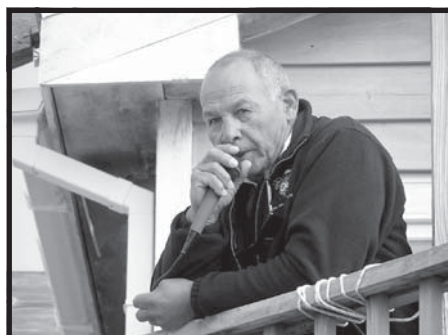
The day began with moderate, reasonably steady winds of 10 to 12 knots. We sailed two races in those conditions with the breezes reaching up to 16 knots. Then it turned on. The third race was in 13 to 19 knots, with the average around 17. It turned out to be a good rehearsal for the fourth race.

The fourth race got everyone's attention, and provided stories that will last for many years among the H16 fraternity. At any one time there were at least 10 boats over. The rescue boats were popping about like water bugs, making head counts, checking to see that there were no major injuries, etc.

Then came the gusts. It's not like they were strong, the most we recorded was 27 knots, it's that they were gusts, not a steady 25 to 30 knot wind. One in particular hit the majority of the fleet as it was entering the gate. The water was a frothy green and white foam. It hit the fleet like a bowling ball.

Around a dozen boats flipped within or just above the gates, at the time there were around 30 boats entering, masts were falling, boats were dodging, another 10 plus flipped coming out of the gates onto the beat. Lori Mohney's comments were "Oh my God" and then she closed her eyes. Somehow when she opened them again they were through the gate and working to weather. She suspects that her husband Jerry also closed his eyes and that is how they got through the carnage.

*PU at the Skippers' Meeting, RC in action.
Photos by Aqua Canvas.*



Two boats got completely tangled together and were producing Hobie Waves, or so it seemed. While all of this was going on there were around eight other boats up the course also trying to get the big white thing pointing up. Skipper Mimi Appel decided this was too much for her ability, but was talked into one more leg by her crew, Chris Duley. Then one more, then one more until at last they found themselves crossing the finish line. I was really proud to see her cross that line, one of only around 29 boats to do so.

Officer John Houser, approached the finish doing around 50 miles per hour and drove the bows into the bottom of the pond, the depth being only five feet. The bows scooted along the bottom digging for clams and the crew was hanging off the stern. Somehow it came back up, spun to weather and sat there shaking and quivering in the gust like a dog shaking off water. Amazing! We on the signal boat were screaming and cheering one of the most unusually near pitch poles ever.

Visually, this race was the most incredible I have ever seen. The Pig went Nuclear. Luckily there were very few injuries. Several black eyes, and a bruise or two as near as we were able to determine. But stories, of that there are many.

It was a great event. Some went slow, some went fast, but all had a great time. Thanks again to Bruce, his staff, Division 11 and all of the sponsors who made it possible.

Have a Hobie Day!



Global Hobie Racing Updates

HOBIE 14 & 16 CHANGES

You can view the H14/16 upgrades from Hobie Australasia at:

<http://www.hobiecat.com.au/r&d/>

Cheers

Steve Fields, Managing Director,
Hobie Cat Company, Australasia

TIGERS TAKE UK F18 NATIONALS

Phwelli Yacht Club, Wales

Following the success at all the major F18 events in 2003, the HOBIE CAT TIGER continues to stand out as the quality F18. Most recently, the Tiger claimed the top four places at the UK F18 Nationals, held in late August at Phwelli Yacht Club, Wales.

It was a hotly contested series with various heat winners, shifty and light conditions, and a full range of different F18s. Phwelli's famous winds did however live up to their reputation and the final days of sailing were sailed in near perfect conditions: around 15 knots of wind, flat water and warm temperatures.

After winning, then retiring from the first race, Gavin Colby and Emma Westmacott had a way to come back. Especially when only one race was sailed on the first day and the second day was abandoned due to lack of wind. Each of the top four discarded the first race which was very shifty, light and influenced by a strong tidal current. Gavin and Emma made a mathematical error when calculating the corrector weights needed for the boat and felt the error was too much of an advantage and had surely assisted them in their first win.

The third day of sailing started light and shifty as per day one; but, with good breeze forecast, the fleet could only wait. Later that day all were not disappointed, with another four races sailed in great conditions. Gavin and Emma finished the day with scores of 1-2-3-1, which still left them in ninth place after the earlier retirement and no discard available till after six races. Leading at this stage

with very consistent results was the Hobie Tiger of Leo Farrow and Tris Lamb, followed by Matt Eeles and Marcus Lynch, then Johnny Hutchcroft and Mark Dickinson, also on Tigers.

The fourth and final day of sailing was again in great conditions. Three races were sailed which gave everyone a drop race. This put Gavin and Emma in the lead, followed closely by Leo and Tris, then Matt and Marcus just one point behind. It ended up going right down to the wire with Matt showing some impressive upwind performance to blast to the front of the last race, closely followed by Leo. It was not enough to win the title though, and Gavin and Emma calmly calculated the points and their fourth in the last race sealed up the regatta by one point!

Also sailed at Phwelli prior to the F18 event was the Hobie 16 and Dragoon Nationals. This was another great event with a full number of races sailed and great conditions. Leading the Hobie 16s was young upcoming talent Tom Phipps with Jon Cook. They have had many impressive results during the 2003 season, including youth and open events and are really starting to shine through. The Dragoon event also showed growing support as a youth class of the future, with eight teams displaying great skills in the tricky conditions.

Thanks to sponsors, in particular the Hobie Cat Center, for providing fantastic assistance to all the sailors during the event.

Gavin and Emma would also like to thank Steve, Hazel and Jez from the Hobie Cat Center, the Swiss Guma Company, race officers and volunteers, Phwelli Yacht Club and the competitors for making the event very enjoyable.

TIGERS DOMINATE THE F18 AUSTRALIAN CHAMPIONSHIPS

Dear Hobie Tiger Sailor,

The Hobie Tiger continues to dominate the Formula 18 world circuit, win-

ning the Inaugural F18 Australian Championships held on the Central Coast of New South Wales. The Hobie Tiger dominated the podium positions taking out the top three spots. With three different designs from three different manufacturers, the Hobie Tiger showed it is still the number one Formula 18 catamaran.

Full results and reports should be available soon at the Australian Formula 18 web site www.f18.org.au

RULES CHANGES

Did you know the IHCA Rules Committee had upgraded the Class Rule Book? Read about the European Hobie Challenge, a remarkable story about a 32 year old Hobie 14 that is still going and lots more. There is plenty more all at our web site www.hobieclass.com so drop in and take a look.

Have a Hobie Day!

David

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IHCA Worlds: www.hobieworlds.com



*More RC in action at the 2003 NAs in DE.
Photos by Aqua Canvas.*

2003 Hobie 20 and Tiger NAHCA Continental Championships

September 15-19, 2003 Pensacola, FL

by Tracie Van Houten, Hobie Tiger Crew on 942

Key Sailing has done it again.

During the week of September 15 -19, they hosted the Hobie 20 and Tiger North American Continentals, and it could not have been any better... Okay, so we could have used a little more wind towards the latter part of the week, but you simply could not beat the great weather, fun times and great friends.

Luckily, Hurricane Isabel, which had been threatening most of the southern states all week, had been projected to turn more north sparing the Pensacola area. This was good news for the event, but potentially bad news for us, as it seemed our home in Virginia might be in the path. But we set our concerns aside and focused on having a good time.

Monday and Tuesday brought 12-15 knot (maybe a little more/less) winds out of the northeast. The flat water made for some awesome downwind spinnaker legs and some tense mark roundings.

As the week progressed, the wind direction changed from northeast to west to south to east - it also became weaker, resulting in no racing at all on Friday. We never even made it out on the water - it was dead flat.

And it was a good thing that Means Davis, our PRO, didn't send us out there, because there was still plenty of duct tape on hand to restrain him to the Official Notice Board like a group of us did on Thursday.



Let me back up. On Thursday, the wind had died on the course and even though the racers had hoped to see a shorten course flag, they never did. So as a reminder to all, Means was apprehended and duct taped to the board with a sign that repeated the phrase; "I will shorten course; I will shorten course." He was also encouraged to hold the shorten Course Flag (see picture of Means).

But it was all in good fun! No animals or humans were hurt during the filming of that episode. (Yes, we have it on film!) It was actually very funny. If you have Quick Time player; you can download the movie at:

<http://www.hobiediv9.org/P1010014.MOV>

In the Tiger fleet, it was Greg Thomas / Jacques Bernier dueling it out all week with Nigel Pitt / Mike Krantz for the top spot.

And up until Thursday, Wick Smith and his son Wick "Bear" Smith III held first place in the 20s along with the ever so cute inflatable sheep "Dolly." But Kirk Newkirk / Glenn Holmes felt it was their turn to claim Dolly and they took over the lead spot.

By Friday afternoon, hurricane Isabel was slamming right into the Chesapeake Bay, where our house is only three blocks from the beach. After some discussion we decided to take advantage of the extra time on Friday and left for home. We missed the award party but heard it was great.

Big thanks again to Key Sailing; Means Davis and his RC and everyone else who made the event happen.

If you've never been to an event held by the Key Sailing, you need to go! Mid-Winters East is right around the corner: March 19-21 in Pensacola. Kirk and his team will be hosting this event, so no excuses. Be there.

*Below: Tracie Van Houten and Dennis Hawkes, sailing downwind.
Photo by Sam Evans.*

*Right: Means Davis, a little tied up, learning how to use the S flag.
Photo by Tracie Van Houten.*



2003 Hobie 20 and Tiger NAHCA Continental Championships

September 15-19, 2003 Pensacola, FL

2003 Hobie 20 North American Continental Championships Final Results

POS	SKIPPER	CREW	SAIL NO	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	TO	TOTAL	
1	Kirk Newkirk	Glen Holmes	865	10	24	8	1	4	2	1	1	4	5	1	9	24	46	□
2	Wick Smith	Wick Smith III	8	1	1	1	6	3	24	4	3	5	7	12	7	24	50	□
3	Wayne Mooneyham	Terri McKenna	841	7	5	24	3	1	1	7	10	1	17	3	1	24	56	□
4	Phil Collins	Bev Collins	859	6	2	7	4	2	24	3	5	24	8	4	8	24	73	□
5	John Macdonald	Jon Tanner	852	4	6	6	10	5	5	12	14	11	1	19	2	19	76	□
6	Dave Stahl	Laura Stahl	861	20	4	9	9	7	4	6	13	9	3	6	10	20	80	□
7	Mike Hill	Tina Pastoor	907	2	8	24	13	12	7	2	2	10	2	9	15	24	82	□
8	Mike Wilson	Kirk Vanzandt	886	13	7	3	11	11	6	13	6	8	6	8	3	13	82	□
9	Mark Ralph	Sheila Holmes	909	3	15	5	12	13	12	5	7	2	16	11	5	16	90	□
10	Scott Mathia	Karen Mathia	867	12	12	2	2	6	9	24	9	18	10	2	12	24	94	□
11	Brett Drake	Glen Percell	782	5	10	4	5	10	24	15	4	14	14	5	13	24	99	□
12	Kenny Mcintosh	Donna Mcintosh	798	11	9	24	8	14	10	10	19	7	9	7	6	24	110	□
13	Valdek Kwasniewski	Renata Kwasniewski	875	8	11	24	7	9	8	14	11	6	19	16	4	24	113	□
14	Bruce Fields	Dennis McCredie	830	9	3	24	24	8	3	18	8	12	4	14	14	24	117	□
15	Heather Morrison	Stu Morrison	826	14	14	11	24	24	14	11	12	3	13	10	11	24	137	□
16	David Stiemsma	David Lee	726	21	13	15	15	17	15	16	15	13	11	13	19	21	162	□
17	Gregg Kittinger	Gisell Vaziv	919	15	18	14	16	18	24	22	17	15	20	15	16	24	186	□
18	Thomas Paoli	Daniel Paoli	872	18	17	10	17	15	13	21	24	24	12	19	24	24	190	□
19	Rob Kollman	Sybil Higgens	851	17	16	12	14	16	11	9	24	24	24	24	24	24	191	□
20	Chris Johnston	Margie Johnston	880	23	21	18	21	22	18	8	18	16	15	17	18	23	192	□
21	Mike Howser	Faye Ren	843	19	20	13	20	19	16	20	20	19	22	22	17	22	205	□
22	Tom Page	Nancy Page	689	23	22	17	19	21	17	19	16	17	18	21	20	23	207	□
23	Steve Titus	Steve Cooley	908	22	19	16	18	20	19	17	19	20	21	20	24	24	211	□

The top three Hobie 20 finishers.
Photos by Sam Evans.



...to establish and promote the highest standards of Hobie Cat sailing / racing...

2003 Hobie 20 and Tiger NAHCA Continental Championships

September 15-19, 2003 Pensacola, FL

2003 Hobie Tiger North American Continental Championships Final Results

POS	SKIPPER	CREW	SAIL NO	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	TO	TOTAL	
1	Greg Thomas	Jacques Bernier	1145	4	1	1	1	1	2	3	3	1	1	1	4	4	19	□
2	Nigel Pitt	Mike Krantz	88	3	2	3	2	2	9	1	2	3	2	7	7	9	34	□
3	Tom Korzeniewski	Kevin Smith	1253	2	4	2	7	11	1	10	4	6	3	3	1	11	43	□
4	Bob O'Conner	Stephanie O'Conner	999	1	5	7	8	3	3	5	10	8	8	5	2	10	55	□
5	John Tomko	Tiffany Beckwith	1114	6	3	4	14	8	4	8	7	4	7	2	5	14	58	□
6	Dennis Hawkes	Tracie Van Houten	942	5	6	9	11	5	7	6	9	5	6	4	6	11	68	□
7	Pedro Colon	Jorge Torres	1149	10	7	5	4	10	5	4	1	9	13	6	11	13	72	□
8	John Bauldry	Karen Ann Xavier	1122	7	18	6	3	4	6	2	6	12	5	10	12	18	73	□
9	Sue Korzeniewski	Kenny Pierce	855	8	9	8	5	7	8	7	5	7	10	8	8	10	80	□
10	Rob Jerry	Darcie Sinnett	1111	9	8	11	6	6	10	9	8	2	12	9	9	12	87	□
11	Olli Jason	Kelly Jason	1112	12	15	12	13	14	11	12	15	16	4	11	3	16	122	□
12	Kirk Wells	Debbie Brown	1036	13	12	10	12	12	13	15	11	13	9	16	13	16	133	□
13	Dan Daoust	Mike Lemme	1116	16	13	15	9	13	12	13	16	10	11	14	15	16	141	□
14	Ibrahim Mustafa	Jorge Ramos	869	14	10	17	10	16	14	14	13	15	16	12	16	17	150	□
15	Kevin Rejda	John Williams	1118	17	11	13	16	9	17	11	14	17	15	13	17	17	153	□
16	Kevin Wilson	Donna Wilson	1119	15	14	14	17	15	15	17	17	11	14	17	10	17	159	□
17	David Heroux	Barbra Powers	985	11	16	16	15	17	16	16	12	14	17	15	14	17	162	□



The top three Hobie Tiger finishers.
Photos by Sam Evans.

2003 Hobie 14 & 16 Women, Youth and Open NAHCA Continental Championships

September 26 - October 3, 2003 Rehoboth Bay, DE

Women's Hobie 16 Continentals, Three Days of Perfect Sailing!

by Beth Andrews

I am coming off of a three day high from sailing in the Women's Hobie 16 Nationals. We just spent the three most perfect days of sailing! The conditions were ideal. We had consistent, double trapped wind that makes you giggle all the way to A mark.

Lynn Myers had asked me to crew with her again this year, after we finished second last year in Fort Walton Beach, FL. I was honored to be asked to crew with her again. She is a fabulous skipper and we have so much fun racing together.

The first day, no one could touch Rosarito, of Puerto Rico and her crew Kamil. They looked like a ballet act on the wire together, so perfectly in tune, with Kamil dipping her ponytail in the water from the wire! I understand that she looks for A mark upside down!

Lynn and I finish the day in a solid third place. Suzie and Diane are tough to catch but there is always Saturday. While watching the other ladies finish, we cheer as they come over the finish line. The ladies are having fun . . . I hear laughter throughout the course of the first day.

The second day, the wind continuously built. This was our day to shine. We took a bullet! We were able to control the boat without feeling overpowered by the wind, which was a consistent 20 mph. Another great day on the water, and we were able to beat Suzie three out of the four races. We still could not even begin to touch Rosarito. By the end of the day, only three points separate us from Suzie and Diane and second place.

Day 3 begins very light. It appears that Puerto Rico never has a light day, as we do not see Rosarito in front of us. Suzie

K takes off in this light stuff and she is tough to catch. She takes two bullets, beating us only by inches in the second race. It came down to a photo finish and she took us right at the pin. It was a fun race, with lots of maneuvers to cover each other. This is what racing is all about. After Suzie won, we congratulated her, and she graciously apologized for taking us right at the end.

The last race of the day, Rosarito is back. She takes a bullet to finish the day. Rosarito and Kamil steal the crown from Suzie, and Lynn and I are proud to take third place.

During the summer and Division 11 racing, Lynn and I are usually competing against each other. I normally crew for Bruce, and we see Lynn on the racecourse quite a bit. In fact, our boats are like magnets, with each one of us calling "Starboard" on the other, on numerous occasions throughout the day.

My boat was chartered to Judy Nasmith and Vicki Ulibarri for the women's event. Some things never change. It was so funny to see my sail, #104505, continue to be a magnet to Lynn's boat. It actually became an ongoing joke throughout the three days of racing. We found ourselves laughing, "here comes that 505 again!" Great sailing ladies! We enjoyed the banter.

This was a great event. Sailing is supposed to be fun, and thanks to Mother Nature, we had a blast. I really enjoyed meeting teams from Canada, Arizona, Puerto Rico and the new sailing teams from the University of DE. I hope to see you all next year in Syracuse.

*Left: Rosarito Martinez and Kamil Berrios,
2003 North American Hobie 16 Women's Champions.*

Below: Lynn Myers and Beth Andrews rounding A mark.

Photos by Aqua Canvas.



2003 Hobie 14 & 16 Women, Youth and Open NAHCA Continental Championships

September 26 - October 3, 2003 Rehoboth Bay, DE

2003 Hobie 16 Youth North American Continental Championships Final Results

POS	SAIL NO	SKIPPER	CREW	STATE/NAT	R1	R2	R3	R4	R5	R6	R7	TOTAL
1	107750	Jorge Murrieta	Kelly Wood	Mexico	1	1	4	1	1	RAF	4	12
2	107738	Francisco Figueroa	Martin Roldan	PUR	2	2	1	2	3	RAF	3	13
3	107756	Jake Sailer	Clifton Neff	California	3	3	2	4	4	2	1	15
4	107754	Steve Perkins	Matt Perkins	New York	5	5	5	5	2	1	2	20
5	102837	Michael Siau	Ashley Justin	New York	4	4	3	3	5	3	5	22
6	104892	Sean Cavanaugh	Andrew Cavanaugh	Rhode Island	6	6	6	DNF	6	5	8	37
7	98813	Steve Hilk	Alicia LaPorta	Delaware	8	7	6	6	8	7	9	42
8	104730	Marie Appel	Corey Gibson	New York	7	DNF	8	DNF	7	4	6	45
9	104971	Sean McQuilken	Erin LaPorta	Connecticut	9	DNS	DNF	DNF	9	6	7	57
10	102031	Gabby Hilk	Kelly Phippen	Delaware	DNS	DNS	DNS	DNS	DNF	8	DNS	73
11	102788	Brett Sullivan	Samantha Simo	New Jersey	DNC	DNC	DNC	DNC	DNC	DNC	DNC	78
11	107665	John Flynn	Jamie Flanigan	Maryland	DNF	DNF	DNS	DNS	DNS	DNS	DNS	78

PRESS RELEASES

by Bob Merrick, CT

[ML] Bob volunteered to send daily Press Releases to various media outlets throughout the event. Bob has been sailing Hobie 16s and 14s since coming over from Olympic dinghies in 2001. He and his crew, Liza Cleveland (our new Membership Chair), have survived broken bones and other challenges in their quest to qualify for the Hobie 16 Worlds. Their efforts paid dividends with a fourth place finish and a trip to Mexico!

September 26

The Hobie 16 North American Continental Championship begins on Monday September 29, with racing through Friday October 3. The Rehoboth Bay Sailing Association in Dewey Beach, Delaware will host the regatta. Fifty-nine teams have pre-registered for the event and the final number is expected to be in the seventies by the end of registration on Monday.

Three other Hobie events are taking place at the same venue over the weekend: the Hobie 14, Hobie 16 Women's and Hobie 16 Youth North American Continental Championships. For daily results from those championships as well as the Hobie 16 Open North American Continentals check the web site at (<http://www.hobie16cc.com/>).

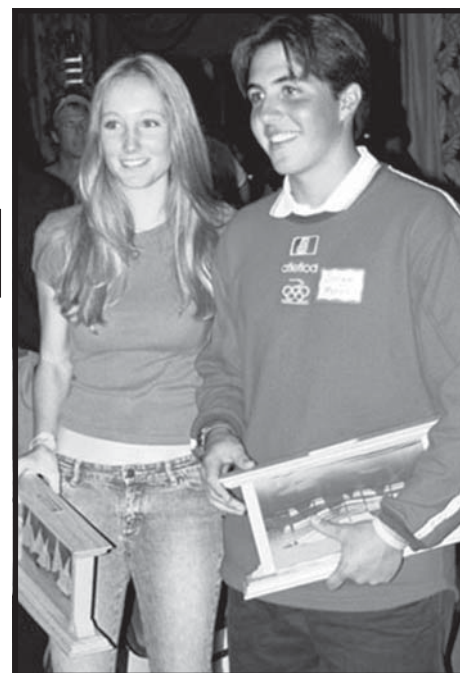
Past Continental Champions Wally and Tyler Myers, from Marmora NJ, will be the ones to watch this week. The Myers have been dominant in the Hobie 16 for years but failed to retain the title of Continental Champions last year in light and flukey winds. Challenging the Myers for the top spot will be US Pan Am team members Paul and Mary Ann Hess from Napa CA. The Myers' biggest threat however may come from Armando Noriega, Jr. from Mexico City, a silver medallist in the recent Pan Am Games.

As with most big championships there are about ten other teams that could possibly win the event. With five scheduled days of racing and no maximum number of races, the winning team will be the one with the most endurance and the most consistent scores.

Continued on next page



Jorge and Kelly, on the water and receiving awards.
Photos by Aqua Canvas.



2003 Hobie 14 & 16 Women, Youth and Open NAHCA Continental Championships

September 26 - October 3, 2003 Rehoboth Bay, DE

2003 Hobie 16 Women's North American Continental Championships Final Results

POS	SAIL NO	SKIPPER	CREW	STATE/NAT	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	TOTAL
1	107732	Rosarito Martinez	Kamil Berrios	PUR	1	1	1	1	3	1	1	1	9	5	1	16
2	104729	Susan Korzeniewski	Diane Bisesi	New York	2	2	2	2	2	2	3	3	1	1	2	19
3	104458	Lynn Myers	Beth Andrews	New Jersey	4	3	3	3	1	4	2	2	5	2	3	27
4	104505	Judy Nasmith	Vicki Ulibarri	Washington	3	4	4	4	4	7	5	6	3	7	8	47
5	107697	Heather Morrison	Kathleen Tracey	Kansas	8	6	10	7	5	3	4	4	7	3	5	52
6	100468	Kathryn Garlick	Barb Murray	Florida	6	10	6	9	8	5	6	5	6	8	6	65
7	102813	Rakel Holmes	JoAnn Perkins	New York	5	5	5	5	9	8	7	7	12	11	12	74
8	102763	Kitsy Amrhein	Lori Mohnhey	Illinois	7	9	8	8	7	DNF	DNS	DNS	2	4	4	77
9	107597	Kathy Miles	Bridget Quatrone	New York	9	7	11	6	DNF	9	10	8	11	6	7	84
10	104764	Danielle Burns	Karen Grisko	New York	10	DNF	9	12	6	6	8	9	8	12	10	90
11	102685	Pam Neff	Kirse Kelly	Arizona	11	8	7	13	DNF	10	9	DNS	10	10	9	101
12	335	Catherine Miller	Laura B	Delaware	12	DNF	12	10	DNF	DNS	DNS	DNS	4	9	11	114
13	94801	Melissa Pittman	Jennifer	Delaware	13	DNF	13	11	10	11	11	DNS	13	DNF	DNS	124

Press Releases

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September 28

Three Hobie events took place over this past weekend: the Hobie 14, Hobie 16 Women's, and Hobie 16 Youth North American Continental Championships. Eleven races were sailed in the 14s and Women's, and seven in the Youth event.

After a neck and neck series, Jim Sajdak from California took the Hobie 14 Championship by three points after winning the last two races of the regatta. In second was Sandy Takacs from Rhode Island. The 2002 champion, Bill Jeffers from New York, took third.

After the first two days of racing in 15 to 20 knots, Rosarito Martinez and Kamil Berrios, from Puerto Rico, established a big lead in the Women's Championship. Last year's Women's Champion, Susan Korzeniewski sailing with Diane Bisesi, both from New York, closed the gap on the final day in lighter breeze, but it was not enough to beat the Puerto Ricans. In third were Lynn Myers and Beth Andrews from New Jersey.

Jorge Murrieta from Mexico, with US crew Kelly Wood, won the Hobie 16 Youth Continentals, followed by Francisco Figueroa and Martin Roldan from Puerto Rico. Jake Sailer and Clifton Neff from California were third.

Pictures are at (<http://www.aquacanvas.com/>).



Day One: September 29

After the first day of racing at the Hobie 16 North American Continental Championship, Wally and Tyler Myers, 2001 Continental Champions from Marmora NJ, are in the lead with seven points after four races and one throw-out. Armando Noriega, Jr. is in second sailing with Rodrigo Achach. In third are Paul and Mary Ann Hess, US Pan Am Games team members from Napa CA.

Rehoboth Bay delivered five to fifteen knots out of the North with large wind shifts and extreme variations in velocity to challenge the seventy-boat fleet of Hobie 16s. Of the seventy boats, six countries are represented: The United States, Puerto Rico, Mexico, Germany, Brazil, and Canada.

Day Two: September 30

No Racing at the Hobie 16 North American Continental Championship today. Heading out to the racecourse there

was five to ten knots, and with dramatic wind shifts starting was difficult. After setting a square line, the race committee found that one side or the other would be drastically favored by the start. After three general recalls, race one got under way.



Continued on next page

2003 Hobie 14 & 16 Women, Youth and Open NAHCA Continental Championships

September 26 - October 3, 2003 Rehoboth Bay, DE

2003 Hobie 14 North American Continental Championships

Final Results

POS	SAIL NO	SKIPPER	STATE	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	TOTAL
1	3434	Jim Sajdak	California	1	1	5	3	1	3	2	2	2	1	1	17
2	52775	Sandy Takacs	Rhode Island	2	3	1	2	2	1	3	1	3	3	2	20
3	52279	Bill Jeffers	New York	3	2	2	1	3	2	1	4	1	2	3	20
4	52255	Chris Titcomb	Connecticut	4	4	4	4	5	4	5	3	5	6	6	44
5	3	Bruce Fields	Arizona	5	5	3	5	4	5	4	5	6	4	4	44
6	52835	Dave Kopp	Pennsylvania	7	7	6	6	6	7	DNS	7	4	7	5	62
7	52252	Todd Williams	Connecticut	6	6	DNF	7	7	6	6	6	7	5	7	63

Press Releases

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The wind decreased as the race progressed causing the race to be abandoned by the third leg. The fleet was sent back to shore for a few hours under postponement but the breeze failed to materialize, and racing was eventually abandoned for the day.

The father son team of Wally and Tyler Myers retain the lead, with many other family teams behind them. Twenty-six of the seventy Hobie16s are being sailed by a team of immediate family members. Plenty of additional family members were also sailing on different boats — the Hobie 16 is truly a family racing class.

Day Three: October 1

Conditions for the third day of racing at the Hobie 16 North Americans were light and shifty. Race one got going after several general recalls. As the boats got to the top of the first beat, the wind was dying. The race committee shortened the course at the leeward gate and sent the fleet back to shore under postponement. At 3:30 the fleet was sent out for another race. There were several more general recalls and the course again had to be shortened, this time at the second weather mark. Sailors got back to the beach just before dark. Tomorrow's forecast calls for better wind.

Day Four: October 2

Four races were sailed today at the Hobie 16 North American Continental Championship. The first race started in single trapeze conditions, but as each leg of each race was sailed the wind picked up steadily. By the third beat of the fourth race, the wind speed was measured at thirty knots with higher gusts.

By the end of the fourth race most of the boats were either on the beach or upside down. Twenty-eight boats, out of seventy, were able to finish that race. The Brazilian team of Brubo DiBernardi and Suzi Pirillo dominated in the breeze winning the last two races. They moved up from 15 to 7. Supposed light air specialists Paul and Mary Ann Hess held onto the lead with all single digit finishes.

Day Five: October 3

Paul and Mary Ann Hess (Napa, CA) are the new Hobie 16 Continental Champions.

Three races were sailed on the final day of racing at the Hobie 16 North American Continental Championship. After the first light air race it was looking like racing would be over for the day. The race committee postponed on the water for over an hour, waiting for the wind. The sea breeze finally filled in after two o'clock and two more races were sailed in double trapeze conditions.

Wally and Tyler Myers won the day with two bullets in the last two races. They moved back up to third after dropping to fourth in the first race of the day.

Thirteen races were sailed over the week in a wide variety of conditions. American pre-qualification spots for the coming Hobie 16 World Championship in Mexico went to US finishers in the top 13.



Opposite page: Bob and Liza enjoying the breeze in DE.

Left: The top three Hobie 16 teams accepting awards.

Photos by Aqua Canvas.

2003 Hobie 14 & 16 Women, Youth and Open NAHCA Continental Championships

September 26 - October 3, 2003 Rehoboth Bay, DE

2003 Hobie 16 Open North American Continental Championships

Final Results

POS	SAIL NO	SKIPPER	CREW	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	TOTAL
1	105440	Paul Hess	Mary Ann Hess	17	7	2	3	2	3	2	9	5	9	9	8	2	61
2	107756	Armando Noriego, Jr.	Rodrigo Achach	10	15	1	1	8	18	1	8	6	16	14	2	7	89
3	102773	Wally Myers	Tyler Myers	2	3	14	2	19	29	9	17	11	4	13	1	1	96
4	107776	Bob Merrick	Eliza Cleveland	18	14	6	11	10	1	14	4	9	27	2	14	26	129
5	107568	Rich McVeigh	Diane Fisher	11	4	13	14	34	12	19	22	13	5	16	7	10	146
6	105148	Dan Kulkoski	Kathy Kulkoski	1	6	9	13	9	7	23	29	7	11	44	12	21	148
7	107685	Randy MacConnell	Chris MacConnell	16	10	16	8	7	6	26	3	3	14	20	30	19	148
8	107624	Brubo DiBernardi	Suzi Pirillo	3	24	DNF	6	16	27	6	6	1	1	3	26	30	149
9	105433	Mike Montague	Kathy Ward	12	36	3	10	1	32	13	24	19	12	21	4	5	156
10	105220	Ken Nelson	Jane Stewart	4	28	12	34	14	19	8	2	15	22	36	6	11	175
11	195418	Enrique Figueroa	Gabriel Vazquez	29	1	17	7	3	37	12	18	2	DNF	17	15	18	176
12	107750	Pedro Colon	Martin Roldan	15	OCS	11	4	28	43	3	12	4	3	41	10	13	187
13	107753	Bill Jeffers	Sandra Jeffers	19	21	10	22	55	39	11	14	30	7	10	3	4	190
14	107754	Jim Perkins	Matt Perkins	5	13	7	17	30	30	10	11	10	DNF	19	25	14	191
15	104863	Tom Korzeniewski	Fluffy White	20	26	34	5	4	21	4	16	20	18	27	9	23	193
16	107771	Randy Payne	Janet Payne	25	5	29	16	27	10	17	19	21	DNF	6	11	25	211
17	107732	Steve Leo	Cheryl Martin	62	9	5	20	24	9	34	10	27	DNF	1	20	9	230
18	107478	Jim Hauser	Linda Hauser	6	25	18	DNC	15	8	52	1	18	20	34	19	27	243
19	105361	Javier Cabildo	Armando Noriega, Sr.	26	12	19	9	OCS	15	33	34	12	13	18	45	22	258
20	106081	Fritz-Ruediger Klocke	Heidi Klocke	45	18	15	12	21	16	46	15	OCS	2	22	22	28	262
21	88814	Cliff McCarty	Dorothy McCarty	23	8	4	OCS	17	2	5	DNF	8	DNF	8	41	8	266
22	107716	Peter Nelson	Laura Sullivan	32	2	8	21	OCS	5	20	33	OCS	26	24	36	3	281
23	104742	Bill Kast	Josh Kast	9	27	22	40	13	13	18	20	33	DNF	23	27	39	284
24	107697	Sean Tracy	Kathleen Tracy	8	11	30	15	31	24	29	37	26	DNF	45	24	6	286
25	335	Jim Glanden	Kelly Wood	7	19	24	24	54	33	7	26	28	25	43	17	36	289
26	107648	Paul Garlick	Kathryn Garlick	33	30	41	23	11	20	27	7	17	DNF	28	40	12	289
27	104729	Susan Korzeniewski	Kevin Smith	37	44	21	19	44	40	28	39	14	15	4	18	29	308
28	104976	Mathia Scott	John Mork	54	20	28	31	OCS	44	15	28	23	6	46	44	20	359
29	107577	Scott Loesch	Brent Means	40	40	23	38	20	25	39	43	16	8	29	47	47	368
30	102686	Rob Jerry	Darcie Sinnett	22	29	31	OCS	46	54	30	36	29	17	35	16	33	378
31	104833	Ken Hilk	Carol Hilk	64	47	25	27	18	48	16	25	54	30	40	35	16	381
32	102685	Jake Sailer	Clifton Neff	38	22	42	28	25	42	22	46	36	21	58	37	24	383
33	107999	Jim Sajdak	Holly Andrews	DNF	53	26	32	58	4	37	21	31	30	50	5	38	385
34	107652	Greg Raybon	Eric Raybon	13	33	37	47	39	11	36	27	OCS	DNF	7	29	35	385
35	105043	Slim Johnson	Kristen King	27	17	27	OCS	29	36	45	38	38	10	52	54	17	390
36	104520	Patrick Bisesi	Diane Bisesi	21	38	33	48	36	41	25	23	41	30	59	23	34	393
37	107607	Ed Nolen	Mike Kast	24	46	38	36	37	34	32	44	32	29	30	38	31	405
38	104828	Douglas Baker	Lyna Hwang	51	42	40	30	49	46	24	5	24	DNF	37	21	43	412
39	104547	John Sherm	Mike Sherm	41	51	61	53	12	17	38	35	50	DNF	5	13	42	418
40	107643	Chris Begrow	Pat Begrow	35	23	20	33	47	51	53	30	25	DNF	48	48	15	428
41	104505	Bruce Andrews	Beth Andrews	57	61	50	26	57	26	35	13	35	23	25	51	40	438
42	104841	Olli Jason	Kelly Jason	39	58	36	29	23	22	47	42	39	DNF	33	59	46	473
43	105096	John Klavenski	Pam Klavenski	44	52	46	37	48	31	50	56	22	19	57	33	53	491
44	108001	Herb James	Sharon James	30	55	32	18	35	35	OCS	45	37	DNF	32	53	56	499
45	104730	Mimi Appel	Chris Duley	53	34	43	45	5	56	43	53	OCS	28	31	55	57	503
46	107629	Rick Quatrone	Bridget Quatrone	34	57	35	25	56	59	48	49	OCS	24	47	39	32	505
47	102763	Jerry Mohney	Lori Mohney	36	32	39	35	22	14	31	DNF	DNC	DNF	15	DNF	DNF	508
48	107665	Dan Flanigan	Alicia LaPorta	28	43	55	51	6	47	57	64	DNF	DNF	26	34	49	531
49	104503	Steve Perkins	JoAnn Perkins	55	35	52	50	OCS	45	21	41	40	DNF	51	28	48	537
50	102695	Yates Dowell	Judy Cramer	31	48	DNF	DNC	OCS	28	41	47	44	DNF	12	52	52	568
51	104470	David Heroux	Barbara Powers	56	45	56	43	38	60	44	52	54	DNF	55	43	54	600
52	101	Garland Ayscue	Chris Merrill	61	OCS	45	DNF	26	23	55	51	OCS	DNF	38	32	58	602
53	102793	Bill Miebach	Joyce Foley	58	31	62	DNC	51	58	42	40	DNF	DNF	49	31	41	605
54	107525	Joby Brown	Patrick Cosgrove	49	54	49	42	33	64	61	63	34	DNF	60	62	44	615
55	102970	Ron Kvech	Susan White	14	16	44	DNF	OCS	52	OCS	59	DNF	DNF	11	DNF	DNF	622
56	105179	Ron LaPorta	Erin LaPorta	63	50	53	49	53	38	60	55	46	DNF	56	49	55	627
57	105237	Michael Keenan	Avaneil John	48	39	51	52	60	62	58	50	51	DNF	62	58	60	651
58	107746	Michael Grisko	Karen Grisko	46	41	60	44	OCS	DNF	OCS	62	43	DNF	54	42	50	655
59	107996	Robert Burns	Danielle Burns	68	56	54	55	45	63	54	61	45	DNF	39	57	59	656
60	107597	Michael Spondello	Rakel Holmes	47	OCS	DNF	DNC	43	50	40	54	DNF	DNF	53	50	51	672
61	104492	David Raughley	Valerie Carey	50	49	48	46	59	65	DNF	31	42	DNF	DNF	DNF	DNF	674
62	549	Paul Scholtyssek	George Miscannon	65	62	58	57	42	55	59	65	53	DNF	42	56	61	675
63	104781	Robert Wittpenn	John Price	66	37	DNF	DNC	DNE	DNE	62	32	48	DNF	64	46	37	676
64	107939	Tom Rizzo	Dave Menaker	60	60	DNF	58	50	49	49	57	49	DNF	61	DNF	DNF	706
65	105448	Todd Wilson	Andy Lawson	43	59	47	39	32	DNC	DNC	DNC	DNF	DNF	DNC	DNC	DNC	709
66	107640	Marie Evans	Sean Esten	59	63	57	54	40	61	64	60	47	DNF	63	DNF	DNF	710
67	955	Mike Levesque	Michelle McLean	42	OCS	DNF	41	41	53	56	58	DNF	DNF	DNC	DNC	DNC	717
68	1335	Justin Kast	Brett Assise	52	OCS	63	56	61	DNF	51	48	DNC	DNF	DNF	60	45	720
69	100305	Craig Parson	David Martin	67	64	59	59	52	57	65	66	52	DNF	65	61	62	729
70		Roland Milosevic	Oar Ciccone	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	852

...to establish and promote the highest standards of Hobie Cat sailing / racing...

Membership Update from Shirley & Liza

In 2003, the web membership was introduced primarily for the benefit of Canadians. It allows sailors to join the HCA for only \$20. Although these sailors give up the benefit of receiving their newsletters in the mail, they can view the newsletter on the web.

More sailors are requesting the convenience of joining the Class on the Internet. The Board has approved this for the benefit of the Class and its sailors.

Please consider this a reminder that your 2004 dues are now due. Pay early and beat the rush. Applications are included in each newsletter as well as posted on the HCA web site: www.nahca.org.

The Hobie Cat Factory has been very helpful to the membership program. Thanks to Doug Skidmore for offering the support and for Karen Hodil for seeing that the work is done.

Shirley is retiring from her role as Membership Chair. Liza Cleveland has volunteered to take over. We owe Shirley our heartfelt thanks for twelve years of service to the Hobie Class!

A Word on Credit Cards from Rich

It's that time again and 2004 HCA memberships are due. In submitting your membership dues this year we are asking your help. The HCA is a large organization in comparison to other sailing organizations, but in the eyes of the banking industry we are small time.

A consequence of this is the HCA is incurring huge fees due to our acceptance of credit and debit cards for membership dues. We have investigated this problem from several angles, including the use of services such as Pay Pal.

The bottom line is our volume of credit card transactions is just too small. We do understand that for the non-USA members the credit card is much easier than trying to deal with foreign currency and exchange rates, for this reason we are still going to maintain the ability to accept credit card payments. However, we need to limit this.

As a result we are asking your help, please if at all possible pay your membership by check. I know it's a little additional work but it will go a long ways to help us save money; and ultimately, that is more money we can spend on the sailors.

Thank you for your continued support.

REGATTA MATERIALS AVAILABLE

For HCA SSIs, go to
www.nahca.org

STANDARD REGATTA FORMS

Regatta Prep. Checklist,
Entry Forms,
Order of Finish Forms,
Regatta Score Cards,
Protest Forms

Available on
IHCA website
www.hobieclass.com.

FLAG AND COURSE STICKERS

Contact the
HCA Secretary,
Bruce Andrews
(see page 4)

Sailing the Web

Listed here are some web pages for the NAHCA, the IHCA, the ISAF, US SAILING, and Hobie Cat USA. There are also several Hobie Divisions and Fleets in the North American Region that are keeping home pages now. See the links on the NAHCA web site (www.nahca.org).

Websites have proven to be an excellent means of obtaining current information such as regatta schedules, results and contacts. In many cases, results are posted directly from major event locations. Major event results are posted to Hobie website(s) as they are received.

NAHCA

<http://www.nahca.org>

IHCA

<http://www.hobieclass.com>

Hobie World Events

<http://www.hobieworlds.com>

ISAF

<http://www.sailing.org>

Hobie Cat Co. USA

<http://www.hobiecat.com>

Canadian Yachting Assoc.

<http://www.sailing.ca>

Federation Mexicana de Vela

<http://www.vela.org.mx>

Federation de Vela de Puerto Rico

Rico

<http://www.velapr.com>

US SAILING

<http://www.ussailing.org>

2003 NAHCA Annual General Meeting

September 30, 2003 RBSA, Dewey Beach, DE

1. Meeting called to order by Rich McVeigh at 7:30 pm.

Others present:

NAHCA Executive Officers:

Chair	Rich McVeigh	11
1 st Vice Chair	Laura Sullivan	4
2 nd Vice Chair	Roger Brown (phone)	2
Membership	Not represented	
Secretary	Bruce Andrews	11
Treasurer	Kathleen Tracy	5
Race Director	Paul Ulibarri	4

Other NAHCA Board members:

Publications	Mike Levesque	12
GEP	Mimi Appel	16
Continental Coord	Lori Mohney	10
Website	Karen-Ann Xavier (phone)	16

General Membership:

Doug Skidmore	Hobie Cat USA	
Mark Binge (phone)		14
Ron MacDonald (phone)		14
Paul Hess		3
Mike Montague		3
Vicki Ulibarri		4
Sean Tracy		5
Gerard Blom		11
Valarie Carey		11
Greg Richards		11
Rob Wagner		11
Ed Nolen		11
Randy MacConnell		11
David Raughley		11
Tom Korzeniewski		16
Susan Korzeniewski		16
Theresa White		16
Chris Merrell		9
Peter Nelson		4
Andy Larson		7
Barbara Powers		12

2. Roll Call:

Voting Members:

Division 1	Not represented
Division 2	proxy - Steve Leo
Division 3	proxy - Mike Montague
Division 4	Laura Sullivan
Division 5	proxy - Sean Tracy
Division 6	Not represented
Division 7	Todd Wilson
Division 8	Not represented
Division 9	Chris Merrill
Division 10	Jeff Rabadoux (phone)
Division 11	Jim Glanden
Division 12	Dave Heroux
Division 13	Armando Noriega
Division 14	Gary Godbold (phone)
Division 15	John MacDonald (phone)
Division 16	proxy - Theresa White
Women's Rep	proxy - Kathleen Tracy

A quorum was established.

3. Carleton Tucker Memorial Sportsmanship Award

Awarded to Phil & Beverly Collins of Division 14

4. Reports

Membership (Not represented: Written report in agenda)

Newsletter (Mike Levesque)

Five issues produced for 2003. Content deadlines not being met. Some discussion followed on ways to improve the newsletter production time.

The class is in need of additional volunteer help with the newsletter.

GEP (Mimi Appel)

Need host fleets for 2004.

Kathleen Tracy moved to Treasurer, GEP needs a Co-Coordinator.

Would like to add Youth-oriented segment to GEP program.

May add Learn-to-Sail aspect to program based on a very successful program being offered in Division 4.

Race Department (Paul Ulibarri, Lori Mohney)

2003 Continentals Recap: 17/18 48 boats, 20/Tiger 40 boats, 16 Open 70 boats 14/16W/16Y 24 boats

2004 Events: 16O/Y/W/14: Sep 10-17, Fleet 204 Syracuse, NY

20/Tiger: TBA (Strong Bid from Monterey, CA in July)

17/18 TBA No bid received yet (some interest in DE)

Next MEGA could be done in 2006 however we need a host and venue. Currently the NAHCA is very involved in planning two world championship events.

IHCA (Paul Ulibarri IHCA President)

In terms of membership numbers, EHCA is #1, NAHCA is #2.

An Event Bid manual is available for interested Worlds host fleets.

16 Worlds 2004: May 4-14 Mexico, Hobie Cat USA providing 60 boats

Tiger Worlds 2005: Santa Barbara, CA (Bring Your Own Boat)

14/16 Class Rule Changes: There are a number of rule change proposals and the IHCA needs sailor comments on proposed designs, go to website (www.hobieclass.com, Rules Forum section).

Continued on next page

*continued from previous page*Hobie Cat USA (Doug Skidmore)

In terms of sales, the ranking is: Kayaks, Waves, Hobie 16.

It was announced that the company is discontinuing production of the Hobie 17 and 18 as well as their variants.. Parts for these boats will continue to be available for at least five years.

Women's (Kathleen Tracy)

The women's association held a meeting in Delaware, 18 women attended. Heather Morrison was reelected women's rep. for 2004.

Youth (Rich McVeigh, Susan Korzeniewski)

A Youth grant program was proposed by Rich McVeigh, Susan Korzeniewski and Gary Russell. A written report was provided in the meeting agenda package. The program was discussed, additional ideas were presented, and the idea will be pursued for future consideration and approval.

The Youth age requirements were discussed. IHCA currently is not in line with ISAF for age requirements.

A motion was made: **NAHCA shall make a submission to the IHCA Rules Committee to change the current rule to align with the ISAF age requirements for Youth and Junior sailors.**

The motion was made by Steve Leo, seconded by Todd Wilson, and **passed unanimously.**

Treasurer (Kathleen Tracy)

The 2003 financial report was reviewed.

Credit cards fees continue to be a large expense. Other options were discussed and will be followed offline.

A suggestion was made by Mike Montague to add a section to the membership form for Youth Program donations, in increments of \$10, 25 and 50, with a blank line for voluntary donations that members can give while renewing their membership (this would be in addition to the normal membership dues). Pay pal was also suggested as a possible option to allow people to pay on-line.

5. Old BusinessIHCA Fees are increasing (Rich McVeigh)

The dues for each member to be paid to the IHCA are increasing. Rich has proposed a budget that will allow the NAHCA to absorb the increase without raising the membership dues.

2004 Budget (Rich McVeigh)

The proposed budget was discussed.

A motion was made: **NAHCA shall approve the 2004 Budget as provided in the meeting agenda package.**

The motion was made by Chris Merrill, seconded by Paul Ulibarri, and **passed unanimously.**

Volunteers Needed (Rich McVeigh)

Newsletter needs Assistant Editor(s) to review articles, assist with layout, etc. Website needs assistance with content. GEP Co-Coordinator to work with Mimi to develop program. Membership Recruiting needs help. The class is actively searching for additional volunteers in these areas.

Phone connection was lost at 9:40 pm.

There was a ten-minute break in the meeting.

The phone connection was restored at 9:50 pm. And the meeting continued.

6. New businessNewsletter

A schedule will be developed for 2004 issues, including deadlines that will be enforced. The vast majority of the members present vocalized that the major concern is regular newsletters. In the past, many issues have been held back at the direction of the NAHCA Board, waiting for "critical content." The time required for production and mailing has also increased since 2001. The vast majority of the Division Chairs continue to fail to respond to emails requesting content, as was reported at the 2002 AGM. A published, regular schedule with deadlines that are non-negotiable was suggested as a way to alleviate some of the delays.

Canadian Memberships

The cost for Canadians is very high for NAHCA because of mailing costs for the newsletter (and exchange rates). This also adds significant delays in delivery to those members. A proposal was made by Doug Skidmore (Hobie Cat USA) to ship the newsletters in bulk (pre-labelled) to a Canadian Hobie Dealer, who would then mail from within Canada. This idea is currently being done in Mexico (Armando is the contact), and should dramatically reduce the cost and time involved for Canadian members.

Foreign Web Membership

This was introduced as a way to reduce the costs to Canadian members. It has not been very popular, as most members prefer to receive hardcopy newsletters.

Hobie 102 and Fleet Building (Laura Sullivan)

Laura recapped a successful program in Seattle, WA, working with dealers to bring new sailors into Hobie racing. Several other Divisions provide similar programs. Doug Skidmore (Hobie Cat USA) indicated that the company might be interested in providing funding for a NAHCA-based program.

US SAILING

Roger Brown will attend the Annual Meeting.

Youth Camp at Worlds

The proposed Youth Camp will not be held in Mexico, as the venue would not be conducive .

Team NAHCA

Paul Hess proposed some funding for training and team spirit for global events. Bob Merrick and Kevin Smith were identified as members to help develop ideas offline.

7. Elections/Appointments

A motion was made: **Reelect the current officers to serve for the coming year.**

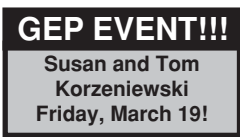
The motion was made by Bill Colgan, seconded by Sean Tracy, and **passed unanimously.**

8. Meeting adjourned 10:34 pm.

Minutes submitted by Mike Levesque on behalf of Bruce Andrews.

HCA Midwinters East Area Championships

Pensacola Beach, FL March 19, 20, 21



Hobie Class Association Area Championships
Wave National Points Regatta

What-

Hobie Midwinters East
Rules: RRS and IHCA Class Rules
Pensacola Beach at Ft. Pickens gate
Racing on Pensacola Bay at the site of the 2003
Hobie 20 and Tiger Continentals.
Thursday afternoon and Friday Registration at
Key Sailing, with practice Racing at 1PM Friday.
All Hobie classes, 5 Hobies make a class.
HCA membership is required.
Limited # of Charter Boats available. Call for details.
Saturday Late registration at race site 8-10 AM
11:00 AM: Skippers' meeting with Racing to follow.
Dinner party following races
Sunday start TBA (Probably 10AM)
Trophies ASAP after racing

Where

Host hotel is the Comfort Inn 800-934-5470.
Group code is "Key Sailing Races."
Center of the Beach and Walking Distance to every-
thing.
Gulf Air 800.301.5925 Group Code: Key Sail. Older,
but nice and treat the sailors good year round. Reser-
vations must be made 30 days prior to the event.
Condos: pbprop@aol.com 800.497.7321 (say you
want the west end of the beach).
Pensacola Beach Tourist information 800.635.4803.
Camping at Fort Pickens, about 8 min. from the race
site. 850.934.2621.
No motorhomes will be allowed at race site.
For other information contact Key Sailing 866 KEY
SAIL 850 932-5520 WWW.KeySailing.com email
keysailing@keysailing.com
Single handed Boats \$40. Double Handed is \$55.
Late Fee After 03/04 Add \$20.00

Midwinters East Registration Form

Hobie Size: _____ Sail Number: _____ Fleet: A or Youth
Skipper: _____ Crew: _____
Address: _____
City: _____ St: _____ Zip: _____
Phone: _____ E-mail: _____
T-Shirt Sizes: _____ Fee Paid: _____ HCA #: _____

Checks Payable : Key Team Sailing Club
C/O Key Sailing
500 Quietwater Beach Rd. #14
Pensacola Beach, Fl. 32561

Phone: (850) 932-5520
Toll Free 866-Key Sail
www.keysailing.com
email: keysailing@keysailing.com

**US Youth Multihull Championship for the
Hoyt Jolley Cup 2004**
(Qualifier for 2005 Volvo Youth Sailing ISAF World Championship in Korea)

2004 Championship supported by



Host Club Sea Cliff Yacht Club

Location Sea Cliff, NY

2004 Event Thur: June 24 - Arrival, Registration &
Competitor's Meeting
Fri: June 25 - Clinic & Practice Races
S/S: June 26-27- Racing

Regatta Chair John Dawson
516.248.2131 w
516.220.3122 c

Boats Hobie 16s: Ten new boats supplied by Hobie Cat
Company, Charter Boats and Bring Your Own
Boat

Class Rules Class rules apply except class membership not
required. Hobie youth minimum weight is 250 lbs
and maximum weight to be added is 50 lbs. See
paragraphs 17.4 and 17.8 in Hobie General Rules.

ISAF Qualifier Winning team qualifies to represent the USA at the
2005 Volvo Youth Sailing ISAF World Championship in
Korea.



Hoyt-Jolley Cup



Hobie 16

The Sea Cliff Yacht Club is located on Long Island Sound, New York

The Sea Cliff Yacht Club
Founded in 1892

The US Youth Multihull Championship for the Hoyt-Jolley Cup is an annual event that is open to all youth (girls, boys and mixed) teams. Team members must be less than 19 years old in 2004. Housing, meals, and racing clinic will be provided. Boats will be a combination of 10 new Hobie 16s supplied by Hobie Cat Company, Charter Boats and Bring Your Own Boats.

Skipper and crew must be current youth or family members of US SAILING and are invited to join US SAILING through the Multihull Council Golden Anchor program.

The winning team will qualify for the 2005 Volvo Youth Sailing ISAF World Championship in Korea and must be under age 19 in the year 2005. Hobie 16 has been designated platform for the multihull discipline.

From the Factory...

Hobie Tiger Tuning Guide

by Greg Thomas, Repeat North American Tiger Champion

On our boat we consider mast setup to be one of the most important settings on the entire boat. With that said though, I don't know if there is a "perfect" setting for a mast because there are so many factors that come into play and which usually change from race to race; wind strength and water conditions just to name a few. Rather than re-tune the mast between every race, we've come to the conclusion of one setting for our mast which is an all around setting for all conditions.

We've arrived at that setting by seeing what the top sailors in the Tiger fleet are doing and then fine-tuning that to our specific sailing style and conditions. Now we can go into a regatta and feel confident that our boat is set up correctly, or at least is in the ballpark with everybody else, and then we rely on our sailing ability which is what one-design racing is all about.

We start by measuring the spreader rake. This is done by using a straight edge (batten works well) and measuring across the spreaders from the diamond wires. The distance between the luff track on the mast and the straight edge is your reading.

Crews sailing around minimum weight (309 lbs.), try setting spreaders with 1.5" to 1.75" of rake. For lighter crews, 20 lbs. or more lighter than minimum weight, try 1.75" to 2" of spreader rake, and for heavier crews, 20 lbs. or more heavier than minimum weight try 1.25" to 1.5" of spreader rake.

How much your team weighs and what conditions you sail in (light or heavy) should determine where in the range of the scale to start. For example, if your crew weight is 330 lbs, which is just about 20 lbs over minimum weight, I'd start with mast rake of 1.5", and the more weight on the boat above 330 lbs, start moving towards the 1.25" setting.

Once we have our spreader rake set we put a few turns on the diamonds to begin putting prebend in the mast. We first only go about a quarter of the way (5-10 turns) and then we check to see if our mast is straight. Do this by laying the mast luff track side up and sighting down the luff track. It will be pretty easy to see if the mast is straight or curved. If straight keep tightening diamonds, but if curved, release diamond tension and adjust the turnbuckle on the one diamond wire. Redo until mast is straight.

Pre bend is measured by laying the mast on its side and pulling the main halyard tight from the top of the luff track to the bottom of the luff track. We measure our prebend at the spreaders from the luff track to the straight line of the main halyard. We set our prebend to match our spreader rake.

We do not use a Loos gauge so I'm not sure what that setting would be, although I know there is a lot of tension on the diamond wires giving us a pretty stiff mast. For others using different settings for their weight I would initially set up the mast prebend to match their spreader rake.

This may sound like a lot of work and end up being a lot of work to get your mast set up correctly, but as I said at the beginning, this is one of the most important setups on the boat. If you get it right the first time you shouldn't have to adjust it again until you're ready to start experimenting.

If you're just getting into the Tiger I'd recommend using these settings or find the fast boat in the fleet and copy their settings. Usually the top sailors have the experience and time on the boat and have already tested to find the correct settings. Go with those settings until you get comfortable with the boat and how it sails in different conditions, then start to make the necessary adjustments to make your boat go faster.

Our mast is now ready to go up. Once up we adjust the shroud tension and check the mast rake. We run a fairly tight rig, meaning that our shrouds are pretty tight, loose enough though to allow the mast to rotate freely. We keep the same amount of tension on the rig in all conditions, light to heavy.

Mast rake is measured by tying a line to the forward trapeze wire and swinging the trapeze/line forward to the bow tang and marking the line where it meets the clevis pin for the bridle wires. Then swing the trapeze/line towards the back of the boat while keeping the line marked. A good setting for all crew weight is for the mark to end up just below the top of the rudder gudgeon, about 0.25" – 0.5" below.

Your mast should now be setup in the ballpark with most of the top Tiger sailors, so put up the sails and go sailing. Practice, practice, practice.

*Team Tomko at the 2003 Tiger NAs.
Photo by Sam Evans.*



2004 Major Events Schedule

IHCA World Championships

Hobie 16 Worlds	May 5-14, 2004 Lori Mohney	Cancun, Mexico miracle429@aol.com	www.hobieclass.com 269.327.4565
Hobie 17 & 18 Worlds	Jan 2-6, 2005	Melbourne, Australia	www.hobieclass.com

HCA Continental Championships

Hobie 17, 20 & Tiger	July 19-23 Gary Russell	Monterey, CA grussl@hotmail.com	707.869.2464
Hobie 14 Open / Hobie 16 Women's	Sept 10-12	Brewerton, NY	
Hobie 16 Youth	Sept 10-12	Brewerton, NY	
Hobie 16 Open	Sept 13-17	Brewerton, NY	
For all New York Continental Events:	Pat Bisesi	H16nats@aol.com	315.699.5453

HCA Area Championships

Midwinters West	March 5-7 Ron & Shirley Palmer	San Felipe, Mexico shirlronpal@msn.com	520.299.0609
Midwinters East	March 19-21 Kirk Newkirk	Key Sailing, Pensacola Beach, FL www.keysailing.com	866.KEY.SAIL
Northeast (Madcatter)	May 21-23 Adam Atherton	Oneida Shores Park, Brewerton, NY atathert@twcny.rr.com	315.699.8184
North Central	May 21-23 Chris Wessels	Clear Lake, IA (NEW EVENT!!!) xanderwess@yahoo.com	641.425.8720
Mid Americas	June 12-13 Laurie Cronan	Lakeside Recreation Area D, Lake Texoma, OK lcronan@ev1.net	972.625.4736
Northwest	August 6-8 Laura Sullivan	Lake Quinault, WA mslauras@earthlink.net	425.432.7749

HCA Guest Expert Program

All 2004 GEP events TBA. If interested in hosting a Guest Expert at your Hobie regatta, contact:
 Mimi Appel mimiappel@aol.com
 Kathleen Tracy kat@frii.com 970.223.2642

HCA Race Management Seminars

All 2004 seminars TBA. If interested in hosting a Race Management Seminar at your Hobie regatta, contact:
 Paul Ulibarri pulibbarri@compuserve.com 250.474.7580

Hobie Class Division Regattas

BOLDFACE INDICATES POINTS REGATTAS. CONTACT THE SPECIFIC DIVISION FOR MORE INFORMATION.

FLT DATES	EVENT NAME/LOCATION	CONTACT NAME	PHONE	FLT DATES	EVENT NAME/LOCATION	CONTACT NAME	PHONE
DIVISION 3 Contact Gary Russell at 707.869.2464 / 707.291.3363 or grussl@hotmail.com Wed eves - Fleet 17 Folsom Lake 5% Ramp, Kirk Jeffries 916.454.3966 kirk@inland-hobie.com Div 3 Nov 8 Year End Banquet/Tower Park Marina, Lodi Gary Russell 707.291.3363				DIVISION 13 See Fleet Directory (next page) for specific country contact information 236 Nov 1-2 Nacionales/Valle de Bravo Armando Noriega 52-55-5631-5555 236 Nov 15-16 Copa Federacion/Valle de Bravo Armando Noriega 52-55-5631-5555 236 Dec 6-7 Regata Patronato/Valle de Bravo Armando Noriega 52-55-5631-5555			

2004 Regatta Schedules Are Coming Soon!

...to establish and promote the highest standards of Hobie Cat sailing / racing...

HCA Directory of Fleets

Fit	Commodore	City	Phone	Div	Fit	Commodore	City	Phone	Div	Fit	Commodore	City	Phone	Div
CANADA														
COUNTRY CONTACT:		Mike Walker												
		905.891.6328												
		mike.walker@rogers.com												
ALBERTA														
446	Dave Dawson	Calgary	403.271.3944	4										
BRITISH COLOMBIA														
14	Vikki Ulibarri	Victoria	250.474.7580	4										
130	Tammy Machtaler	Penticton	250.493.5034	4										
214	Paul Evenden	Vancouver	604.463.7152	4										
261	John Alexander	Victoria	250.658.8490	4										
263	Ron Rubadeau	Kelowna	250.868.0388	4										
446	Dave Dawson	Calgary	403.271.3944	4										
MANITOBA														
90	Alex Stanley	Winnipeg	204.231.9407	7										
NOVA SCOTIA														
38	Paul Harvey	Baddeck	902.295.2758	12										
417	Sid Archer	Dartmouth	902.435.0631	12										
ONTARIO														
150	Barbara Murray	Phelpston	705.722.8640	16										
172	Nicholas Eliot	Kingston	613.545.7790	16										
183	Karen Ann Xavier	Toronto	416.597.2352	16										
298	Theo Burtick	Nepean	613.726.6983	16										
441	Jeff Glenn	Burlington	905.522.6470	16										
QUEBEC														
187	Andre Pilon	St Luc	514.359.1090	12										
257	Serge Nadeau	Quebec City	418.889.9938	12										
SASKATCHEWAN														
242	Henry Schubach	Regina	306.757.4303	4										
DOMINICAN REPUBLIC														
289	Jose Maria Acosta	Santo Domingo	809.563.8730	13										
EL SALVADOR														
		Alberto Ferracuti	San Salvador	503.271.1031	13									
GUATEMALA														
COUNTRY CONTACT:		Juan Maegli												
		Tel +502.331.8317												
		Fax +502.360.0573												
		jemaegli@tecun.net.gt												
138	Juan Maegli	Ciudad de Guatemala	502.331.8317	13										
138	Martin Keller		502.333.3904	13										
MEXICO														
COUNTRY CONTACT:		Armando Noriega												
		Tel. +52.5.631.55.55												
		Fax +52.5.645.74.18												
		hobiemex@hotmail.com												
236	Enrique Ambrosi	11000 Mexico	52.55.96.26.7713											
469	Pancho Limon	San Felipe	52.657.7.11.80	2										
904	Alberto Ponce	Yucatán	52.9.993.13.0013											
PUERTO RICO														
133	Alfredo Figueroa	San Juan	alfredofigueroa40@hotmail.com											
UNITED STATES OF AMERICA														
ARIZONA														
66	Bill Feil	Phoenix	480.706.5898	2										
514	Tony Krauss	Tucson	520.514.5605	2										
ARKANSAS														
241	Bob Edmonds	Little Rock	501.868.8801	14										
CALIFORNIA														
2	Troy Szabo	Grass Valley	916.489.4831	3										
3	Karen Christensen	Long Beach	582.439.4097	2										
4	Dave Dixon	San Diego	858.794.8467	2										
17	Kirk Jeffries	Roseville (Sacramento)	916.782.3962	3										
20	Mike Little	San Jose	209.957.1234	3										
29	Thom Grimaldi	Modesto	209.384.3439	3										
30	Brad Austin	Redlands	bradaustin@msn.com	2										
62	Dave Marean	Fresno	559.298.1251	3										
167	Dave Bethel	Bakersfield	661.322.9178	2										
194	John Schroyer	Martinez	925.372.9392	3										
222	Allan Houser	Seaside	831.394.7661	3										
240	Adam Borcherding	Santa Cruz	831.427.1732	3										
281	Mike Montague	Santa Rosa	707.799.4556	3										
290	Kit Wiegman	Sacramento	916.338.4678	3										
537	Mike Strahle	Redding	530.245.0964	3										
COLORADO														
50	Sean Tracy	Ft. Collins	970.223.2642	5										
61	Mike Machette	Denver	303.744.3014	5										
CONNECTICUT														
31	Barry Burgess	New Milford	203.354.8090	12										
56	Colin Walklet	S Westport (Bridgeport)	203.454.0212	12										
136	Joe Manganello	Madison (New Haven)	203.421.3641	12										
186	Ronald Borge	Darien	rborge@snet.net	12										
DELAWARE														
106	Bill Colgan	Rehoboth Bay	302.475.9083	11										
FLORIDA														
11	Rick Loewen	Orlando	407.USS.SAIL	8										
35	John MacDonald	Pensacola	850.932.2673	15										
36	John McKnight	Miami/Keys	305.251.7600	8										
44	Scott Corson	Ft. Lauderdale	954.437.4696	8										
45	Kent Cooper	Cocoa Beach	321.504.7300	8										
80	Steve Caron	Daytona Beach	386.238.1510	8										
111	Cindi Muhlbauer	Jacksonville	904.641.6734	8										
111	Diane Rodgers	Jacksonville	904.794.1577	8										
120	Mike Wilson	Panama City	850.235.2823	15										
127	Greg Brock	Ft. Pierce	561.461.1659	8										
153	Dave Carlson	Gainesville	352.332.1049	8										
GEORGIA														
12	Tammy Duran	Atlanta	770.531.0397	9										
HAWAII														
6	Dean Froome	Kaneohe	808.235.3507	1										
IDAHO														
926	Miles Moore	Hayden	208.762.2382	4										
ILLINOIS														
159	Dave Waugh	Springfield	217.528.9031	10										
INDIANA														
126	Scott Doege	Crown Point	219.661.1041	10										
IOWA														
10	Doug Southwick	Clear Lake	319.345.9949	7										
84	Tom Podhajsky	Marshalltown	641.752.5958	7										
474	Tim Olson	Polk City	515.984.7600	7										
475	Ryan Richardson	Storm Lake	712.732.5926	7										
KANSAS														
27	Scott Mathia	Wichita	316.744.8513	14										
149	Virginia Baumgartner	Ozawki	785.246.3626	7										
LOUISIANA														
9	Glenn Richard	Lake Charles	504.751.7239	6										
41	Barbara Lee	Metarie	504.837.4191	15										
MAINE														
231	Greg Harwood	Winthrop (Augusta)	207.377.4717	12										
MARYLAND														
54	Lynn Flanigan	Chesapeake Bay	410.821.6761	11										
MASSACHUSETTS														
28	Nancy Worth	Boston	781.821.9386	12										
154	Garrett Norton	Cambridge	617.484.4982	12										
MICHIGAN														
40	Bruce Williams	Richland	616.731.4496	10										
276	Jeff Rabadoux	Troy	248.641.7358	10										
519	Jerry Mohney	Austin Lake	269.327.4565	10										
MINNESOTA														
52	Kevin Chase	White Bear Lake	651.429.7971	7										
474	Slim Johnson	St. James	507.375.4226	7										
MISSISSIPPI														
70	William Allen	Ocean Springs	601.875.5423	15										
278	Ronald Beliech Jr	Brandon	601.362.9265	15										
MISSOURI														
123	Garen Miller	St. Louis	shrednsail@mindspring.com	10										
273	Wendell Fouts	St. Peters (St. Louis)	314.926.0440	7										
NEBRASKA														
192	Jeff Schmidt	Omaha	402.333.3182	7										
NEVADA														
51	David Martin	Las Vegas	702.914.8099	2										
203	Andrew Brigg	Reno	775.747.0673	3										
NEW HAMPSHIRE														
209	Scott Malcolm	Gilford	603.926.7451	12										
496	Dave White	Pelham	978.232.9270	12										
NEW JERSEY														
24	Wally Myers	Ocean City	609.390.8182	11										
73	Bill Hiller	Pleasantville	609.652.8165	11										
137	William Woodie	Lake Hopatcong	973.347.8658	11										
234	Thomas Davis	Union Lake	609.848.7352	11										
250	Vic Simon	Sandy Hook	908.583.6558	11										
267	Andrew M. Keller	Barnegat Bay	609.492.1713	11										
443	John Shaw	Wildwood	609.898.2150	11										
452	Dave West	Barnegat Bay	609.971.3603	11										
NEW MEXICO														
48	Mike Grimes	Albuquerque	505.299.2796	5										
NEW YORK														
119	Mike McNamara	Buffalo	716.759.1908	16										
143	Richard Partenfelder	Long Island	631.269.4743	12										
204	Adam Atherton	Cicero	315.699.8184	16										
238	Tom Miller	Pawling	845.855.0868	16										
295	Marie Gibson	Rochester	585.533.1531	16										
NORTH CAROLINA														
92	Jeff Price	Davidson (Charlotte)	704.892.1936	9										
97	Sam Evans	Raleigh	919.544.4521	9										
100	Kyle Harrison	New Bern	919.304.6167	9										
101	David Lennard	Wilmington	910.686.0595	9										
170	Debra Walters	Lake Waccamaw	910.642.0625	9										
191	Tom Sutton	Greensboro	336.676.4403	9										
NORTH DAKOTA														
532	John Grabar	Bismarck	701.258.7372	7										
OHIO														
47	Bill Molleran	Cincinnati	513.941.3145	10										
85	Jamie Diamond	Columbus	614.267.0004	10										
400	Dave Sullivan	Toledo	419.698.3576	10										
501	Doug Wilkins	Celina	419.586.6114	10										
OKLAHOMA														
25	Martin Brown	Tulsa	918.446.8667	14										
63	Bryan Rainbow	Norman	405.321.5112	14										
131	Phil Collins	Oklahoma City	405.721.0737	14										
251	Clark Smith	Lawton	580.357.1688	14										
OREGON														
72	Andrew Richardson	Portland	503.292.3005	4										
94	Kelly Havig	Redmond	541.548.5203	4										
193	John Stahr	Eugene	503.344.5585	4										
PENNSYLVANIA														
416	Chris Begrow	Philadelphia	215.822.2528	11										
466	Bo Jones	Pittsburgh	412.457.6448	16										
RHODE ISLAND														
448	Mark Wood	N Kingstown	401.539.0585	12										
932	Sandy Takacs	Portsmouth	401.683.7670	12										
SOUTH CAROLINA														
53	Steve Shapiro	Charleston	843.795.3026	9										
141	David Mosley	Columbia	803.732.2313	9										
164	Dave Strickland	Lake Keowee	864.801.1625	9										
174	Ted Watts	Myrtle Beach	843.651.6931	9										
520	Buz Moore	Hartsville	843.332.6103	9										
SOUTH DAKOTA														
198	Paul McQuilkin	Rapid City	605.342.4549	5										
291	Marquis Erickson	Sioux Falls	605.334.5785	7										
TENNESSEE														
134	Charles Miller	Memphis	901.358.8151	15										
249	Jon Sheridan	Nashville	615.383.7266	15										
TEXAS														
8	Dave Rosborough	Houston	713.669.8490	6										
23	Dennis McCredie	Dallas	972.552.9115	14										
64	Steve Piche	Austin	512.206.0729	6										
91	Gary Godbold	Fort Worth	817.731.0542	14										
128	Betty Reeh	San Antonio	210.656.5278	6										
407	Roger Poe	Houston/Conroe	281.859.6201	6										
UTAH														
67	Jarrold Marx	Park City	801.562.5461	5										
VIRGINIA														
32	Tracie Van Houten	Virginia Beach	757.851.4815	9										
196	David Nees	Fairfax	703.849.8300	11										
WASHINGTON														
37	Gary Baker	Bellingham	360.734.9471	4										
95	Jerry Valeske	Seattle (Maple Valley)	425.432.7749	4										
195	Ken Dyer	Richland (Tri Cities)	509.582.3231	4										
535	Mark Sele	Wenatchee	509.884.9113	4										

2004 HCA MEMBERSHIP APPLICATION 2004

HCA membership is for the calendar year (January 1, 2004 — December 31, 2004)

TOP CAT MEMBERS \$100.00

Patrons and Sponsors
All benefits of Standard Membership

US STANDARD \$30.00

Membership in IHCA
Funding to HCA
HCA Membership Card
Hobie Class News

FOREIGN (OUTSIDE US) \$37.00

Same as Standard Membership, for those not living in the US. The increased cost helps to cover the expense of mailing outside the US.

WEB ONLY \$20.00

An electronic membership that saves the cost of mailing. These members will receive all benefits of Standard Membership, but will not receive a hardcopy of *Hobie Class News*. E-mail address is required.

YOUTH (Independent) \$15.00

Under 21 years of age
Membership in IHCA
Funding to HCA
HCA Membership Card
Hobie Class News

FAMILY MEMBERS \$10.00

(Top Cat, Standard or Foreign members may purchase membership for additional family members at \$10 per card)
Membership in IHCA
Funding to HCA
HCA Membership Card



HOBIE CLASS ASSOCIATION

WHAT THE MONEY GOES FOR:

- Hobie Cat Class Promotion
- Guest Expert Program
- Youth Programs
- Informational Mailers
- Standardized Racing
- Continental Event Support
- Racer Support Programs
- Regatta Materials for Fleets & Divisions
- Racing Seminars
- Race Management Seminars

*Help us to serve you better!
We send an email to confirm that we receive each application. If you do not receive an email message within two weeks of mailing your application, please contact us at:
hobiemembership@sbcglobal.net*

(PLEASE PRINT OR TYPE) [] Please check if this is a new address [] New Member [] Renewal [] New Card

NAME _____ Member # _____

ADDRESS _____ Apt # _____

CITY, STATE/PROVINCE _____ Postal Code _____

COUNTRY _____ FLEET # _____ DIVISION # _____ BOAT SIZE(S) _____

PHONE: HOME _____ WORK _____ FAX _____

E-MAIL _____ DIVISION CHAIR? [] YES FLEET COMMODORE? [] YES

Fam/Jr name(s) _____

If under 21, please give DOB _____

Date of next regatta you will attend? _____

MEMBERSHIP TYPE (US Funds)

[] Check here if you want to receive mailings from Hobie-related products and services.

TOP CAT (\$100.00) _____

[] Put me on the mailing list for the Women's International Class Association.

STANDARD (US) (\$30.00) _____

FOREIGN (\$37.00) _____

WEB (\$20.00) _____

YOUTH (under 21) (\$15.00) _____

Family Card(s) @ (\$10.00) _____

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/HCA 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 HCA, its Division or Fleet organizations or the organizers of events as a result of such participation.

ADD VOLUNTARY YOUTH PROGRAM DONATION:
(\$10.00/\$25.00/\$50.00 OR OTHER) _____

TOTAL _____

Signature of sailor _____

Date _____

Payment Enclosed: [] check or money order

Charging to: [] Visa [] Master Card

CARD # _____ EXPIRATION DATE _____

SIGNATURE OF CARD HOLDER _____

Please note: checks are preferred over credit cards.

PLEASE SEND APPLICATION TO:
HCA MEMBERSHIP, C/O ELIZA CLEVELAND
101 SEAVIEW AVENUE
BRANFORD, CT 06405 USA
(T) 203.488.7820, (F) 203.432.5328
Allow three weeks for delivery

...to establish and promote the highest standards of Hobie Cat sailing / racing...



Multihull Council Golden Anchor Membership Form – New and Renewal

Anniversary dates: March 31 and September 30

New GA memberships paid between January 1 through June 30, 2004, will expire on March 31, 2005
New GA memberships paid between July 1 and December 31, 2004, will expire on September 30, 2005

Name _____

Address _____

City _____ State _____ Zip+4 _____

Phone _____ Fax _____ Email _____

Boat(s) _____

Primary Racing: One Design [] Portsmouth [] Other (specify) _____

\$____ \$15 Youth (regularly \$20) – Under 21 / Student birth date _____

\$____ \$40 Individual (regularly \$60)

\$____ \$60 Family (regularly \$75)

\$____ \$40 Individual non-USA

\$____ \$10 Special one-year, 6-issue subscription to *Multihulls Magazine* for **new members only** (reg. \$21)

Yes, I want to support one or more of these MHC programs:

\$____ Youth Multihull Championship

\$____ Hoyt-Jolley Fund for Alter Cup

New cruising sailors: indicate here _____ if you prefer to receive Safety Recs for Cruising instead of RRS.

Mail with check payable to: Darline Hobock/MHC, 5373 E. 27th St., Tulsa, OK 74114



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. This is available to any sailor with a Multihull of any size, from beach cat to cruising boat.

Multihull sailors who are Individual or Family members receive:

- *Racing Rules of Sailing*, updated every four years
- \$20 coupon good towards purchase of \$75 or more at West Marine (expires 12/31/2004)
- Minimum 10% discount on entry fees for regattas covered by US SAILING regatta liability insurance
- Discounts on merchandise, publications, accessories, videos, and safety gear
- Eligibility for US SAILING championships, including the Alter Cup
- Access to the members' portion of the US SAILING website

Membership dollars support many programs and services offered by US SAILING including:

- Develop community sailing instructors to make sailing more accessible
- Train sailors of all ages to become sailing instructors
- Support of one-design fleets nationwide
- Train and certify judges, race officers and umpires
- Offer affordable insurance programs for sailing organizations
- Derive and implement the ISAF Racing Rules of Sailing
- Develop and administer handicap systems such as Portsmouth Yardstick
- And much more

Youth memberships are available for youths and students under 21 with the following benefits:

- Eligibility for US SAILING championships (must meet age requirements)
- *Racing Rules of Sailing*, updated every four years

Will you support US SAILING with your membership?

Darline Hobock, Program Administrator

Hobie®

**Equipment
for Serious
Sailors**

*When it's "all happening" on a Hobie...
you need to be confident in your equipment.*

Hobie Tiger Continental Champions (2002 and 2003) Greg Thomas and Jacques Bernier agree on one thing... they love racing! But, they can't agree on which harness is best. Greg prefers the Hobie Convertible Harness, but Jacques wears the Hobie Automatic Harness. Greg likes the freedom of movement that the Hobie Convertible offers when worn without the shoulder straps. Jacques likes the clean design and snug fit of the Hobie Automatic.

CONVERTIBLE HARNESS "Converts" easily from a half harness to full harness with the addition of shoulder straps (included). The all around harness for both racers and recreational sailors where comfort, support and mobility are key. For recreational or racer sailors the half harness has enough back support to keep you comfortable on the tramp or the trap. Just add the shoulder straps for those long days out on the trapeze where extra back support is needed. Extra stiff back support, padded leg straps / shoulder straps, adjustable lumbar support, neoprene covers over buckles and a stainless spreader bar. It all adds up to keeping you comfortable and having fun on the water.



FULL "AUTO" HARNESS New spreader ratcheting feature allows easy adjustment of harness around hips. Ratchet strap system keeps the harness adjusted the way you like it while reducing the "loose strap ends" common with other harness designs. Clean design keeps you free from tangles. For those looking for added back support and comfort while on the trapeze. Great for spending lots of time on the wire. Crotchless design with neoprene leg straps, adjustable lumbar support, neoprene covers over side buckles. Reinforced patch on the seat. Comes with stainless spreader bar.



HOBIE CAT USA - www.hobiecat.com - 1(800)HOBIE49

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A fast and furious competitor



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