

Vitória/ES/Brazil, 08 de setembro de 2011

After talking to our representative in the European championship, Mr Bernardo Arndt, we would like to expose the issue of the **filed/cut Rudder Cam**. (We took the part names in the American/Australasia Hobie catalog).

We have three distinct objectives doing it:

- 1- To have at least a sight from you about its legality before the Pan Am Games.
- 2- To have it specifically described (although it is generically described on Rule 10.1) in the Rules in order to avoid protests.(We know it might take some time).
- 3- To spread its benefits for all the Hobie sailors and boats having this very simple improvement adopted by the Factory.

The filed/cut Cam is used by the most, if not all the brazilian Hobie sailors, for decades.

Seems that its legality is already written in the Class Rules:

(10.1 HOBIE CAT CO. supplied rudder assemblies and rudder blades shall not be modified except for minimum filing to improve fit and function unless specifically allowed in the individual boat rules.).

The cut Cam was probably developed by a broken Cam that started to work perfectly.

As Hobie sailors know, the perfect Cam operation is probably the most delicate and problematic system in our beloved Hobies.

Just as an example, the brand new boat rented in Austria by our representative just kept the Starboard Cam in the locked down position every time the rudder was raised by its arm, and as all the skippers know, it is impossible to lock the rudder down again if you don't put the Cam in the upper/unlocked position, which can be a very hard operation. As seen in picture 4

It was reported to the factory technician Mr. Alban, and after making all the possible adjustments the problem continued and he told that the cast had to be replaced. The cut Cam solution was then shown and approved by him.

The same solution was shown to Mr Olsen too, who, after shooting some pictures gave his positive opinion about the improvement and its legality, making it clear it was just his opinion though. The best way to have it officially deployed, would be having the issue exposed in a more technical and formal way to the Measuring Committee via Brazilian Class Association.

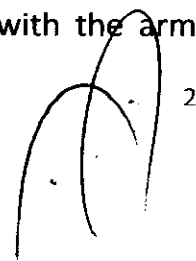
So here we are; the descriptions and advantages are showed below.

How it works:

The system will work all the times with the **cut tip Cam** in the locked position (down), in all conditions. The rudder can be raised and lowered by its arms (tiller) without having to unlock up the Cam, because the Cam Stop Plate under the arm/tiller will slip smoothly thru the round cut tip of the Cam which stays permanently in the lock down position.

It is important to say that the Cam still works in its major function, which is unlock the system allowing the rudder to rise when it is struck by something in the water.

You can test it with the boat on the trolley, having the rudder locked on down position and forcing the blade backwards. The Cam will rise, unlocking the system normally, letting the rudder to rise, therefore keeping its function, in the way it was designed for. Putting the rudder back down is always easy, locking it down thru the cam with the arm



(tiller) movement, normally, as usual. But when raising it by the arm again, it will be raised smoothly easy with the Cam still in the locked down position, without having to unlock the Cam up. So it will stay on locked down position all the times except when hitting something in the water, keeping its original function. The difference between the normal Cam and the cut Cam can be seen in the picture 1



Fig 1 Comparison between the two Cams.

Advantages:

- 1- It will avoid the Cam to be inadvertently kept in the locked down position with the rudder up, (a problem that had ruined so many races).
- 2- All the rudder assembling parts don't need to fit 100% exact in order to have the Cam lock/unlock system working well . It will work even if you have a little play on your blade rake, allowing the old boat's rudders to work as well as the brand new.
- 3- Allows changing the rudder blade without spending hours to make it fit with that zero tolerance that is necessary to make the Cam system effective.
- 4- Allows using an effective shock absorber in the casting inner bottom as seen in picture 2 in order to avoid wearing of many parts, including the break of the top bearing (upper gudgeon) screws head as seen in picture 3.



Although not crucial, the shock absorber is good for the rudder system to work smoothly, as well as help to preserve the parts (rivets, bushings, screws, holes, etc...) just because that the characteristic strong hit when lowering the rudder down will be damped by the shock absorber.

If you try to use shock absorbers in the original system, the cam will be kept on the locked down position inadvertently (because its softness), causing that old problem we all know as seen in picture 4.

Fig 2 The shock absorber

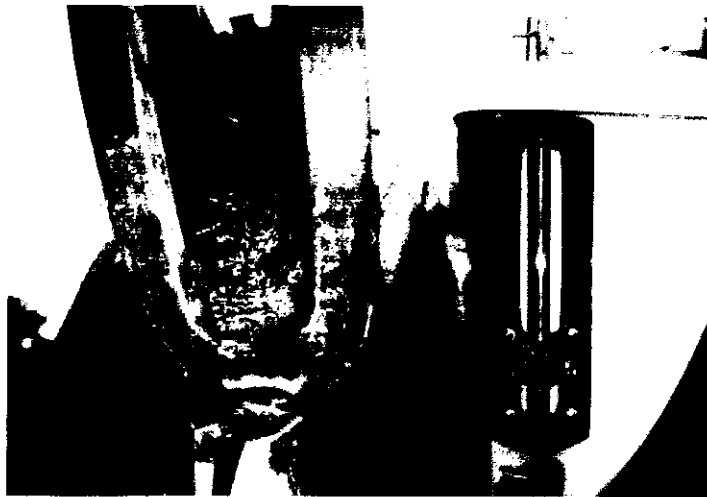


Fig 3 The broken top screws



Fig 4 The hard work of raising the Cam to the up/unlock position.

All the parts will be dramatically preserved also because you don't have to force the arm upwards and downwards strongly every time you want to rise or low your rudder, it just works smoothly.



- 5- The Cam locking system with its spring, plastic screw, cam, cam pin don't have to be new, neither constantly refit to work perfectly, once it will work (unlock) only in a case of rudder collision.
- 6- It permits younger sailors as seen in picture 5 and lighter women to rise and to lower the rudder much easier (as far as they are the properly unaligned).



(Sorry for the exaggeration in the picture, it is because Guilherme is very strong)

Disadvantages:

None.

We are at your disposal for further information.

Sincerely,


Luiz Gonzaga Machado

President Associação Brasileira da Classe Hobie Cat.


Mario Roberto Arantes Dubeux

Official Measurer



ABCHC

Associação Brasileira de Classe Hobie Cat

www.abchc.com.br

Fortaleza, Brazil

16 November 2012

Mr. Ricardo Navarro

President, IHCA/South America

With this letter, I hereby forward to you a section of the deliberation that recently occurred at the General Meeting of the Brazilian Hobie Cat Class Association (ABCHC), the deliberative body of our athletic association with the highest authority, that, with prior notice, decided as follows regarding the issue of COMPTIP masts at sporting events endorsed by the ABCHC within Brazil.

As follows, the subject was deliberated:

"... C) THIRD ITEM OF THE AGENDA: "Explanation of reasons and deliberation about a request to the IHCA to allow the use of COMPTIP masts in competitions sanctioned by the Brazilian Hobie Cat Class Association (ABCHC) in Brazil. Approval of which would enable the use of COMPTIP masts, just like any other mast manufactured and / or endorsed by the Hobie Cat Company". During the General Assembly, the President of the Assembly requested the President of the ABCHC, Mr. Luiz Gonzaga Machado, to explain the reasons that led him to ask for the approval of the COMPTIP masts in Brazil. The President of the ABCHC maintains that, in his opinion, the ABCHC should allow the use of all masts manufactured and / or endorsed by the Hobie Cat Company, but, asserts that, after the start of a regatta, a sailor can not change the type of mast. At the beginning

of an event, the sailor must select a mast and compete with the same until the end of the event. The President asserted that the ABCHC can help in importing COMPTIP masts for those who wished upon payment of the appropriate amount in the account of the Entity (ABCHC). Following the President's presentation, Mario Roberto Arantes Dubeux also supported the approval of the COMPTIP mast because the reality of today is very different than the conditions when the COMPTIP mast was prohibited. Mr. Dubeux reported that currently ninety-eight per cent of boats participating in the ABCHC's principal events are imported from the USA or Australia. Thus, the coexistence of 100% aluminum masts and COMPTIP Masts is perfectly acceptable. Moreover, Mr. Dubeux explained that the theory that only one type of mast is currently being used in competitions in Brazil today is not correct, as there are masts of many kinds on the race course, and some of them were probably not manufactured by the Hobie Cat Company. There are masts produced in Brazil that are considered to be soft, hard, and very hard, and, all of these masts are co-existing on the race course with masts imported from Australia, the United States, and other places, and some are of superior quality. Then, the President of the Assembly solicited those who desired to defend the approval of the COMPTIP masts and, also, those who reject the idea of approving this type of mast for use in Brazil. Those that signed-up to speak in favor of the approval of the COMPTIP mast were associates Bruno Menezes Carlos Valencia (Espirito Santo), Bernard Arndt (Sao Paulo), Sergio Godoy (Sao Paulo), Aleks Vasconcellos (Rio Grande do Sul). And those that spoke out against the approval of the COMPTIP mast were associates Guilherme Araújo (Pernambuco), Paulo Sérgio Costa (Paraíba) and Robert Gil Bezerra (Ceara). Following proper procedures, the President of the Assembly called a vote on the proposal by Guilherme



Araújo to remove the COMPTIP mast subject from the meeting agenda so that the class could discuss the topic in more depth. The majority of those present remained committed to vote on the matter immediately. Then, through a roll call vote, the President of the Assembly counted the votes. At the end of the voting, by 23 (twenty three) votes in favor, five (5) votes against and two (2) abstentions, the associates rested the case as being deliberated and approved the proposal for the ABCHC to submit a request to the IHCA that requests the immediate approval of the COMPTIP mast for use in competitions at sporting events within Brazil, nullifying the prohibition of the COMPTIP mast. The proposal is approved in the sense that either the COMPTIP mast or the 100% (One hundred percent) aluminum masts, both manufactured by the Hobie Cat Company, as of the date on which this proposal is authorized by the IHCA. "

With this effect, the leadership of the Brazilian Hobie Cat Association is formally requesting the IHCA/SA to present our proposal to the Technical Council of the IHCA and/or IHCA Rules Committee to withdraw, as soon as possible, the ban of the COMPTIP mast in Brazil. This proposal is based on the results of a vote taken at the recent General Assembly of the Brazilian Hobie Class Association, when the majority of the Brazilian Hobie Cat sailors that voted at the General Assembly of the Class approved this proposal. In general, this proposal is supported by the fact that the Brazilian Hobie Class fleet is comprised of almost 100% imported boats. This is very different than the scenario some years ago when nearly all of the boats in the Brazilian fleet were manufactured by the previous licensee in Brazil.

Additionally, we understand that all new boats imported into Brazil by the new licensee in Brazil will be supplied by the Hobie Cat factory in the United States, and the boats will be supplied with COMPTIP masts, with the primary objective to increase the safety of the mast.

Today, we can envision a new era for Hobie Cat in Brazil and this decision will help us to turn this vision of the future into a reality. Additionally, we

A handwritten signature in black ink, consisting of a stylized, cursive 'M' or similar character.

look forward to the opportunity to host the Hobie Cat 16 worlds, which will further help us to achieve our vision of the future.

Alternatively, we understand that one could propose the hypothesis that the COMPTIP and 100% aluminum masts can not or should not be allowed on the same race course. We submit the possibility of this hypothesis to present the preferred resolution, not to suggest that the hypothesis is valid. But, if this issue becomes a challenge to the approval of our proposal to allow the COMPTIP mast, then the ABCHC suggests the creation of a five year transition period, during which the two mast types will be allowed in regattas in Brasil. This five year period would provide the sailors who currently race with the 100% aluminum sufficient time to migrate to the the COMPTIP mast. However, considering that the performance of both masts is substantially equivalent in most conditions, the ABCHC believes that the two can coexist in perfect harmony, and, therefore, it is not necessary to prohibit any mast, as long as the mast is manufactured by Hobie Cat Co.

Finally, please let us know if you need a copy of the minutes of the General Assembly of the Brazilian Hobie Cat Class Association (ABCHC). Soon, we will publish the minutes on the website of the Brazilian Hobie Cat Class Association.

Wishing Good Winds for You,



Luiz Gonzaga Machado
Luiz Gonzaga Machado

Presidente da Associação Brasileira da Classe Hobie Cat
www.abchc.com.br



IN PORTUGUÊS

Fortaleza/CE, 16 de novembro de 2012

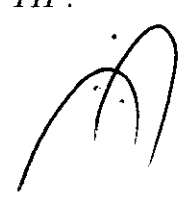
Ilmo Senhor
Ricardo Navarro
Presidente da IHCA/SA

Pela presente vimos à presença de V.Sas. encaminhartrecho da deliberação da Assembleia Geral da Associação Brasileira da Classe Hobie Cat, Órgão Máximo Deliberativo da nossa Entidade Esportiva, atendendo a convocação prévia, a qual decidiuda seguinte forma, no que tange a questão da utilização dos mastros COMPTIP em eventos esportivos oficiais de interesse da ABCHC, no âmbito do território brasileiro.

Assim restou deliberado:

“...c) TERCEIRO ITEM DA PAUTA:

“Exposição de motivos e deliberação acerca do encaminhamento de pedido a IHCA no sentido da liberação da utilização dos mastros COMPTIP em competições de interesse da ABCHC no Brasil, o qual poderá ser utilizado como qualquer outro mastro fabricado e/ou homologado pela Hobie Cat Co”. Com a palavra o Presidente da Assembleia solicitou ao Presidente da ABCHC, Sr. Luiz Gonzaga Machado, que explicasse os motivos que o levaram a pedir a liberação dos mastros COMPTIP no Brasil. O Presidente da ABCHC sustenta que na sua opinião se deveria aprovar a liberação de todos os mastros Hobie Cat Co homologados pela ABCHC, mas lembra que iniciado um campeonato o velejador não poderá mudar o tipo de mastro. Escolhe um e compete com o mesmo até o final do certame. Afirmou que a ABCHC poderá ajudar na importação dos mastros COMPTIP para quem desejasse mediante o depósito da quantia correspondente na conta da Entidade (ABCHC). Com a palavra o associado Mario Roberto Arantes Dubeux também sustentou a liberação do mastro COMPTIP, já que a realidade atual é muito diferente daquela quando se pediu a proibição dos mastros COMPTIP.



Afirmou que atualmente noventa e oito por cento dos barcos que participam dos eventos prioritários da ABCHC são importados dos USA ou da Austrália. Assim, a convivência entre mastros COMPTIP e os inteiros em alumínio é perfeitamente aceitável. Ademais, falar que hoje o Brasil só usa um tipo de mastro não é correto, já que existem mastros dos mais variados tipos, alguns deles provavelmente nem tenham sido fabricados pela Hobie Cat. São mastros nacionais moles, duros, muito duros e esses todos convivendo com os mastros importados, australianos, superiores em alguns casos. Com a palavra o Presidente da Assembleia procedeu a inscrição daqueles que gostariam de defender a liberação dos mastros COMPTIP e dos que repudiam a ideia de liberar esse tipo de mastro para uso no Brasil. Se inscreveram para falar a favor da liberação do mastro COMPTIP os associados Carlos Bruno de Menezes Valença (ES), Bernard Arndt (SP), Sérgio Godoy (SP), Aleks Vasconcellos (RS). E para falar contra a liberação do mastro COMPTIP os associados Guilherme Araújo (PE), Paulo Sérgio Costa (PB) e Robert Gil Bezerra (CE). Por uma questão de ordem o Presidente da Assembleia necessitou colocar em votação, provocado pelo posicionamento externado pelo associado Guilherme Araújo, a proposta de retirar de pauta o aludido item, na medida em que a classe precisaria discutir com mais profundidade o tema. Por maioria dos presentes restou deliberado que a votação deveria acontecer imediatamente. Com a palavra o Presidente da Assembleia apurou os votos através de chamada nominal. Ao final, por 23 (vinte e três) votos a favor, 5 (cinco) votos contra e 2 (duas)



abstenções, restou deliberado que a ABCHC encaminhasse documento a IHCA pedindo a imediata liberação do mastro COMPTIP para uso em competições nos eventos esportivos no âmbito do Brasil, anulando a proibição de outrora. Assim, a proposta aprovada é no sentido de que o mastro COMPTIP poderá vir a ser utilizado juntamente com os mastros Hobie Cat 100% (cem por cento) em alumínio, a contar da data em que for autorizado pela IHCA."

Com efeito, esta Presidência vem encaminhar formalmente o pedido a IHCA/SA no sentido de que diligencie junto ao Conselho Técnico da IHCA, e/ou Conselho Deliberativo, para que revogue no menor prazo possível a proibição imposta ao mastro COMPTIP na região do Brasil, **porque essa é a decisão majoritária dos velejadores brasileiros da Classe Hobie Cat**, traduzida nos termos da Assembleia Geral da Classe e, além disso, a realidade atual do Brasil, que conta com uma flotilha quase 100% de barcos importados, é bem diferente daquela de quando se vinha fabricando barcos pela Hobie Cat Brasil.

Por fim, os barcos que serão importados ao Brasil pelo novo representante da Hobie Cat Co virão dos Estados Unidos da América, onde se fornece barcos com o COMPTIP, inclusive por questões de segurança.

Estamos vislumbrando novos tempos para o Hobie Cat do Brasil e essa decisão irá ajudar sobremaneira nesse processo. Quiçá possamos em breve sediar um mundial de Hobie Cat 16.

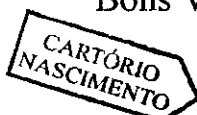
Alternativamente, para o caso da IHCA entender, por hipótese, que os dois mastros não podem conviver juntos e de forma harmônica, o que se admite apenas para argumentar, que então se digne em estabelecer um prazo de cinco anos, após a liberação do COMPTIP, para que os velejadores que atualmente velejam com mastros 100% de alumínio, possam migrar para o COMPTIP. No entanto, considerando que a performance de ambos os mastros é similar na grande maioria das condições, a ABCHC entende que os dois podem conviver em perfeita



harmonia, não sendo necessário proibir qualquer mastro, desde que fabricado pela Hobie Cat Co.

Por fim, caso necessite de uma cópia da ata da Assembleia Geral da ABCHC, queira solicitar. Em breve estará publicada em nosso site oficial.

Bons Ventos.



Luiz Gonzaga Machado
Luiz Gonzaga Machado

Presidente da Associação Brasileira da Classe
Hobie Cat

www.abchc.com.br



Wromm

Ilmo Sr. Presidente da Associação Brasileira da Classe Hobie Cat.

ABERTURA DE FLOTILHA

Eu, Antonio Pedro da Costa Filho, Capitão da Flotilha Guarapiranga, solicito abertura de Flotilha (SP – 11 SÃO PAULO CAPITAL HOBIE CAT 16) que, por meio desta vem requerer sua filiação junto a esta **Associação Brasileira da Classe Hobie Cat**, entidade social e desportiva, sem fins lucrativos com endereço de referência sito à Rua Senador Vergueiro, nº74, CEP 04739-060, São Paulo, SP, através do seu representante legal, que esta subscreve nesta entidade, vem, respeitosamente à presença de Vossa Senhoria requerer o arquivamento da Ata de eleição e Posse da nossa Diretoria de Flotilha, ocorrida em 03 de fevereiro de 2013. Nestes termos, pede deferimento.



Antonio Pedro da Costa Filho
Capitão de Flotilha

Ata de Eleição e Posse do Capitão e Vice Capitão da Flotilha
(SP – SÃO PAULO CAPITAL HOBIE CAT 16)

Os signatários reunidos no dia 03 de fevereiro de 2013, às 18:00 horas, no Yacht Clube Santo Amaro, decidem criar a Flotilha Guarapiranga de HOBIE CAT 16¹⁶ designando a estrutura de sua respectiva diretoria, obedecidas as necessidades e finalidades inerentes ao desenvolvimento dos esportes praticados, instala esta Sessão com objetivo de Eleger os seus membros para o Biênio 2013/2014, e dar-lhes Posse a partir de 03/02/2013, a fim representar o seu estado junto a ABCHC.

Conforme determina a Seção IV do Estatuto de ABCHC, em seu Art 15 alíneas “a”, “b” e “c”, foram eleitos os seguintes membros:

CARGO	CPF	NOME
Capitão de Flotilha	040.746.918-41	ANTONIO P. COSTA RICHIO
Vice Capitão de Flot.	028 406 408-02	Fritz Eckant Bulow

Fica determinado que esta Flotilha terá mandato de 02 (dois) anos, com início no dia 03/02/2013 e termina no dia 31/12/2014, com endereço de referencia sito á Rua Senador Vergueiro, nº74, CEP 04739-060, São Paulo, SP.

Não havendo mais ninguém que desejasse fazer uso da palavra, deu por encerrada a reunião, as 19:15 horas.

São Paulo, 03 de fevereiro de 2013.

Capitão de Flotilha _____

Vice Capitão de Flotilha _____

Anexo: Lista de Presença

Reunião da Flotilha Guarapiranga

Lista de presença

	NOME	CAT.	ASSINATURA
1	ANTONIO PEDRO COSTA KILLO		
2	Fritz F. Ribeiro		
3	Peter Gessert		
4	MURICO JUA QUEIRA		
5	MARCO FERRARI		
6	PAULO DELBON		
7	Ligia Maria Poloni		
8	Henrique Tolsoni		
9	LUCCA STOCCHI POLONIO		
10	PEDRO JOSE GARCIA		
11	SERGIO Y. UTAJAWA		
12	RICARDO KLabin		
13	Rafael Sandoval		
14	RICARDO SENECA		
15			
16			
17			
18			
19			
20			

São Paulo, 03 de fevereiro de 2013.

Capitão de Flotilha _____

Vice Capitão de Flotilha _____



Vitória/ES, Brasil, 20 de Outubro de 2014

À
FEDERAÇÃO DE VELA DE CUBA
MSc. Ridel Calero Disotuar
Presidente

Através da presente vimos convidar os velejadores de Cuba para participar do CAMPEONATO SULAMERICANO DE HOBIE CAT, evento aberto aos Países que fazem parte da PASAF e que pretendam obter uma vaga para disputar os próximos Jogos Pan-americanos de 2015 (Toronto, Canadá).

Conforme Aviso de Regatas que segue em anexo, o evento será realizado no período compreendido entre 06 e 09 de novembro de 2014, na praia de Maria Farinha, litoral norte do Estado de Pernambuco, Brasil.

Já estão confirmadas presenças de velejadores do Brasil, Argentina, Venezuela e México. Talvez outros Países também enviem seus representantes.

Esperamos que Cuba também envie ao menos uma tripulação, já que é um País tradicional no esporte à vela e muito nos honraria recebe-los.

Considerando que o Brasil é muito extenso e os barcos mais próximos do local do evento estão distantes mais de mil quilômetros de Pernambuco, precisamos saber do interesse em alugar um barco de algum velejador Brasileiro, justamente para que possamos tentar encontrar algum barco competitivo e que o proprietário esteja disposto a alugar.

Atenciosamente,

Associação Brasileira da Classe de Hobie Cat
Luiz Gonzaga Machado
Presidente

Luiz Gonzaga Machado
Presidente da Associação Brasileira da Classe Hobie Cat

BR-262, KM 7,5, Cartório Nascimento - Viana-ES
Guanabara, (27) 3036-8347

Reconheço por semelhança a(s) firma(s) de LUIZ GONZAGA MACHADO, e dou
Em Teste da Verdade.
Viana-ES, 20 de Outubro de 2014, às 11:24:57. Cod.: 00165442-05

Sendo Luiz Nascimento Substituto
Selo: 024604.NCM1442.01793, Consulte autenticidade em www.tjes.jus.br
Qtd 1 - Emolumentos: R\$ 3,95 Taxas: R\$ 0,80 Total: R\$ 4,75



HOSPEDAGEM

Hotel Casa Blanca Resort

Av Dr. Claudio Jose Gueiros Leite, 7040, Paulista, 53437-530

Fone: (81) 3435.8522

reservas@hotelcasablanca.net.br

www.hotelcasablanca.net.br

Amoaras Hotelaria LTDA

Endereço: Rua **Amoaras Resort**, 525 - **Maria Farinha** - Paulista-PE

Fone (81) 3436-1331 / 3436-1221 Fax (81) 3436-1795

e-mail: **hotel**@hotelamoaras.com.br

www.hotelamoaras.com.br

Hotel Kuara Uca

Rua Pirarucu, nº 03 – Maria Farinha – Paulista/PE

(81) 34363101

reservas@hotelkuarauca.com.br

www.hotelkuarauca.com.br

A handwritten signature in black ink, consisting of a large, stylized 'M' or 'A' shape with a loop at the top and a tail extending downwards.