

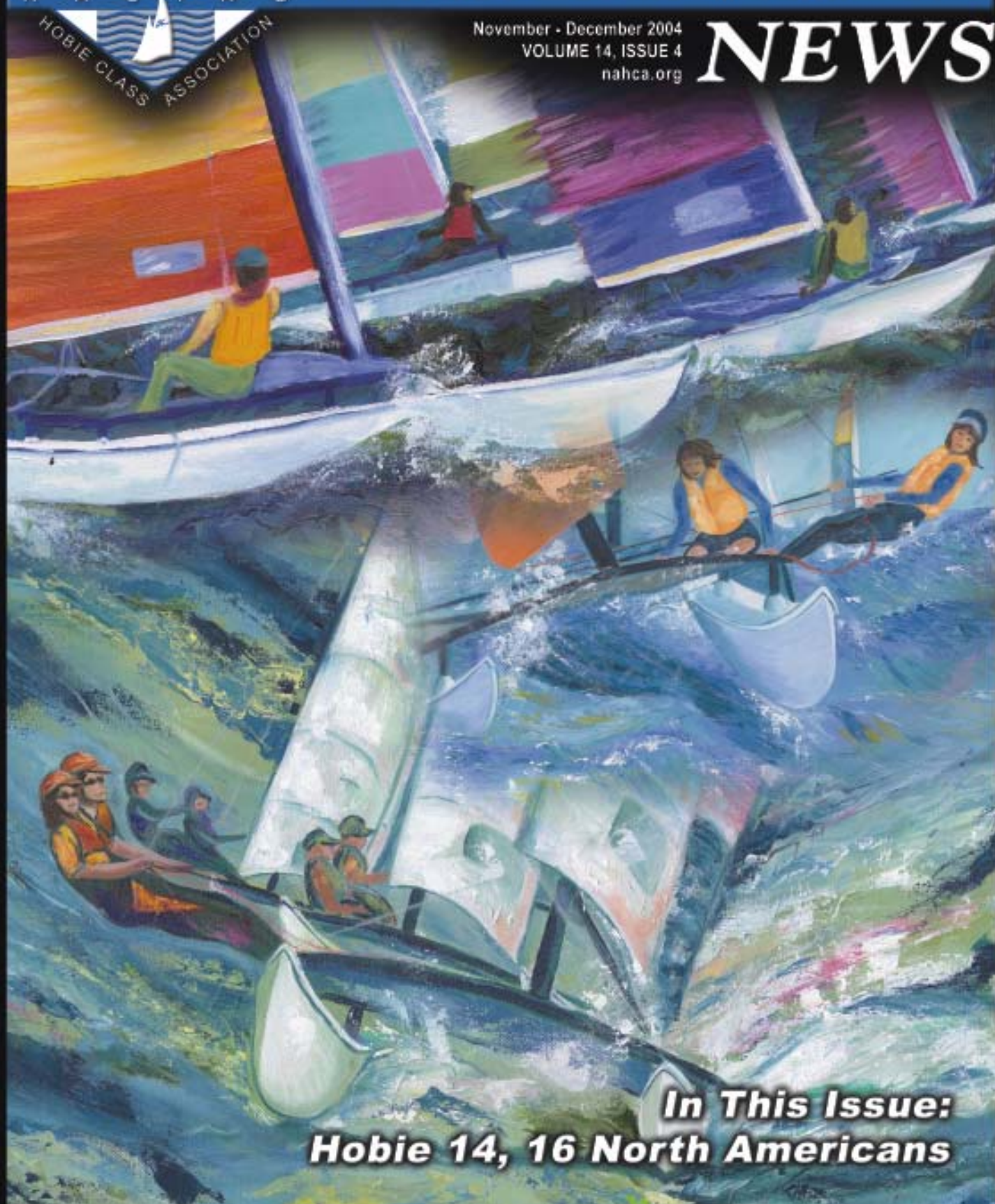
HOBIE CLASS

INTERNATIONAL
NORTH AMERICAN REGION
HOBIE
RACING

HOBIE CLASS ASSOCIATION OF NORTH AMERICA

November - December 2004
VOLUME 14, ISSUE 4
nahca.org

NEWS



In This Issue:
Hobie 14, 16 North Americans

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HOBIE CLASS NEWS

The official publication of the Hobie Class Association of North America

**NOVEMBER – DECEMBER 2004
VOLUME 14, NUMBER 4**

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

HOBIE CLASS NEWS
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Holding Course



Ward for stepping up to serve.

It's a wonderful opportunity for me to take the tiller from Rich McVeigh after the great course he and his team have steered for the HCA over the past three years. Those of us newly elected and appointed are excited about working with the continuing volunteers to build on the current strength of the Class. Congratulations and thanks to Rob Jerry, Bob Merrick and Kathy

A common question with leadership transition is "What changes will now occur in the Class?" My first response is that we will follow through on the programs, initiatives and decisions already underway, which have been soundly building strength into the HCA and don't need any redirection. Next, we need to take further actions in the areas of membership growth, greater promotion of Hobie Cat racing throughout the wider sailing community, more effective two-way communication among HCA members and building our racing and race management skills. The Youth Program, GEP, return of the points system, one-design Hobie regattas, regatta insurance program, and factory-supplied boats for regional championships all support these objectives. Stay tuned for more actions based on support throughout the region in the form of new, creative ideas and commitment of volunteer efforts to carry them out.

In this issue you will find some great reports from the recent H16/Womens/Youth/H14 North American Championships hosted by Fleet 204 in Syracuse. Those who are lucky enough to attend their Madcatter Regatta were more prepared for the extraordinary event provided by this dynamic fleet. Others, like myself, who were treated to Fleet 204's eight-day sail-racing party for the first time, were nearly overwhelmed by the never-ending flow of good times, both on and off the water.

We need more fleets and divisions to step up to host our championship events. It is the perfect way to honor the HCA members who brought us past events by returning the favor. Standout events take effort, but from all appearances the Syracuse group had a lot of fun and satisfaction and that made it much less like work. I'm sure they and other organizers of recent events will share their secrets of success with others who host these events. Let's see some proposals from the rest of the region! Lori Mohny is a tremendous resource to help you define and execute your event.

Speaking of championship events, there are some great ones coming up. Just one year after our region hosted the fabulous Hobie 16 Worlds in Mexico, we will be putting on the Tiger Worlds in Santa Barbara in March 2005. Then, in July 2005, a bit further south in California, the Hobie 16 NA Championships will be held. The Tiger/20/18/17/14 Championships are still in the planning stage, so there's still time to get involved—let Lori know your ideas and how you might help. The HCA here in North America is sailing fast!

Ed Muns
HCA Chair

contents

special feature - 204 in 2004

Fleet 204 Hosts the Hobie 14 / Hobie 16 Women's / Hobie 16 Youth / Hobie 16 North Americans

- 18** **Mano a Mano**
Hobie 14 North Americans
- 20** **¡Aye Carumba!**
Hobie 16 Women's North Americans
- 22** **¿Todos Listos?**
Hobie 16 Youth North Americans
- 24** **¡Viva Mexico!**
Hobie 16 Open North Americans



- features** **14** **The Carlton Tucker Sportmanship Award**
Sue Korzeniewski is recognized for years of hard work
- 16** **Midwest Area Championships**
Mid-America's / North-Central Area Championships

photo credits

Cover — **Artwork by Rakel Holmes / Layout by Matt Miller**
 204 in 2004 — **Mike Walker / Stuart Crabbe / Steve Oad**
 Mid-America's — **Laurie Cronan**
 North Central AC's — **Chris Wessels**
 Carlton Tucker Award — **Mike Walker / Stuart Crabbe**
 Clean Air Flat Water — **Terri McKenna**
 Hobie History — **Hobie Cat Co / Hobie HOTLINE**
 Factory Tech - **Matt Miller**
 Signal Boat / Membership Matters — **Stuart Crabbe / Mike Walker**
 Women on the Water — **Michael Kolch**

columns

- 4** **Hobie History**
10, 20 & 30 Years Ago
- 6** **Just in Off the Wire**
Late breaking news and notes
- 8** **Women On the Water**
Another season is done
- 10** **Signal Boat**
Report from Athens
- 12** **Factory Tech**
Rudder Cams



resources

- 32** **HCA Annual Meeting Report**
- 34** **HCANA Officers and Council Members**
- 35** **Membership Applications**
HCANA, US Sailing

hobiehistory

10, 20 & 30 Years Ago



The winners of the 1974 Hobie 16 National Championship held at the Vacation Village in San Diego, California. That's a lot of polyester! (Except the guy on the right - Hobie has always been a cotton kind of guy.) L to R — Dr. Bob Beauchamp, DeeDee Beauchamp, Dorothy Beauchamp, Jenalyn Beauchamp, Bob Beauchamp (2nd place winners), Carol Beauchamp, Dick Beauchamp (1st place winners) and of course, Hobie Alter.

There was one competitor from the 1974 Nationals who sailed in the 2004 Hobie 16 North Americans — Steve Leo.

Another competitor in the 1974 Nationals was Stan Woodruff - his wife Sharon crewed for Kathryn Garlick in the 2004 Hobie 16 Women's North Americans.



Jeff Alter follows in the footsteps of his big brother Hobie P. and does some modeling work for Rip Curl Wetsuits. Jeff is now the president of Hobie Designs.



The winner of the Hobie 14 National Championships held in Key Biscayne, Florida (Wayne Schafer) receives congratulations from the 2nd place skipper (Hobie Alter).

There were 79 boats competing for the title. There were only nine boats competing for the North American title in 2004, but the competition was just as intense.

We know what you'll be doing December 25th

...and 26th ...and 27th ...and 28th...

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Let's face it, there are a lot of dull things you could get for Christmas — but the Hawk isn't one of them.

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Did you know that Hobie Cat used to make radio-controlled gliders? So far ahead of their time, that the gliders are still sought after today, years after going out of production. They regularly sell for several hundred dollars (without the radio) on eBay. Hobie Class member Brian Joder runs a website dedicated to the Hawk at www.hobiehawk.com.



The winner of the 1984 Hobie 16 Nationals held at the Isle of Palms, South Carolina was Enrique Figueroa (shown here with his crew, Melissa Scott). Enrique had already won several national and world titles and would go on to represent Puerto Rico in the Tornado class in four Olympics, carrying the flag for his country in the 2000 Sydney event.

Crewing on the fifth place boat in the 1984 16 Nationals was an attractive young lady — Susan Pesane. We know her now as Sue Korzeniewski.

Computer scoring starts to come into vogue in 1984. Despite the “advance,” it still seems to take forever to get the scores out in a reasonable amount of time.



“The weekend’s racing was concluded with quick results from our computer scoring wiz, Dick Brashears, who ran a 195-60 off a gas generator all weekend . . .”

The 1985 Hobie 18 Worlds were scheduled in Port MacQuarie, Australia. In 2005, the 18 Worlds return to Australia, but the venue has moved south and east to Melbourne.

1984

The Nov/Dec 1984 *HOTLINE* magazine ran an informational article on an emerging trend in sailing apparel - drysuits - which included this stylish model.



In 1994, Mark Santorelli had already made a name for himself as Wally Myers’ “super crew.” No one is really sure why Mark engraved his hair, but it was always interesting to see what artwork was currently installed.

Mark now makes a respectable living by being a PRO at several large east coast regattas each year.



The Nov/Dec 1994 *HOTLINE* reported on the recently conducted Hobie 20 Nationals held in St. Joseph, Michigan. The event was won by a first time Hobie 20 sailor - Enrique Figueroa.

Our good friend Carlton Tucker came in 2nd.

1994

JustinOfftheWire

Late Breaking News and Notes

2005 Hobie 16 North Americans — Ventura, CA

We have been working very hard to find a suitable venue for the 2005 North American's. As everyone knows this will be the first year in many where the factory will be supplying 35 brand new boats to sail. The search started many months ago. We went East, South, and West. We talked to folks in Texas, Virginia, Rhode Island and others. We talked to San Diego and ended up in Ventura, CA. Jeff Petron is a fleet of one in Ventura, but has helped us to start the ball rolling on getting this event off the ground. Paul Ulibarri, Ed Muns and I just spent a long weekend in Ventura looking at all possibilities in the area. We were fortunate to meet with folks from the Ventura and Pierpont Yacht Clubs that are VERY excited to have this event in the area. I have been working with the tourism bureau in town, and I have to say that I have never seen so much enthusiasm from a community for an event! The red carpet is out for the Hobie Sailors!

We are in the final stages of finalizing the beach location and the host hotel. There will be camping available (self-contained) on site also. The logistics of everything are being worked out and the NOR will be on the HCA web site very soon!

The dates are:

- July 20-23 – Youth and Women's Event
- July 21-22 – Qualifying on Site

- July 23-29 – Open Event (4 days round robin – 1 day gold/silver cut)

Stay tuned to the HCA website and the next *HCA News* for updates.

Other Events in 2005

We have interest in hosting the H20/H18 event in Division 7. We hope to receive a formal bid after their meeting in October and be able to announce the final plans. They are currently looking at September 12-17 for this event. We are excited to get the H18's back on board again and the combination with the H20 makes a lot of sense!

We are still looking for venues for the Hobie Tiger, H17 and the H14 so please consider hosting one or all of these events! Send me an e-mail at miracle429@aol.com and I can send an event manual your way!

The Hobie Tiger Worlds to be held in Santa Barbara March 28-31st. Our local host, Steve Leo is rolling out the red carpet for the world! It should be a fabulous event.

Next issue look for more details on the upcoming Hobie Worlds in to be held in Port Elizabeth, South Africa October 25 through November 4, 2005. The website should be active very soon at IHCA website at: www.hobieclass.com.

Lori Mohny
HCA Events Coordinator

Tiger Worlds Update

Charter Boat Program

The Hobie Cat Company has finalized the charter boat program and all the information is on the Hobie Tiger Worlds website. You will find the details of the program under the "Information" link. You **must** complete the Charter Boat Application Form and send in a deposit to be considered for a charter boat. **Even if you have sent an e-mail to Karen Hodil at Hobie Cat requesting a charter boat, you must complete this form and send in your deposit.**

Hotel Accommodations

We were not kidding when we said the Mason Beach Inn was almost sold out. **It is now!!!** The good news is we have organized a second hotel right next door to the Mason Beach Inn. We have blocked rooms at the Franciscan Inn. You will find all the information, prices, pictures and the reservation form in the Travel/Accommodation section of the Tiger Worlds website.

Entries

Entries have already started coming in from all over the world. We already have entrants from Denmark, Holland, Australia, USA and more. With the free Port to Port containers filling up it looks like there will be a great turnout in March.

Regards,
Steve Leo, Event Host

Coach's Invitational Regatta

Twelve of the top Hobie 16A skippers from Division 2 and Division 3 will be invited to Long Beach / San Pedro for an invitational regatta and clinic on May 14-15.

Coach Shaun Ferry (1993 Hobie 16 World Champion) will be refining top skippers' skills at the proposed 2005 Hobie Nationals course in Ventura. Shaun will be providing insight into the European, Arab and African competitors, and tips on the South African Worlds' course. Skippers will focus on rigging, tactics, strategy and boat handling.

Shaun Ferry lives in South Africa and competes against African, Arabic and European teams. Shaun is also an alternate on South Africa's America's Cup team.

Registration

Fleets will be asked to nominate top Hobie 16A skippers based on performance in the 2003-2004 season. Estimated cost for two day clinic will be under \$200 per boat, including two days of coaching, beach access and dinner for skipper and crew. Event dates will be confirmed and registration will open after the Division 2 and Division 3 schedules are announced.

Airfare has generously been donated by Ms. Andi Rolfe. Sponsors, donors and volunteers are needed for printing, mailings

www.nahca.org

and dinner. The organizers are looking for Hobie 16's that can be donated or chartered for use during the event.

Contact

Fleets and individuals interested in participation, sponsoring, volunteering, providing a boat or service, please contact:

Shauna McGee
626-823-0463 office and cell
626-628-3100 fax
shaunamcgee2000@yahoo.com

IHCA Rule Changes

Course Charts

Course 4 has been changed to (S) A, C, A, B, C, A (F) Downwind. It's essentially a Course 7 with a downwind finish. The old course 4 has fallen into disfavor because the reach after the first beat tends to stretch out the fleet, making it very difficult to pass the leaders after the first mark. New course stickers will be available before the end of the year.

Equipment Changes to Hobie 14 and Hobie 16

The long awaited 6:1 downhaul and 2:1 outhaul have been approved by the IHCA. Before going into effect, they must be finally approved by ISAF. The mast rotation control for both boats was rejected.

To see the prototype downhaul and outhaul systems, go to the hobieclass.com rules forum and download the comments PDF dated June 8, 2004.

2004 Hobie Class Bylaws Update

The bylaws of the Hobie Class Association of North America (formerly NAHCA) hadn't been reviewed or amended in some time, and with all the recent changes in the class they were definitely due for a review. So a Bylaws Committee was formed in mid-2004 to go over the bylaws in detail and to recommend amendments. The committee consisted of Roger Brown (Chair), Jeff Alter, Rich McVeigh, Bob Merrick and Kathleen Tracy. The committee ended up making several suggestions for amendments, many of them minor (changing NAHCA to HCA, adding an index, etc.) and a few more substantive (e.g., eliminating the Appeals and Rules Committees since their functions were being handled by the IHCA).

The revised bylaws were sent out to the voting members of the HCA Board of Directors (Division chairs & Women's Class rep.) for review and ultimately a vote at the Annual General Meeting in September in Syracuse. After some minor additional changes, the amended bylaws were approved by the Board.

The text of the revised bylaws can be found at nahca.org. There's also a strike-out version that shows every change made — strike-throughs indicate deleted text and italics indicate added text.



by Heather Morrison HCANA Women's Representative

Another Season is Done

And a report from the Shegatta

Here is a final wrap-up of what's been going on in the world of women's Hobie racing.

We had a great first season of the WOW (Women on the Water) clinics. The participants loved the chance to get tips from seasoned women sailors. Most clinics were offered the morning of the regatta and ran from an hour to a few hours. We offered a total of five clinics throughout the US where approximately 70 women attended. The t-shirts were a big hit. And of course, the clinics will continue for next year. I will be contacting fleets/divisions again this winter to get your clinic scheduled. Thank you to all the instructors (Gillian Thomson, Kathleen Tracy, Deb Olson, Lori Mohney, Sheila Holmes, and Susan Korz). These workshops wouldn't have been possible without you! Your time

and expertise is greatly appreciated! I really believe more and more women will get on the water because of these experiences. Watch the women's website this spring for an updated WOW schedule.

The annual women's meeting took place in Syracuse during the Women's H16 North American championships in September. Take a look at the website for the minutes. Thanks for the great feedback from those that attended!

Shegatta '04 was another great event I attended. It was held at Lake Ray Roberts in Texas on October 2-3. Sheila Holmes and her help do a fantastic job of organizing this event. This year was no exception. All proceeds go to the Susan G. Komen Breast Cancer Foundation. It's a great cause.

We were fed the entire weekend and there was never a shortage of beverages. Friday featured a shrimp boil with all you can eat shrimp. You can't beat that. Sheila also offered a WOW workshop Saturday morning in which she talked about right-of-way rules, courses, and starts. Participants asked questions and she helped calm the nerves of a few beginners. Luckily, at the noon start, the wind

was a manageable 8 or so knots for those beginners. We got in two light air races before going to shore for lunch. We then got one more race off that afternoon before the wind died. Good job race committee! That evening was an awesome BBQ with more food than you can imagine. But the night wasn't over! Of course, we had the raffle and the new "Study Do Right" man slave auction. Those men graciously gave their services for a good cause. The women had men to rig their boats, bring them drinks and give them massages! The fun went well into the evening with most people enjoying the blues band.

Unfortunately, the wind gods were not looking upon us favorably on Sunday. The day began with little, so no racing took place. But we still had a good time and many of the seasoned racers helped the new sailors with rigging and sailing tips. Remember, this is a time to take the tiller, so next year, plan on attending this event and bring a friend!!

One more regatta of the season and then I have to put the boat up for winter. Hopefully it will be a short one...see you on the start line!

Shegatta '04--Linda Bkort and Lil Baker on the 18



Hobies @ Sail Melbourne 2005 Port Melbourne Yacht Club

Hobie 17 & 18 Australian & World Championships Hobie 16 Australian & Asia Pacific Championships Australian Youths, Womens & Masters Championships Hobie Tiger & Hobie 14 Australian Championships December 27 2004 - January 8 2005



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World Champion

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Paul Pascoe
Former International
President IHCA

"Port Melbourne Yacht Club has a great beach, a great bar over the water and is only 10mins by tram from the centre of Melbourne"

John Hooper
President Australian
Hobie Cat Association

**Hobies @
Sail Melbourne**



by Paul Ulibarri, HCANA Race Director

Report from Athens

The Insider's Perspective on the 2004 Olympic Sailing Venue

Editor's Note: At the recently concluded Athens Olympics, PU was in charge of the Charlie Course where the Tornados and 470's competed.

It was fortunate for Athens that they submitted an Olympic bid years before and as a result had created an Olympic harbor. Everything was complete for 2004: permanent buildings, ramps slips, docks, and landscaping. There were docks for military, security, police and coast guard, plus four complete race committee teams. There were designated dock spaces for Official boats, VIP boats, Media boats, and coaches' boats. Finally, there was space allocated for competitor boats.

The 2004 Olympics featured four Olympic sailing circles. The circles were designated as Alpha, Beta, Charlie and Delta. Each circle had a dedicated race management team each by the same title as the circle. Alpha had the Europes and Lasers. Beta featured the 49ers, Mistral Men and Mistral Women. Charlie had the Tornados, 470 Womens and 470 Mens. Delta had the Finns, Yinglings and Stars. The Acropolis was very visible from all of the race courses and in particular the Parthenon stands out as a reminder of this ancient culture.

The conditions in the course areas varied, but the depth was fairly common at around 70 feet. Current on each course was also similar at about ½ knot from the northwest. Each area had different sailing conditions particularly in lighter breezes. This was due in the main to the geographical characteristics adjacent to each course.

On the water, there is very little difference between an Olympic regatta and a weekend regatta at your local club. The rules and procedures are the same. The area is similar to thousands of venues around the world. And of course the boats are the same. The first notion you get that this is different is before the event when you step into the stadium for the opening ceremonies. You have seen this scene on TV most of your life, but to see it in person blows the senses. The next difference is the number of official boats, security boats, spectator boats, and helicopters on and around the courses. Then there is the urgency and expectancy that you are about to witness something unusual.

The American team of John Lovell and Charlie Ogeltree were expected to end up around 5th. They sailed brilliantly and sailed to a Silver medal. As you all know in

a catamaran one picks the favored side and sails to the layline, minimizing the number of tacks. Many of the Olympic favorites did just that. John and Charlie tacked on significant wind shifts of which there were many and for the most part, sailed the middle of the course. Hobie Jr, used to use this tactic a lot, particularly in shifty conditions. Anyway it worked great for the Austrians and the Americans and left them entering the last race with the gold still up for grabs. The Austrians sailed a great race, actually a great series and retained their Olympic gold from 2000.

In 2008 the Olympics will be held in China which has problems. There are large tides and current as well as light winds in the month of August. The average wind is 6 to 7 knots with gusts up to 9 knots.

We suspect that Olympic classes will be challenged by these conditions and it would not be surprising to find some classes like the Tomado attempting to make carbon fibre masts legal.

Not only will these conditions make the competition extremely difficult, it will create a major challenge for the race management teams.

Might be a good time to retire.

SANTA BARBARA YACHT CLUB

4th

HOBIE TIGER

World
Championships

**Santa Barbara
California, USA**

28th - 31st
March
2005

Hobie

www.hobieworlds.com





by Matt Miller, Hobie Cat USA

Rudder Cams

Care and feeding make all the difference!

The Hobie Cat rudder cam system is pretty easy to deal with if you keep it properly greased. Use marine grease, if possible, between the cam and plunger. If you are at the beach and don't have the appropriate grease, anything will do as a temporary lubrication: Suntan lotion, WD-40 or Chap Stick, etc., but marine or bearing grease stays there longer. Lubricating the system will prevent damage to the cam and plunger that may be caused if the cam gets stuck in the down position.

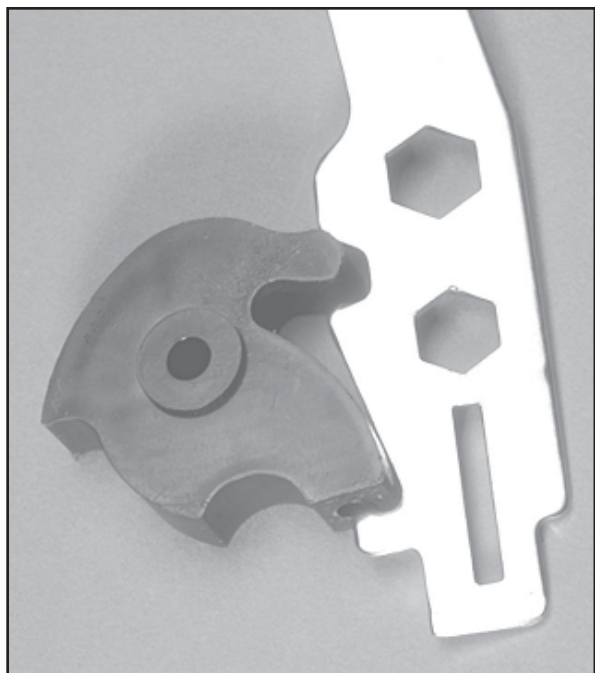
Sometimes the cams rotate down and lock without the upper

arm in place. If the cam sticks in the down position there are several methods to get it to release and rotate back open. The easiest way is to use a small flat blade screwdriver...work it between the cam and plunger to force the plunger down and unlock the cam. I find that this works very well even if the cams are dry and unlubricated. If you are on the water, without tools, you can use a line to hook the cam and jerk it loose. From above and forward of the assembly, lift the upper arm and rotate it aft and out of the way. Loop a line around the cam...yank the line to pop the cam open. You can also use the tiller arm to assist this technique by wrapping the line around the cam, then lowering the tiller arm and wrapping the line a few times around the tiller arm. Pull up on the tiller arm which (through the line) levers the cam open. There is even a special Hobie tool that can be used. Hobie Part # 83103 (2004 Catalog page forty-six) has a small hook that can be inserted (by drilling a small hole in the cam) to use as leverage.

If the cam keeps getting stuck down, even when greased, there is a misadjustment in the upper casting plate (newer boats), the rudder is drilled wrong causing too much play in the system or it is worn out

(too flexible) where it hooks the upper casting.

A cam plate too far forward can keep the cam from fully locking. A cam plate too far aft will allow the rudder to slip aft in the lower casting or allow the upper casting to be raised without pulling the cam open. To adjust the upper plate, lock the rudder down and hold the rudder firmly against the lower casting (forward most position). Loosen the upper plate then back it away from the cam a little. You want to seat the plate tight against the cam (in the fully locked position) while holding the rudder forward in the lower casting. Ease the plate forward while wiggling the upper arm up and down just a bit. The idea is to find the point of deepest insert that the upper plate can get into the cam. That may mean that the upper casting is not touching the lower casting. Don't force the plate too far forward as this will begin to force the cam open. When tightening the plate, be sure the plate doesn't move. I usually tighten with the wrench handle rotating forward towards the cam to move the plate forward if anything. Refer to the Hobie Cat website www.hobiecat.com for further details on cam systems and many other helpful topics.





by Liza Cleveland, HCA Membership

As sailing season is done here in the Northeast and with North American Championship over, I wanted to remind all of you that it is time to renew your membership for 2005. The memberships are for the calendar year, and it is most helpful if you can renew in the off season so you aren't rushing to renew right before a regatta. With the requirement of being a Hobie Class Association member to sail in a Hobie regatta, it is more important than ever to renew before the sailing season. That way, you won't have to fax me at the last minute only to find that I've gone sailing myself! You can use the form in the back of this issue.

I would like to recognize our newest batch of 2004 TopCat members. Thank you for your support!

Bill Bone
Misty Haehn
Paul Parizeau
Todd Wilson
Pedro Colon
Ibrahim Mustafa
David Kerr

What Hobies do we sail? I thought it would be interesting to fool around with my database and

It's That Time Again

And some interesting statistics from this year

see if I could figure out how many people sail which kinds of Hobies. Unfortunately, quite a few people do not list what boats they sail on their membership application, so I would urge you to do so when you renew so we can get an accurate picture. If you are one of the many members who sail more than one size Hobie, I have counted each class separately with respect to the rest of the class, and while the statisticians might balk at my methodology, I feel that if you are sailing your 16, then you can't also be sailing your 20 at the same time — so I will count you in both percentages.

Unless you mentioned sailing a different boat in your 2004

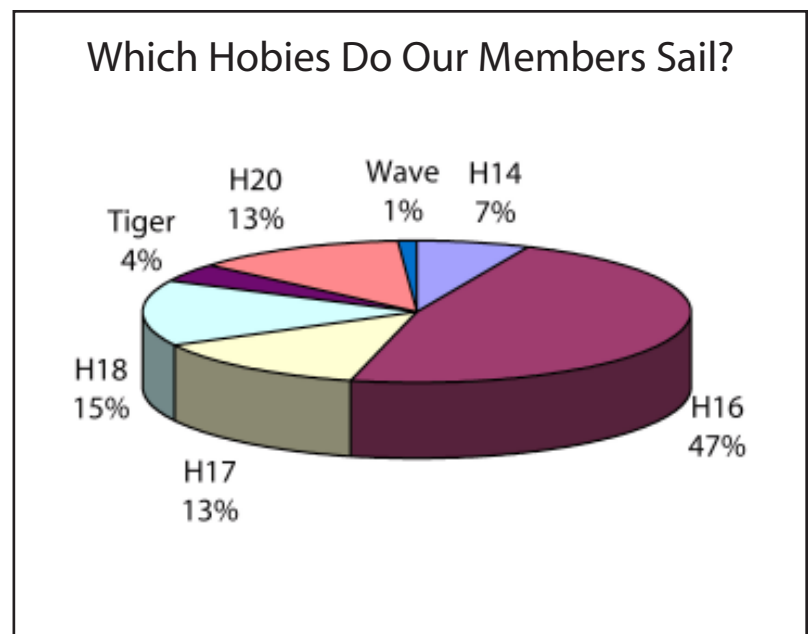
application, I did not change anything — even if you left it blank. A number of people did not fill out every single question when they renewed.

One last caveat: Since the membership form asks for “Boat Size(s)” I believe that some people probably put “18” instead of “Tiger.” So take the Tiger and 18 percentages with a grain of salt. I've made the membership form clearer for 2005.

76% of the membership said they only sail one size Hobie; 24% said they sail more than one size.

I will do this again next year, so be sure to fill out that part of the membership form!!

Have a great winter!



Sportsperson of the Year

Many years of hard work by Susan Korzeniewski are recognized at the HCA AGM

by Ted Lindley and Rico Quatrone



Since 1984 the Hobie Class Association of North America has honored a Hobie sailor each year for his or her outstanding contribution to our Hobie Way of Life. This year, Susan Korzeniewski was voted to be the 2004 Carlton Tucker

Sportsperson of the Year.

The judges had a difficult time deciding who was the most deserving, since they were all exceptional nominees. The nominees this year were Susan Korzeniewski, Division 16; Alberto Ponce, of Division 13; Gillian Thomson, Division 4; and Rick White and Mary Wells of Division 8. These nominees profoundly love this sport and sailing activity. They are continually promoting, maintaining and expanding on the enjoyment of our Hobie Way of Life by their outgoing conduct and presence. Congratulations to each of you!

This award was presented to Susan at the recent Hobie Class Association's annual meeting held during the Hobie 16 Continental Championship event in Syracuse, New York. Congratulations to Susan and thank you from your Fleet, Division and all of the members of the Hobie Class Association.

The following narration about Susan has been added to the trophy book:

On behalf of Fleet 204, I am happy to nominate Susan Korzeniewski for the Carlton Tucker Sportsperson of the Year Award. Like Carlton, Susan is a world-class sailor with a can-do attitude and a zest for life.

A past North American Women's Champion (2002) and finishing as high as fourth in the 1999 North American Open Championships and fifth in 2002; third in the Women's ISAF World Championships (2002); 2nd in the Hobie Women's World Championships (1995) and the

first woman to skipper a boat in the Worrell 1000 (2002), Susan Korzeniewski's sailing ability cannot be denied.

It is Susan's other activities that make her stand out, however. Susan has been sailing Hobie Cats for more than twenty years and has continually dedicated herself to the sport and the organizing bodies that make Hobie Cat sailing great. In her Hobie career, Susan has run three Guest Expert Programs and two race training seminars (the precursor to the GEP).

Susan was also the HCA Women's Representative in 1998 and resigned to start the HCA Youth program. As a Division officer, Susan, and her husband Tom, were the Youth Reps for three years (1999–2001) and started the Youth program as we know it today. As the Youth Co-Chair, Susan wrote and edited many articles for the HCA News.

This past year alone, Susan initiated the youth grant, including the criteria that was approved by the Board of Directors of the HCA. Susan has given of herself, and with her family, husband Tom, and daughter Ericka, to run GEP Programs and Women on the Water clinics. Susan travels each year to Florida to help the St. George Island Boy Scout Troop learn to sail, and this year hosted some of them in her own home for the North East Area Championships in Syracuse.

We feel that this year's award would be well served to be given to Susan Korzeniewski, not only for the activities she has done in the calendar year, but for her more than 20 years of service to the HCA, Division and Fleet.

Sincerely,

Rico Quatrone

Commodore, Hobie Fleet 204



HOBIE CAT 16
WORLD CHAMPIONSHIPS
2005

NELSON MANDELA BAY
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17th Hobie 16 World
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24th October-4th November 2005

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Midwest Championships

The North-Central Area Championships and Mid-America's

by Chris Wessels and Laurie Cronan

North Central Area Championships, May 21–23, 2004, Clear Lake, Iowa
Being located in “Tornado Alley,” you’d think volatile weather wouldn’t be all that shocking for anyone around here, but with four days to go until the regatta, the weather people were all saying the same thing: severe thunderstorms, with the possibility of tornados. The report never got any better even as we hit one day out. I was starting to get call after call from sailors from all over the Midwest, telling me that they would wait and see what the weather did before they committed.

People started showing up as early as 9 AM Friday morning. Mike Madge from Ontario was one of the first to arrive; funny as he came one of the longest distances to get here. He was just happy to see water and no ice, so the weather didn’t give him any worries.

Fleet 10’s welcome crew helped people unload boats, get set up, socialize and basically be available for anything that needed doing. By 7PM, most of the people that were coming, were there. We had the registration table set up in the Clear Lake Yacht Club, and everyone was enjoying snacks and drinks, the usual. That’s about when the sky went completely black, the wind died and all of a sudden went from 75 degrees to 60 in 30 seconds. First came the rain. Brazilian jungles don’t get this much rain. Then came the quarter sized hail that blanketed the area in white, similar to a snowstorm. When the hail quit, the wind picked up from zero to about 35mph. I was pretty sure the tent we set up for dinner would be gone. This was some pretty exciting stuff, but not really the best situation for a beachcat sailor’s spirits the night before a big race. Fortunately, we had chips and salsa. The key to happiness is chips and salsa!

Saturday morning showed a different side of Clear Lake. The temps were cool, 60ish, but the skies were beautiful and the wind was blowing 15 from the SW.

PRO Mark Tesar had a quick skippers’ meeting while everyone ate breakfast, and 45 boats were off the beach by 10 AM.

Racing was good on Saturday, very competitive in all classes. Division 7 prides itself on the size and quality of our Hobie 20 fleet. What made it really fun was the fact that so many 20’s from down south came up to race. And they didn’t make it easy for our guys either.

Competition was strong in the 16A and B fleets as well, and two sets of youth sailors took top honors in the 16C fleet. Home lake advantage played a part in the outcome I would suspect as Fleet 10 ended up winning six of the nine fleets (yes, we let everyone know that fact!)

Saturday night was filled with music, stories and food. We had a wonderful catered meal of spaghetti, salad and homemade desserts; everyone seemed to enjoy the food and the setting. The photographers were showing off the pictures taken during racing and one spectator hooked up their camcorder to the TV to show the home movies of the day.

Sunday was sunny and nice, with the wind a bit lighter than the day before. 5–8 knot winds helped get the first race off on time. Everyone got to use the other side of their brain for the light wind, and there were a lot of close finishes. The second race didn’t work out as well. By the time everyone was on the course, the wind died, really died. That dead wind where you can hear another sailor swearing from 200 yards. The tow boats and jet skis headed out and gave everyone a lift.



Once everyone was to shore and half the boats were packed up, we did lunch and awards. There was lots of banter and the fact that there were a lot of new faces there getting awards really made it extra special.

Overall, the event was a smashing success. Division 7 was proud to host this first time event at Clear Lake. We look forward to hosting the 2005 North Central Area Championships here in the Midwest again.

Mid-America's Area Championships, June 12-13, 2004, Lake Texoma, Oklahoma

Although it had been raining (and raining and raining) prior to Mid-America's, Mother Nature smiled on us and gave us a nice weather window to pull off the event!

It was our second year at the new location and this year we had WIND! The winds averaged 15-20 both days and since this location is on the large body of the lake it made for great sailing!

Saturday morning started with a continental breakfast and an "Intro to Racing" seminar by Sheila Holmes (prior Women's National Champion). As everyone finalized

their registrations and got ready for the skipper's meeting, a nice lunch spread was setup with deli meats, chips, etc. We all got our official instructions from the PRO and headed "off the beach." We had three races back-to-back in good winds and called it a day. With 64 boats on the water, on one course, we were happy to have had NO protests.

Arriving at the beach by 5 PM, everyone got to shower, socialize and clean up for dinner and the party.

One very cool treat this year, for those who appreciate her talent, was the "Sara Hickman" concert. Sara brought her family, camped in a tent, and shared the "Hobie Way of Life" with us. She played in the water until right before she was due to perform Saturday night, then climbed up on stage and sang her heart out — muddy feet and all!

During the BBQ dinner, we had a nice concert for the kids performed by Sara Hickman and followed that with the Kids Raffle drawing. Each kid entered in the drawing received a "prize."

Then - on to the Big Kid's Concert and later the huge raffle drawings. This year we had loads of raffle items including a Hobie Kayak, a week in Antigua (provided by Sunsail) and a week in the Czech Republic (provided by www.prague4rent.com).

Saturday night Mother Nature was kind to us again skirting massive storms around us — 40 to 50 mph winds were recorded a hundred miles away but all of our boats and tents were spared — typical Texas weather on the Red River.

Sunday morning we again had continental breakfast and were "off the beach" and racing by 10 AM. Another day of fine lake sailing and no protests!

At the trophy presentations, we presented a special Sportsmanship award to young Ryan Hersher. Although he wasn't racing, and was on the beach all weekend, he displayed compassion and selflessness to everyone. When my daughter (a typical four year old) became very upset that she didn't "win" the Pogo Stick prize in the Kids Raffle, he went up on the stage and gave his Pogo Stick prize to her. Ryan showed us all what it was to be a good sport — on or off the water.

After all was said and done, I think everyone had a great time! We were able to donate \$1000 to our charitable organization of choice: The Texas Scottish Rite Hospital for Children. The Texas Scottish Rite Hospital is a nationally renowned hospital which provides specialty care for children with diseases at no charge to the patients or parents.

If you would like to see some great on-the-water action pictures and the full results of the event, head to our fleet website: www.fleet23.com. Click on the Mid-America's links and you can drill down to the results and pictures from there.



Mano a Mano

The Hobie 14 North American Championships

by Chris Wessels



Chris enjoys a visit from the Beer Fairy

All of you sailors NOT racing your 14's are really missing out. Sure, all the other boats are a lot of fun, but the 14 is certainly unique. A bit more finesse is needed to coax these old boats up to speed.

Most of the other Hobie 14 racers that competed at the 2004 14 North Americans were names I recognized from reading the newsletter and seeing results from major events on the Internet from around the country. It's always fun to meet people in person that you've heard about or even chatted with on the Internet, or in the case of Dan Berger, even done eBay business with!!

Andy Larson and I are from Division 7 out in Iowa. We made the trip with four kids in a van pulling two old 14's on a stack trailer. The trip was easy, very nice roads. It was a little strange for Midwesterners to spend most of a day driving in what was left of a hurricane, but that is all part of the experience.

I have raced my 14 plenty, and done reasonably well against 14's back home. It just never occurred to me to weigh my boat, to see how close to class legal it is. In the big tent, they had an ingenious scale set up to do just that. Andy and I ended up about 40 lbs heavier than minimum on both of our boats. That didn't

bother either of us all that bad, but the laughter from the weigh-in crew was a little unsettling. But hey, Andy paid \$75 for his boat at a garage sale, and I paid about \$200 for mine, so we'd just have to live with the extra weight and win with cunning and skill! One lady called us "Team Beef." Not very nice.

The venue was perfect: the registration crew, beach captain,

lunch lady, Mimi Appel the youth coordinator; everyone was very professional and nice and the regatta seemed to run like a Swiss watch.

We sailed three days; the first day was by far the windiest. We had some good races, but there was a clear cut division in the fleet ten minutes into the first race. The top five boats just took off and gained a little here and a little there, until it ended up being a



lot. What can you say? They are great sailors and this IS the North Americans; they didn't come to get a sun tan! The boats bringing up the rear finished pretty close to each other and had some witty banter between boats heading down wind. A heck of a good time!

Saturday turned out to be a bit more of a challenge. The wind was light and the 14 is hard enough to turn in a good breeze, but in a light breeze, it's really tough. We ended up chasing the breeze around the lake, looking for the wind on the water and using the other side of our brains for the day's races. Again, it was



Andy Larsons

light, but we really had a good time out there.

Sunday was supposed to be the heaviest day for wind, according to some weather guy on TV, but it ended up really light. The PRO even moved the finish up to A mark on one of the races. That was a really disappointing finish on that race for a couple of us. John Witmer was ahead of me by 400 yards, and just before he crossed the line, he sails into a bottomless pit and sat there for what seemed like 30 minutes. I made my way up to the finish boat, was making my turn, and sure enough, Bruce Fields sails right on past me. With an evil laugh, he turns and blasts right across the line ahead of both John and I. I made it across the line a minute or two later, then John finally caught a break



Bill Jeffers and Chris Wessels work upwind



Doug Baker starts on port - at the committee boat!

and got out of the hole and made it across. Bruce was still laughing, he laughed pretty much all the way to the beach. I'll get him next time.

Like my children, who sailed in the youth event, I too came away with some great memories. Having had the opportunity to sail against some really great 14 sailors, just makes me a better sailor with the things I learned from them.

So blow the dust off that old 14 you have hidden in your back yard and make it to the next 14 event!

Final Results

Place	Sail #	Skipper	Hometown	Fleet	Points
1	52279	William Jeffers	Sodus NY	204	12.0
2	52350	Matt Bounds	Commerce Twp. MI	276	18.0
3	45534	Dan Borg	Mississauga Ont.	183	25.0
4	44424	Douglas Baker	Otisfield ME	28	27.0
5	52827	John Witmer	Williston VT		38.0
6	3	Bruce Fields	Rogers AR	25	39.0
7	52295	Chris Wessels	Clear Lake IA	10	53.0
8	52403	Dan Berger	Virginia Beach VA	32	65.0
9	31564	Andy Larson	Storm Lake IA	475	71.0



Bill Jeffers collects his reward

¡Aye Carumba!

Team Puerto Rico holds off a late charge to take the women's title

by Avaniel John



Avaniel and her skipper, Kathy Miles

Twelve teams participated in the Women's Hobie16 North American Championships held in Syracuse, New York on September 10–12. Competitors traveled from throughout North America and Puerto Rico to attend the event.

The teams sailed consecutively for three days in varying weather conditions, which challenged their sailing skills and finesse in heavy and light winds. Rosarito Martinez and crew Kamil Berrios (Puerto Rico) dominated the windy first day with five first place finishes. Local expert Sue Korzeniewski and crew Diane Bisesi were in hot pursuit with a nearly perfect string of seconds. The second day saw only a single race run in the light and variable conditions. Susan showed her strength in the lighter conditions, scoring a first, while Rosarita struggled to her worst race — a fourth.

While competitors waited on the beach for the wind to fill in on Saturday, Team Puerto Rico, including Olympic competitor Pedro Colon, gave a Hobie 16 tuning clinic on the beach for the youth and women sailors. It was interesting to see their philosophy of setting up the boat — much different than ours!

The competition heated up the last day. Again the conditions were light and again, Susan sailed three strong races. But it was not to be. As the results show, the two top teams were tied in the end, but Rosarita's strong showing the first day enabled her to win on the tie-breaker.

Participants were not *all* expert sailors, but also novices challenging their skills and abilities in support of the event. In so doing, each



Rakel Homes waits for wind on Saturday



Third place finishers Kathryn Garlick and Sharon Woodruff power upwind on Friday.



Those modifications don't look class legal! — The Korzeniewski's F-31, Roxy, hands out beverages to the thirsty sailors on Saturday.



Rosarita and Kamil show perfect form, driving into the weather mark on Friday.

woman reflected a soulful spirit in support of each other.

Teams competed for their own challenges, but by the end of the day, everyone was a winner. Each participant received a print of a painting by one of the competitors, Raket Holmes.

All women will have the opportunity to participate in the event next year. You will *not* have to be pre-qualified to compete in the event. The next Women's Hobie 16 North American Championships are tentatively scheduled for July 20–23, 2005 in Ventura, CA.

Pedro Colon and Rosarita Martinez debate the finer points of 16 tuning during the beach seminar on Saturday. It doesn't look like Pedro's winning.



The 2004 Hobie 16 Women's North American Champions - Rosarita Martinez and Kamil Berrios

Final Results

Hobie 16 North American Women's Champs

Place	Sail #	Skipper / Crew	Hometown	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Points
1	108186	Rosarito Martinez/Kamil Berrios	Carolina PR	133	1	1	1	1	1	(4)	2	3	3	13.0
2	108064	Susan Korzeniewski/Diane Bisesi	Liverpool NY	204	2	2	(3)	2	2	1	1	2	1	13.0
3	107648	Kathryn Garlick/Sharon Woodruff	Terra Ceia FL		6	4	5	(7)	4	2	7	1	6	35.0
4	104458	Lynn Myers/Beth Andrews	Marmora NJ	24	7	3	4	6	5	3	4	(DSQ)	4	36.0
5	104556	Karen Grisko/Danielle Burns	Clarence NY	119	8	6	6	5	8	5	(9)	6	2	46.0
6	107905	Raket Holmes/JoAnn Perkins	Syracuse NY	204	9	(12)	2	4	7	7	10	4	11	54.0
7	46	Nicole Parrish/Robbin Mocarski	Cicero NY	204	(11)	7	7	3	6	9	6	11	7	56.0
8	105318	Sandra Tartaglino/Jenn McQuilken	Tiverton RI		3	10	8	9	10	(12)	5	8	5	58.0
9	102813	Kathy Miles/Avaneil John	Oneida NY	204	5	11	9	11	3	8	(12)	7	8	62.0
10	107664	Doreen Coughlan/Michelle McLean	Andover CT		12	5	12	(DNF)	DNS	6	3	5	10	66.0
11	104470	Brandy Wood/Andrea Jannarone	Newport RI		4	9	10	8	(11)	11	11	9	9	71.0
12	104863	Theresa White/Donna Wilson	Syracuse NY	204	10	8	11	10	9	10	8	10	(12)	76.0

¿Todos Listos?

Jake and Erin's Excellent Adventure

by Jake Larson

Intro by Chirs Wessels



The Division 7 Youth Teams (L to R) Erin, Andy Larson, Xander, Jake, Jordon and Chris Wessels

The 2004 16 Youth Nationals was truly a memorable event for four kids from the Midwest. Alexander Wessels (14) his sister Jordon (13), Jake Larson (11) and Erin Bommersbach (14) made the 1300 mile trip from Iowa to New York together in a very large crowded van. They did homework, watched movies and enjoyed the view all the while talking about their sport, Hobie Cat racing.

At the end of the week, they came away with great memories, and the opportunity to sail against some of the best young sailors anywhere.

Division 7's wonderful members sponsored these two teams with a very generous monetary donation. This trip certainly would not have been the same without the thoughtfulness and support of the Division 7 Hobie Fleets.

9-9-04 Thursday

We woke up around 5:30 AM and did some more homework. We arrived at Niagara Falls at noon. I've never been to Niagara Falls before and I couldn't wait. At first it just seemed pretty normal, but as soon as I saw the falls, I knew that I would never forget it! We went to "Cave of the Winds." Every once in a while we got sprinkled a little and by the end of the tour we were drenched. The dock went right under Hurricane Falls and it felt like rocks were hitting you really hard. I will never forget that.

We left Niagara Falls for Brewerton. During the registration we drew a number to see which boat we got. I let Erin pick our number. She picked boat #54. Xander and Jordon got boat #12. We went to find our boat and set up our sails. Then we went to town to find our hotel. The hotel had a pool, Jacuzzi, restaurant, weight room, and a computer with Internet. We went swimming right away and finally went to bed. What a long, exciting day!

9-10-04 Friday

It's the first race day. Yeah! We set up our boats just how we wanted them, then headed down for the skipper's meeting at 10:00. The meeting was under a

huge canopy that they had rented for \$3000 for 10 days! At 11:00 we finally went out. They gave us little lunches in bags that we ate before we went out. We had to wait for a while until we finally raced. We had five races and we were double-trapped most of the time. There was pretty good wind and a few people tipped over. We came really close to pitch-poling a few times. At the end of the day we were in 10th place. We went back to the hotel when we were done and ate at Dunkin' Donuts, sat in the Jacuzzi for a while, then went to the room and watched some TV and finally went to bed.

9-11-04 Saturday

Today was the second race day. We woke up early and checked the weather. It was supposed to be calm. We decided to go to the Jacuzzi for a while. We stayed there for a long time and finally left around 10:30 AM. We got to the beach at 11:00 and saw that everyone had their sails up. We raced to get our boats ready and by 11:30 we were ready to race. We sat on our boats for a really long time, just waiting for the wind. We went swimming while we were waiting and checked our boats over one more time.

We heard over the loud speaker, "The PR boat session will begin in a few minutes." We went to the big crowd and watched the Puerto Ricans tell us all about setting up the boat. They talked about mast rake and stuff like that. When he was done almost everyone went to take down their sails and set their boat up again. We did ours exactly like he told us (since they were in 1st place we knew that they knew what they were talking about). Finally, we went out and got a few races in. I didn't do very well and I moved into 11th place. When we were done the lady from the committee boat came up to Xander and me and said she told the people on the chase boat to ask Erin and I, "Who lives in a pineapple under the sea?" to cheer us up since we were in last place.

We had pizza and chicken wings, then Dad, Xander, and I tightened our tramps up really tight. We had a great time at the Youth Fun Night. They had an obstacle course that we raced on. I never won, but had lots of fun! Dad raced Chris and barely beat him two times. One time we went through once and raced around and went right back through again. We went back to the hotel, but stopped at our favorite place, Dunkin' Donuts. We watched some TV and went to bed late again.

9-12-04 Sunday

The final day! We got up really early and went straight to the boats. We set up and waited and waited and waited. We went out and I got a 3rd place, which was AWESOME!! But . . . someone hit me and chipped my rudder. I was on starboard and I yelled it as loud as I could, but BANG! The committee boat saw what happened and we went by them and asked if I had the right of way. Sure enough, we did. We told the damage report lady what happened and after some figuring stuff out we went to the hotel and cleaned up.

We left for the awards ceremony at 6:30 and got lost... We didn't get there until 7:30. It had started at 7:00 and we were late. We had a huge buffet and for desert we had apple crisp with whipped cream. When the awards started, Erin and I got 11th place and I was

the youngest skipper. Xander and Jordan got 5th place, which was awesome. The winner was a 17 year-old skipper. The whole night was a lot of fun. We went back to the hotel and went right to bed.

9-13-04 Monday

We woke up later than normal, got packed, and checked out of our hotel. We stopped at the beach one more time to say good luck to the other Division 7 sailors. Finally, we were on our way home. We drove forever and I got most of my homework done. This was such an awesome trip. I'm really lucky that I was able to go. Thanks to everyone who helped make it possible.



Erin Bommersbach walks in to the beach



Steve Hilk demonstrates his back flip technique

Final Results

Hobie 16 North American Youth Champs



The 2004 Hobie 16 NA Youth Champions — Trey James and Mike Siau

Place	Sail #	Skipper / Crew	Hometown	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	Points
1	108178	Michael Siau/Trey James III	Jamesville NY	204	2	3	2	1	(4)	1	3	2	1	15.0
2	108151	Francisco Figueroa/Martin Roldan	Rio Piedras PR	133	1	1	1	3	2	2	2	4	(5)	16.0
3	104503	Steve Perkins/Matt Perkins	Kirkville NY	204	3	2	3	2	1	4	(8)	3	2	20.0
4	40	Jorge Murrieta/Diego Berho	Mexico DF		5	5	5	4	(7)	3	1	1	3	27.0
5	12	Alexander Wessels/Jordon Wessels	Clear Lake IA	10	6	4	7	7	6	(16)	4	16	7	57.0
6	108140	Andrew Robinson/Derek Knight	Courtenay, BC		7	10	4	(14)	10	5	7	10	8	61.0
7	104841	Steve Hilk/Erin LaPorta	Wilmington DE	106	(DNF)	9	9	10	8	9	9	5	6	65.0
8	56	Marie Appel/Fabiola Mustafa	Marcellus NY	204	9	7	15	5	5	7	6	(17)	14	68.0
9	107750	Jordan Ashley/Jennifer Ashley	Liverpool NY		8	11	10	6	3	13	(16)	8	11	70.0
10	57	Justin Ashley/Kelly Wood	Liverpool NY	204	4	8	6	13	9	8	(14)	14	12	74.0
11	54	Jake Larson/Erin Bommersbach	Storm Lake IA	475	10	6	12	8	11	(17)	5	15	10	77.0
12	108154	Matt Bansak/Becca Klar	Redding CT		(14)	12	13	9	13	14	13	9	4	87.0
13	108177	Michael James/Alesha LaPorta	N. Cape May NJ	204	12	14	(16)	12	12	6	12	7	15	90.0
14	108173	Erin McNeill/Andy Warwick	Aurora Ontario	183	15	15	14	11	(DNF)	11	10	13	9	98.0
15	102653	Sean McQuilken/Gavin Caster	Niantic CT	448	13	(DNF)	8	15	14	10	17	11	DNS	106.0
16	108189	Morgan Kellogg/Tyler Burd	Hamilton NY		11	13	11	16	(DNS)	15	11	12	DNS	107.0
17	89071	George Miscannon/Amy Mcneil	Canada		(DNF)	16	17	DNF	DNS	12	15	6	13	115.0

¡Viva Mexico!

"I went to the MadCatter and a North Americans Broke Out!"

by Jeff Rabidoux



Tim's having fun, Jeff. Are you?

As a veteran of one MadCatter, I can speak for all of those who have attended MadCatters over the years. I had heard the tales from Mad-veterans, and I had experienced it myself earlier this season. It lived up to all the hype...unlike this past season's version of the Los Angeles Lakers.

Speaking of first time events, this was another one for me. I had never attended a North American Championship before; although many of my fellow fleet members had always spoke of the amazing experience of an event of this magnitude. They had told me that there was no better place to test and more importantly, improve your sailing skills.

It didn't take much to get me to go. Fleet 204 is famous for a couple things...excellent Hobie 16 sailors and some of the greatest people you'll ever meet. Oneida Lake, the largest of the five finger lakes in New York, is a great venue. The facilities for sailing

and camping are top notch, and Madcatter is always one of the smoothest running regattas. I was going to be there...no matter what.

Tim Holton, a fellow Fleet 276 member, ran into the same problem I found myself in just three weeks away from the event...we were crewless. We decided to team up. We drove over together and took turns at the helm of my boat. That way, we both could benefit from the experience of sailing against some of North



America's best teams. We knew we were a bit heavy at some 50+ pounds over minimum weight, but we were happy to be sailing, and I, for one, knew that even if I had a lighter crew, my skill set would keep me from bringing home the gold!

Sunday

Set up day. First, my redline 1985 needed to be weighed. She weighed in about 17 pounds over the boat minimum weight; hey, join the crowd! Now, we knew we had a solid excuse for the week! It couldn't be a lack of skill, it must be the weight! We assembled the boat and took the opportunity to go out and work out the kinks. We both practiced some tacks and gybes, trying to get the timing down; especially since both of



Weighmaster Jim Perkins drains 'em before he weighs 'em.

us spend most of our time on the tiller. We sailed for a couple of hours before returning to the beach to sample some of the sponsor's product; thank you *Heineken*.

Sunday night was the Welcome Party for the Hobie 16 Open Championship and Awards Night for the Hobie 14, Hobie 16 Women's, and Hobie 16 Youth Championships. It was a tremendous evening...with every youth team being recognized; just as they deserved to be. The organized portion of the party broke up fairly early, as the competitors made wise decisions to start this week off with some conservative thinking!



Martin Roldan and skipper Pedro Colon grab the pin end and don't look back.

Monday

I awoke to a slight fluttering of the tent...a good sign. Peering out the screen window, it looked like the inside of my head felt...a little foggy. Having watched a few of the Puerto Rican's and Mexican's set up their boats late on Sunday, I was eager to make a few changes to our rig. Not that their way was necessarily going to be the best...this stacked field was full of sailors with opinions, and many of them had previous national results to prove their abilities.

The skippers meeting commenced with Rico Quatrone reading off the names of previous champions in the field. It was indeed a star-studded event. Paul Ulibarri then addressed the crowd, with Means Davis out on the water radioing in the current weather

forecast, refusing to describe what he was wearing despite PU's pleas.

The race committee had set up the 70+ teams into four different fleets...A,B,C,and D. The races would be run with two starts, each start sending off 2 of the fleets. The fleets would rotate through a round robin format, and the past champions, as well as the known top sailors, were spread out throughout the four fleets, effectively making all the fleets equal.

The sail out to the race course was pretty cool, despite the light air. At one point, five of us were side by side, a foot apart. Someone commented that we looked like the Blue Angels and suggested that someone peel off, like they do at the air shows. Once out to the starting area, the pre-race ballet began.

They ran three races on day one, in varying wind conditions from light to lighter winds. For Tim and I, it became very apparent...school was in session! The cream rose to the top, confirming the decisions of those who set all of us into fleets. Day one ended with the top three being the teams of Steve Leo/Marcelle Abbott, Armondo Noriega/Rodrigo Achach, and Bob Merrick/Liza Cleveland. They were followed by the powerhouse teams of Myers, Borg, and Hess.

The team of Rabidou/Holton found themselves in a place where they would eventually call home...the bottom of the leader board! An On Course Side (OCS) in the last race of the day proved that we were



Means Davis explains the consequences of hitting the weather mark boat to Tom Koz

giving our best, trying to hit the line with speed! We were pleased overall at the end of the day. We had learned a few things and at times, were in the thick of things. Our own driving and strategic errors eventually led to our disappointing finishes.

As usual, once we reached the beach, Fleet 204 filled our stomachs with food...bbq pork sandwiches and more of the sponsor's potion! What 204 calls a snack, I call a meal. Day One was in the books.



Wrinkle (Bruce Fields) and funnyman Bill Colgan ride herd on the pin

Tuesday

The tent scale was elevated as the sun rose Tuesday morning. I would call the wind's effect on the tent as significant. Sailors gathered around the coffee pot, the talk was that the wind was predicted to drop off. Gazing out over the lake, whitecaps were prevalent. Tim and I had talked on the way from Michigan to New York that we would have the best shot on the days of heavy air. This was going to be our day, I thought to myself.

PU kept everything on schedule and race #4 began on time...10 AM. With the winds up, one would

think the starting line would see increased OCS activity. In reality, despite a few individual recalls, every race started smoothly. Nearly everyone opted for the starboard start, tacked once, and followed it to the lay line.

The downwind leg seemed to split the fleet, as everyone tried to use the waves to speed their course to the gate. A few boats ended upside down, especially near the A mark. Conditions ranged from single to double-trap, depending on the wind strength and the weight of the crews. The 2-3 foot swells made trapezeing interesting, and kept everyone involved in the action.

Tim and I were unable to point as high, or sail as fast as many of the sailors out there. But our smiles were as big, and we often had moments of glory, followed by amateur mistakes. We were learning by doing, and having a great time doing it. The 12-15 mph winds didn't allow us to sail any better, but it sure was fun! Between races, we made adjustments to the mast rake and even adjusted our rudders a bit. In the end, the results were similar.

Speaking of similar results, the Noriega/Achach team had similar results throughout the day. Four 1st place finishes moved them to the top. Consistency kept the Myers and Hess teams near the top. All the teams consumed the "snack" of the day...Subway subs and chips.

Wednesday

A light breeze greeted the sailors as they set their boats up on the beach. We all left the beach in time to make it to the course for the 10 AM first horn. If there is one thing that separates Hobie class racing from all other racing, it's the premier race committee. PU wants to get a lot of races in. Well, today would test his patience, as well as the patience of all the competitors. All fleets were able to race the first race of the day before the winds became everything from inconsistent to non-existent.

The race committee would send out 2 fleets and begin the second fleet. As the first fleet was making

their way to A mark, the wind would shift more than 60 degrees! During one start sequence, we found ourselves no longer going from close hauled on starboard, but rather reaching downwind...all within a couple boat lengths!

The next start sequence resulted in a pile up at the committee boat. Luckily, for all those involved, the AP flag went up, and we were again sent out to the now flat water to await a new sequence. We chased the wind all over the lake for the remainder of the afternoon; however, despite the best efforts of the race committee, they were unable to pull off a fair race.

My best decision of the week occurred during the final waiting-for-the-wind period of the day. I began to head for the beach, confident that the wind was never going to cooperate. Means and a couple other guys came by on a race committee boat. They let us know that they were still going to try to pull off a race. We said that we had decided to head in. We hit the shore first...something I would later refer to as a "Beach Bullet". Sure enough, everyone else was soon sent to the beach. By the time they floated in, we were already disassembled and consuming the awesome cheese and cracker buffet. A local vineyard supplied three different types of wine as well. It was a great

warmup for the Rum Party schedule for later that evening.

The rum/cut party was held at a local firemens' banquet hall. It was a great evening filled with acoustic guitar music during our barbeque-style meal, followed by dance music as the rum party kicked into gear. The Fleet 204 bar, a Hobie 16 hull, set on a couple pedestals, with a bar on top, attached to the pylons, provided ample space for the Puerto Rican contingent to create their concoctions.

Rico read through the names of the sailors who qualified for the Gold Fleet...the group who would compete for the championship. The remainder of the sailors would be placed in the Silver Fleet, to compete against each other on a different course. This format was designed to allow the Gold Fleet to get as many races in as possible.

By far, the most applause came for the team of Bisesi and Bisesi, Dad and daughter, who snuck in just under the cut line to make Gold Fleet. The 204 numbered Heineken sail would be sailing for the Gold! A slide show provided some on-the-water shots taken through the first three days of the competition, while the T.V. over the bar broadcast the Weather Channel's coverage of Florida being blasted by another hurricane.



Pat and Sarah Bisesi



Pedro Colon sets up the Puerto Rican Contribution to the Cut Party



"We're going to find the wind!" Dick Anderson, Rob Jerry and PU



Flag Lady for the Silver Course - Bridget Quatrone.

Thursday – Silver Fleet

The Silver Fleet began their series by carrying over their place from the first three days of sailing. The cut had left 40 boats in the Gold Fleet and 31 boats in the Silver Fleet. So the 41st boat overall for the first three days, was given a first place finish for race 1 in the Silver Fleet. This would allow all of us to have the opportunity to start fresh. You could effectively throw out that “first race” and therefore, use the rest of the actual races over the last two days to secure your spot in history!

The race committee did a great job for us on Thursday, getting off five races. The competition was very tight, allowing some of us with less experience to learn what it is like to round crowded marks. Tim and I had our share of errors and probably did more 360 degree penalty turns than anyone else for the week! I can't say enough about what a great learning experience this event was.

We had four races in a row and then the wind became unpredictable. They sent us to the beach,

which gave us time to eat, drink, and enjoy the warm sunshine. After about a 45 minute wait, they called us off the beach and we were able to get the 5th race in. The wind ranged from single-trap at the start, to a floater to the finish line. All in all, it was a great day with lots of racing and very little down time on the water...more kudos to the best race committees in the sport!

The Fleet 204 teams of Caster/Holmes and James/James seemed to have the home lake advantage as they sailed consistently enough to hold first and second place respectively. The team of Ziolkowski/Finnas threw out their 14th place start and banged out two first place finishes in races 2 and 3, leaving them in a tie for third place with two other teams going into Friday. With the pack this tight going into the final day, the Silver Fleet champion was not set in stone.

Everyone came together at the Waterfront, a bar just a few miles from the race site. With a huge outdoor bar and deck area, it provided just the right atmosphere for the Hobie crowd. Beach balls were flying through the air...people were playing Hobie trivia for great prizes...it was the Hobie Way of Life...alive and well.

Editor's Note: Thursday on the Gold Course was frustrating for many. We got in three races in light air and chop. The left side of the course was heavily favored, but was obstructed by a point of land. The game was to start at or near the pin, go left until you lost clean air or your rudders hit, tack, then sail past the point, tack back to starboard and hit the left layline. All those boats coming into the weather mark on port made for some interesting mark roundings!

In spite of all that, the standings didn't change that much at the top — the group just got tighter as three of the top five sailed their throw-outs that day. Top performers were Figueroa / Olivero (11 points), Bounds / Bisesi (14 points), and Merrick / Cleveland (16 points). Armondo Noriega's lead diminished, but he was still winning when the wind finally shut down for the day. We decided that the Silver Fleet had a lot more fun than we did.



Nothing better than a tow to shore when the water turns to glass.

Friday - Silver Fleet

When you plan a Hobie North American Championships, you can only control so many things. Fleet 204 had come through with a beautifully organized event. Everything that they were able to control was executed to perfection. Even the one thing that they

couldn't control...the weather...had been pretty good all week. Races were contested over a variety of conditions from light to heavy air. Best of all, we had been bathed in sunshine nearly all week.

Then came Friday morning; overcast skies with the promise of rain throughout the day. To make it more uncomfortable, the temperature had dropped as well. The wind was light at best as we pushed off from the beach. It took us quite a long time to get from the beach to the race course; a precursor to what the day would be like on the race course.

We were able to get one race finished before the water turned completely to glass. The team of Maguire/Vaziri had broken the third place tie from Thursday by dominating this light air race. The Caster/Holmes team continued their consistent racing with a second place finish. The team of Johnson/



The party in the men's changing room

Quick snuck into third place overall with a seventh in this, what would become the last race of the event.

We all sat there waiting patiently for Mother Nature to send us at least a breath of air...at least something to allow us to get in race number 8...but it was not to be. At one point, I began sailing, and even occasionally paddling toward the beach, while keeping an eye toward the committee boat. Looking around Oneida Lake, the whole lake was smooth; so I felt confident that we were making the right decision.

Eventually, we were far enough away from the fleet that even if they called for a race to begin in this

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lightest of air, we would never have had the time to make it back. In fact, as we pulled the boat up onto the beach, they called over Kevin Wilson's walkie talkie that they were going to start a

race. However, as they began the sequence, the wind subsided again and the postponement flag went up. Within another half hour, they sent everyone to the beach. By the time they arrived, we had the boat on the trailer and everything in the sail box...another "victory" for us!

I had to return to Michigan to work, so Tim and I headed for home soon after the victory celebration that took place in the men's locker room! I left Syracuse with a smile on my face...it had been a week of sailing, learning, and socializing with some of the greatest people you would ever want to meet. Everything that anyone has ever said to me about a National event was true. I will do everything I can to make it to next years Nationals in California, and Madcatter will always be on my schedule. Hats off to Fleet 204!

Editor's Note: Things weren't much different on the Gold Course. After one race in very marginal conditions, the wind quit for good and the rain moved in for an extended stay. When the signal boat moved close to the beach with the AP flag up, we headed in to find some warmth — generously provided by a salamander heater set up in the men's changing room!

Jeff missed a great party that night. The celebrations and dancing went on until well after 2:04 AM, no doubt fueled in part by the mysterious clear liquid in Means Davis' jug.

The 2004 North Americans by Fleet 204 are over, but will not soon be forgotten. See you all in California next year!



The 2004 Hobie 16 North American Champions - Rodrigo Achach and Armondo Noriega



This is what everybody felt like that last day. (Artwork by Dorothy McCarty)

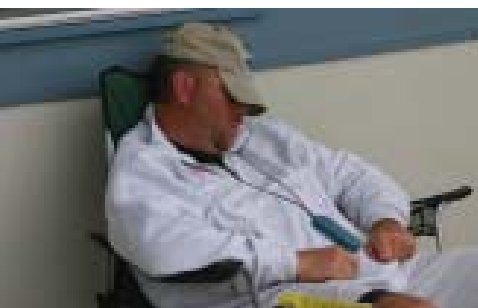


Marta and Armondo Noriega, Sr. Proud parents of the current Women's World Champion, Pamela, and the new 2004 Hobie 16 NA Champion, Armondo, Jr.

Final Results - Gold Fleet

Hobie 16 North American Championships

Place	Sail #	Skipper / Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	Points
1	108189	Noriega/Achach	Mex	2	4	5	1	1	1	1	7	(20)	14	1	14	4	55
2	108173	Montague/Ward	281	9	1	9	8	8	1	12	1	3	9	(25)	2	14	77
3	107776	Merrick/Cleveland	448	4	5	6	13	12	4	4	5	11	6	4	6	(19)	80
4	108140	Hess/Hess	281	8	7	2	3	5	3	4	11	2	(36)	9	23	5	82
5	102773	Myers/Myers	24	1	4	11	1	6	7	6	8	1	17	(19)	12	9	83
6	83271	Borg/Kong	183	2	R1	14	7	14	11	3	3	2	3	11	17	(28)	88
7	108389	Bounds/Bisesi	276	11	1	(OCS)	12	13	16	1	1	10	7	2	5	12	90
8	108164	Figueroa/Olivero	13	(DSQ)	11	13	9	10	8	3	13	6	1	7	3	7	90
9	12	Thomas/Tartaglino	4	3	5	15	2	5	4	7	10	4	(29)	22	8	6	91
10	108151	Murrieta/Berho	Mex	6	10	3	4	12	2	9	6	8	(24)	3	16	13	92
11	56	Nelson/Sullivan	95	3	8	10	6	9	(15)	11	11	4	13	10	7	8	100
12	6	Cabildo/Mier Y Teran		1	9	9	3	2	6	11	6	9	4	18	(29)	23	101
13	108064	Korzeniewski/Kulkoski	204	11	12	1	10	7	13	8	2	3	16	(29)	25	10	118
14	88814	McCarty/McCarty	204	8	12	8	7	16	12	15	5	1	19	(20)	18	2	123
15	57	Leo/Abbott	3	4	6	1	10	6	7	13	12	14	22	8	20	(37)	123
16	107754	Perkins/Perkins	204	17	10	14	5	11	13	7	8	13	2	(28)	9	16	125
17	107568	McVeigh/Fisher	416	15	7	4	12	10	6	6	2	12	20	13	19	(22)	126
18	104725	O'Connor/Winters	204	22	13	6	6	3	8	5	13	6	5	31	10	(36)	128
19	108154	Noriega/Noriega	Mex	23	6	17	18	1	2	2	17	15	23	14	(26)	3	141
20	42	Figueroa/Vazquez	133	9	11	2	4	2	5	9	14	8	(35)	17	30	30	141
21	104742	Kast/Kast	416	20	14	11	17	15	14	20	3	(21)	8	5	1	15	143
22	108195	Colon/Roldan Jr.	133	6	20	10	2	3	5	5	25	22	(28)	15	11	24	148
23	108186	DeLave/Haubl		21	2	7	9	13	14	8	20	14	21	(30)	4	25	158
24	40	Nelson/King	62	5	8	20	OCS	4	3	10	4	18	(37)	27	32	1	167
25	107753	Jeffers/lames	204	5	16	16	11	7	9	14	18	12	27	12	(34)	20	167
26	105148	Kulloski/McNeill		18	3	12	13	8	10	15	16	17	15	16	27	(35)	170
27	104863	Korzeniewski/White	204	25	9	3	8	11	12	10	16	13	33	(OCS)	33	18	190
28	108098	Glanden/Wood	54	10	18	17	20	(DNF)	15	16	4	11	30	6	28	21	195
29	104833	Hilk/Griffo	106	7	3	7	17	22	9	19	29	5	(38)	34	35	11	198
30	107648	Garlick/Garlick		20	27	18	14	4	11	17	9	19	26	21	(37)	17	203
31	107732	Andrews/Menaker	106	10	14	15	15	21	16	17	21	7	10	26	(38)	31	203
32	105318	Sparkuhl/McKenna		18	17	19	11	9	10	13	10	23	31	23	22	(38)	206
33	108177	Bauldry/Ulibarri	276	17	15	OCS	5	19	17	18	7	24	11	24	31	(39)	224
34	107515	Jerry/Sinnett	204	16	13	24	18	16	19	21	20	16	12	(33)	24	29	228
35	46	Hands/Parrsh	238	15	DSQ	12	14	18	17	12	12	17	34	(OCS)	15	32	233
36	108162	Torres/Berrios	133	25	22	8	16	17	20	24	21	21	18	(32)	21	27	240
37	53	Sherm/Sherm	101	13	18	27	22	22	26	22	9	10	(DNF)	OCS	13	26	247
38	104828	Baker/McQuilken	28	14	2	4	15	20	21	23	24	24	32	35	(40)	34	248
39	104503	Amico/Perkins	204	16	16	16	19	14	19	22	15	25	25	(OCS)	36	40	262
40	204	Bisesi/Bisesi	204	32	25	13	22	21	23	21	14	7	(39)	36	39	33	286



It's OK, Petey. You can go home now. The event's over.



Final Results - Silver Fleet

Hobie 16 North American Championships

Place	Sail #	Skipper / Crew	Fleet	R1	R2	R3	R4	R5	R6	R7	Points
1	107905	Caster/Holmes	204	5	1	(18)	6	1	1	2	16
2	104794	Maguire/Vaziri	183	3	3	2	8	(15)	6	1	23
3	108180	Johnson/Quick		4	(14)	3	2	2	11	7	29
4	54	Ziolkowski/Finnas	4	(14)	11	1	1	7	2	12	34
5	108001	James/James	204	1	7	5	17	3	3	(23)	36
6	84692	West/Chajka	209	8	8	4	3	(21)	9	5	37
7	107718	Donigan/Spinks	204	6	5	10	5	(19)	4	14	44
8	102813	Miles/John	204	13	9	(28)	4	5	7	15	53
9	104556	Grisco/Lane	119	22	4	6	9	(29)	13	10	64
10	105179	LaPorta/LaPorta	443	10	2	22	(28)	10	15	8	67
11	107598	Walters/Bruner	4	7	(27)	19	7	8	18	9	68
12	105349	de Boon/Peck	276	9	16	8	(24)	22	10	4	69
13	107750	Siau/Siau	204	11	(15)	7	13	11	14	13	69
14	102786	Whalen/Hurt	204	16	6	15	14	6	20	(21)	77
15	104730	Appel/Kilian	204	12	13	11	16	9	19	(28)	80
16	107996	Burns/Burns	204	(23)	18	23	18	4	12	6	81
17	107665	Flanigan/Dix		19	10	14	(26)	12	17	11	83
18	107738	Ashley/Ashley	204	21	17	(24)	10	13	5	19	85
19	108178	Stephens/Portas	120	(30)	12	20	11	24	16	3	86
20	107629	Quatrone/Quatrone	204	(15)	R15	R15	R15	R15	R15	R15	90
21	955	Levesque/McLean	448	18	21	12	(25)	14	8	20	93
22	104470	Heroux/Powers	448	17	19	9	12	(28)	23	16	96
23	102686	Appel/Kelly	204	20	20	13	21	16	26	(27)	116
24	102412	Daoust/Maynard	448	(26)	24	21	23	17	21	17	123
25	94914	Atherton/Crandall	204	24	22	16	19	(26)	24	24	129
26	108046	Scholtyssek/Miscannon	416	25	23	25	(27)	20	22	22	137
27	105000	Krupke/Dingman	204	(31)	26	29	22	18	25	18	138
28	108306	Rabidoux/Holton	276	27	(28)	17	20	27	27	25	143
29	10268	Jerry/Jerry	204	(29)	29	26	15	25	29	26	150
30	104505	Parson/Carey	416	28	25	27	29	23	28	(DNS)	160
31	108148	Swanson/Swanson	52	2	(DNS)	DNS	DNS	DNS	DNS	DNS	162



2004 HCA AGM September 14, 2004 Syracuse, NY

Call meeting to order at 7:30 PM by Chairman Rich McVeigh

Roll Call by Secretary Bruce Andrews

- 14 of 16 Divisions represented and Women's Rep
- We have a quorum

Introductions by Rich

Reports:

Membership – Liza Cleveland

Statistics:

- 938 Members, 613 are regular members
- 518 sail 16's, about 150 sail 17, 18 or 20's, 75 sail 14's and 47 sail Tigers
- Largest Divisions 2 – 131 members, 3 – 103, 11 – 97, 16 – 84, smallest Division 1

Recommendations:

- Changes to registration Form
- Check off for Skipper or Crew
- Check off for new Registration Card
- Membership Renewals to go out in the mail earlier
- Include Hobie Cat Calendar with Registration
- Suggestion buy a Hobie, receive a free HCA registration

Question: How many members? Answer: 939

Question: Can we, as Division Chairs, get a member list? Answer: Yes, contact Liza

HCA Newsletter – Matt Bounds

- Latest Newsletter on line
- Send me stuff!
- We will hold to the deadlines and send out assignments early

Guest Expert Program – Mimi Appel for Terri Reuwsaat

- Several good programs this year
- Tom & Sue Korz at MWE
- One more this year in California Hobie P Alter

Youth Program – Mimi Appel

- Going great, Want to reach more youth
- Youth grant program
- 4 kids – youth worlds, \$200 ea.
- 1 youth registration for Worlds – 16 open

- North American – 17 youths this year, matches the MEGA
- Mimi needs some secretarial help
- Suggestion: Hold Youth North Americans in summer – would help attendance

Company – Doug Skidmore

- 3 things Doug is happy about
- lots of people at the AGM
- 74 boats and this years NA's, up from 70 last year
- Record numbers at this years Worlds in Mexico
- This year has been challenging, record setting year.
- 3 record setting months this year.
- 16 sales are a record year for the last 10 years.
- The year of the Hobie 16, Lots of advertising, Lots of sales.
- 64 boats on the beach on Mex.
- Supplied boats for the Alter Cup and Youth event and the NA's
- Several upgrades to the 16 this year.
- Will start manufacturing the Tiger this year. September 2005 will begin selling USA built Tigers.
- Asia market is reopening. Thailand, New Zealand and other countries
- 2005 boat supplied events: Hobie 16 NA's and Tiger Worlds

Women's – Heather Morrison, report by Theresa White

- Women's meeting this week, Heather re-elected as Women's Rep
- Began WOW (Women on Water) clinics this year, very successful,
- 4 workshops with 41 participating, 2 more scheduled
- Thanks to Hobie Cat Co, Division and all of the instructors
- New Women's pages on HCA Web site.
- Contact Heather to be added to the 90 Women on the email list
- Would like a stand alone Women's event versus tag on to the Open
- Puerto Rico is floated the idea of a 2006 Woman's event

Race Dept – Paul Ulibarri and Lori Mohney

- Comment by PU: Women's event has

always be paired with another event for financial reasons

- 2004 16 Worlds – Best Hobie worlds ever! Key is it created a Wave!
- 2005 Hobie 16 NA's to be held in July in Ventura CA.
- HCA organized event. No local fleet Need lots of volunteers.
- Women, Youth, H16 open classes – 10 day event
- Division 7 looking to run a 18 & 20 event – September 2005
- Still need locations for Hobie 14, 17 & Tiger
- Encourage divisions to look for potential sites for NA's.
- We have a 3-year commitment from Hobie for boat supplied events. Need a venue with a Hotel and motor home parking.

IHCA

- 2005 Hobie 16 Worlds in South Africa in late October,
- web site up in October 2004, see hobieworlds.com
- Expensive to get there, inexpensive once you are there
- Venue – Beach right in front of 5 hotels
- 2005 Tiger Worlds in Santa Barbara in March,
- Web site up and running, see hobieworlds.com
- Charter Boats available.
- Port to Port container shipping.
- Hotels going quick

IHCA Rules proposal

- Proposal: Change Course 4 to *(S)A, C, A, B, C, A (F) Downwind*
- A number of the changes to Hobie 14 & Hobie 16 were approved. These will be presented to ISAF, specific details to be in the HCA News and on the web
- Issue – poor response rate from membership balloting.

Carleton Tucker Sportsmanship Award Winner – Susan Korz

Old Business

Treasury - Kathleen Tracy

- Balance Sheet – approx. \$13,000 in

- the bank
- Income sheet
Delayed income – if we had not sold a computer, we would have been in the hole by \$5400
- 501C7 almost approved by IRS, wanted a 501C3 (donations tax exempt).
- Lots of works on credit card, bank fees are not as high as they were but they are still there.
- Send a check if you are in the USA, this will save us money.

Question: Does Hobie Co. owe \$500 for another area Championship.
Answer: Yes

Question: On the Balance sheet what is \$2000 for site visits. Answer: It is for travel to potential HCA sites and will be an event expense and reimbursed to HCA

2005 Budget

- Income is the same as 2004, Cost are Similar to 2004
- Membership income does not include crews being members
- WOW not a line item in the budget, will need some additional funds for next year

Question: What is the intent of the IRS application? Answer: Original intent was to incorporate as a 501C3 to be able to accept tax exempt donations. Approved as a 501C7. No tax exempt donations. It eliminates paperwork and assists us in areas such as event permits and insurance.

Question: What is the insurance line item? Answer: New insurance offering for fleets

Question: How much are the IHCA Dues? Answer: \$7 per person
The budget was passed unanimously.

New Business

- Proposal** – all crew members to be IHCA members at National and World events
- There was a long discussion on pros and cons of this proposal.
 - This is an open issue until December. Members are encouraged to submit comments to the IHCA.

Web changes – moving to IHCA site.

- New Domain name, server in Australia. Easier to use and manage.
- It will have the capability to have electronic blast news.

USSailing - 1 Design Symposium

- Inviting all of the 1-design classes for a weekend symposium.
- Rich is proposing to new officers to send a representative

Division 4 - 101/102 in fleet building

presentation by Peter Nelson and Laura Sullivan

- One day session on catamarans – mainly Hobie 16's
 - Program for the day
 - Morning session – chalk talk
 - Lunch
 - Afternoon – rig boats, hit the water for 3 hours
 - De-rig boats, Discussion after sailing and then to the pub
 - Number of great volunteers from the Division
 - Great help from local dealer
 - Result: 20 new boats added over the last 3 years
- Comment: Division 10 took a modified version to the Chicago Boat Show. The web site is your best recruiting tool. West Marine – buoys and hardware can get for free

Bylaws – Update – Roger Brown

- Bylaws Committee: Roger Brown, Rich McVeigh, Kathleen Tracy, Jeff Alter, Bob Merrick
- Highlights:
Added index
Article 1 change geographical boundaries
Article 2 – Added formula racing
Article 4 – membership requirement to acquire points
Article 5 – deleted things that were not being done i.e. reviewing divisional bylaws each year
Article 7 – added duties – Chair, 1st Vice Chair, Treasurer. Added new position – Youth director
Article 9 – eliminated 2 committees - Rules and Appeals. done by IHCA
Article 13 – eliminated

Discussion

- A lot of discussion on balancing the needs of the Tiger one design class and the F-18 class. In the end it was agreed that the bylaws should support 1 design only. A motion was made and unanimously approved to remove the words “and formula” from the bylaws
- Weekend pass was never in the bylaws
- No changes to voting procedure
- The Bylaws were unanimously approved with one abstention

2005 Hobie 16 NA

- Ventura CA – July 20 – 29
- Several possible hosting areas & hotels
- Hotel rates will be high as it is summer in southern CA
- Format
- 35 boats, round robin format
- Wednesday through Friday –

Women's & Youth event

- Saturday & Sunday – Open Qualifiers – up to 70 teams attempting to qualify for 20 positions,
 - Monday through Thursday – Open Semifinals
 - Friday – Finals – 35 boats
- Suggestion: Flip the format as new boats intimidate the Youth teams.
Doug and PU will address
Discussion on Boats: They will be supplied like a worlds. Boats are free of charge for the event. There will be an entry fee, no boat fee. A damage deposit will be required
Question: Why are we changing the NA format? Answer: 82% of response to Survey were for this format

North American Championship Qualification Systems

- National Points system was presented and will be published in HCA News
 - After a discussion on points multiplier, it was agreed that multipliers were valid.
 - Proposal agreed to add Cummin's Cup to be added as an Area Championship. Need formal proposal from Division 13.
 - Discussion on sailors in other classes. Rich's comments: Need to start now. Other classes will need to pick and chose their events if they want to pre-qualify or they can qualify at the event.
- Question: Can we extend the cut off time on points system? Answer: We'll take a vote this week.
Question: Will you get points for Race committee? Answer: No.

Term ending comments

- Rich Comments: My term is up, as well as Roger and Laura
- Doug Skidmore: Thanks to Rich with lots of gifts from Hobie Cat
- Lori Mohny: On behalf of class – thank you very much. A gift of sailing books from the officers to be delivered to your home
- Rich: Thanks to the other officers, a gift of a fleece will be sent to each of you.

Elections

- Nominating committee : Randy MacConnell, Paul Ulibarri, Matt Bounds, Terri McKenna
- 3 candidates – Chairman – Ed Muns, Vice Chair – Bob Merrick, Vice Chair – Rob Jerry
- Unanimously approved.

Meeting adjourned at 10:30 PM.

2005 hca board of directors

elected officers

Chair

Ed Muns
POB 1877
Los Gatos, CA 95031-1877
408.353.1853
w0yk@msn.com

1st Vice Chair

Bob Merrick
101 Seaview Ave
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203.488.7820
merrick@egr.uri.edu

2nd Vice Chair

Rob Jerry
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appointed officers

Membership Chair

Eliza Cleveland
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hobiemembership@sbcglobal.net

Secretary

Kathy Ward
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Carmichael, CA 95608-6168
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Treasurer

Kathleen Tracy
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970.223.2642
kat@frii.com

Youth Program Director

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Race Director

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Women's Representative

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1 HAWAII

on the web

International Hobie Class

Association

www.hobieclass.com

Hobie Class Association

of North America

www.nahca.org

Hobie Cat Company USA

www.hobiecat.com

Women's Hobie Cat Racing

www.nahca.org/_whcra/
whcra.htm

Hobie Product Support

www.hobiecat.com/support

Guest Expert Program

www.nahca.org/gep/gep.htm

Hobie Community Forums

www.hobiecat.com/community

For Local and
Country contacts, go
to nahca.org

additional resources

Championships Coordinator

Lori Mohny
2812 E Shore Drive
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2005 hobieclassmembershipapplication 2005

HCA membership is for the calendar year (January 1, 2005 — December 31, 2005)

TOP CAT MEMBERS \$100.00

Patrons and Sponsors
All benefits of Standard Membership

US STANDARD \$30.00

Membership in IHCA
2005 Hobie Cat Calendar
HCA Membership Card
Hobie Class News

FOREIGN (OUTSIDE US) \$37.00

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

WEB ONLY \$20.00

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

YOUTH (Independent) \$15.00

Under 21 years of age
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FAMILY MEMBERS \$10.00

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Membership in IHCA
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WHAT THE MONEY GOES FOR:

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- Guest Expert Program
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- Informational Mailers
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- Regatta Materials for Fleets & Divisions
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PHONE: HOME _____ WORK _____ FAX _____

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

Fam/Jr name(s) _____

If under 21, please give DOB _____

Date of next regatta you will attend? _____

MEMBERSHIP TYPE (US Funds)

I usually sail as (check one) [] skipper [] crew

TOP CAT (\$100.00) _____

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

STANDARD (US) (\$30.00) _____

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

FOREIGN (\$37.00) _____

WEB (\$20.00) _____

YOUTH (under 21) (\$15.00) _____

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

ADD VOLUNTARY YOUTH PROGRAM DONATION:

Release and indemnity agreement:

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

(\$10.00/\$25.00/\$50.00 OR OTHER) _____

TOTAL _____

Payment Enclosed: [] check or money order

Charge to: [] Visa [] Master Card

Signature of sailor _____

Date _____

CARD # _____ EXPIRATION DATE _____

SIGNATURE OF CARD HOLDER _____

Please note: checks are preferred over credit cards.

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HCA MEMBERSHIP, C/O ELIZA CLEVELAND
141 SHORT BEACH RD.
BRANFORD, CT 06405 USA
(T) 203.488.7820, (F) 203.432.5328
Allow three weeks for delivery



Anniversary dates: March 31 and September 30

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

Name _____

Address _____

City _____ State _____ Zip+4 _____

Phone _____ Fax _____ Email _____

Boat(s) _____

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

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

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

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

\$____ \$40 Individual non-USA

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

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

\$____ Youth Multihull Championship

\$____ Hoyt-Jolley Fund for Alter Cup

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

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



WHY JOIN US SAILING?

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

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

Multihull sailors who are Individual or Family members receive:

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

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

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

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

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

Will you support US SAILING with your membership?

Darline Hobock, Program Administrator

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Hobie Tiger North American Champions (2002, 03, 04) Greg Thomas and Jacques Bernier agree on one thing... they love racing! But, they can't agree on which harness is best. Greg prefers the Hobie Convertible Harness, but Jacques wears the Hobie Automatic Harness. Greg likes the freedom of movement that the Hobie Convertible offers when worn without the shoulder straps. Jacques likes the clean design and snug fit of the Hobie Automatic.

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



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