



1. Introduction and Welcome  
Steve Fields (Hobie Cat Company representative); Kevin Winchester (South Pac Rep); Pat Porter (HCNA representative), Mike Montague (Observer), Rich McVeigh (President), Lori Mohney (VP), Caterina Degli Uberti (EHCA President), Paul Pascoe (Observer Life Member), David Brookes (Executive Director IHCA), Jeff Alter (family representative), Jeff Newsome (Observer), Erik Olsen (IHCA VP & Rules Committee Chair)
2. Apologies and Proxies:  
Mark Pryke IHCA Vice- President is an apology and gives his proxy David Brookes  
Tong Shing North Pacific Chairman is an apology and gives his proxy to Rich McVeigh,  
Leslie Keller IHCA Treasurer is an apology.
3. Executive Director's Report  
Submitted and approved.
4. Financial Report and Accounts by Leslie Keller  
See below
5. Minutes for the 2019 AGM  
Previously approved as a true and accurate minutes of the meeting by the IHCA Council.
6. Discussion on regional reports
  - a. Discussion regarding communication, initially in regards with the North American Region.  
Recommend setting up regular zoom meetings rather than just email.  
Action: Rich to setup zoom meetings between IHCA and NAHCA and preferably including Division Chairpersons.  
Recommend a similar approach to other regions, e.g. Europe, Pacific and their member countries.
7. Proposals
  1. Appendix E experimental removed to be a permanent rule  
Moved Rich McVeigh, seconded Erik Olsen . 1 abstain, carried.
  2. Raise minimum youth weight to 118.2kg  
Moved Erik Olsen, seconded Steve Fields, carried, 1 vote against.



3. Raise Youth age from 21 to 23  
After discussion, the proposal was withdrawn

**Removal of classes no longer racing**

These boats have been out of production and there has not been any racing for a number of years.

*Hobie 21*

*Hobie Fox*

*Hobie 18 Magnum/Hobie SX-18/Hobie 18 Formula*

Proposed by the Rules Committee, seconded Rich. Carried.

8. Election of Rules Committee:

Erik Olsen, as per his report, expressed his concerns about what would happen to the IHCA if they were unable to afford to continue with a full-time Executive Director. However, these concerns aside he offered himself for re-election and was unanimously elected.

Pat Porter expressed his concern about re-election in regards to the situation where the rules were being ignored in North America, in particular the Wave and to a lesser extent the 18, 17, 20.

Rich expressed his concern about the trampoline on the 17.

Caterina expressed a similar issue in Europe, but seems to be more under control.

Steve Fields expressed the possibility of providing perhaps 2 types of trampoline.

Caterina expressed concern about the promotion of youth in every region.

Erik Olsen for IHCA Rules Committee nominated by the EHCA

Pat Porter to IHCA Rules Committee nominated by HCANA

Moved Steve Fields, seconded Rich . Carried unanimously.

9. Any Other Business:

1. The direction of new owners of HC

Steve Fields was not in a position to comment on the future of sailboats under the new owners but was of the opinion that there was a future for Hobie cat.

There have been significant issues with supply chain issues, but the intention of the company is to continue with the supply of parts, in particular sails.

2. Funding

HCC has been funding both the HCANA and IHCA but this will be reduced by 50% for the IHCA. As a result, the class increased dues to \$US20 per senior member. However, as we do not have a membership database so the income from membership is extremely variable, and it is impossible to budget.

Significant discussion in regards to the collection of fees and the possibility of using a standard software system across all regions.

Action:

David's employment is extended until June 30<sup>th</sup> 2023 when a decision by



both parties will have to be made. David expressed concern about the class if there was no employee of the class, whether it was him or anyone else. If there would be any volunteers willing to continue the work.

3. World Championships

The class would like to continue to run World Championships but we need to come up with a different format to reduce the cost for both organisers and competitors.

The recommendation for some time is for all sailors to qualify in their home countries and for just for the open division. This has been voted on before, but was paused due to concern during the pandemic that countries were not running their own championships.

4. Membership database

A discussion took place on investigating a membership database for all the IHCA membership. One of the suggestions was [www.theclubspot.com](http://www.theclubspot.com) as one of the alternatives. The Executive to give a recommendation to the Council.

10. Nomination for President

Rich McVeigh was nominated by HCANA. As there were no more nominations, Rich was duly re-elected.

The meeting closed at 21:42.



# Financial Report

A hardcopy of the financial report was submitted at the meeting.

## Statements of Revenue and Expenses January through August 2022 and January to December 2021

	Jan - Aug 22	Jan - Dec 21
<b>Revenue:</b>		
<b>Manufacturers Support:</b>		
HC USA	9,588	24,203
HC Europe	11,135	19,866
HC Australia	12,824	21,223
<b>Total Manufacturers Support</b>	<b>33,547</b>	<b>65,292</b>
<b>Regional Dues:</b>		
Europe	5,210	7,500
North America	0	7,850
South America	730	830
South Pacific	1,300	1,510
North Pacific	2,030	1,020
Africa	0	1,150
International	100	0
<b>Total Regional Dues</b>	<b>9,370</b>	<b>19,860</b>
Royalty Tag Income	360	0
Interest Income	3	4
<b>Total Income</b>	<b>\$ 43,280</b>	<b>\$ 85,156</b>
<b>Expenses:</b>		
<b>Staff</b>		
Executive Director Salary	37,913	59,348
Accounting	1,936	1,928
<b>Total Staff</b>	<b>39,848</b>	<b>61,276</b>
Newsletter	604	699
Meeting Expenses	175	0
Telephone	1,263	1,612
Internet and Zoom Expense	695	1,668
Office supplies	350	138
Bank Charges	1,234	1,558
Royalty Tags	687	0
World Sailing Dues	1,698	1,551
Federal Income Tax (refund)	-1,000	-2,100
<b>Total Expense</b>	<b>45,553</b>	<b>66,401</b>
<b>Net Income (Loss) before Worlds Events</b>	<b>-2,274</b>	<b>18,755</b>
<b>World Events:</b>		
2022 H16 Worlds - Spain		
2022 Income Spain	3,056	0
2022 Expense Spain	(65)	(21,500)
<b>Total 2022 H16 Worlds - Spain</b>	<b>2,992</b>	<b>(21,500)</b>
<b>NET REVENUE LESS EXPENSES</b>	<b>718</b>	<b>(2,745)</b>
Cash at the beginning of the year	76,346	79,091
Cash at the end of the year	\$ 77,064	\$ 76,346



## Regional Reports

### ***South Pacific Regional Report***

Hi David,

I shall be attending. Please see my report below.

As per normal its hard to get any information from the south pac. Even harder to get the fees as no one responds. I feel that when we have another worlds if we do the join the class just for the event it should be 20% more than the any of the class memberships as to push them towards joining the local association.

Thanks

Kevin Winchester



## ***South American Regional Report***

### **SOUTH AMERICAN REGIONAL REPORT – 2022 IHCA AGM**

For decades here in South America Hobie Cat boats (HC14 and HC16) have been very popular, with leisure sailing in some countries like Argentina, Uruguay, Venezuela, Paraguay, Peru, etc...

Unfortunately, due to many reasons from economical to logistics and some other catamarans in the region, the class organized in fleets or clubs only in Brazil. Therefore, apart individual sailors with non-permanent activity sometimes in other countries (VEN, ARG, CHI), most training to attend a World Championship like this year, efforts to spread Hobie racing around the continent got success only in Brazil. At mid-90's we lost Hobie Cat Co. representative/dealer what had a very negative impact on the class here not only talking about difficulties to get parts and even boats but also in terms of motivation for people to join the class. During that period membership numbers decreased and only due to a very loyal group of members/sailors of HC 16 the class survived.

Fortunately, this has changed some years ago with a new representative that started to work with our members, bringing back confidence on the class. Interesting to note from that time to present, in terms of percentage, Hobie 14 has attracted more sailors than Hobie 16 with now a very active fleet. This does not mean HC16 is not strong here, it is the opposite, it has consolidated its numbers with around 70-80 active members on annual basis. By the other side, HC 14 moved from quite no members to a good fleet of 20-30 at present, inclusive with regular participation at events outside the continent like recent 2022 Multi Europeans.

Hobie 16 fleet also has a strong group of loyal members that apart from local and national regattas also attend IHCA international events like WCs and some other regattas most in NA region.

Another interesting point to note, all crews that have represented Brazil in WS Youth World Championships last ten years were and continue as Hobie 16 junior sailors, what make us confident on the future of the class.

In terms of events, only Brazil runs some regional championships and a regular national championship on both 14 and 16 with an average of 60/70 teams in total.

Looking to the future, by one side we see few opportunities to spread the class on the continent but are very optimistic it will continue strong in Brazil and if country economy improves a little bit with possibility of bringing more people to Hobie racing.

That is all from South America. Ricardo Navarro SA Chair.



## ***EHCA Regional Report***

### **2022 EHCA Report**

The EHCA has been under the presidency of Caterina Degli Uberti since 2020.

At the 2021 EHCA AGM, online due to the pandemic situation, Camilla Cordero di Montezemolo and Lisbeth Buonanno were elected as part Vice-presidents.

Due to Covid, all European countries had issues in doing regattas and sailing activities in general. Italy and Denmark have got the possibility of racing again only from the last few months of 2020, while on the hand, other Nations, like France and Germany, have started racing from 2022.

2021 Multi European Championships in Spain did not have a good participation because of the Covid limitations.

For the 2021 Hobie 16 Open European Championship: - Gold fleet: 39 boats.

For the 2021 Hobie 14 Open European Championship: - 9 boats.

For the 2021 Hobie Dragoon European Championship: - 6 boats.

2022 Multi European Championships in Germany had a better number of participants, compared to the 2021 ones.

For the 2022 Hobie 16 Open European Championship:

- - Gold fleet: 48 boats;
- - Silver fleet: 23 boats.

For the 2022 Hobie 14 Open European Championship:  
- 32 boats.

For the 2022 Hobie Dragoon European Championship: - 9 boats

For the 2022 Hobie Cat 16 Youth European Championship:

- 26 boats – divided into 14 with Spi and 12 without Spi

Polish Association, during 2022, was abolished and the Fleet 845 was created. This new association is composed of 20 sailors.

The next Multi European Championship, 2023, will be held in Italy from 11th to 21st of July in Italy, Cesenatico (near Rimini/Riccione). We expect a good participation because of the pandemic situation's improvement and location.

Even if the number of dragoons was not high at the last Europeans, we have many Dragoon's fleet in the region and we are looking forward to have a development of this class, both with races and training activities.

Sincerely,

Caterina Degli Uberti EHCA President  
Camilla Cordero di Montezemolo EHCA Vice-president



**HCANA Notes:**

**Current board Members:**

- Jason Sanchez – President
- Sheila Holmes – Vice President
- Bradley Davis – First Chair
- Herb James – Second Chair
- Sharon James – Treasurer

Pat Porter (Prior HCANA President) – Serving as Proxy for Jason Sanchez at this meeting

**Summary:**

2022 has been a better year for the North American region however still not back to normal sailing seasons. Regattas have been hosted though not as attended as were prior to Covid. We have gained some new sailors due to Covid! Many are more on the recreational side of things but are attending regattas and sailing functions being held across the NA region. Many old boats are being resurrected, and gotten back out on the water. This is exciting and refreshing to see.

As many of you may have seen, we have also resurrected the Hobie Hotline. We have published 3 issues thus far, and hope to keep it going. Producing the Hotline is a major undertaking and a very large expense compared to our annual budget / income.

**Topics of discussion from the NA Region:**

- Having the Hobie Hotline be a global version – specifically have other regions participate in both content, results, and the cost of the actual magazine
- Attracting new members has and continues to be a challenge. As mentioned above, our memberships are up from the prior year, however still very low compared to years prior, and more importantly compared to the cost to exist as an organization. Many people have grandioso ideas on how to grow memberships. Getting those people to execute is a challenge. Volunteers within the organization are not forth coming, it is hard to keep enthusiasm amongst the current board members due to being the only ones continually “pulling the plow”. Changes or yet a better term may be adaptiveness is in the works here in the NA region. We will be having our AGM meeting mid – late October as our season wraps up. We will be looking to make some changes with how regattas are run, and promoted in hopes better attendance which equals hopefully new memberships. There will be some restructuring within the organization in hopes to drive better attendance per the individual classes.
- Topic, and maybe a contentious topic is fees. A couple different parts of this due to the size of the NA Region as it is now. The US and its members are the only “members” that pay its dues to the IHCA. Recently, we “the US “members were almost threatened with some sort of repercussions via onsite fees if we didn’t pay our fees to the IHCA prior to this coming worlds and the NA participants thereof.



The NA has always paid its fees, however the NA also works on a Jan – Dec physical year. Our renewals do not happen until end of the year therefore we do not collect a majority of our money until the very end of the year in most cases, and unfortunately we do not get some renewals until championship events are held, again at the end of the year in most cases. The timing of our payment vs when the IHCA determines it being due do not align and have not since I have been in this position. We collectively need to determine a system that works for both entities so this is not a continuous issue?

Secondly, I would like the IHCA to reach out and create a method of collecting fees from other countries within our region. Specifically Mexico and any southern / central American countries? I have tried to blend Mexico into our memberships (region) via sponsoring multiple youth teams at the 2019 worlds however they continue to not participate however are sailing in the 2022 worlds. Mexico has its own entire organization, their own national championship, and regattas throughout the year yet they do not contribute to any part of our organization or the IHCA to my knowledge?

### **Major Events:**

As you are discussing this we are having our North American Championship event for the year. The event was planned according to the original scheduled date of the worlds however due to covid restrictions still in place, the worlds was pushed to the same date as our NA Championships. We have 45 boats registered, it looks to be a good event. The event is set for Sept 12-17<sup>th</sup>.

The hobie 17 / 18 event was a fairly low attended event. The event was held in the mid-west of Kansas.

The Hobie 20's held an event in Ocean Springs Mississippi. The event was well attended, 15 boats were registered.

The Hobie 14 NA are scheduled for Oct 3—7 2022. There are currently 33 boats registered with an expected 4-5 more. The event will be held in Dallas Texas this year.

These events will wrap up our sailing season here in the North American Region. Future championship events are being scheduled now for next year.



# IHCA Rules Committee Reports

# Proposals



The IHCA review the current membership system and work toward a common membership database so we all know who our members are.

Rich McVeigh



Here below is a submission from EHCA for next AGM:

*Request the IHCA Council to change the policies behind Appendix E of the Hobie Class Rules and declare the ruling permanent and not anymore, an indefinite experiment (started 15 years ago).*

Another two topics as EHCA President I would like to discuss with the IHCA council are:

- the possibility to review the minimum weight of the Youth teams. Times have changed and it is totally visible that young between 16 and 21 years old could reach even an Open weight easily, especially if they want to be competitive with all fleets.
- the possibility to raise from 21 to 23 the age of the Youth division, this would help keep young sailors more related to the Hobie class

So, please consider inserting these topics in the Agenda so to have a brief discussion with all the presents.

Best regards  
Caterina

**Caterina Degli Uberti**  
EHCA President





### **Class review**

*There are some classes and class variants in our Class Rule Book, which from a class fleet racing point of view have been inactive for years/decades.*

*The Rules Committee would in this light ask the Council to discuss the relevance of maintaining the following classes and class variants:*

- *Hobie 21*
- *Hobie Fox*
- *Hobie 18 Magnum/Hobie SX-18/Hobie 18 Formula*

*Should the Council decide one or more classes/class variants to be irrelevant to maintain, the involved rules shall be deleted administratively from the Class Rule Book as part of the first coming update.*

We touched the topic during one of our video-meetings a couple of months back. With all the other things going on it was found not to be the right time to do anything about it. But think it makes good sense to have the discussion at Council level at a physical AGM. May take a while before a similar opportunity appears.

Best regards

Erik Olsen  
IHCA Rules Committee Chair  
+45 2577 8801



# Any Other Business



# Nominations for President



David,

On behalf of the Hobie Cat Association of North America, I would like to nominate / re-elect Rich McVeigh for the position of president within the IHCA.

Rich has proven an immense amount of dedication to the organization on a world scale. These past couple of years have been no walk in the park for anyone in a leadership position due to the world wide pandemic. He has gone above and beyond to keep things in order, keep all communication lines open, shifted gears multiple times with H16 Worlds, and lastly help navigate the loss of funding from HCC to the IHCA.

All of his efforts trickle down to the regions. These efforts often go unnoticed or unaccounted for however here in the NA region we are fortunate enough to have him in person and someone to lean on for advice for our events.

I am hopeful that these next couple of years are much more positive in the Hobie Sailing World! People like Rich do not come along often, his devotion and dedication to the sport we all endure is what is needed to keep Hobie sailing alive.

I am hopeful this message will be shared by the others within the regions. Please feel free to respond if needed.

Thanks David

**Jason Sanchez**

Hobie Cat North America - Chairman  
727-580-5550



Council members,

I am seeking your support for one additional term as IHCA president. I still have things I would like to accomplish, and the class is in a transition as we move towards a self-funded financial model. We made the difficult decision to raise our dues, but we also need to keep growing our membership. We also have challenges with verifying who are members are. In the short term, finances are our immediate priority.

Our Hobie 16 world championships are very popular, and we need to continue this. As we all know, these are long term projects. At the conclusion of the 2022 event, we all need to help finding and making the next one happen. What about the other boats? We discussed ideas to stimulate world championships for our other international classes. The Hobie 14 in particular is going through a resurgence.

We have worked to increase the promotion of our class, and this is an important component of keeping the class strong and recruiting new members but so much more can be done. We need everyone's help around the world with this work. Hobie sailing events are fun, we need to share the fun so others can find out what is happening and say, "I want to do that".

A few other action items that lead to class growth:

- Keep our existing sailors engaged
- Re-engage sailors that used to sail Hobie's
- Attract current Hobie boat owners to the class and our events
- Show value in memberships so our sailors will want to join the class
- Attract existing sailors who do not currently own Hobie boats to our class
- Attract new adult sailors (i.e., beginner sailors) to Hobie boats and to our class
- Attract the ex-collegiate sailor to a more exciting boat (with 2 hulls instead of 1)
- Create opportunities for interested youth to sail with us
- Come and try Hobie sailing days

I still have enthusiasm for the role and would like to continue doing what I can to promote our sport and our class. The pandemic has made things complicated the last few years, but we are getting past that now and opportunities are now.

Rich

Moved Erik Olsen  
Seconded Lori Mohney  
Approved by the IHCA Council 14 October 2022