



# HOTLINE

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THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA

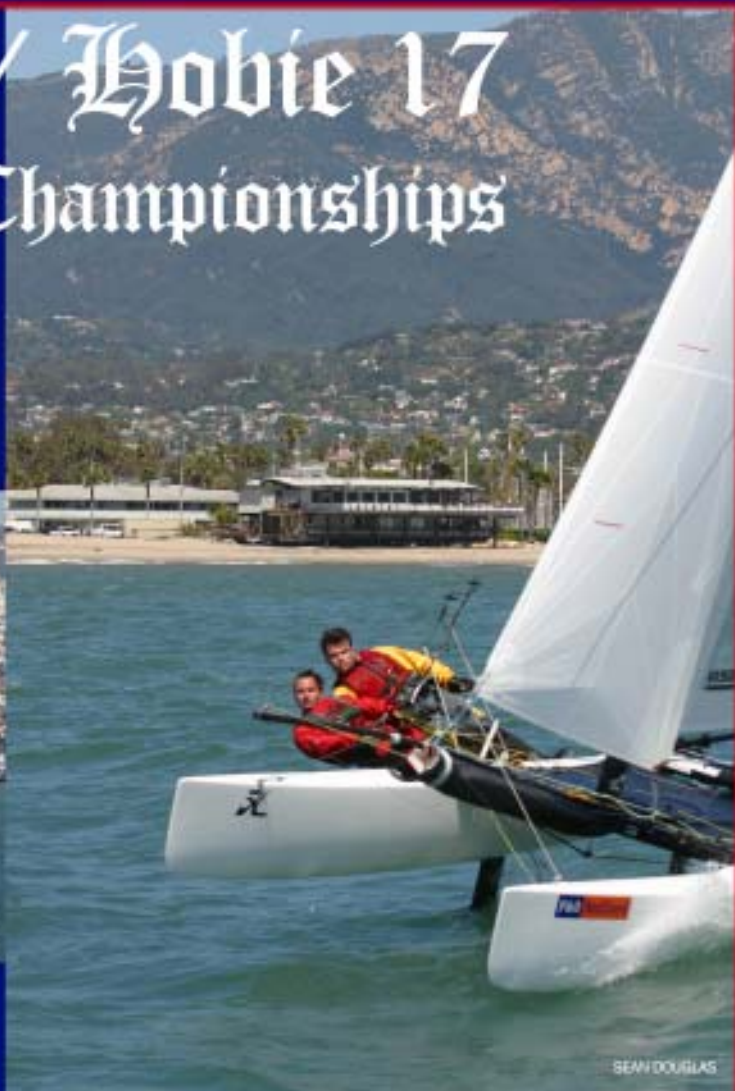


# Hobie Tiger / Hobie 17

## North American Championships

August 7-11, 2006

St. Francis Yacht Club  
San Francisco, California



SEAN DOUGLAS

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



MICHEL WALKER



### Information:

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

### Accommodations:

[www.stfyc.com](http://www.stfyc.com). Go to "Just Visiting?" and click on "Local Lodging."

### Official Notice of Race:

Available at [www.stfyc.com](http://www.stfyc.com) or [www.hca-na.org](http://www.hca-na.org)



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International  
Classes





The Official Publication of the Hobie Class Association of North America

**MARCH-APRIL 2006**  
**VOLUME 35, NUMBER 2**

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

#### HOBIE CLASS ASSOCIATION HOTLINE

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# cleanairflatwater

## HCA-NA Governance



As we enter the 2006 sailing season, preparing ourselves and our boats for another exciting schedule of regattas, it is appropriate to review the Hobie Class Association of North America's governance. While hopefully taking a back seat to sailing and racing, running the class is nonetheless a critical task for the continued health of the Hobie Class.

Superficially, the HCA-NA executive officers in particular, and all the volunteer officers in general, appear to be "running" the class. This column and others perpetuate that perception. But a little-known fact is that the sixteen division chairs plus the Women's Representative hold the voting power to make all the key decisions for the HCA-NA. Each division chair, in turn, is representing the HCA-NA members in their geographical area. Division bylaws govern how that representation handled.

As you can imagine, it is not practical to convene a discussion and vote on every detail of the daily management of the HCA-NA. For this work, the division chairs and Women's Rep essentially delegate specific work areas among the various volunteer officers. The HCA-NA Chair and two Vice Chairs are directly elected to perform specific tasks as outlined in the Bylaws. The other HCA-NA officers are appointed. All the officers and the seventeen voting members form the HCA-NA Board of Directors (BoD). In addition, there are standing committees such as the Bylaws Committee and the Nominating Committee that have specific responsibilities. Other committees are formed as needed and key decisions are put forth by the officers and/or committees for consideration by the voting members of the BoD.

At the HCA-NA Annual General Meeting (AGM), the officers for the subsequent year are elected or appointed and the annual budget approved. The officers and committees are then free to carry out their job descriptions outlined in the Bylaws and constrained by the annual budget. For any issues that arise outside this "business as usual" framework, the BoD may be asked to discuss and vote.

A recent example of this involved an issue before the International HCA Council. As the North American HCA representative on that council, I decided that this particular issue needed to come back to the HCA-NA BoD to decide how I should vote. There was a potentially significant financial impact on the HCA-NA that was not in the budget approved by the BoD at the last AGM. It was extremely gratifying to me for the HCA-NA BoD to quickly jump in, understand the issue, discuss it a bit via e-mail and then vote the HCA-NA position, all within one week.

The HCA-NA AGM will be held at the Hobie 16 North American Championship in September. Officers and committees will be elected and appointed. I strongly urge each of you to seriously consider stepping forward to volunteer your time to help run the class. The future of the class and quality of our sailing and racing depend on all of us pooling our efforts.

Ed Muns, HCA-NA Chair

mar / apr 2006

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## photo / illustration

### credits

Cover – **Sandy Banks**  
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 Sail Pattern Guide – **Matt Bounds, Hobie HOTLINE, Teri McKenna**  
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 Personal Profile – **Paul Davis, Sue Fields**

**If you have not renewed your HCA Membership, this will be the last *HOTLINE* you receive – renew today!**

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Rank	Skippers	Crew	1st Race	2nd Race	3rd Race	4th Race	5th Race	6th Race	7th Race	8th Race	9th Race	10th Race	11th Race	12th Race	13th Race	14th Race	15th Race	16th Race	17th Race	18th Race	19th Race	20th Race	Total	
1	McNugget, Rich	Griffin, Lisa	289.00	289.00																				
2	Meredith, Bob	Chandler, Jina	288.00	288.00																				
3	Collier, Peter	Ridder, J. Maria	284.00	284.00																				
4	Woods, Bruce	Woods, John	283.00	283.00																				
5	Shore, Mark	Shore, Susan	282.00	282.00																				
6	Figueroa, Francisco	Green, John	281.00	281.00																				
7	Winters, Mike	Allen, Tom	281.00	281.00																				
8	Jeffery, William (2nd)	Jeffery, Sandy	280.00	280.00																				
9	Hess, Paul	Hess, Mary Ann	280.00	280.00																				
10	Hess, Jeffrey A.	Loftis, Arthur	280.00	280.00																				
11	Hessert, John	Hessert, Linda	279.00	279.00																				
12	Woods, Phil	Woods, Nancy	280.00	280.00																				
13	Johnson, Bill	Wasson, Janice	280.00	280.00																				
14	Nelson, Peter	Solman, Laura	280.00	280.00																				
15	Koskela, Kenneth J.	Adachi, Robyn	280.00	280.00																				
16	Winters, Jeff E.	Hessert, John	280.00	280.00																				
17	Shore, Charles	Dobson, John	280.00	280.00																				
18	Hessert, Mark	Lafont, Eric	280.00	280.00																				
19	Koskela, Kenneth J.	Winters, Jeff	280.00	280.00																				



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## on the cover

**MidWinter's East - 1980**  
*How many sail patterns can you see?*

# 2006 regattaschedule

## World Championships [www.hobieworlds.com](http://www.hobieworlds.com)

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

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

Hobie 16 Women/Youth **July 21-23** Atlantic Highlands, NJ  
 Hobie Tiger / 17 **Aug 7-11** San Francisco, CA  
 Hobie 16 Open **Sept 11-15** Narragansett, RI  
 Hobie 14 **Sept 23-24** Clear Lake, IA  
 Hobie 18 / 20 **Sept 25-29** Lake Texoma, TX

## HCA Area Championships

**North East** **May 19-21** Syracuse, NY [www.fleet204.com](http://www.fleet204.com)  
**MidAmerica's** **June 3-4** Lk. Texoma, TX [www.fleet23.com](http://www.fleet23.com)  
**North Central** **Aug 5-6** Yankton, SD [www.hobiecatdivision7.org](http://www.hobiecatdivision7.org)

## Other Events

**F-18 North Americans** Sep 18-22 Lake Carlyle, IL [www.naf18.com](http://www.naf18.com)

## HCA Sanctioned Division Regattas

### Division 2—Southern CA / AZ / NV

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
51	April 8-9	<b>Lukemia Cup</b> Lake Mead, NV	Gordo Bagley	702-266-6582
66	May 6-7	<b>Cinco de Mayo</b> Peurto Peñasco, MEX	Bill Feil	480-706-5898 Bfeil81598@aol.com
434	June 10-11	<b>Lake Arrowhead Regatta</b> Lake Arrowhead, CA	Chris Dunn	909-336-6769 dunndl@charter.net
51	June 17-18	<b>Big Bear Lake</b> Big Bear, CA	Dave Martin	702-914-8099
3	July 8-9	<b>Bluewater</b> Ventura, CA	Jeff Petron	805-388-9759 Luv2roost@earthlink.net
3	July 15	<b>Milt Ingram</b> Ventura, CA	Jeff Petron	805-388-9759 Luv2roost@earthlink.net
240	Aug 5-6	<b>Mile High Regatta</b> Huntington Lake, CA	Dave Koop	davekoop@comcast.net
4	Sept 9-10	<b>San Diego Classic</b> <b>Division 2 Championships</b> San Diego, CA	Scott Wentworth	scottwentworth@ sbcglobal.net
66	Oct 7-8	<b>Piñata Regatta</b> Peurto Peñasco, MEX	Barb Perlmutter	Skipperbarb36@ hotmail.com

### Division 3—Northern CA

[www.hobie3.org](http://www.hobie3.org)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
240	April 22-23	<b>Kick-Off</b> Santa Cruz, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
2	May 6-7	<b>Viento Fiesta</b> Lake Comanche, CA	Dave Atwater	530-582-6831 dcatwater@usamedia.tv
20	May 20-21	<b>Wet &amp; Wild Regatta</b> Woodward Reservoir, CA	Mike Wooldridge	smwooldridge@ sbcglobal.net
Div 3	June 3-4	<b>Round Treasure Island Regatta</b> Alameda, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
17	July 8-9	<b>Whitecaps Regatta</b> Union Valley Res., CA	Brent Chartrand	916-337-5603 bcf2web@ whitknucklesailing.com
240	July 22-23	<b>Otter Regatta</b> Monterey Bay, CA	Steve Boese	steve@ k9trainingsolutions.com
240	Aug 5-6	<b>Mile High Regatta</b> Huntington Lake, CA	Dave Koop	davekoop@comcast.net
240	Aug 26-27	<b>Moss Landing Challenge</b> Santa Cruz / Moss Landing, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
281	Sept 16-17	<b>Shark Feed</b> Bodega Bay, CA	Mike Montague	mike@teevax.com
240	Oct 14-15	<b>Turkey Regatta</b> Monterey Bay, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com

### Division 4—Pacific Northwest

[www.hobiedivision4.org](http://www.hobiedivision4.org)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	May 27-28	<b>Splash Regatta</b> Kirkland, WA 	Bob Johnson Dan Carpenter	206-604-8686 rgjohnson@seanet.com
214	June 17-18	<b>Jericho Classic</b> Vancouver, BC	Mark Jones	604-983-2319 fleet214markjones@ hotmail.com
95	July 22-23	<b>Sudden Valley Points Regatta</b> Bellingham, WA	Bob Johnson	206-604-8686 rgjohnson@seanet.com
95	Aug 5-6	<b>Skamokawa Regatta</b> Skamokawa, WA	Chris Kelsey	360-256-3809 ckelsey@pru-nw.com
Div 4	Aug 12-13	<b>Quinalt Regatta</b> Lake Quinalt, WA	Al Jones	360-249-3388 alan@techline.com
214	Sept 1-4	<b>Harrison Regatta</b> Harrison Hot Springs, BC	Mark Jones	604-983-2319 fleet214markjones@ hotmail.com
95	Sept 9-10	<b>Bellingham Bay One Design</b> Bellingham, WA	Laura Sullivan	425-432-7749 mslauras@earthlink.net
95	Sept 23-24	<b>Westport Points Regatta</b> Westport, WA	Peter Nelson	206-772-2662 nelson.peter@comcast.net

### Division 5—Mountain States

[www.hobiediv5.org](http://www.hobiediv5.org)

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
61	May 20-21	<b>Three Peaks to the Wind</b> Union Reservoir, Longmont, CO	Deb Olsen	debolsen@msn.net
50	June 3-4	<b>Prairie Winds</b> Boyd Lake, Loveland, CO	Sean Tracy	seant@frii.com
61	June 24-25	<b>Tropical Dreams Regatta</b> Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com
156	July 15-16	<b>That One Particular Regatta</b> Glendo Reservoir, Alcova, WY	Nick Hopkins	wyfleet156@hotmail.com
198	Aug 5-6	<b>Angostura Regatta</b> Angostura Reservoir, SD		fleet198@hotmail.com
67	Aug 18-20	<b>Wild Bill Thrill</b> Flaming Gorge, Reservoir, WY	Jarrod Marx	Marx5461@msn.com
51	Sept 1-3	<b>Mac Attack</b> Lake McConaughy, NE	Steve Titus	sttitus99@yahoo.com



**Several dates and contact info have changed since the last issue. Check the Division websites for the latest information.**

Division 7—Prairie States  
www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
10	May 20-21	<b>Don Coe Memorial</b> Clear Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com
192	June 10-11	<b>Bent Mast Regatta</b> Lincoln, NE	Mike Brindisi	402-339-4618 mike@selectsail.com
475	June 24-25	<b>Field of Dreams Regatta</b> Storm Lake, IA	Andy Larson	712-732-1532 larsona@iwnet.net
52	July 15-16	<b>Spirit Lake Regatta</b> Spirit Lake, IA	Dale Dorschner	651-799-6806 dale.dorschner@health.state.mn.us
291	Aug 5-6	<b>North Central Area Champs</b> Yankton, SD	Dave Rice	403-558-6568 david.rice@mutualofomaha.com
84	Aug 18	<b>Division 7 Youth Regatta (Wave provided)</b> Des Moines, IA	Jim Sohn	515-544-0680 sailinghobie@dwx.com
84	Aug 19-20	<b>Division 7 Championships</b> Des Moines, IA	Angie Wilson	515-967-3561 tarhem@aol.com

Division 10—Great Lakes / Midwest  
www.HCADivision10.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
276	June 17-18	<b>Regata de Gatos</b> Port Burwell, Ontario	John Bauldry	248-620-4768 jmbauldry@comcast.net
519	TBA	<b>Sail 'n Soak Regatta</b> Austin Lake, MI	Steve Chapman	S-K-CHAPMAN@worldnet.att.net

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
106	May 13-14	<b>Delaware State Hobie Champs</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net
250	June 3-4	<b>Sandy Hook</b> Sandy Hook, NJ	Jacques Pierret	908-583-6558 PierretJ@coned.com
267	June 10-11	<b>Spray Beach</b> Spray Beach, NJ	Andrew Keller	609-492-1713 amk5@columbia.edu
416	July 15-16	<b>Barnegat Breezer</b> Barnegat Bay, NJ	Dan Ward	609-439-2762 danward@aol.com
443	Aug 26-27	<b>Wildwood Classic</b> Wildwood, NJ	John Shaw	609-898-2150 jshshaw3@comcast.net
416	Sept 23-24 TENTATIVE	<b>Shore Acres Yacht Club</b> Shore Acres, NJ	Randy MacConnell	732-864-1841 rmac5737@comcast.net
106	Sept 30- Oct 1	<b>Rehoboth Sailing Club</b> Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net

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

**The following divisions do not have sanctioned regattas  
or have not submitted their schedules for 2006:**

Division 6—South TX, Eastern LA  
Contact: Chris Green-281-352-1325, greencj@bp.com

Division 8—South Florida  
Contact: Bob Johnson -813-960-1937, hobiebob@aol.com

Division 9—Southern Atlantic  
www.hobiediv9.org  
Contact: Loyd Graves-919-787-0222, lwgraves@mindspring.com

Division 12—New England  
www.hobie-div12.org  
Contact: Dave Heroux -401-647-3203, davebarbara448@msn.com

Division 15—Gulf Coast, LA, MS, AL, AR  
Contact: Brad Stephens- 850-235-2281, sunjammerspcb@aol.com

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
133	Mar 17-19	<b>Culebra Internacional Regatta</b> Culebra, PR	Pedrin Colon	kcario@caribe.net
236	Mar 18-21	<b>Regata Puerto Vallarta</b> Puerto Vallarta, MEX	Javier Cabildo	52-322-298-0474 javokat@hotmail.com
236	Apr 1-2	<b>Copa Palacio</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
138	Apr 2	<b>Regata El Doctor</b> Los Sauces, GUA	Juan E. Maegli	jemaegli@tecun.net.gt
236	Apr 7-8	<b>Copa Sauter</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	April 29-30	<b>Series II PRHCA</b> Isla Verde Beach, Isla Verde, PR	Pedrin Colon	kcario@caribe.net
138	May 6-7	<b>Regata Castillo / Quesada / López</b> Atitlán, GUA	Juan E. Maegli	jemaegli@tecun.net.gt
236	May 13-14	<b>Regatas Nacionales</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
138	May 20-21	<b>Copa Maegli</b> Atitlán, GUA	Juan E. Maegli	jemaegli@tecun.net.gt
133	May 26-29	<b>Series III PRHCA</b> Isla Verde Beach, Isla Verde, PR	Pedrin Colon	kcario@caribe.net
138	June 3-4	<b>Copa Topke</b> Atitlán, GUA	Juan E. Maegli	jemaegli@tecun.net.gt
236	June 3-4	<b>Regata de la Marina</b> Valle de Bravo, MEX	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
133	June 10-11	<b>Festival Olimpico</b> Puerto del Rey Marina, Ceila, PR	Pedrin Colon	kcario@caribe.net

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
63, 25, 131	April 29-30	<b>Daggerless Regatta 14/16 Divisionals</b> Lake Hefner, Oklahoma City, OK	Bryan Rainbow John Mork	405-321-5112 brainbow@tmaparch.com 405-321-5112 jmork1@cox.net
91	May 13-14	<b>Cowtown Cats</b> Baja Beach, Lake Benbrook, TX	Gary Godbold	817-731-0542 railray@flash.net
241	May 27-28	<b>Sand Snakes</b> Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
23	June 3-4	<b>Mid America's Area Champs</b> Lake Texoma, OK	John Webster Rob Kollman	972-250-1152 websterjohn@cs.com 214-226-8698 r-kollman@tli.com
25	June 24-25	<b>Tulsa Cat Fight</b> Keystone Lake, OK	Donna McIntosh	918-224-6573 DLmcintosh@directv.com
27	July 15-16	<b>Prairie Regatta</b> Lake Cheney, KS	Ron Knak	316-722-2949 rik3k@cox.net
27	Aug 26-27	<b>Catchase</b> Lake Cheney, KS	Ron Knak	316-722-2949 rik3k@cox.net
241	Sept 2-3	<b>Arkansas State Champs</b> Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
251	Sept 9-10	<b>Okie Champs</b> Lake Lawtonka, OK	Briggs Sage	580-248-6396 18hobie@sbcglobal.net
23	Sept 30- Oct 1	<b>Dallas Regatta</b> Lake Texoma, TX	John Webster Rob Kollman	972-250-1152 websterjohn@cs.com 214-226-8698 r-kollman@tli.com

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

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
204	May 19-21	<b>30th MadCatter / NE Areas</b> Syracuse, NY	Barb Caster	315-438-8915 barb@boatworks-ltd.com
183	June 3-4	<b>Ontario Hobie EYC Regatta</b> Toronto, Ontario	Dan Borg	Dan_Borg@toyota.ca
276	June 17-18	<b>Regata de Gatos</b> Port Burwell, Ontario	John Bauldry	248-620-4768 jmbauldry@comcast.net
119	July 15-16	<b>Hobie Kenobie</b> Angola, NY	Bob Burns	burnsmeup@verizon.net
295	Aug 5-6	<b>Rohrbach Ontario Hobie Regatta</b> Hamlin Beach Park, NY	Marie Gibson	585-234-2453 regatta@fleet295.com
238	Aug 12-13	<b>The Great Sacandaga Regatta</b> Albany, NY	Mike Hands	handsondeck@msn.com

# hobiehistory

## 10, 20 & 30 Years Ago

**"The First Annual Celebrity Sports Center High Altitude Indoor Hobie Sailing Regatta"**



(Above) Denver gets cold in the winter, and the people must get a little nuts. Indoor sailing on Hobie 10's? You can just imagine Hobie saying to himself, "The stuff I have to do to move some product ..."

## 1976



(Above and below right) In another demonstration of bizarre sailing rituals, the Pacific Beer Race involved cross-dressing men and lots of beer. Unlikely to happen in today's more PC times.

## WELCOME, COLEMAN!



(Above) In what has to be the best deal for Hobie sailors, Coleman acquires a recreational sailboat manufacturer and the sailors acquire Doug Campbell. Coleman has been gone for seventeen years, but Doug is still around, most recently serving on the jury for the 2005 Hobie 16 North Americans.



(Below) It started as a bar room bet in 1974. It wasn't called the Worrell 1000 yet, but the grand daddy of all catamaran distance races was scheduled for its first organized run in May of 1976.



Some things actually get better with age. The MAG tie downs are still available, and are nearly \$20 less (inflation adjusted) than they were in 1976.

**Hobie Cat Tie Downs**

- Hobie Cat Tie Downs.
- These "Fly" strap systems work on 1 1/2" or 1 3/4" Hobie without HULL CONTACT.
- Just a few seconds On or Off. Secures fast. Is any better.
- Full 1 year warranty against any defects.
- Leverage applied by a patented over carrier cam action hook. Designed with 2200 lb. test strap and hook.
- Order today - 3 strap \$19.95. 4 strap \$22.95. For complete set and instructions. Package paid in the U.S.A.
- Required for van top carriers or trailers with boomless Cat.

THE FINEST TIE DOWNS AVAILABLE!

**MAG Products**

(Above) In what was to be the first of many celebrity endorsements for Hobie Cats, America's first Olympic skiing medalist, Billy Kidd, plugs the Hobie 16.

Today, Billy Kidd is the Director of Skiing at Steamboat Ski Resort in Colorado.

**COASTWISE RACE**  
FT. LAUDERDALE, FLA. TO VA. BEACH, VA.  
BEGINS FT. LAUDERDALE, MON. MAY 17, 1976

FOR INFORMATION WRITE or CALL A. MICHAEL WORRELL  
P. O. BOX 436  
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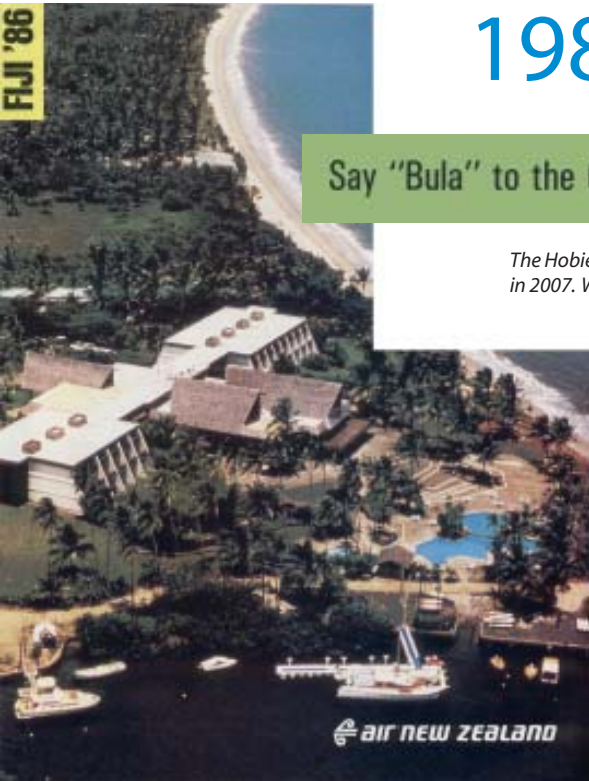


FIJI '86

# 1986

Say "Bula" to the 6th Hobie 16 World Championship!

The Hobie 16 Worlds may be returning to Fiji in 2007. What goes around, comes around.



**AHOY!  
NJ & NY  
SAILORS**

Sandy Hook Hobie Fleet 250,  
Located in Atlantic Highlands, NJ  
Welcomes Your Membership

- ✓ Beach & lot spaces available for boat & trailers
- ✓ Sail sheltered bay or open waters
- ✓ Lighted, fenced lot with security gate (open at 6 a.m.)
- ✓ Facilities include, hot showers, bathrooms, water hose, electric outlets & changing area
- ✓ Cat wheels for boat transporting
- ✓ Extensive race program & year round social events
- ✓ Camping permitted on beach

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Mike O'Hara 201-541-4891

**National Hull Flying Contest**  
to be held at our club on JUNE 14th

(Right) Hobie Fleet 250 in northern New Jersey goes all out for membership by advertising in the HOTLINE. Fleet 250 is still going strong today, and will host the Hobie 16 Women and Youth Championships in 2006.

## Jump The New Wave



(Left) Did you know that the first Hobie Wave wasn't a catamaran? The Alpha Wave was a predecessor of the Hobie Kayaks of today.

Actually, this photo of Dan Mangus proved that he could sneak a picture of himself naked into the HOTLINE.



(Above) In what has to be one of the best regatta announcements, Atlanta Hobie Fleet 12 prepares for the upcoming regatta season.

# 1996



(Left) John Ross-Duggan, shown in a 2004 photo, was the 1977 Hobie 16 National Champion before breaking his neck in an auto accident eight months later. He continued to sail after recovering and had a banner year in 1996. He was named US SAILING'S Male Athlete of the Year, was the 1996 Paralympic Bronze Medallist and was the 1996 Hobie 16 Trapseat World Champion

John is still very involved in sailing and is an advocate for disabled sailors.

(Below and right) The Hobie 16 Worlds in Dubai wrapped up with the release of postage stamps commemorating the event



**NAHCA News**

**HOBBIE**

**Inside**

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# justinoffthewire

## Late Breaking News and Notes

### Hobie Adventure Kayak Wins Award

The Hobie Adventure Kayak has won a "Paddler's Pick" award in the 2006 Paddler Magazine Buyer's Guide issue. Congratulations to the crew at Hobie Cat USA for turning out another great product!



**HOBIE MIRAGE ADVENTURE**  
Like to go fast? You can either get a motor (not our style), train like an Olympian (if only we had time) or try one of Hobie's patented **MirageDrive** pedal-powered kayaks. The pedal mechanism drives two underwater flippers, which Hobie likes to pungeen wings. We can't speak for the resemblance, but these boats are awfully fast. The fastest yet is the new 14-foot **Mirage Adventure**, Paddler's Pick of the 2006 ab-on-top. We also liked the Adventure's new Twist and Slow rudder, which provides responsive steering and folds flat when not in use. Though some paddling purists still don't cotton to the pedal drive, if you're shopping for speed, comfort and stability the Adventure is hard to beat. And just because you can pedal it doesn't mean you have to. Use a paddle for tight quarters maneuvering, or try out the optional sail rig. No matter how you choose to power it, this boat will carry you to your next adventure in luxury and style. **Specs:** L: 16', W: 17.5", 66 lbs. (including MirageDrive), \$1,699. Info: (800) HOBIE-99 / (402-4345), www.hobiecat.com

### Juani Maegli Wins ISSA National Championship

Check out who won the High School Single Handed Nationals (AKA the Cressy trophy), held on Lasers this year. Congratulations to Juani Maegli, the amazing and versatile Hobie 16 sailor from Guatemala!

Morton Starr Cressy, Jr. was a 1927 graduate of the United States Naval Academy and an avid sailor.

*Juani is second from right in the dark shirt*



The Cressy Trophy was presented to the Naval Academy by his wife in his memory. The Cressy Trophy Regatta was originally a multi-division invitational high school regatta sailed in 420s and Lasers,

hosted by USNA since 1979, sometimes in conjunction with the ISSA Mallory Trophy Regatta. The Deed of Gift was changed in

1985 to rededicate the Cressy Trophy as the National High School Singlehanded Championship trophy, sailed in Lasers. Since 1990, it has been recognized by the Interscholastic Yacht Racing Association, now the Interscholastic Sailing Association (ISSA), as the ISSA National Singlehanded Championship. Competition now rotates annually among the several ISSA districts, in the Fall of the preceding calendar year.

## Penalty Turns

### First 360° Turn

In the Jan./Feb. *HOTLINE* article, "Promoting Catamaran Sailing," Art Stevens was credited with founding the Fast and Fun Program. In truth, **Gordon Isco** was the founder of Fast and Fun, not Art. Gordon was the Chairman of the US SAILING Multihull Council at the time, and came up with the idea for Fast and Fun. He



*Gordon Isco*

negotiated the deal for the Hobie Waves with Hobie Cat, and secured the funds through the Hoyt-Jolly Fund. Art was the Vice Chairman, and took over in 2002 when Gordon became ill.

Gordon is a long-time Hobie sailor / racer and is also the artist who crafted the Alter Cup trophy itself.

### Second 360° Turn

On page 24 of the Jan/Feb *HOTLINE*, there is a picture of Quique and Carla Figueiroa and a caption referencing them as the highest placing North American team. However, the team of **Juani Maegli** and **Cristina Guirola** from Guatemala's Fleet 138, Division 13, with a 9th place finish, were in fact the highest placing North American Team. This is the second worlds in a row that Juani was skippering the top finishing boat from the whole North American continent.

# MADCATTER 30 - MAY 19, 20, 21 2006

## HOBIE CLASS NORTHEAST AREA CHAMPIONSHIPS



MADCATTER

### Registration:

2 person Hobie \$40  
1 person Hobie \$30  
Youths \$Free\$

### Oneida Shores Park

Brewerton, NY

[www.fleet204.com](http://www.fleet204.com)

Barb Caster - [bcaster@twcny.rr.com](mailto:bcaster@twcny.rr.com)

### Rules:

The event will be governed by the 2005-2008 ISAF RRS and the IHCA class rules.  
Eligibility: Current HCA membership required.  
\$100,000.00 (USF) Liability insurance required.

### Friday, May 19th

10:00 Guest Expert Panel  
12:00 Long Distance Race  
5:00 - 7:30pm: Registration  
7:30pm - 11:30pm: Welcome Party  
8:00pm: C Fleet Chalk Talk

### Hotel:

For those who do not wish to camp, contact the Holiday Inn Express at (315) 676-3222.

### Saturday, May 20th

7:00am: Coffee & Donuts  
7:00am - 9:00am: Registration  
9:30am: Skippers Meeting  
11:00am: Warning Flag  
6:00pm - 7:30pm: Dinner  
8:00pm - 11:30pm: Party

- o On-site Camping @ Park Campgrounds only
- o Park Usage Fee - \$10 per boat.
- o Friday night hor'dourves & live band
- o Saturday Night Rum Squall
- o Friday: GEP panel, Long Distance Race
- o Saturday Night: Famous Dinosaur dinner \$10
- o Saturday and Sunday Continental Breakfast
- o Sunday Lunch
- o Skipper and Crew T-Shirts Included



### Sunday, May 21st

7:00am: Coffee & Donuts  
9:30am: Skippers Meeting (if needed)  
10:30am Warning Flag

### BOAT WORKS, LTD



**Oneida Shores**

**A HOBIE ONE DESIGN EVENT**



by Paul Ulibarri, HCANA Race Director

## Current

### Race Committee and competitor considerations

In race management there are three things the race officer is looking for regarding current: how it affects the start, the weather leg and the run. The racer should be looking at the same things.

#### **The Start**

If the current is with the wind, coming down the course, the effect is to push a starboard boat towards the pin. The RC can offset this by making the signal boat favored, thus opening up the pin so boats won't get swept into it. Alternatively the RC can make the line longer. Long lines are not desired, so this is not the best solution. If the left side of the course is favored, favoring the boat will work, but if the right side of the course is favored, the competitors will stack near the signal boat.

If the current is against the wind and flowing towards the weather mark, the boats will track higher on each tack. So starting near the signal boat will push you much higher than a normal track and closer to the weather mark. It might be then the RC will favor the pin end to lessen the number of boats trying to start right at the signal boat.

A side current has the tendency to work somewhat like a down-

wind current for boats on starboard tack, if it is flowing from the signal boat to the pin. In that case, it has a tendency to push racers into the pin, thus the RC may favor the signal boat. The effect of current from the pin to the signal boat on a starboard tack boat is to push the competitor into the signal boat, particularly in light wind. The RC may favor the pin end in these conditions to get the racers to spread down the line.

Another strong consideration for starting in a current that is pushing you to the line or pushing you away from the line: if you are being pushed to the line, set up an imaginary line a boat length or two to leeward of the line, so that will not be pushed over prematurely. I have been in areas where the whole fleet sails downwind at the line and at the last moment bear off and hardens up for the start.

With the current against you at the start, there is the possibility of getting to the line early and parking. The current will hold you in place.

If a current pushing is you to the pin, and if you want to start at the signal boat, set up starboard of the signal boat and let the current take you to the correct side. If you initially set up on the port side, you

will be swept away from the boat creating a hole for the tricky guy who set up to starboard. On a current pushing towards the signal boat, you can press the pin a little harder particularly if the left side of the course is where you want to go.

#### **The Windward Leg**

It is generally accepted that the favored side of the course is more important than the current at the start. Often a favored side is because of a lift off a beach, but it may also be due to current. The classic example is a course near a beach where there is a strong flood tide coming in with the wind. This current will have a tendency to push the boats to leeward. The current in these cases is usually weaker in shallow water because of the drag on the bottom and because there may be a back-eddy near the shore. In either case the beach will most likely be favored on the beat due to heavier current outside in the deeper water. Also there are the potential lifts from a beach.

The committee will most likely take this into consideration when laying the weather mark, and will generally favor the opposite end of the line away from the favored side.

In any case, the idea is get to the

beach first. Or if not first, then higher than your competition. Often you will find that it is beneficial to short tack the beach until you are above the lay line to the weather mark.

With a strong ebb that is going against the wind, you will note first that the water is a bit more choppy because of the conflict of wind and current. In this situation, you will want to take advantage of the stronger current pushing you to the weather mark, unless there is stronger wind or a big lift inshore.

Often the committee will set the weather mark to make the run square rather than the beat square. As you look up wind to the weather mark, it may seem not to be to weather. If so, it is conceivable that the RC has set for the run not the beat.

## **The Downwind Leg**

If there is a strong current either upwind or downwind, the course will be set fairly square. However, if there is a cross current, the weather mark will be set into the current.

If the mark is set directly upwind and there is a cross current, the course becomes a drag race. As boats round, they can bear away, set for the run. If the wind is light to medium and the current substantial, the racers will come close to the leeward mark without gybing. If the current is from right to left, they can gybe and hold the course almost to the leeward mark.

To offset this, the committee will set the mark into the current to allow boats to gybe downwind as a tactic. If the committee is unaware of the current, the course will be a one way course, with few passing lanes.

As a general comment, good race committees seldom set the weather mark directly upwind. The reason is that on most courses there is a favored side, or a current, or both, so they need to offset to square the course.

## **Laylines**

Remember if the current is with you, you can tack or gybe early. If against, later is better – overstand marks. On the run, if the current is with you, you might sail a bit higher and hotter.

## **Offset Marks**

An offset mark is used primarily to keep boats from rounding the weather mark tight and running into port boats still beating to the mark. It is essentially a safety tool, however it can be used effectively to square a course if there is a strong cross current. An offset mark essentially gives you two weather marks so that the course can be squared for the beat and the run.

## **Measuring Current**

Few competitors have a current measuring tool. If you wish to make a simple one just fill an empty plastic water bottle about half full so that it floats, but is not affected by the wind. The problem with this is that it is another piece of equipment to carry. Instead, pick up a piece of seaweed or a small piece of flotsam or jetsam. Alternatively, carry a small sponge or a waded piece of paper. I use a seaweed bulb/leaf when possible; this works great.

Toss your floating object next to the leeward mark and observe which way it drifts and how fast.

(1.7 ft./sec. = 1 kt.; approximately 1 boat length in 10 seconds = 1 kt.; 1 boat length in 5 seconds = 2 kts.) If you are there early, do the same at the weather mark or some channel marker in the area. Don't forget, if you brought it, pick it up.

## **General**

On the beat with a negative current (current is seldom directly down wind, and assuming no favored side), you should initially try to spend more time sailing into the current or abeam of it. Here is where it is important to know the direction and strength of the current at both the starting area, and the weather mark. It may be that there are different current directions and different strengths at these two locations. If so, you might take advantage of each by sailing the tack that takes you as much toward the mark as the conditions allow. It's a question of angle gained vs. ground lost. If in doubt, go with the stronger wind or higher lift.

We are essentially dealing with surface currents. However, in strong current areas where there is also depth, the RC may need to deal with a sub current as well, particularly in setting the starting line and the gates.

The Straits of Juan de Fuca, where we often race, is a prime example where the surface current may be going south-east at two knots while a sub-current may go northwest at four knots. Add to that a westerly wind at 18 knots, five foot waves, and 600 feet of water. Fun—for a masochist.

And finally, with a big current and light wind, go golfing instead.

PU



Heather Morrison, HCA Women's Representative

*Heather's Notes: This topic should prove helpful to a few ladies who may be just getting into the sport or are considering it. Judy Dornbrock crews on an 18 and was on the 2nd place boat at the 2005 Hobie 18 North Americans.*

MORRISON: Who do you race with?

DORNBROCK: I race with my fiancé, Stephen Cooley. His passion for sailing and sailboat racing is hard to resist.

MORRISON: How long have you been racing/sailing?

DORNBROCK: I started sailing with Stephen in April 2001 at the Spring Fever Regatta, at Lake Hartwell in Georgia. I had no idea what I was getting into at the time. We had two days of incredibly light air and on the last day it blew so hard it

*Stephen Cooley and Judy Dornbrock awarded 2nd at the 2005 Hobie 18 North American Championships*



## An Interview with Judy Dornbrock

### Conquering first timer's fear

was raining sideways. At that point, I didn't even know enough to be scared.

MORRISON: How did you overcome fear of sailing to start racing?

DORNBROCK: I was never really afraid of "sailing." However, I cannot swim and due to some childhood experiences I have a "healthy respect" for the water. To be totally honest I still have fear, but over the past four years, with patient encouragement from a kind and gentle skipper I have been able to manage my fear. Stephen never pressured me to go out, he was always willing to try to find someone else to sail with him if the conditions were such that I was uncomfortable. One thing that made it possible for me to race was that Stephen promised me that if conditions got too hairy, and I wanted to go in, all I had to do was ask. It was almost two years after we started sailing together before that happened, but when that day came, and the wind was blowing so strong that I was truly scared enough to ask to be taken in, he did not hesitate, he turned off of the start line, and took me to shore. Afterwards I felt bad because it

cost us the regatta, But, the fact that he honored his promise to me, without a moments hesitation, gave me great comfort. It is that trust in his respect for my feelings that make it possible for me to go out and race with him.

MORRISON: What would you tell other women who might be a bit fearful of sailing or racing to help them overcome the fear?

DORNBROCK: Make sure that your skipper understands how you feel **before** you go out on the water. **Talk** about your feelings, be honest, set ground rules that you both agree on. Then, when the time comes for unpleasant or uncomfortable decisions to be made, there won't be any misunderstanding. Sailing should be fun for everyone on the boat, not just the skipper. Start out at a level where you are comfortable. As your confidence increases in the boat, your skipper and most importantly yourself, you will find that little by little, your fear will begin to diminish.

MORRISON: Does a competitive mind-set help?

DORNBROCK: Absolutely. However, it is not absolutely necessary. I haven't got a really competitive bone in my body. I

race because it is important to Stephen, and I enjoy it when we do well. To be totally honest, there are days, I would be just as happy sitting on the beach.

MORRISON: What if a woman doesn't want to go out in heavy wind? What would you tell them so they would try it? Should they start with light air?

DORNBROCK: Heavy wind sailing is really more than anything a matter of having confidence in your skipper. Confidence that he will not compromise your safety unnecessarily. Confidence that he will back off and understand that **the relationship is more important than the race.** The next is very important, confidence that he will respect your feelings and your fears, and make allowances without getting angry or impatient. (Pay attention here fellas!) It has taken years for me to be able to go out and sail in heavy winds and sometimes I am still fearful. However, because of Stephen's patience and respect for my feelings, I can now sail in conditions that would have scared the heck out of me three or four years ago.

MORRISON: Does the right kind of equipment (harness, life jacket) and a good boat help you feel more confident?

DORNBROCK: Yes. It is my opinion that if you are uncomfortable in your equipment, then you are uncomfortable even before you get on the boat. That alone makes it hard, if not impossible to focus on the many other important things that are going to be going on during a day of racing. Also, dress to be

warm, I know when I get cold, my anxiety level goes up much more quickly, and to a much higher level than the conditions might warrant.

MORRISON: How can your crew mate (skipper or crew) help a person in overcoming the fear?

DORNBROCK: Try to quantify your fear, try to figure out exactly what it is you are afraid of, and communicate it to your skipper. Then, hopefully, he can take steps to alleviate your fear. For example, if you are afraid of falling off of the boat, he might say "tuck your feet under the hiking strap, or hang on to the line or the shroud so that you feel more attached to the boat." Or if you are afraid of flipping the boat, he could sheet out and settle the boat down so that you are more comfortable. More than anything, do not yell, when someone yells at me, I just shut down. Once I shut down, then I can guarantee you I am not having fun. If I am not having fun, why would I ever want to go out and do this again? One thing that Stephen says when I make a mistake, or blow a tack is "That's OK, we'll do it better the next time." His patient and confidence that I am doing the best that I can at that particular moment in time is what makes me want to try harder to do it better the next time.

MORRISON: Other suggestions or comments others might appreciate hearing?

DORNBROCK: I think it is very important that your skipper is willing to make allowances for your fears, he may not understand them, but he absolutely

must respect your feelings. I have been very fortunate in that I started sailing with a competent and experienced skipper. It probably would have been much more difficult had my skipper been as inexperienced as I was. New skippers that wish to sail with a significant other for the long term, might take on someone else for a short time



until they build up their own competence and experience in heavy weather conditions. I've seen some women that start sailing and learn fear from a bad experience early on in their sailing. Those fears are the hardest ones to overcome.

MORRISON: Thanks for sharing your thoughts with us, Judy!

Sailing season is coming up fast! Many great events are planned for the year, with one of them being the Women's H-16 NAC from July 21–23 at Atlantic Highlands, NJ. Be sure to thank Kathy Kulkoski for putting all the details together to hold the event. So get it on your calendars now. Also, the WOW workshops are shaping up this year. Look for all the updates on the website. Get involved! These are great workshops designed for you!



by Bob Merrick, HCANA 1st Vice Chair

## The Leeward Rounding

### Gates vs. Single Marks

**D**ownwind gates were introduced into Hobie racing almost ten years ago. Despite this, there is still considerable confusion about how the mark rounding rule (Rule 18) applies when there are two marks in close proximity to each other. In this installment, I'll explain how one rule—admittedly a long and complex one—covers both situations on the race course.

#### Rounding the Gate

We round lots of gates in catamaran racing. The leeward gate offers additional tactical consideration to a race and often cleans up congestion at the bottom of the leg. But when the gates are set too close

together, things can get a little tricky with some boats going one way and others going the other way. Consider the following common situation (shown in Figure A):

Two boats are approaching the leeward gate on opposite tacks and the marks of the gate are set a bit too close together. The boats are on a collision course. The port tack boat intends to round the starboard mark (the right hand mark looking upwind). She yells to the starboard boat that she is giving the starboard tack boat room to round the starboard mark. Given that there is a gate, what happens if the starboard boat wants to round the other mark?

Rule 18 is the basic “buoy room” rule. Rule 18 applies when boats are about to round or pass a mark they are required to leave on the same side. Since the two boats are not passing the marks on the same side, **Rule 18 does not apply**. The starboard tack boat has rights – to round either mark. Rule 10 (On Opposite Tacks) is in effect. Should the starboard tack boat want to round the left mark, the port boat must give way to the

starboard tack boat. If the starboard tack boat wishes to round the starboard gate mark, then Rule 18 applies; they have an overlap (by definition) and they are only limited by Rule 18.4 (more on that later).

#### A Single Leeward Mark

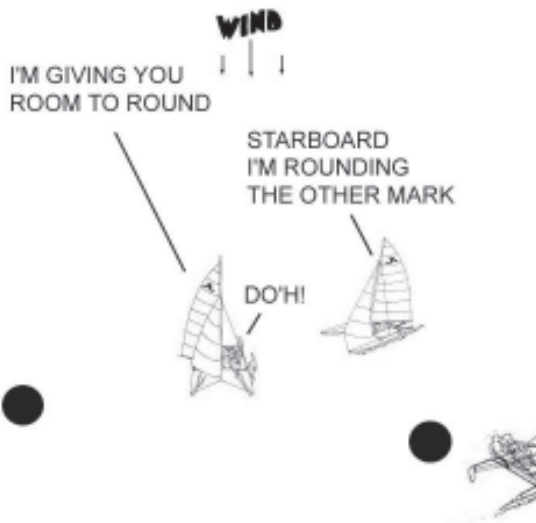
Now let's consider what would happen in the same situation without a gate. Now there is one leeward mark to be rounded to port (refer to the Figure B at right).

Rule 10 (On Opposite Tacks) applies until the first boat reaches the two-length zone. As soon as that happens, Rule 18 “switches on,” even though the boats are on opposite tacks. 18.1(b) does not apply because it is not a windward mark and neither boat has to tack, although the starboard tack boat must gybe to round the mark. However, the starboard tack boat is limited by Rule 18.4. Rule 18.4 states that the starboard tack boat cannot sail further than her proper course dictates. Basically, she must gybe when she reaches the layline to the mark.

#### Extra Credit

Now turn your attention to rule 18.2(b) and notice that the starboard tack boat not only has

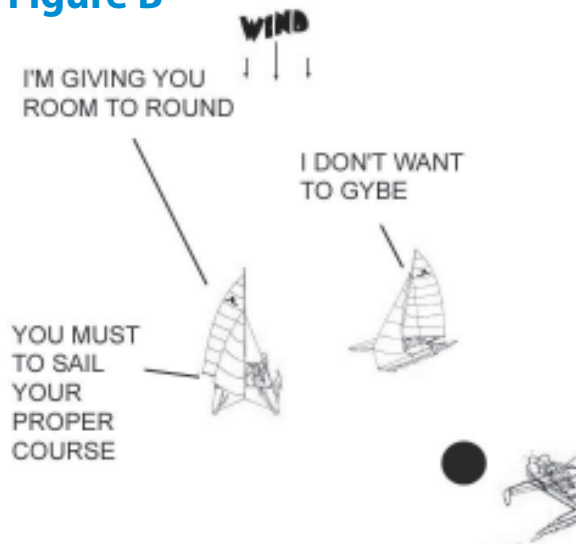
Figure A





room at the mark, but also has the right of way because she is on starboard. Rule 18.2(b) states that the outside boat must *keep clear* because the inside boat has right of way. For comparison, if both boats were on port, the outside boat would be the leeward boat and she would have right of way. In this situation she only has to give *room* to the inside boat. So what's the difference? In the first situation when the outside boat is required too *keep clear* and the inside boat can make a nice tactical rounding. This basically means that she can start the turn wide of the mark and then come right up close to it on close hauled. In the second situation, when both boats are on

**Figure B**



port, the inside boat must only take the room she needs to get around the mark. She is not permitted to make a nice tactical rounding.

One final thing to remember about Rule 18 is that it does not only apply to mark rounding it also applies to *obstructions* but that's a story for another day.

Play fair out there!  
Bob

## Rules in Play:

### 18 ROUNDING AND PASSING MARKS AND OBSTRUCTIONS

In rule 18, **room** is **room** for an inside boat to round or pass between an outside boat and a **mark** or **obstruction**, including **room** to tack or gybe when either is a normal part of the manoeuvre.

#### 18.1 When This Rule Applies

Rule 18 applies when boats are about to round or pass a *mark* they are required to leave on the same side, or an *obstruction* on the same side, until they have passed it. However, it does not apply:

- at a starting *mark* surrounded by navigable water or at its anchor line from the time the boats are approaching them to *start* until they have passed them, or
- while the boats are on opposite *tacks*, either on a beat to windward or when the *proper course* for one of them, but not both, to round or pass the *mark* or *obstruction* is to tack.

#### 18.2 Giving Room; Keeping Clear

##### (a) OVERLAPPED - BASIC RULE

When boats are *overlapped* the outside boat shall give the inside boat *room* to round or pass the *mark* or *obstruction*, and if the inside boat has right of way the outside boat shall also *keep clear*. Other parts of rule 18 contain exceptions to this rule.

##### (b) OVERLAPPED AT THE ZONE

If boats were *overlapped* before either of them reached the *two-length zone* and the *overlap* is broken after one of them has reached it, the boat that was on the outside shall continue to give the other boat *room*. If the outside boat becomes *clear astern* or *overlapped* inside the other boat, she is not entitled to *room* and shall *keep clear*.

##### (c) NOT OVERLAPPED AT THE ZONE

If a boat was *clear ahead* at the time she reached the *two-length zone*, the boat *clear astern* shall thereafter *keep clear*. If the boat *clear astern* becomes *overlapped* outside the other boat, she shall also give the inside boat *room*. If the boat *clear astern* becomes *overlapped* inside the other boat, she is not entitled to *room*. If the boat that was *clear ahead* passes head to wind, rule 18.2(c) no longer applies and remains inapplicable.

##### (d) CHANGING COURSE TO ROUND OR PASS

When after the starting signal rule 18 applies between two boats and the right-of-way boat is changing course to round or pass a *mark*, rule 16 does not apply between her and the other boat.

##### (e) OVERLAP RIGHTS

If there is reasonable doubt that a boat obtained or broke an *overlap* in time, it shall be presumed that she did not. If the outside boat is unable to give *room* when an *overlap* begins, rules 18.2(a) and 18.2(b) do not apply.

#### 18.3 Tacking at a Mark

If two boats were approaching a *mark* on opposite *tacks* and one of them completes a tack in the *two-length zone* when the other is fetching the *mark*, rule 18.2 does not apply. The boat that tacked:

- shall not cause the other boat to sail above close-hauled to avoid her or prevent the other boat from passing the *mark*, and
- shall give *room* if the other boat becomes *overlapped* inside her, in which case rule 15 does not apply.

#### 18.4 Gybing

When an inside *overlapped* right-of-way boat must gybe at a *mark* or *obstruction* to sail her *proper course*, until she gybes she shall sail no farther from the *mark* or *obstruction* than needed to sail that course.

#### 18.5 Passing a Continuing Obstruction

While boats are passing a continuing *obstruction*, rules 18.2(b) and 18.2(c) do not apply. A boat *clear astern* that obtains an inside *overlap* is entitled to *room* to pass between the other boat and the *obstruction* only if at the moment the *overlap* begins there is *room* to do so. If there is not, she is not entitled to *room* and shall *keep clear*.



2006 SOUTH CENTRAL AREA CHAMPIONSHIPS  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA

# June 3 & 4, 2006

## Regatta Highlights:

- One of the largest one-design regattas
- Sandy beaches/shaded camping
- Hot showers
- RV sites available
- 5-15 minutes to hotels
- Circus tent for regatta functions
- Intro to racing seminar for new racers

## Location:

Lakeside Rec Area D, Lake Texoma, OK

From US-75 near Durant, go west on SH-70 approx 9 miles. Turn LEFT on Streetman at sign to Lakeside. Go 4 miles to park entrance. Tell attendant that you are with the "Hobie Regatta" and you should not have to pay camping. You should receive a free Vehicle Permit

## Rules:

This event will be governed by the 2005-2008 ISAF RRS with US Sailing prescriptions, the IHCA Class Rules except as altered by the Sailing Instructions. Sailing Instructions will be available no later than registration.

## Eligibility

The regatta is open to all boats of the Hobie One-design Classes. Skipper or crew must be a Hobie Class Association or IHCA member. Proof of current liability insurance is required.

## Classes:

Classes will be determined after all registrations have been received.

## Contact Information

General: Rob Kollman 214-226-8698 r-kollman@ti.com

RV's/Registration: Lisa Kizer 940-726-5038/940-902-4404 lakkiz@speednet.com

Park Attendant: 580-920-0176

Check [www.fleet23.com](http://www.fleet23.com) for further info

Hosted by:  
Dallas Hobie Fleet 23  
HCA Division 14



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# The Ultimate Sail Pattern Guide

From Flamer to Spirit, We've Got Them All



## In the beginning, all sails were white.

In the late 1960's, only a few boat manufacturers offered colored sails, most notably Alcott, the makers of the Sailfish and Sunfish. Hobie Cats seemed made for color. But the first colors weren't in the sails – they were in the hulls.

When you ordered a Hobie 14 in the late 60's, you could choose from twelve different gel coat colors and you could select separate colors for the hulls and decks. From a distance though, you still couldn't tell a Hobie Cat from any other sailboat. Hobie Cat needed

something to make their product unique and with any luck, sell more boats. The fully battened sails were a natural canvas, so Hobie started introducing colored panels. The rest is history. Today, Hobie Cats and colored sails are inexorably connected.

The first experiments with color were tentative – a single panel in the main and jib. Then alternating color panels were introduced and ultimately, whole sails of a solid color. In 1974, someone had a brilliant idea: package a full-color sail pattern with special hull and tramp colors, use the relatively new black anodized aluminum and give the scheme a name. Thus, the first named “package boats” – Banana, Orchid and the ever popular Flamer designs – were born in 1975.

In the late 70's named package boats really took off. Who can forget the Tequila Sunrise, the most popular pattern ever? Also, in 1977, Hobie Cat began providing boats for the World and US National Championships. In some cases, these had the new sail patterns for the coming year, but often, they would be custom patterns not available otherwise. Large, sail numbers in

an ornate font replaced the plain identification numbers of the early sails. Eventually, the package names became associated with just the sails.

In the 1980's, the number of color patterns exploded, driven by sailcloth dyed with multiple colored stripes. The popular Prism and Blue Hawaii patterns would not have been possible without this innovation. The dyed sailcloth was extremely versatile. It could be used in a single panel, with as many as eight different color stripes, or combined with a reversed second panel to create the “double” patterns. It could be moved around to different panels, but did not work well in the higher panels due to their increasing wedge shape. As boat production numbers waned in the late 80's, the dyed material became harder to get in smaller quantities. The last pattern made with it was the All American in 1990.

But while the sail patterns were becoming more numerous, hull colors were being phased out. Sun fading and discoloration were real problems with some colors, so by the end of the 1980's, hulls were limited to white, blue and yellow. The exceptions to this were the Stars & Stripes special edition of 1987 with gun-metal blue-gray hulls and its special commemorative sails and some of the 1989 Nationals boats had light gray hulls. With the exception of last year, the last provided boat Nationals was in 1989, but Hobie continued to supply a limited number of charter boats with sail patterns unique to the events.

In the early 90's Hobie began to experiment with some completely different technologies to set their products apart. Sail window material became a design element in the ill-fated Formula 1 package. These sails were unlike anything seen before or since. They were teamed up with white powder-coated aluminum to create a striking look. Unfortunately, they didn't wear

**1970 – 1972**



**1973**



Lt. Blue / Dk. Blue

**1974**



Red / Gold

**1975**



Banana



Flamer



Orchid



**1976**



Spirit of '76



**1977**



Goldfinger



White Knight

**1978**



Tequila Sunrise (yellow hulls)



'77 Nationals Yellow



'77 Nationals Red



Cat Fever (yellow hulls)



Chunky Banana



Keoke



Orange Crusher



Blue Streak



Red Rocket

**1979**



Tequila Sunrise (blue hulls)



Emerald Blue



'79 Nationals Blue



'79 Nationals Yellow



'79 Nationals Green



'79 Nationals Orange



# 1980



46 Carumba  
47 Hot Flash 80 Nationals  
48 Jalapeno 80 Nationals  
49 80 Nationals Purple  
50 80 Nationals Blue  
51 80 Nationals Red

# 1981



52 Flasher  
53 Cat Fever (blue hulls) 81 Nationals  
54 Boomer 81 Nationals  
55 Smokin' 81 Nationals  
56 Gonzo 81 Nationals  
57 Orange Crusher 81 Nationals

# 1982



58  
59  
60  
61  
62 82 Nationals Red  
63 82 Nationals Orange  
64 82 Nationals Yellow  
65 82 Nationals Lt. Blue  
66 82 Nationals Dk. Blue

# 1983



67 Blue Hawaii  
68 Blue Hawaii (reversed)  
69 Hot Flash  
70 Prism  
71 83 Nationals Orange  
72 83 Nationals Green  
73 83 Nationals Purple  
74 83 Nationals Lt. Blue  
75 83 Nationals Dk. Blue

# 1984



76 Summer Games 84 Nationals  
77 Plum Crazy 84 Nationals  
78 Tsunami 84 Nationals  
79 84 Nationals Yellow



# 1985



80 Redline    81 Double Plum    82 Double Heat Wave    83 85 Nationals Lt. Blue    84 85 Nationals White (Prism)    85 85 Nationals Dk. Blue    86 85 Nationals Red    87 85 Nationals Purple    88 85 Nationals Yellow (Sunburst)

# 1986



89 Fantasia    90 86 Nationals Lt. Blue    91 86 Nationals Dk. Blue    92 86 Nationals Med. Blue    93 Mai Tai    94 Pink Rocker    95 Redline GT    96 Stars & Stripes    97 Blue Prism

# 1987



98 Tidal Wave    99 87 Nationals Med. Blue    100 87 Nationals Red    101 87 Nationals Dk. Blue    102 87 Nationals Purple

# 1988



103 Mariah    104 88 Nationals White    105 88 Nationals Blue    106 88 Nationals Pink    107 88 Nationals Green    108 88 Nationals Yellow

# 1989



109 Double Prism    110 Generator    111 Oasis    112 Pink Prism    113 Monterey Gold    114 89 Nationals Yellow    115 89 Nationals Blue    116 89 Nationals Pink    117 89 Nationals Teal



**1990**



All American



Formula 1 Green



Formula 1 Pink



Neon



90 Nationals



Breezer

**1991**



Hot Fizz



Orange Mylar



Purple Mylar



Raspberry Wedge



Teal Mylar



Red / Yellow Mylar



Mardi Gras

**1992**



92 Nationals



Wild Thing

**1993**



Fiesta



Fiesta del Sol



Mint Julep



93 Nationals



Huatulco Worlds Yellow



Huatulco Worlds Blue



Huatulco Worlds Purple



Huatulco Worlds Red



Huatulco Worlds Green



Blue Lagoon



Del Mar



Mimosa

**1995**



Twilight Mylar



Baja Blues



Native Sun



Mango Madness



Twilight



Poche



Capo



Islands



Sublime

**1998**



02 Continentals



Playa del Sol



Seaside



Riviera Maya Worlds Red



Riviera Maya Worlds Green



Riviera Maya Worlds Grey

**2005**



Misty



Solana



Spirit

**2006**



well – the powder coating chipped easily and the sails stretched in odd ways, making them old before their time. They were quickly abandoned.

In 1990, Mylar sails were approved by the class for use with the Hobie 16. The same taffeta material (one side Dacron, one side Mylar) used for the Hobie 17 sails was used for the 16. A whole new look was available with the vertical cut sails. Hobie quickly found out that the taffeta material was ill-suited for the wear on the H-16 jib leech from the mast, so later versions of the sail patterns had conventional Dacron jibs. Ultimately, the Mylar sails were not as durable as the Dacron, or as fast, and the last Mylar Hobie 16 sails, appropriately named Twilight, were made in 1995.

In 1993, an experiment was made with a vinyl appliqué pattern – the Fiesta del Sol. The look was unique, but they didn't sell very well. They weren't very durable either, so vinyl

appliqué patterns were abandoned, too.

The mid-to-late 90's were Hobie's lean years. Few new patterns were introduced and the color palette faded to somber blues, purples and greens from the hot neon colors of the 80's and early 90's. Towards the turn of the century, the palette became bolder, brighter and there was a definite shift in the names. Several of the older designs were

named after cocktails – Breezer, Hot Fizz, Mint Julep and Mimosa. For Hobie's fiftieth anniversary in 2000, patterns were named after famous surfing spots – Poche, Capo and Killer Dana (a Hobie 20 pattern). Today, the trend is towards positive names emphasizing sun, sand and the sea – Playa del Sol, Seaside, Solana.

The color schemes have always been greatly influenced by the availability of sailcloth. Hobie Cats use a cloth that is heavier than other small sailboat sails, so much of the colored sailcloth is custom made for Hobie Cat. This was not a problem in the 70's

and 80's when thousands of boats were being sold each year and sailcloth was being consumed at a ferocious rate. Today, the color palette is limited due to the large quantity of cloth that must be purchased in custom colors. That's why the current patterns use the same palette and panels are just rearranged to create new patterns.

The two world championships held in North America in recent years (1995 in Huatulco, Mexico and 2004 in Riviera Maya, Mexico) produced some striking sails. The 1995 sails are easily identified by the "reversed" class logo in the second panel of the main (instead of its usual third panel location) and the giant "O'Neil" logo down the leech. These sails were meant to be photographed from the starboard side, whereas the sails in the pattern guide show the port side of the sail. Thus, they have the logos reversed and as if seen through the sail cloth.

The Riviera Maya patterns, in addition to showcasing the national colors of Mexico, also have the Mayan god Choc Mool on the jib.

Finally, some disclaimers about the pattern chart:

- There are no custom patterns. Hobie Cat has always been willing to build custom sail patterns for anybody willing to pay extra and as long as they had the colors in available. The patterns shown here were made available to the general public in at least limited quantities.
- There are no European patterns. Hobie Cat Europe has had their own color patterns that are much different than Hobie USA's, especially in the past fifteen years. We just didn't have the resources to track them all down.
- There are no Worlds boats from outside from the North American Region. (There were two Worlds held in Guadeloupe ('93 and '00), which technically is in the North American hemisphere, but the boats were European and not available to North American buyers.) We wanted to provide a guide to what you might see on the beach in North America.
- The Hobie 16 was chosen because the most patterns have been made for it and it spans the entire chronology of colored sails. With a few exceptions, the 14 and 18 have very similar patterns. The Hobie 17 and Hobie 20 will have guides of their own in the future.

Even with these caveats, there are over 160 publicly available sail patterns that have been identified in the 36 years of Hobie 16 production. However, the pattern chart will never be complete. Lucky for us.



*Did we miss your favorite pattern? Mis-name a pattern? Not name one? Send us an e-mail at [hcanews@comcast.net](mailto:hcanews@comcast.net), and we'll set the record straight. While the sail pattern images look small on the page, they are quite detailed. Want one for your own? Send us an e-mail, identify the one you want, and we'll e-mail it to you. We'll even put your sail number on it.*

# 2006 Hobie 16 Youth & Women's North American Championship

July 21, 22, & 23



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

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

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

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

**Boats:** This is a Bring Your Own Boat event.

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

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

**Scoring:** The low point scoring system will be used.

**Accommodations:** Check [www.fleet250.org](http://www.fleet250.org) for a comprehensive list of local hotels. A limited number of RV sites are available at SHBCC. Tent camping spots are also available.

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

**Schedule:**

GEP Seminar: July 20 1-4pm

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

Skipper's Meeting: July 21 11am

First Flag: July 21 noon

**More Information:**

Kathy Kulkoski  
[kkulkoski@aol.com](mailto:kkulkoski@aol.com)  
732-787-4313



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# THE CURE FOR POPSICLE

By John Bauldry



MATT BOUNDS

*What's great about loading boats in 25 degree temps? Your beer never gets warm!*

It's the dead of winter here in the Midwest. Snow, cold, drab and gray. The local news reported recently that we've had seventeen days straight with no sunshine. To help cope, our fleet here in Detroit (Fleet 276) has an occasional gathering we call "Pints" at a local watering hole. We talk a lot about sailing. After a couple of beers, the conversation usually turns to, "where's the next regatta and is anyone going?" Then this urge starts to overcome you and

your knees get weak. A calling of the cat sailor wild. ROAD TRIP! A road trip south. Way south. To where it's sunny and warm south. What would you like to have stuck between your toes? Frosty white snow or sugar white sand? Hmm...let me think about this for a nanosecond.

Matt Bounds was lightning quick to claim the upper rack on the double stack. It must have been the beer (enhances reaction time?).

Susan Lloyd (crew/significant other) and I were already going to the Florida panhandle during the holiday break. Since we were going to be in the neighborhood anyway, towing the boats down for the regatta was a no brainer. We just needed to work the logistics with dates, hotels, motels, flights, storage and fuel since the regatta was in mid-January. Planning a road trip is half the fun. Actually doing it is the other.

Matt and I spent the Sunday before Christmas loading the Tigers. With the trailer loaded and road ready, Susan and I headed south after an early dinner on Christmas Day. We drove to Columbus, Ohio and

spent the night at mom's. The next evening we pulled into Destin but not without incident. I noticed a grinding noise coming from the rear end of the Avalanche after getting off the interstate. "That sounds expensive," was the first thought.

Off to the Chevy dealer in Fort Walton Beach early the next morning. The diagnosis? A worn pinion bearing in the differential. The truck was in the shop for a couple of days but it didn't stop us. We spent the down time surfing, soaking up the sun and getting that sugar white sand stuck between our toes. The dealer was very accommodating. He got us back on the road, but not after leaving my wallet substantially lighter. It wouldn't have been a proper road trip if something didn't break.

Florida is a deceptively long state. It's 840 miles from Pensacola to Key West. The Destin to Key Largo leg alone is 700 miles. We left the panhandle early on Friday and headed south-southeast down the Florida Turnpike. Thirteen hours and one minor detour (to Ron Jon's Surf Shop) later, we pulled into Gilbert's Resort in

Key Largo. We checked in, put the Tigers in storage and walked barefoot on the sugar white sand beach. The stars in the moonless night sky were stunning and those cold margaritas at the beachside Tiki Bar sure did take the edge off the drive.

We drove up to Miami early the next morning, left the Avalanche by the airport and flew back to Detroit. That work thing always seems to get in the way of sailing. Toes get awfully cold when you wear flip flops during the winter time in Michigan. After getting off the plane, we picked up our luggage and quickly unpacked our Uggs. Ah ... always summer on the

# TOES

inside with warm wool shearling between your toes. We met our ride home and waited patiently for the second half of the road trip to continue.

Fast forward twelve days. The second half started after landing in Miami. The warm sun, puffy white clouds and gentle breeze made me quickly forget about winter in the Midwest. I picked up the truck and drove back down to Gilbert's Resort in Key Largo. I had to call Matt and rub it in... "it's sunny, 83 degrees and I've got the A/C running." He said, "Kiss my shiny metal a\$\$! Its 45 degrees and rain in Detroit today. I don't get on a plane until 9 PM tomorrow." Patience Matt, patience.

Gilbert's is a throwback to a bygone era. It's old, rundown, and has been spanked by more than a few hurricanes. It was to be the last Tradewinds Regatta at this venue.

The bulldozer was set to demolish the buildings in favor of a new, high rise condo complex.

The rest of the day was spent cleaning and assembling the boats. I had forgotten how awesome the Tiger looks sitting on the beach waiting to get wet.

Matt's crew, Beverley Griffo, and I stretched the Tiger's sea legs on Thursday afternoon with the warm bay waters flowing between our toes. The consistent breezes allowed us to go double wire to weather and fly downwind under the bright red spin. Olli & Kelly Jason and Mike & Karen Grisko joined for some warm weather fun but not after some waterborne antics by the Griskos. A puff of wind filled their sail when launching, sending the boat into the bay with Mike and Karen holding on for dear life. The beach



John and his trademark Uggs.

wheels were still attached under the boat. Not a fast way to sail and we all had a good laugh at their expense. The Syracuse road crew of Tim & Marie Donigan and Steve Oad finally rolled into south Florida and set up at Micky Kiefer's (Fleet 204 South) in Key Largo. They kept an ongoing wireless travel log about the event on the Fleet 204 forum.

Matt finally arrived and quickly finished rigging his boat for the Friday practice racing. He, along with crew Bev, Olli/Kelly, Mike/Karen, Tim/Marie, Susan and I

spent the afternoon sailing around an impromptu race course. Even Fleet 204's Tommy Korz and his trimaran Roxy joined in a couple of starts. Don't get in his wind shadow!

What a joy to sail in just boardshorts and a rashie knowing that we could be somewhere much colder. But the weather reports were calling for heavy rain, wind and cooler temps overnight. We enjoyed our time on the water, sailed to the beach and secured the boats for the night. For once the weather people were right. Later in the evening, it pounded rain, the wind blew hard (causing 4 boats to capsize on the beach/parking lot) and the temperature dropped like a lead sinker.

*It was a little windy on Saturday. Actually, it was a lot of windy on Saturday.*





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## POPSICLE TOES . . .

Saturday morning was partly sunny, very windy and much cooler. Why did we leave the drysuits at home? There was so much big air that the racing would be cancelled for the day. Matt, Susan and I spent the downtime shopping for sailing stuff, lunching at Hobo's and tinkering with the boats. We went to a scuba outlet store and scored some full length rashies and \$20 wetsuits. Then it was off to Boater's World. Rumor was that you told the sales guy you wanted to see the stuff in the back room (they were discontinuing their displays of sailing equipment). Sure enough, there was bountiful sailing treasure of Ronstan hardware, quart cans of McLube and professional Loos gauges all at half price. Matt was like a kid in a candy store and we scored big time. Word got out and many other sailors took advantage of the backroom deals.

Sunday morning, the wind had laid down to a respectable, fun 15-20. Since there was no racing on Saturday, the RC decided have an early start. Most boats were on the water by 9 AM but the races didn't start until after 9:30. Since it was colder than previous days, many crews were hypothermic by the time the racing started. When Susan tried hoisting the spinnaker, her arms were moving like crazy but the chute wasn't going up. She couldn't grip the halyard because her hands were so cold. In between races we saw Matt shielding Bev from the wind, facing toward the sun in an effort to get her warm. She was shaking so badly they withdrew from racing and headed to the beach. We withdrew after the start of the third race in order to get a good spot on the beach and start taking down the boat for the trip home.

With the double stack ready to go, Susan and I left the Keys and headed north. Our route was easy. Go north on I-75 and turn left at Detroit. We made it to Valdosta, GA, spent the night at a motel and continued the drive on Monday morning. In typical road trip fashion, the Avalanche was full of empty coffee cups, food wrappers, clothes and smelly sailing gear. We rolled into Detroit around 8:30 PM after an uneventful drive home. I would like to thank CABB, Rick White and Mary Wells for hosting the regatta and giving us Northerners a rare chance to sail in January. Now ... if I could only get that frosty white snow on my toes to change over to sugar white sand. Midwinter's East anyone?



# OLD TIMERS REGATTA

# HOBIE CAT NORTH CENTRAL AREA CHAMPIONSHIPS

August 4-6, 2006 - Yankton, South Dakota

## Friday 4<sup>th</sup>

9:00 – 12:00

Guest Expert Program Featuring Heather Morrison

1:00 – 5:00

LONG SHOT – 25 MILE ROUND TRIP! Portsmouth numbers used

## Saturday 5<sup>th</sup>

8:30 – 9:30

Registration

9:00

Racing Basics at Beach Shelter

10:00

Skippers Meeting

11:00

First Flag (Early pm break tba)

5:30

Youth Air Mattress Buoy Race

7:00

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

Hosted by Hobie Fleet 291  
and HCA Division 7



## Sunday 6<sup>th</sup>

10:00

First Flag

Awards ASAP after races

## Registration:

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

Double Handed - \$60.00

Single Handed - \$40.00

Youth (18 – Under) - \$30.00



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

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

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

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

## Contact Information:

Event Chairs: David Rice

402-558-6568 E-mail – [mdrice3@cox.net](mailto:mdrice3@cox.net)

Tom Wadsworth

605-357-9023 E-mail – [tkwadsworth@sio.midco.net](mailto:tkwadsworth@sio.midco.net)

# Keepin' Score

## Congratulations to the 2005 North American Points Champions!

by Bill Jeffers, HCA Scoring Chair and Theresa White, past HCA Scoring Chair

*Editor's Note: Bill Jeffers took over the North American Scoring from Theresa (Fluffy) White in January of this year. Bill is a 3-time Hobie 14 National Champion and a general Hobie enthusiast. In 2005, he was ranked 9<sup>th</sup> nationally in the Hobie 14 class, 8<sup>th</sup> in the Hobie 16 class (with his wife, Sandy), and 33<sup>rd</sup> in the Hobie 17 class.*

Well, 2005 is over and all of the regatta scores from each division across North America have finally been received, entered, and tabulated. Last year marked a full re-birth of the continental scoring system after the end-of-year series of calculations done for 2004.

Fluffy White and Bill Jeffers



You may recall that the main reason that the ranking system was brought back was that it's just plain fun – not to mention that it makes great conversation over a brew or two. With that in mind, a look back at the 2005 scores might earn you a few bragging rights. If you study them really well, maybe you'll uncover the secret formula to get your name listed in the top five for your class next year!

In 2005, the total number of points to earn a continental title in any class remained roughly the same as in 2004, so you might guess that 2006 will tell a similar story. Essentially, anything above 280 will reward you with the title for any class, except the Hobie 16. To win that hotly contested class, you need close to 300 points. More than 700 competitors threw their hats in the ring to win the Hobie 16 class. In the end, the scores were so close that only .28 of a point separated the top two teams. Talk about close!

Many of the competitors that took top five spots for 2005 did not take those spots in 2004. As a matter of fact, no class had more than two teams who had

been in the top five the previous year. A special congratulations to those that did (Rich McVeigh, Wally Myers, Dan Ward, Stephen Acquart, Steve Cooley, Paul Evenden, Phil Collins, and Tim Parsons). That means that there really is a good chance that if you score well and participate in enough events, you could well find your name listed in next year's *HOTLINE* article on scoring.

To do well in the 2006 rankings, remember how the scoring system works! Here are some important points:

- 1.) The system awards a pretty good number of points for small fleets (unless you are last). This is a really good thing because it encourages participation at smaller events.
- 2.) The system rewards participation. Those who attend more events will usually place higher in the standings. So, those who are doing well are not only scoring well, but attending more events.
- 3.) It is harder to earn points in certain parts of the country where the competition is tough. However, there are more points to be earned in these areas, and the system seems to do a good job at rewarding a middle-of-the-pack finish in a big fleet. The system therefore encourages sailors to travel to big regattas and has somewhat removed the division border barrier in that respect.

Despite the cold here in Upstate New York, the sun is still shining in more southern climes. You lucky warm people are already sailing and having regattas. So, the 2006 scoring is already happening. If you haven't checked your rankings recently, log on to [www.hca-na.org/](http://www.hca-na.org/). How will *you* measure up for 2006?!



# Final Results – 2005 North American Points

## Hobie 16 Class – 740 Competitors

Rank	Skipper	Crew	
1	McVeigh, Rich	Griffith, Lisa	298.30
2	Merrick, Bob	Cleveland, Liza	298.08
3	Colon, Pedro	Roldan, Jr., Martin	294.08
4	Myers, Wally	Myers, Tyler	293.43
5	Bounds, Matt	Bounds, Megan	292.84

## Hobie 14 Class – 47 Competitors

Rank	Skipper		
1	Takacs, Sandy		194.00
2	Erickson, Marcus		155.10
3	Merrick, Bob		127.71
4	Forshay, Bob		125.00
5	Schafer, Wayne		101.02

## Hobie 18 Class – 194 Competitors

Rank	Skipper	Crew	
1	Cooley, Steve	Cooley, Sabrina	263.27
2	Evenden, Paul	Sarah	237.54
3	Raughley, Dave	Carey, Valerie	216.22
4	Sohn, Jim	King, Kristen	208.67
5	Mauk, Jamison	Wessels, Jordan	194.45

## Hobie 17 Class – 139 Competitors

Rank	Skipper		
1	McConnell, Randy		279.69
2	Ward, Dan		274.51
3	Pettit, Rick		255.83
4	Acquart, Stephen		251.57
5	Raybon, Greg		246.63

## Hobie Tiger Class – 96 Competitors

Rank	Skipper	Crew	
1	Parsons, Tim	Stewart, Jane	253.20
2	Jason, Olli	Jason, Kelly	251.91
3	Lewis, Mark	Lewis, Trevor	224.78
4	Jerry, Rob	Sinnett, Darcie	218.87
5	Petron, Jeff	Bedford, Tom	197.88

## Hobie 14T – 6 Competitors

Coe, Peggy

## Hobie 18M – 5 Competitors

Jernigan, Chris; Richter, Karen

## Hobie 18SX – 1 Competitor

Searly, George; Hage, Fres

## Hobie 20 Class – 160 Competitors

Rank	Skipper	Crew	
1	Collins, Phil	Collins, Bev	279.52
2	Kwasniewski, Valdek	Kwasniewski, Renata	264.12
3	Sailer, Jacob	Armato, Vince	239.96
4	Ralph, Mark	Holmes, Sheila	235.53
5	Morrison, Heather	Morrison, Stu	234.41

## Hobie FX1 – 7 Competitors

Carter, Vic

## Hobie Wave – 13 Competitors

Thompkins, George

## From the Scoring Desk

Here is the basic information we need to get your scores in right.

- 1.)\*Name of the event: We need all of the names of the event. If it is a division or area championship we to know that, too. Please supply all of the names that the regatta can be known by.
  - 2.)\*Date of the event.
  - 3.)\*Host fleet and Division or country.
  - 4.)For each entrant:
    - a.) \*Skipper first and last name.
    - b.) \*Skipper HCA number.
    - c.) \*Final position (1, 2, 3, ...)
    - d.) \*Fleet (A, B, C, N)
    - e.) \*Hobie class (16, 17, 18, Tiger, ...)
    - f.) Crew first and last name
    - g.) Crew HCA membership number.
- \* - required information.

## Special Awards

### The Iron Butt Award

*For attending the most HCA Sanctioned Events*

### Phil and Bev Collins - 13 Events

*(Hobie 20, Division 14)*

### Honorable Mention:

### Gordon Bagley and Darline - 12 Events

*(Hobie 16, Division 2)*

### The "Most with the Least" Award

*For the highest place with the fewest regattas attended*

### Val and Renata Kwasiewski - 2nd w/ 5 Events

*(Hobie 20, Division 14)*

### Honorable Mention:

### Pedro Colon / Martin Roldan - 3rd w/6 Events

*(Hobie 16, Division 13)*



Don't  
mess with  
Hobie



# 2006 Hobie 18 / Hobie 20 North American Championships

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

#### Organizing Authority

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

#### Rules

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

#### Eligibility

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

#### Entries

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

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

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

#### Sailing Instructions

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

#### Accommodations

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

#### Contact Information

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

Event Chairperson: John Mork  
[john.mork@dobson.net](mailto:john.mork@dobson.net)

Telephone: 405.621.9826 or 405.229.8817

Event Vice-Chairperson: Laurie Cronan  
[lcronan@evl.net](mailto:lcronan@evl.net)

Telephone: 972.625.4736 or 972.814.7090





**HCA HOTLINE MAGAZINE**

**Official Publication of the  
Hobie Class Association  
of North America**



# Advertiser Info & Rate Sheet

**Publication Schedule:** Bi-monthly: Jan/Feb, Mar/Apr, May/Jun, Jul/Aug, Sep/Oct, Nov/Dec.  
**Copy Deadline:** Four weeks prior to issue date.  
**Space Reservation Deadline:** Six weeks prior to issue date.  
**Circulation:** Over 5,000 copies distributed worldwide, 40–48 pages  
 Full color version posted on [www.hobiecat.com/hobieclass](http://www.hobiecat.com/hobieclass) indefinitely  
**Reader Demographics:** Family oriented sport; age range from 10 - 70, Average age 35, affluent (\$75,000+ median income)

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**File Formats** – High res PDF with all fonts embedded is best, MS Publisher, PageMaker, all image formats

**Information** – *HCA HOTLINE*, Matt Bounds, Editor, (248) 980-7931, [hcanews@comcast.net](mailto:hcanews@comcast.net)

**Preferred New Advertiser** – Reserve space your space and receive a 10% discount as long as an ad is continuously placed.

# Personal Profile

An Interview with Darren Smith, winner of the Hog's Breath Cafe' Australian Hobie 16 National Championship

by Mike Madge

*Editor's Note: Mike Madge joins the HOTLINE staff as our "foreign correspondent." Mike's from Thunder Bay, Ontario, Canada, where the winters are long and thoughts of Hobie sailors often turn to warmer climes. Mike spent some time with the new Australian National Champion, Darren Smith, to discover his secrets for success.*

**HOTLINE:** Can you tell us a little bit about your sailing background?

**SMITH:** I've been sailing catamarans for 32 years, started crewing on a Hobie 16 when I was seven years old. Been back on the Hobie 16 for last nine years.

**HOTLINE:** Who are some of your sailing idols?

**SMITH:** I have always been envious of the Olympic sailors Brian Lewis (from my club), Mitch Booth and Darren Bundock. However, my greatest friends and rivals in Hobie sailing are Gavin Colby and

Darren and crew Natalie Hill



Simone Matfield, ex-world champions also from the my sailing club.

**HOTLINE:** Can you share a few tips?

**SMITH:** I believe equipment is very important and needs to be maintained and that it aids in having a good regatta by completing every race, especially in a series. Good crew work also helps, Natalie and myself have been together for three years.

**HOTLINE:** Maybe can you give us little insight into the Australian Hobie scene, and what makes Australians so

dominant (maybe you can dispel the myth we here in North America believe is that there is something in the Aussie beer).

**SMITH:** You may be correct about the beer! But really, I believe it is the great camaraderie between sailors on and off the water, so we tend to get together regularly even though some live opposite sides of the country and drink lots of beer and rum (Bundy is the drink of choice). Fleet sizes are great, at Nedlands Yacht Club, where I sail, I compete against 18-25 Hobie 16's every weekend in the summer. Our winds are generally consistent and average 18 knots.

**HOTLINE:** At the nationals, your throw out was a 5th in a fleet of 47 Hobie 16's. How did you remain so consistent?

**SMITH:** I believe our consistency during the regatta was due to getting great starts, being aware of what's going on around us (particularly bands of wind pressure) and making no mistakes during the racing (and a little luck. According to the opposition—a lot of luck).

**HOTLINE:** What are some of your future sailing goals? Are you thinking of an Olympic campaign?

**SMITH:** My sailing goals haven't changed much since I attended my first worlds in Guadeloupe in 2000. At that stage, it was to attend an international regatta; now it is to make it within the top 10 at a worlds. The Olympics are out of the question due to finances and my age (38).



HOTLINE: I notice from some of the pictures that you sail upwind with one rudder up. Can you share some of your thoughts on that?

SMITH: I generally only lift one rudder while going downwind and reaching. The only time I lift it while going upwind is when I am on the layline and I lift it from out on the wire. I don't tack quickly enough if I have it lifted all the time. Having the rudder up while sailing makes the steering really responsive, particularly while flying a hull as there is no drag on the windward side.



HOTLINE: You mentioned Gavin Colby as your good friend; is he still competing, and how do you usually fare against him?

SMITH: Gavin Colby hasn't raced with us for over a year as he is following his career in aviation and currently resides in the north of our country about 3,000 kilometers away. On a club level, our racing is very similar, and only on a rare occasion does he give me a thrashing. However, at important regattas, he usually steps up and becomes very hard to beat.

HOTLINE: Who were some of the other top competitors from the nationals and are there any new comers ready to step up?

SMITH: Competition at our nationals is always tough, this year threats came from Mick Butler (10th in South Africa), Brad Sumner (current Hobie 18 world champion) and Bob Enqwirda (13th in South Africa). The upcoming sailors are Shane Peterson and Chris Hancock, both in their early 20's. The real youngsters to look out for are Jason Waterhouse (14) and Jeremy Roberts (17) who won the youth Hobie 16 nationals held at a similar time as our regatta but at a different venue.

HOTLINE: Thanks for this, Darren. We hope to see you in North America some time soon.

SMITH: Have a Hobie day, hope to be in North America soon, Darren



Darren and Natalie accept the Hog's Breath National Championship Trophies from long-time Hobie sailor and Hog's Breath Cafe' manager, Miles Wood.



# HCA Youth Grants

## Purpose of the Youth Grant

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

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

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

## Grant Request Guidelines

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

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

at the Council's discretion when seasonal considerations justify such action. They may sail as a skipper or crew in those events.

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

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

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

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

## Selection Process

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

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

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

Questions should be directed by e-mail to the current HCA Youth Chairperson:

Mimi Appel  
mimiappel@aol.com



## Hobie Fleet 10

**Sept 22-24, 2006**

10am Skippers Meeting

Clear Lake Iowa 50428

Clear Lake Yacht Club

Host Hotel:

Best Western Clear Lake

800-606-3553—\$69.00/night

Registration on-line at  
[www.hobiecatdivision7.org](http://www.hobiecatdivision7.org)



*Old School Regatta*

# **Hobie 14 North Americans**



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

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

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

### Highlights

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



### Hobie Fleet 10

Chris Wessels  
5600 Lakeview Drive  
Clear Lake, Iowa 50428

Phone: 641-425-8720  
Fax: 641-357-6639  
Email: [xanderwess@yahoo.com](mailto:xanderwess@yahoo.com)

**Lunch on the water every day  
Beer on the beach every evening  
Sit-down dinner every night  
Conveniently located right off I-35**

**Life is Good.**



# 2006hcaboardofdirectors



## Women's Representative

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

## elected officers

### Chair

Ed Muns  
POB 1877  
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408.353.1853  
woyk@msn.com

### 1st Vice Chair

Bob Merrick  
141 Short Beach Rd  
Branchford, CT 06405  
203.488.7820  
merrick@egr.uri.edu

### 2nd Vice Chair

Rob Jerry  
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Manlius, NY 13104  
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## voting members

### DIVISION 1

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RMBenge@aol.com

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sunjammerspcb@aol.com

### DIVISION 16

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

## appointed officers

### Membership Chair

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

### Secretary

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

### Treasurer

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2625 Jewelstone Court  
Ft Collins, CO 80525  
970.223.2642  
kat@frii.com

### Youth Program Director

Mimi Appel  
3357 Collins Road  
Marcellus, NY 13108-9647  
mimiappel@aol.com

### Race Director

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



1 HAWAII

## on the web

### International Hobie Class

#### Association

www.hobieclass.com

### Hobie Class Association

#### of North America

www.hca-na.org

### Hobie Cat Company USA

www.hobiecat.com

### Women's Hobie Cat Racing

www.hca-na.org

### Hobie Product Support

www.hobiecat.com/support

### Guest Expert Program

www.hc-na.org

### Hobie Community Forums

www.hobiecat.com/community

For Local and Country contacts:  
hca-na.org

## additional resources

### Championships Coordinator

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

### Guest Expert Program

#### Coordinator

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

### Sponsorship Director

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

### Scorekeeper

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hobiescores@yahoo.com

### Web Master

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



NAME (PLEASE PRINT CLEARLY) \_\_\_\_\_ Member # \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

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

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

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

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

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

**Please check all that apply**

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

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

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

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

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

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

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

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

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

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

**Release and indemnity agreement:**

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

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

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

Card Number: \_\_\_\_\_

Signature of cardholder \_\_\_\_\_ Expiration date \_\_\_\_\_

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 Racer support programs  
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 Racing Seminars  
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**HCA MEMBERSHIP**  
 8763 Weaver Rd.  
 Brewerton, NY 13029 USA  
 Phone 1 315.699.5453  
 Fax 1 315.432.5102  
 hobiemembership@gmail.com

# US SAILING Multihull Council Golden Anchor Membership Form

New  Renew  Membership ID \_\_\_\_\_ (if known)

**Anniversary Dates are March 31 or September 30**

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

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

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

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

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

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

Please mail with check payable to  
 Darline Hobock/MHC - 5373 E. 27<sup>th</sup> St. – Tulsa, OK 74114  
 If questions or problems, please email [hobockd@aol.com](mailto:hobockd@aol.com)

*All memberships are gratefully acknowledged by US SAILING*



## WHY JOIN US SAILING?

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

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

**Will you support US SAILING with your membership?**

Darline Hobock, Program Administrator



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

Alexey Sergeev

## Venue

Roger Wheeler State Beach, Narragansett, RI USA.

## Organizing Authority

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

## Entries

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

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

## Registration & Fees

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

## Charter Boats

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

## Competitor's Insurance

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

## Accommodations/Transportation

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

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

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

## Information

THIS IS NOT THE OFFICIAL NOTICE OF RACE. Please visit [www.hca-na.org](http://www.hca-na.org) for directions, information, and official NOR.

Event Chair: Sean Esten  
[seanws10@yahoo.com](mailto:seanws10@yahoo.com)  
401-433-2684

Event Coordinator: Barbara Powers  
[vicecommodore@fleet448.org](mailto:vicecommodore@fleet448.org)  
401-647-3203



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