



H O B I E

WINTER 2015

HOTLINE

VOLUME 44 NO. 1



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





Sun., Jun. 7th
PRACTICE RACING

Mon., Jun. 8th - Fri., Jun. 12th
CHAMPIONSHIP SERIES

Hosted By The Incomparable Clear Lake Yacht Club

SUMMER SAILING PARTY

HOBIE CAT 2015

REVISED 01-23-2015

NOTICE OF RACE

Organizing Authority:

Hobie Class Association of North America, hosted by Clear Lake YC.

Venue: Clear Lake Yacht Club, Clear Lake, Iowa. Sailing on Clear Lake.

Rules: The regatta will be governed by rules as defined by the 2013-2016 Racing Rules of Sailing. This will be an International Event, therefore, pursuant to the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 is deleted.

Classes: The regatta is open to all class legal Hobie Cat 17s.

Eligibility: Per IHCA Class Rule 26, all competitors must be members of the Hobie Class Association.

Insurance: Each team must show proof of \$100,000 USD liability coverage.

Entries: \$270 early / \$300 late. Late registration applies after 5/08/2015. \$50 social package (three dinners). Individual dinner tickets available. Register through Regatta Network. www.regattanetwork.com

Measurement: Boats will be weighed and inspected for class rule compliance at this event. Competitors are responsible for ensuring their equipment is class legal according to the IHCA class rules. During the competition any boat may be subject to inspection and/or protested for non-compliance with the IHCA class rules.

Schedule

Sunday, June 7
10:00 AM - 6:00 PM - Check In /
Registration at the venue
1:00 PM - Practice Racing

Monday, June 8
8:00 AM - 9:30 PM - Final Check In /
Registration at the venue
10:00 AM - Competitors' meeting
11:30 AM - 1st warning signal

Tuesday - Thursday, June 9-11
First warning 10:00 AM

Friday, June 12
Racing Continues - first warning 10:00 AM
2:00 PM - No warning signal after this time.

Trophies: Will be awarded at the awards dinner Friday evening.

Accommodations

There are many hotels to choose from, excellent camping close by and many rentals available within walking/biking distance to the YC. Contact organizers for information. No host hotel will be set up.

Information: Steve Brewer - 319-240-7826
steve.d.brewer@usbank.com
Chris Wessels - 641-425-8720
xanderwess@yahoo.com



NORTH AMERICANS

FOOD!
FUN!

SAND!
SUN!

For Ages 3 to 100. This All Star Cast



The Official Publication of the Hobie Class Association of North America

WINTER 2015 VOLUME 44, NUMBER 1

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HOTLINE

Design and Production by



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The Hobie Class Association **HOTLINE** is the official publication of the Hobie Class Association of North America (HCA-NA). Contents © 2015 HCA-NA. All rights reserved: reproduction in whole or in part without permission is prohibited. It is distributed four times a year to HCA-NA Members. Its goal is to keep the North American Region informed of the business of the Class Association. Questions and suggestions should be directed to the address below. The HCA-NA is proud to be a member of the United States Sailing Association (US Sailing).

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.

HOBBIE CLASS ASSOCIATION **HOTLINE**
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thecommondenominator



It's in our nature, we want to improve, do more, have more fun, and make things better. This is also the focus of our Class Association. We are not here to regress, we are not here to say, "Look what we used to be!" We are here to shout, "Look who we are, look at where we are going!" We want you to enjoy what we enjoy!" There is no question that the more people that share our

Hobie experience, the more it enhances our own experience.

Class growth has become the focus for our International Class Association and Hobie Cat Worldwide. With an active interest in growth, we have looked at defining who we are and what it is that has kept so many of us involved for so long. Not being rocket scientists, we have found the answer. It's the Hobie Way of Life. So all we have to do is promote this, and all will be good. Sarcasm aside, there is some truth to this. In order to promote the Hobie Way of Life, we first need to define the term and break it into marketable concepts. When we spoke with our active racing sailors, we found several threads that seemed to be shared. I would like to briefly touch on some of the thoughts conveyed.

The family bond was probably the most dominant response. In an attempt to simplify this broad statement, I would like to touch on two of its components. Hobie sailing is a family activity. We were introduced most frequently to the sport by members of our immediate family and we spend our time on and around the water with our family. It's pretty cool, when you think about it. This in itself is probably one of our key building blocks. Another component of family is the relationships that are formed between Hobie sailors throughout the world. There is a family type of trust, cooperation, helpfulness, and support that binds us. There is a common language in the Hobie Spirit. To clarify, when I say Hobie Sailors, I refer to the whole team, many of which never go on the water. The mom and pop coaches, the band-aid and duct tape doctors, the boat lifters, the sandwich makers, and even the organizers and administrators.

Another theme expressed frequently in regards to racing is the fierce competition between friends. The implications being that even though Hobie sailors can be world-class and extremely competitive, when they come off the water the friendships and camaraderie prevail. A good description, and probably the best reference to Hobie racing was one put forth by one of our Puerto Rican sailors, "Hobie Sailors respect one another on the water, and play together off the water." Respect is exactly the ideal and concept we want to embrace. Respect applies to all the levels and types of sailors. Respect should be the Portsmouth rating for Hobie sailing, and the anthem for the Hobie Way of Life.

Family and respect *are* the Hobie Way of Life.

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Santa Catalina is a-waitin' for me



photo / illustration credits

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 Hobie History – **Ruth Branscombe, IHCA, Katie Blaaid, Paul Carter**
 This Old Hobie – **Gordo Bagley**
 Happy Birthday to the Wave – **Hobie Cat, Wendy Larsen, Murray Sill**
 New Jersey North Americans – **Wendy Larsen, Dafna Brown**
 16 North Americans – **Ron MacArthur, Mike Walker, Ron Holm**
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on the cover

A tight A-mark rounding at the 16 NACs

Photo by Ron MacArthur



*Hobie Way of Life
Regatta*

Midwinters West

Area Championship

April 10th-12th

2015

SEARCHLIGHT

FLEET 51
Team
LAS VEGAS
Est. 1972

6-Mile Cove
Lake Mohave



First Annual
Campy's
Cardboard Boat Race
5\$
Entree fee

Email lvfleet51@gmail.com
for registration and rules

DUCT TAPE AND CARDBOARD TREATS ALL

NOTICE OF RACE:

- ORGANIZING AUTHORITY:** Hobie Class Association of North America/HCA Div. 2 and Hobie Fleet 51
- RULES:** The regatta will be governed by the rules as defined in the 2013-2016 Racing Rules of Sailing (RRS)
- ADVERTISING:** Advertising is allowed in accordance with RRS-80 and ISAF Advertising code (regulation 20).
- ELIGIBILITY AND ENTRY:** This event is open to all class legal Hobie Cats. Pursuant to IHCA Rule 26, one crew member on each boat must be a current member of the HCANA. HCANA membership forms will be available at registration.
- RACING SCHEDULE:** Open registration on 4/10/15 from 1300 to 1700. & 4/11/15 from 0800 to 0900. Practice races may be held in the afternoon of 4/10/15. This event will have 2 days of racing (4/11 & 4/12) with the objective of 3-5 races per day back to back. First warning signal will be at 10:00 on 4/11.
- REGISTRATION FEES:** All boats Pre-registration by March 15 - \$70.00. Register by 3/15/15 to avoid 30\$ late fee. Late registration 100\$. Register @ www.Regattanetwork.com.
- SOCIAL SCHEDULE:** Welcome party and dinner on 4/10 at 1800. Dinner on 4/11 at 1800. Breakfast to be served on 4/11 & 4/12 time to be announced.
- MEASUREMENT:** Boats will not be weighed at this event. Competitors are responsible for ensuring their equipment is class legal. Crew members will be weighed in accordance with the class rules. During competition any boat may be subject to inspection.
- SAILING INSTRUCTIONS:** The sailing instructions will be available at registration.
- VENUE:** On Lake Mohave based out of Six-Mile Cove.
- INSURANCE:** Participating boats shall have third party liability insurance with a minimum coverage of not less than \$100,000. Insurance must be presented at registration.
- HOST HOTEL:** This event has no host hotel. Dry camping only.
- ALTERNATE ACCOMMODATIONS:** Cottonwood Cove Resort & Marina 702-297-1464 (10 mi. away) or El Ray Motel (702) 297-1144 located in Searchlight NV (13 miles away).
- CONTACT INFO:** Fleet Officers - lvfleet51@gmail.com

Sunday April 12th
8:00 am, Shotgun Start



HOBIE MID-WINTER EAST OCEAN SPRINGS YACHT CLUB APRIL 10-12, 2015

NOTICE OF RACE

Organizing Authority: Hobie Class Association of North America, hosted by Ocean Springs Yacht Club.

Venue: OSYC, Ocean Springs, MS

Rules: The regatta will be governed by rules as defined by the 2013-2106 Racing Rules of Sailing. This will be an International Event, therefore pursuant to the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 is deleted.

Classes: The regatta is open to all Hobie Cat One-Design classes. Starting Groups will be determined after all registrations have been received.

Eligibility: Per IHCA Class Rule 26, one crewperson on each Hobie Cat brand boat must be a 2015 Hobie Class Association member.

Insurance: Each team must show proof of \$100,000 USD liability insurance
Entries: Singlehanded - \$75 / Double handed - \$125. Register through Regatta Network. www.regattanetwork.com

Measurement: Boats will not be weighed or measured at the event. However, competitors are responsible for ensuring their equipment is class legal according to HCA Class Rules. During the competition any boat may be subject to inspection.

Trophies: will be awarded as soon as possible after last race on Sunday.

Accommodations:

Gulf Hills Hotel (866) 875-4211

Golden Nugget Casino (228) 435-5400

Travelodge Ocean Springs (228) 215-1144

Limited primitive RV parking and camping on-site for a modest fee

SCHEDULE

Thursday, April 9, 2015

3:00 - 7:00 pm Check In/Registration
6:00 pm Welcome Party

Friday, April 10, 2015

9:00 am Registration
9:30 am Competitors' Meeting
11:30 am 1st Warning Signal
6:00 pm Dinner at Club - \$15/person

Saturday, April 11, 2015

Racing continues - 1st Warning TBD
6:00 pm Dinner Party

Sunday, April 12, 2015

Racing Continues - 1st Warning TBD
2:00 pm No Initial Warning Signal after this time



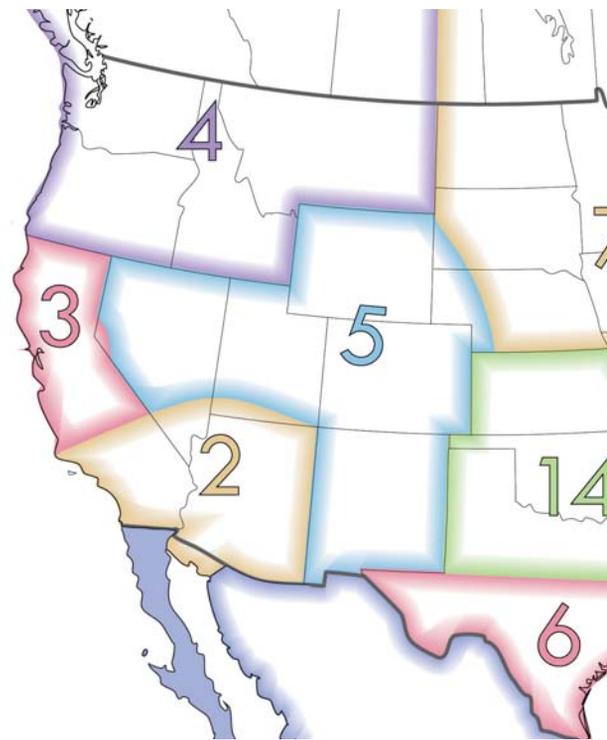
Information: Jay Shuman – fleetcaptain@osyc.com

DIVISION 4

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
214	May 2-3	Whack-a-Doodle Regatta Cultus Lake, BC	Paul Evenden	604-816-3043 pevenden@telus.net
95	May 9	Hobie 101 Sail Sand Point, Seattle, WA	Jerry Valeske	425-432-7749 gvaleske@verizon.net
COSA	May 16-17	Spring Time Regatta Kelowna, BC	Gillian Thomson	250-764-1104 cosa@okanagan.net
EYC	June 13-14	Living on the Edge Regatta Fern Ridge, OR	Roeland Kapsenberg	thekapsenbers@comcast.net
HCANA Div. 4 95	June 26-28	Hobie Wave Youth North Americans Sail Sand Point, Seattle, WA	Laura Sullivan	425-432-7749 laura.kay.sullivan@gmail.com
95	June 27-28	Splash Regatta Sail Sand Point, Seattle, WA	Laura Sullivan	425-432-7749 laura.kay.sullivan@gmail.com
WIRW	July 18-19	Whidbey Is. Race Week - Dinghies Oak Harbor, WA	Charley Rathkopf	charley.rathkopf.org
Div. 4	Jul 25-26	Northwest Area Championships Lake Quinault, WA	Al Jones	360-249-3388 atkjones@century.net
HCANA Div. 4 95	Jul 27-29	Hobie 16 Youth North Americans Lake Quinault, WA	Laura Sullivan	425-432-7749 laura.kay.sullivan@gmail.com
95	Aug 22-23	Smoke on the Water Skamokawa, WA	Peter Nelson	206-992-6637 nelson.peter1@live.com
214	Aug 29-30	Harrison - Div. 4 Champs Harrison Hot Springs, BC	Paul Evenden	604-816-3043 pevenden@telus.net
95	Sept 26-27	Youth Event - Octoberfest Sail Sand Point, Seattle, WA	Caleb Tarleton	425-557-8108 calebtar@comcast.net

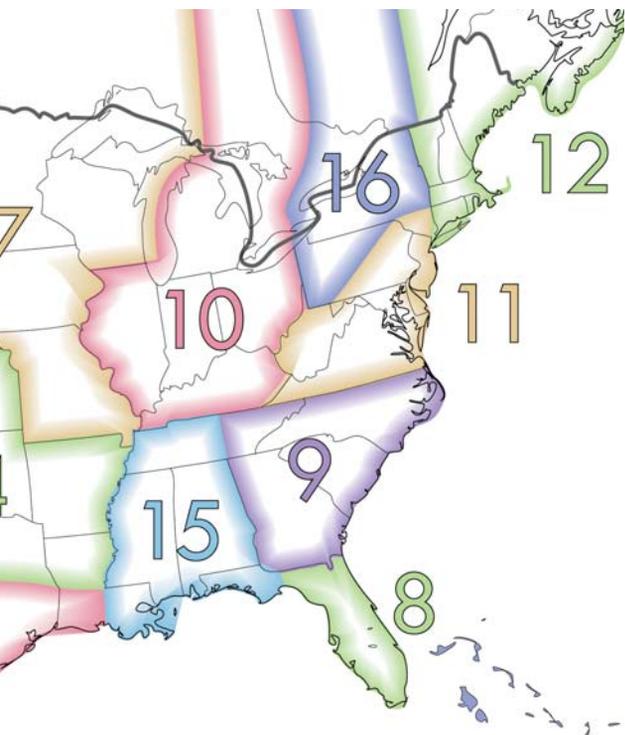
DIVISION 3

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
259	April 18-19	Hobie Days Regatta Avila Beach, CA	Tom Sinnickson	415-505-0079 tlsinnickson@gmail.com
20	May 16-17	Wet & Wild Regatta Woodward Reservoir, CA	Mike Little	209-640-3755 mlmm@clearwire.net
240 SCYC	May 30-31	Kick-Off Santa Cruz, CA	Dwight Manning	408-229-9303 dwight916@earthlink.net
62 FYC	June 27-28	Commodore's Classic Huntington Lake, CA	Sean Tomlinson	559-284-0165 h16@comcast.net
Div 3	July 3-5	Otter Regatta Monterey Bay, CA	Steve Boese	lakecat1620@yahoo.com
20 281	July 18-19	Round Treasure Island Alameda, CA	Bill Boyd	keboyd_4@yahoo.com
HCA-NA Div. 3 FYC	Aug 1-2	Mile High Regatta North/South Challenge Huntington Lake, CA	Sean Tomlinson	559-284-0165 h16@sbcglobal.net
HCANA Div 3 FYC	Aug 3-7	Hobie 18 / 20 North Americans Huntington Lake, CA	Scott Erwin	805-610-7812 wscotterwin@yahoo.com
SBYC Div. 2	Aug 15-16	Wine & Roses Regatta North/South Challenge Santa Barbara, CA	Steve Leo	562-547-9092 steve@infocuspromo.com
SBYC	Aug 30	Jazz Cup - TI to Benicia North SF Bay, CA	South Beach Yacht Club	
281	Sept 12-13	Shark Feed Bodega Bay, CA	Bill Boyd	707-799-6826 keboyd_4@yahoo.com
Div. 3 RYC	Sept 26-27	Division 3 Champs Richmond, CA	Gene Harris	510-612-2036 gene@pedrick.org
281 CPYC	Oct 16-17	Coyote Point Fun Regatta Eureka, CA	Bill Boyd	keboyd_4@yahoo.com
RYC	Oct 24-25	Great Pumpkin Pursuit Race SF Bay, CA	Richmond Yacht Club	



DIVISION 2

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
88	Mar 14-15	HavaMega Regatta Lake Havasu, AZ	Rex Miller	760-801-4968 rextreme99@hotmail.com
51	Mar 21-22	Fish Taco Cup San Felipe, MEX	Becky Ashburn	hcanatreasurer@gmail.com
51	April 11-12	Midwinters West Lake Mojave, NV	Fleet 51	lvfleet51@gmail.com
66	May 2-3	Cinco de Mayo Puerto Peñasco, MEX	Bill Feil	480-818-0494 bfeilaz@hotmail.com
941	May 16-17	Sand Hollow Classic St. George, UT	Raul Hevia	435-634-8106 raulh7814@msn.com
ABYC	May 23-24	Memorial Day Regatta Long Beach, CA	Alamitos Bay YC	abyc.org
4	June 20-21	San Diego Classic San Diego, CA	Scott Wentworth	hobiejeepscoott@yahoo.com
ABYC	July 18-19	ABYC Multihull Invitational Long Beach, CA	Alamitos Bay YC	abyc.org
HCANA Div 3 FYC	Aug 3-7	Hobie 18 / 20 North Americans Huntington Lake, CA	Scott Erwin	805-610-7812 wscotterwin@yahoo.com
SBYC	Aug 15-16	Wine & Roses Regatta North/South Challenge Santa Barbara, CA	Steve Leo	562-547-9092 steve@infocuspromo.com
ABYC	Aug 29-30	Labor Day Regatta Long Beach, CA	Alamitos Bay YC	abyc.org
434	Sept TBD	Lake Arrowhead Regatta Lake Arrowhead, CA	Chris Dunn	909-336-6769 dunndl@charter.net
434	Sept TBD	Big Bear Lake Big Bear, CA	Chris Dunn	909-336-6769 dunndl@charter.net
514	Oct 10-11	Piñata Regatta Puerto Peñasco, MEX	John Eger	jeger@cox.net
ABYC	Nov 21-22	Turkey Day Regatta Long Beach, CA	Alamitos Bay YC	abyc.org



DIVISION 5

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
50	May 23-24	Prairie Winds Boyd Lake, Loveland, CO	Dave Daniel	970-402-4867 ddaniel843@comcast.net
61	June 6-7	ReUnion Regatta Union Res., Longmont, CO	Len Dolhert	ldolhert@alum.mit.edu
61	June 27-28	Tropical Dreams Regatta Lake McConaughy, NE	Fleet 61	www.hobiefleet61.org
156	July 11-12	Family Hobie Fun Day Glendo Reservoir, WY	Stuart Hill	307-265-6782 boarderstu@bresnan.net
61	Aug 6-7	Hobie Fun Day W/Craig Hospital Cherry Creek Res, Denver	Max Hinneberg	Hinneberg@JM.com
61	15-Aug	Hobie Youth Day w/Sea Cadets Union Res., Longmont, CO	Fleet 61	www.hobiefleet61.org
61	Sept 4-7	Mac Attack Lake McConaughy, NE	Fleet 61	www.hobiefleet61.org
USC	Sept 26-27	Oktoberfest Union Res., Longmont, CO	Union Sailing Club	www.unionsailingclub.org

REGATTA LEGEND:

Points Regatta

Area Championship

Non-Points Regatta

North American Championship

POINTS RESULTS GO TO:
HOBIESCORES@YAHOO.COM

DIVISION 7

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
475	May 30-31	Hobie 17 Divisionals Storm Lake, IA	Andy Larson	712-661-9236 larsona@iiv.net
HCANA 10	June 8-12	Hobie 17 North Americans Clear Lake, IA (Clear Lake YC)	Steve Brewer	319-240-7826 steve.d.brewer@usbank.com
475	June 27-28	Storm Chaser Regatta Storm Lake, IA	Wendy Larson	712-661-9236 larsona@iiv.net
52	July 11-12	BEYC Regatta Green Lake, MN	Ted Jagger	651-429-1950 jaggerted@msn.com
291	Jul 25-26	Lewis & Clark Lake Yankton, SD	Mike Nesheim	605-929-8365 powder.h@hotmail.com
84	Aug 15-16	Saylorville Regatta (8th Youth Big Creek)	Roger Taha	515-262-9497 rtaha@mchsi.com
10	Aug 22-23	Clear Lake Regatta Clear Lake, IA	Steve Brewer	319-240-7826 steve.d.brewer@usbank.com
10	Sept 5-6	Hobie 16 Divisionals Clear Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com
123	Oct 3-4	Muddy Waters Regatta Carlyle, IL	Ashley Enders	314-265-3253 ashleye@stlcom.com

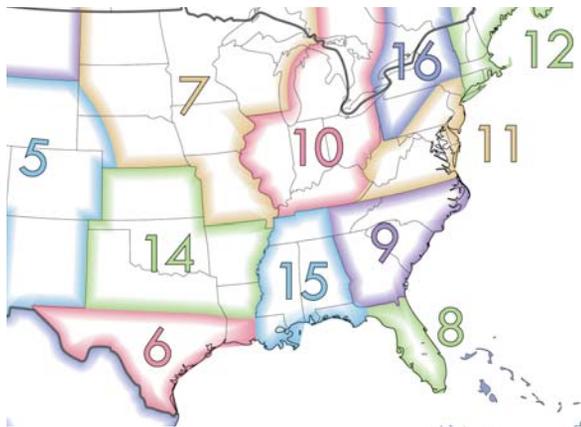
DIVISION 10

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
CRAM	May 16-17	CRAM / CSYC Regatta I Crescent Sail YC, Detroit		www.cramsailing.org
CRAM	June 20-21	North Cape Regatta NCYC, LaSalle, MI		www.cramsailing.org
CRAM	July 11-12	Caseville I Regatta Caseville, MI		www.cramsailing.org
CRAM	Jul 25-26	Caseville II Regatta Caseville, MI		www.cramsailing.org
CRAM	Aug 15-16	Muskegon Regatta Muskegon, MI		www.cramsailing.org
CRAM	Sept 12-13	Tawas Regatta Tawas, MI		www.cramsailing.org
CRAM	Sept 26-27	Higgins Lake Regatta Roscommon, MI		www.cramsailing.org
123	Oct 3-4	Muddy Waters Regatta Carlyle, IL	Ashley Enders	314-265-3253 ashleye@stlcom.com
CRAM	Oct 3-4	CRAM / CSYC Regatta II Crescent Sail YC, Detroit		www.cramsailing.org

DIVISION 14

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
131	May 16-17	Daggerless Regatta Lake TBD, OKC, OK	John Mork	405-229-8817 jmork1@cox.net
23	May 23-24	41st Mid Americas DCYC, Lk Lewisville, Lewisville, TX	Aris Tsamis	972-241-1498 aris@mariner-sails.com
297	June 13-14	Point4Points Clinton Lake, Lawrence, KS	Blair Sutton	785-979-9922 blair.sutton@gmail.com
251	Aug 29-30	Okie State Champs Lk Lawtonka, Lawton, OK	Jimmie Smith	lawtonkarvpark@tds.net
25	Oct 3-4	Tulsa Cat Fight Keystone Lake, OK	Dan Jarrett	918-630-5563 djarrett@consumerlogicresearch.com
297	Oct 17-18	Frayed Knot Clinton Lake, Lawrence, KS	Ron Holm	913-721-9977 ronholm@hotmail.com

2015 regattaschedule



DIVISION 16

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
204 NAF18	May 16-17	39th Madcatter Syracuse, NY	Bob Longo	315-637-3958 rmlongo@aol.com
WRSC	June 13-14	Water Rats Regatta Toronto, ONT	Water Rats Sailing Club	
PSC	July 11-12	Sam Meyers Memorial Andover, OH	Pymatuning Sailing Club	
OYC	Aug 8-9	Oswego YC Regatta Oswego, NY	Adam Atherton	adamrosie@gmail.com
MSC	Aug 22-23	Hobie 14 North Americans Missisauga, ONT	Dan Borg	416-254-8882 dborg@toyota.ca
CYC	Sept 12-13	Canandaigua Multihull Canandaigua, NY	Sue Bennett	585-469-6161 sharkoops5@aol.com
WRSC	Oct 3-4	Water Rats Regatta Toronto, ONT	Water Rats Sailing Club	

DIVISION 15

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
70 OSYC	April 10-12	Midwinters East Ocean Springs, MS	Judi Altman OSYC	crzymnd@yahoo.com 228-365-4169
OSYC	April 25-26	1699 Regatta Ocean Springs, MS	Joe Proceva OSYC	www.osyc.com
OSYC	May 23-24	Slip to Ship Ocean Springs, MS	Joe Proceva OSYC	www.osyc.com
OSYC	July 4-5	Horn Island Hop Ocean Springs, MS	Joe Proceva OSYC	www.osyc.com
70	Aug 29-30	Katrina Regatta Ocean Springs, MS	Joe Proceva OSYC	www.osyc.com
HCANA	Sept 20-25	Hobie 16 North Americans Pensacola, FL (Pensacola YC)	Mike McNeir	850-585-3285 mcneir080605@centurylink.net
70	Oct 31- Nov 1	Shearwater Regatta Ocean Springs, MS	Joe Proceva OSYC	www.osyc.com

DIVISION 11

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
54	May 2-3	Gunpowder Regatta Gunpowder, MD	Dan Flanigan	410-821-6761 dfp135@msn.com
250	June 6-7	Sandy Hook Regatta Atlantic Highlands, NJ	Greg Raybon	732-747-4327 graybon@verizon.net
443	June 20-21	Spray Beach Spray Beach, NJ	Ron LaPorta	610-384-8443 ronlaporta@verizon.net
250	July 4-5	Statue of Liberty Race Atlantic Highlands, NJ	Greg Raybon	732-747-4327 graybon@verizon.net
416	July 18-19	Barnegat Breezer Barnegat Bay, NJ	Tom Burnley	610-389-2605 Tom.Burnley@comcast.net
54	Jul 25-26	Special Olympics St. Marys, MD	Dan Flanigan	410-821-6761 dfp135@msn.com
250	Aug 1-2	Blue Water Regatta Sandy Hook, NJ	Greg Raybon	732-747-4327 graybon@verizon.net
SAYC	Aug 15-16	Shore Acres YC Regatta Shore Acres, NJ	Garret Hogan	732-778-7960 ghogan@dsant.com
106	Sept 12-13	Fall Classic Rehoboth Beach, DE	Bill Colgan	302-475-9083 hobie106@speakeasy.net
RHYC	Oct 3-4	Rock Hall YC Regatta Rock Hall, MD	Harry Murphy	610-717-8207 harrymurphy@yahoo.com

DIVISION 9

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
EMSA	April 25-26	Midlands Multihull Reg. Camden, SC	Lake Wateree Sailing Club	
EMSA	June 6-7	Duck Cup Kitty Hawk, NC	Nor'Banks Sailing	
CSC	June 20-21	Governor's Cup Regatta Kerr Lake, NC	Carolina Sailing Club	
EMSA	Sept 12-13	Catfest Charlotte, NC	Lake Norman Yacht Club	
LWSC	Oct 10-11	Indian Summer Regatta Lake Waccamaw, NC	Philippe Laurent	pbl@ideos.com
EMSA	Nov 7-8	Last Cat Regatta Seneca, SC	Keowee Sailing Club	

REGATTA LEGEND:

Points Regatta

Area Championship

Non-Points Regatta

North American Championship

POINTS RESULTS GO TO:
HOBIESCORES@YAHOO.COM

DIVISION 8

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
CHYC	Feb 5-8	Charlotte Harbor Regatta Punta Gorda, FL	Brian Gleason	gleason@sun-herald.com 941-206-1133
5 GYC	April 24-26	GYC Multihull regatta Gulfport, FL	Geoff Hartman	GYC.2015.MH.Races@gmail.com
IRYC 80	May 23-24	Kelly Park River Regatta Merritt Island, FL	Mike Nulf	321-604-2650 mnulf@cfl.rr.com
80	June TBD	Summer Sizzler Daytona Beach, FL		www.fleet80.com
LESC	Oct 3-4	Wildcat Regatta Lake Eustis, FL		lakeeustissailingclub.org
SSS	Oct 16-18	9th Buzzelli Rendezvous Sarasota, FL		

2015hcaboard/contacts

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Hobie Cat Company
www.hobiecat.com

Hobie Cat Community Forums
www.hobiecat.com/forums



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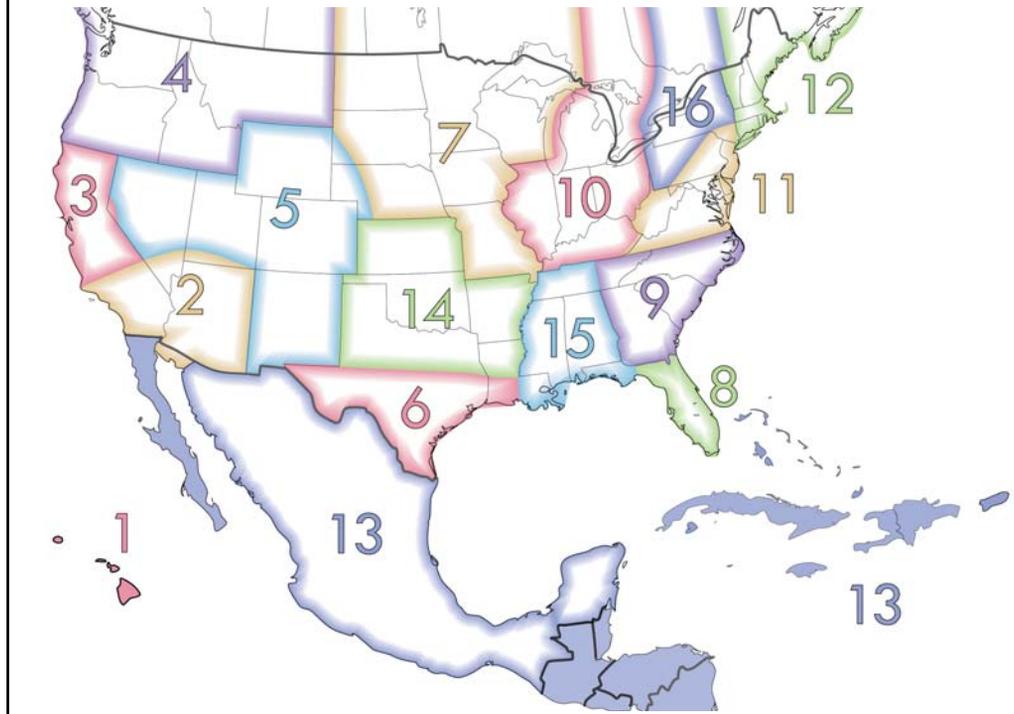
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News and Notes

Hobie Cat Announces Videos by Gary Jobson

The International Hobie Class Association, the Hobie Class Association of North America and Hobie Cat World Wide announce the release of two videos produced by Gary Jobson that document Hobie sailing and the “Hobie Way of Life.”



“Defining a Hobie Cat sailor is easy. These are passionate sailors who know how to work hard, and play hard. Our film crew was invited to the recent North American Championship to document this enduring class. Sailors from across North America spent five days racing in a wide variety of wind conditions, spending their precious vacation time socializing and racing hard. Many sailors referred to the class as “family.” I find the culture in the class to be uplifting. The veteran sailors were always available to help the less experienced. One sailor remarked, “The stronger the competition, the better the sailor

I become.” The list of competitors ranged in age from 15 to 75. The interviews with the sailors tell the story of why so many are attached to the Hobie way of life. The Hobie Cat is a boat that was first introduced in 1968 and continues to provide great racing and great events. We hope our videos inspires many new sailors to join one of the Hobie Classes.” Gary Jobson

The videos can be found on Hobie Cat’s YouTube channel and there’s a link on the Hobie Cat web site home page www.hobiecat.com

Dues are due!
Renew your HCANA membership at:
www.hcanamembers.com

39th Madcatter to Feature “Classic Hobie 16 Class”

Hobie Fleet 204’s Madcatter Regatta is legendary for its early season racing, its camaraderie, and especially its parties - which start a week in advance at the Madhatter! This year, they will be trying something new to help get old boats back on the water - a “Classic Hobie 16 Class.”

Details were still sketchy at press time, but the class would consist of boats (including sails) that are at least twenty years old. These older boats would have a separate start and race against themselves, and not against the newer boats.

Contact Bob Longo blongo@simplysurgical.com for info.



HobieHistory

Milestones in the Hobie Family

Gillian Thomson Honored by Canada's Central Okanagan Sports

Described as an organizational powerhouse at the local, provincial, national and international level of sailing, Gillian Thomson was inducted into the Central Okanagan Sports Hall Of Fame Museum as a builder.

Still active as a member of the Canadian Yachting Association

and the International Federation for Disabled Sailing, Thompson was president of the Central Okanagan Sailing

Association from 2004 to 2007 and director for Learn to Sail programs at COSA and B.C. from 1994 to 2011.

"There is no one in Canada who has turned more females on to sailing than Gillian," said Ron Rubadeau, a former superintendent of the School District 23 and a sailing enthusiast. "Sailing is not her job, it's her passion"

The Kelowna native played a major role in COSA being recognized as having the best sailing school in Canada in 1991 and 2000 by the Canadian Yachting Association. She was also named B.C. Sailing's volunteer of the year in 2007.



Blaine Dodds Named South African Sailor of the Year

Blaine Dodds needs little introduction as he is an incredibly accomplished sailor who holds 31 South African National sailing titles, and countless others on the international scene.

In recent months he has been in the spotlight at the Hobie 16 Worlds in Australia, and closer to home he has just won a hard-fought battle to take the South African Hobie 16 and Hobie 14 nationals titles.

After an eventful four days of racing off Port Elizabeth for the 2014 Boardwalk Hobie 16 National Championships, Blaine won his 17th Hobie 16 National Title – a title which has eluded him for the last three years. And once again the magnificent Hobie 16 floating trophy is back at 'home' in his Plettenberg Bay home.

And besides this recent Hobie 16 National title, Dodds also won the Hobie 14 Nationals held at Knysna Yacht Club – that being his 10th Hobie 14 national title.

At the recent Hobie 16 World Championships Blaine was also awarded what was probably the most prestigious title of them all – an award recognising that he has the most podium positions of anyone in the world at World Championship events. What more can one say as this simply underlines his talent and pedigree.?

More importantly he is also a great sportsman and gentleman both on and off the water as he is always more than willing to share the knowledge he has acquired over many years. As his mates say, "he's like a good red wine – he just keeps getting better with age!"



Chuck Blair — October 23, 2014

Chuck and Andy Larson at the 2007 Hobie 20 North Americans in Yankton, SD.



Chuck Blair passed peacefully in his sleep on after a heroic four year battle with cancer. He lived in Hawaii and Chula Vista, CA while his father served in the US Navy

before moving to North Little Rock, home of his mother's family. After that, he was a life-long resident of Arkansas.

Chuck ultimately become the owner of Blair's British Car Service which he continued to run in North Little Rock for 39 years. He was very dedicated to and loved by his customers, there was no job too big and he loved the challenge of fixing anything that no one else could.

Chuck was probably most passionate about his sailing at the Grande Maumelle Sailing Club and in Hobie regattas across the country. He greatly loved his boats, his crews, and all his fellow sailors.

Memorials may be made to 1st Lutheran Church, 314 E. 8th St, Little Rock AR 72202; Any Animal Rescue Organization of your choosing; or the Arkansas Symphony Orchestra, P.O. Box 7328, Little Rock AR 72217.

Todd Christensen — November 20, 2014

It is with heavy hearts, and great sadness, we report the loss of a super sailor, husband, son, and

friend to all of us. Todd Christensen passed away November 20th, at his parents home while recovering from major surgery. Starting at the age of thirteen, Todd was a big part of the Hobie Cat family, over time joining the International F-18 Class Catamarans, and keel boat fleets as a member of the Shrek team. Todd

could do it all, from foredeck to skipper, on a large monohull, a fast F-18 or master of the Hobie 16. As an engineer and master craftsman, Todd helped our sailing community immeasurably. From storing and transporting race gear,

to modifying trailers for hauling as many boats as possible to events. In his spare time, he volunteered to man chase boats, help with youth programs, organize regattas, and hold various officer positions in our

Division and Local Fleets.

In lieu of flowers, donations may be made in his name for new sailors at Sail Sand Point Youth Sailing <http://www.sailsandpoint.org/support-ssp/>





Organizing Authority: The Hobie Class Association of North America and Division 4.

Sailing Venue: Sail Sand Point, Seattle, Washington. This is a light to medium wind site. We will be starting later in the day as the afternoon thermals develop.

Rules: The event will be conducted in accordance with the Racing Rules of Sailing, the International Hobie Class Association class rules, and, US Sailing prescriptions to the RRS, except, as this is an international competition, the prescription to RRS 40 will not apply.

Eligibility, Entry, and Classes: The event is open to Hobie Waves. Per IHCA Rule 26, all skippers must be 2015 HCA members. Competitors must be under the age of 21 before or on December 31st, 2015.

Registration and Fees:

Early Registration by May 26th, 2015 – \$100

Late Registration after May 26th, 2015 – \$125

A refundable damage deposit of \$250 is required.

Registrar: Paul Evenden (604)-816-3043 / pevenden@telus.net

Online Registration: www.hobiediv4.org

Racing Schedule: Registration and check-in will take place on 6/25/15 – 2:00 pm to 6:00 pm, as well as 6/26 – 9:00 am – 10:00 am.

The Regatta will have three days of racing (6/26/15 – 6/28/15). **Boats will be provided by Sail Sand Point.** If you have a class legal Hobie Wave, feel free to bring your own boat. If there are more competitors than boats, a rotation format of the Sail Sand Point boats will be used. The first warning signal will be at 12:00 on 6/26/15.

Social Schedule:

6/26/15–Welcome Dinner Party;

6/27/15 Mid-event Dinner Party;

6/28/15 Awards Banquet and Dinner

** Breakfast and dinner will be provided, along with beverages and snacks for competitors or anyone purchasing an event social ticket.

Measurement: Boats will not be weighed in at this event. Competitors are responsible for ensuring their equipment is IHCA Class Legal. During the event, any boat may be subject to inspection.

Advertising: Boats may be required to display advertising chosen and supplied by the organizing authority.

Sailing Instructions: The sailing instructions will be available at registration.

Insurance: Each privately owned boat participating boat shall have current third party liability insurance with a minimum coverage of \$100,000. Proof of insurance will be required. Competitors using Sail Sand Point boats will not need to insurance.

Camping, RV Parking & Accommodations: Free tent camping and dry RV parking is available.

Trophies: Trophies will be awarded based on number of pre-registrants.

Information: Event Chairs:

Laura Sullivan 425-432-7749 /

laura.kay.sullivan@gmail.com

Facebook:

<https://www.facebook.com/hobiediv4nas>

This Old Hobie

Hobie Wave Classic Trampoline Corset Project

Text and Photos By Gordo Bagley

The HCA-NA has been good to me, and over time it has been a pleasure to sail and race a number of the great boats built by Hobie Cat. Several years ago, I came upon a Hobie Wave for sale. This '95 classic version of the Wave had a story. Many years ago, this boat showed up on a beach in Florida after a hurricane. Except for the sail, it was intact. It went through a several owners and ended up in Henderson, Nevada. The fellow who owned this Wave for a number of years before me had a custom trailer made and bought a new sail. I had seen it out on Lake Mead a few times several years ago. Rex Miller, who at the time was running Hobie Cat's shipping department, could find no records for when and where it was shipped in 1995. Because of its backstory, I named my Wave 'Wilson', after Tom Hank's volleyball friend in the movie Castaway.

I stored the boat at Lake Havasu for several years, never getting a chance to sail it, except once at Lake Arrowhead in 2010. Early this year, I picked it up and brought it to Las Vegas to work on. Right away

I took it out to sail on Lake Mead. It was on a breezy day and there it was that I got a good chance to feel a Hobie Wave in 20 knots of Lake Mead wind. This old model of mine has an aging solid white one piece tramp with four soda/beer can holders built in. The tramp has little tension and is quite loose. Sailing in a breeze, the tramp noticeably flops about. One of the major problems is that it acts as a water catch from spray off the bows. Quickly enough, it can fill a good portion of the center aft section with gallons of water. Several times, a puddle has formed holding maybe four or five gallons. The small grommet scuppers take forever to drain the catch. So, after some thought, I decided to fix the problem (some might say the hard way). After finishing this project the water problem is permanently and completely eliminated. Here's what you'll need **[1]**:

- Non-chlorinated brake cleaning spray (CRC Brak-leen is a mixture of acetone, toluene and methanol – highly flammable and generally nasty stuff – only use in a well-ventilated area, wear protective gloves and test it on a small, inconspicuous area of your trampoline before you accidentally melt a hole in it or take the color out.)
- Marking pen
- Scissors
- Awl
- Drapery rod cord (poly cover/fiberglass core UV proof)
- Marine or RV 'GOOP' (UV resistant) 3 tubes
- Terry towels
- Batten for straight edge

Not shown are a good multi-tool and both vinyl protective glove and sailing gloves and optional brass grommets for the lacing holes.





Mark for cutting a 2" strip out of the center strip of solid trampoline material [2], about three-quarters up from aft. Thoroughly clean up the surrounding surface of oils and soils by using the can of brake cleaner sprayed on a terry towel and rubbing vigorously. Photo [3] shows this completed and you can see the whiter surface. Use a knife to start the cut and change to scissors to complete.

Now make some additional small cuts for folding over the center sides of the corset [3]. Two layers suffice for strength.

Using the Marine or RV 'GOOP', follow instructions on the package for using it as a contact cement. You should be able to fold over the flaps on each side and use the scrap from the initial cut on the fore and aft ends of the slot [4].

After curing overnight, it is time to mark the line for your lacing. This will keep your lacing through holes in line and make for a more even lace-up [5].

Before you begin the lace up, you could make the decision to remove the trampoline, take it to a canvas shop and install grommets for lacing rope instead of doing it the following way. For me, it was a financial decision. No driving over to the canvas shop, no labor charges (my labor is free) and quick results.

So, time to use the awl to punch holes large enough to pass the cordage through. I heated up the end of the cord

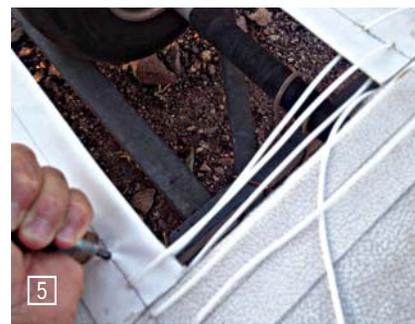
and made it pointed so as to be easier to insert in the awl punched holes [5]. Holes were at about a one inch interval for most of the way and increased to two inch intervals toward the back, where less strength was required. This process will take a lot of time.

Lace up about three-quarters of your slot leaving the tramp slack [6]. This should be plenty enough line for the whole slot once tightened. Before tightening, put on your sailing gloves. Don't be like me and get half a dozen blisters on already callused hands.

Next, tie off the beginning end of the lace under the tramp and start tightening from the front all the way back. After tightening to your satisfaction, tie off the bitter end and then curl up the fold inside the laces as shown [7]. This will provide extra strength. In retrospect, a small rope inside the flap may have been more fail safe, but right now, what I've shown is holding up very well. Finally, use the 'GOOP' on all holes where the lacing passes through, as well as the curled up tramp material between the laces. Do this on top and underneath as well. Give it a day to cure.

Once cured, the tramp is ready for use [8] [9]. Go sail it and watch the water rush off the tramp when in heavy air and seas. It's like a duck's back!

Next project for me - replace the 19 year old rotted out mesh can holders with something better!



HAPPY

BIRTHDAY

HOBIE

By Gordo Bagley
Technical assistance by
Matt Miller

In the Beginning...

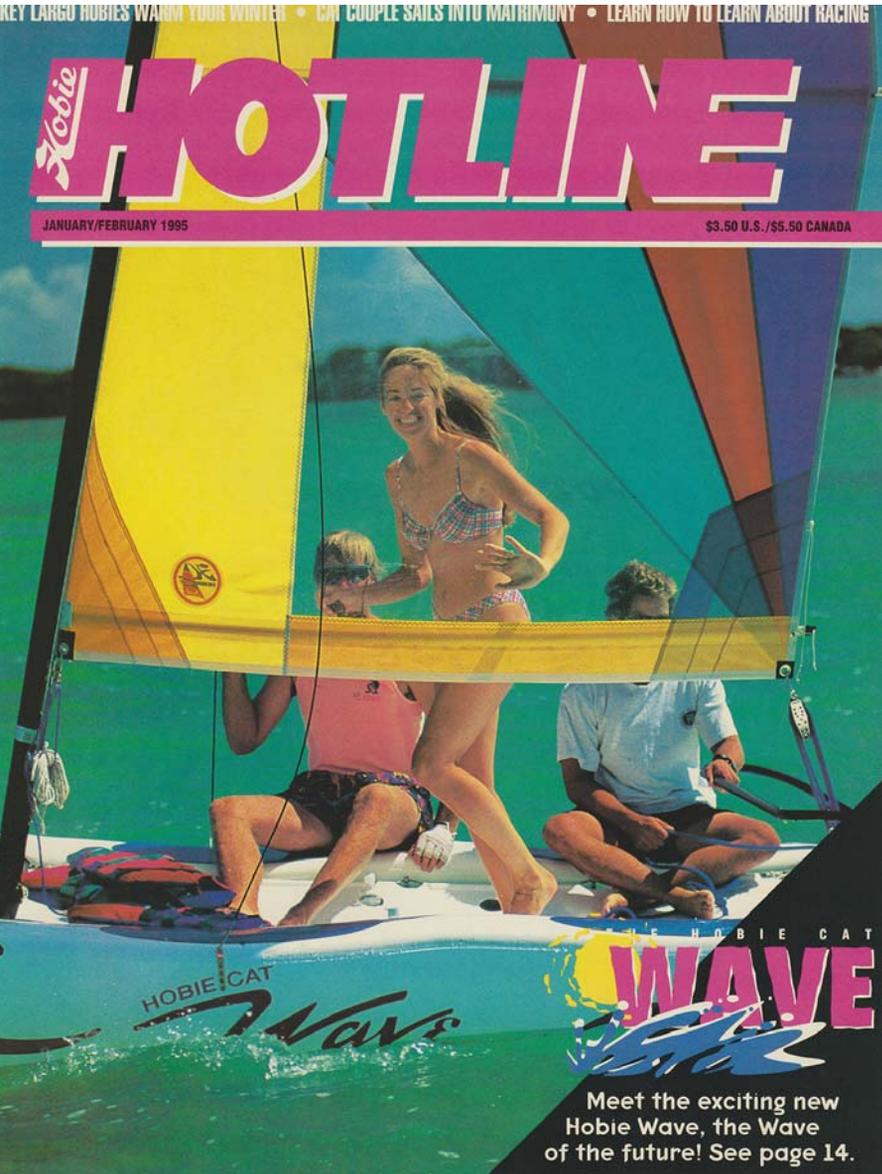
Doug and Maggie Skidmore, along with Matt Miller, take a Wave prototype out for its first HOTLINE photo shoot in late 1994.

Hobie Cat Company made two Wave prototypes in late 1994 for photo shoots and the Annapolis Boat Show. Not having the time to ship the prototype hulls to the boat show, long-time employee Ruth Triglia checked them as baggage on the plane, telling the airline they were kayaks.

In 1995, production began and demand was brisk for the boat as a safe, easy and durable craft for resort rentals. The hull construction was a three step process for the first few years. A bucket of polyethylene beads was poured into the mold, the mold sealed and rotated while hot. This formed the outer skin. After a pre-set time, the rotation was stopped, and a foaming material was added. More rotations and heat, stop and a final addition of polyethylene beads formed an inner skin layer covering the foam after rotation with more heat. In about late 1997 / early 1998, Hobie Cat changed to a two step process, eliminating the inner skin.

Hobie Cat had ceased production of Hobie 14s in 1993 and was left with tooling and parts inventory. Many parts and pieces for the Wave were derived from existing stockpiles of Hobie 14 extrusions and parts. The crossbars and aluminum mast section were Hobie 14 mast extrusions. So were the mast step and base for the first 1400 or so Waves. The Comptip fiberglass upper mast section is original Hobie 14. Other parts are shared with other Hobie models. The rudder assembly was the standard Hobie 17/18/20 upper and lower castings fitted with Hobie 16 standard plastic rudders.

Eventually, new parts were engineered specifically for the Wave. About 1997, a new ball and socket design mast base/step was engineered which is on all subsequent Hobie Waves (and in a twist of fate, is now used on Hobie 14 production in Europe). The new design is free rotating - there are no rotation stops. In 2006, the next major change would be the engineering and production of an almost entirely plastic rudder assembly (the EZ Loc system) fitted with slightly modified plastic Hobie 16 rudder blades. The EZ Loc system is simple and almost maintenance-free.





IWCA or IHCA Rules?

Hobie Cat had no intentions of creating a racing class when the Wave was introduced in 1995. One-design rules would limit flexibility to make production changes. However, whenever there are two boats in close proximity on the water, there's a race. Rick White seized the opportunity and hosted the first Wave Nationals at his place in Key Largo in 1998. Several annual events followed, many charter boats supplied by Hobie Cat Company. In the early days, there was no need for class rules - the boats were still relatively new and there's not much you can do to a Wave to make it go faster. But this was not to last.

In 1999, Rick White published a set of class rules, which did not require the use of Hobie branded sails — a significant departure from other Hobie classes. The Third Wave Nationals (hosted at Rick's Place) in 2000 had 64 boats competing and was won by Bob Curry with a non-Hobie sail. In 2001, Rick formalized the International Wave Class Association (IWCA) and published class rules. The International Hobie Class Association (IHCA) would not develop class rules for the Wave until 2002.

Consequently, there have been two parallel class associations for the Wave since 2002. There are two North Americans Championships, but only the IHCA is permitted to use the trademarked word "Hobie" in their event titles. Rick White still controls the IWCA.

Over the past few years, the HCA-NA has worked with the IWCA to bring the class rules into alignment with each other. The only significant difference remains the sail – the IHCA rules mandate Hobie branded sails, while the IWCA does not. An IWCA sail can be customized for the skipper's weight and is arguably faster, but they can be much more expensive.

General Repairs

The Hobie Wave is the easiest of the Hobie Cat production catamarans to work on, mainly because there's so little that can go wrong. Easy disassembly and few parts and pieces make it also the cheapest boat to renovate. Since it shares many interchangeable parts with other Hobie models, both new and used parts can be sourced from old stock and parts boats. Here are some items to try to keep in your parts bin if you have to make quick repairs:

- Marine or RV GOOP (these two versions are UV resistant). A much better sealant than silicone, it cures quickly and has superior adhesion. It is excellent for trampoline repair and for sealing any fittings on the hulls. It is a great all purpose glue and leak stopper.
- Any used 3/32" or 1/8" 1x19 plastic coated stainless steel wire rope in good rust free condition you can get your hands on. There are a lot of derelict Hobies out there with good used wires. Since the Wave has the shortest standing rigging lengths, these wires can be recycled into Wave wires at little cost using a few swages from West Marine, using their work bench if you don't have a swaging tool of your own. A good wire cutter is worth the investment as well. Use your old wires as a guide for proper length.
- Old style rudder cams. If you have the original rudder assembly, then it is good to have these always at the ready. You can drill out the press fittings that hold them in and reuse the left over press pin when you insert the new cam by using a countersunk stainless screw on the drilled out end. Use waterproof grease or petroleum jelly to lube the spring/pin/rudder cam.



WENDY LARSON

- Extra used rudders. The standard black or white plastic version can break. Old style castings can accept EPO old or new Hobie racing blades. The new EZ Loc rudder assemblies will not work with older rudders (there's a notch on the side of the rudder that's critical to the operation of the EZ Loc system).

Roto-molded Polyethylene Hull Repair

The Wave hulls are almost indestructible, however with rigorous and frequent use they have been known to eventually suffer from fatigue on the hull nose bridle connection and crossbar inserts, as well as bottom abrasion. The source of their durability - the rotomolded polyethylene construction - also makes them hard to repair, especially cosmetic scratches and gouges.

Polyethylene is what's known as a "low surface energy" material, which is a fancy way of saying it feels slippery. Almost nothing will stick to it and it does not respond to sanding at all. Sanding just lifts up attached hairs. Most cosmetic scratches and gouges you'll need to just live with. A razor blade can be used to trim off burrs and hairs that stick up. Large gouges can be filled with a P-tex candle in the same way that skis and snow board bases are repaired. The gouge must be thoroughly cleaned beforehand, and the repair will be noticeable - and somewhat temporary.

The only effective structural adhesive suggested by other Wave sailors that will work on a polyethylene

rotomolded product is 3M™ Scotch-Weld™ Structural Plastic Adhesive DP8010. It is a two-part structural adhesive with a ten minute working time and a two-hour cure time. It is *very* expensive (about \$50 for 35 ml - a bit more than a fluid ounce) and its dispenser and nozzles cost another \$100. But it does work for those repairs that need structural strength.

Racing the Wave

The Wave is a deceptively simple racer with only two strings to pull (mainsheet / downhaul). The class rules are restrictive and there is little you have to do to your Wave out of the box to make it into a racer.

If your Wave has a solid white tramp (classic version only), it is a water trap as you know. The Wave is definitely a wet boat when sailing in breeze and waves. The fix is to do the "corset project" explained in the *This Old Hobie* article (pages 12-13). After lacing up tight, the tramp will spill any water from spray in stronger wind conditions. The tightened tramp also is a good rig stiffener and more comfortable to sleep on when camping out.

The Hobie Wave's mast is placed proportionately much further forward than other catamarans. Acquire a 10 hole chainplate and replace the stock 7 hole on the forestay. This will provide mast rake aft and substantially stabilize the boats performance in breeze, as well as light air. The conventional wisdom is that a raked rig does a couple of important things. Firstly, it places the sail plan further aft, over the skegs and

rudders, reducing side slip and increasing boat speed. Secondly, it makes the boat more difficult to pitchpole in more extreme conditions. This step is probably the most important race tuning thing you can do. You'll feel the difference on your first time out.

For racing, it is essential to have a tiller extension that reaches from the tiller crossbar to just behind the mast. Some versions of the Wave rudder system have the tiller crossbar behind the mainsheet, like other Hobie Cats. If your tiller crossbar is aft of the mainsheet system, you may want to change to longer arms off the upper rudder castings. However, you cannot do this with the EZ Loc rudder system. Keeping your weight forward in a jibe is desirable, but it's not

To cleat or not to cleat? If you can stomach it, you should not have a cleat on the mainsheet system (going Aussie!). Cleating is really isn't needed on this boat and robs the skipper of the opportunity of feeling the pressure on the sail. A cleat is also tantamount to asking for a capsize in breeze. Hard puffs are too fast for you to uncleat and release the sheet. The recommendation here is that you remove the cleat from you mainsheet system and practice a lot before the next race. It is probably not advised to remove the cleat and do a race without practice. It takes some time to get used to. You will become a better sailor and racer as a result. The simple quote from two time Hobie 16 World Champion Gavin Colby is: "Are you a warm shower taker?"

Battens are the most important race tuning step besides mast rake. Standard battens on a Hobie Wave are un-tapered. You will want to taper them to increase draft, especially if you are sailing against featherweights (and you're a heavyweight!). In light and medium wind the light folks can steadily walk away. In heavier air the heavier skippers can take over. Properly tapered battens in the second and third pocket from bottom do a lot for boat speed performance. Look for examples from those who have them.

The Wave's extraordinary buoyancy provides an 800 lb carrying capacity. What this really translates to is that the Wave is less sensitive to the weight of a single person, or two who come in around 170 lbs. or so. In contrast, the Hobie 16 (285 lb. minimum team weight) has a 600 lb. carrying capacity and is very sensitive to the weight for a double handed boat when teams get

over 310 lbs. As a skipper, weight is a personal race tuning effort and requires the most work I think.

There is one thing that is most important in racing. It is what Gavin Colby has called HOOB - keep your Head Out Of the Boat. If you are fully confident that your boat is tuned to its best performance capability, you will then be totally free to keep your head in the tactics of the game of racing sailboats. If you can keep your head clear of boat concerns before fully confident about your boat, you are already ahead of the game. It is an amazing psychology in practice. Good luck to you!

What About Bob?

The first Wave prototypes did not have a mast float. Matt Miller relates the origin of the Hobie Bob:

*"We took a Wave to the 1995 Hualtaco, Mexico Hobie 16 Worlds to show the boat to the host Club Méditerranée. First thing they did was sail to deep water and capsize. The Wave is **extremely** stable when turtled. They were not able to right the boat easily. Then Doug Skidmore and I did the same and determined that a mast float needed to be standard. We retrofitted all early Waves and the Hobie Bob was born."*

Bonnie Hepburn takes the Wave prototype out for a spin in late 1994 off the Florida Keys.



feature

It's one for the money, two for Now go, cat, go!

The 2014 Hobie 16 Youth / Hobie Wave / Hobie 14 North Americans



the show, three to get ready,



STORY BY GREG GRAYBON

PHOTOS BY DAFNA BROWN



Hobie Fleet 250, the Sandy Hook Bay Catamaran Club, played host for the 2014 Hobie 16 Youth, Hobie Wave and Hobie 14 North Americans, July 9th through July 12th, 2014. Sailing in the shadows of the New York City skyline (it's a big shadow from twenty miles away) the teams were treated to three days of racing with our classic sea breeze kicking in early each day with winds ranging from five to fifteen knots enabling the fleets to get in thirteen races. The event included a scenic boat tour aboard our local commuter ferry that happens to be ... a catamaran. All competitors and volunteers boarded the ferry after racing and a quick dinner at the club on Thursday. For many people this was the first time they have seen New York City and fortunately nobody got off the boat when in stopped in Manhattan. It was a clear but brisk evening and most people enjoyed the summer evening tour. Boating in New Jersey can be a challenge in the middle of the summer but Sandy Hook Bay is generally free of boaters during the week. We were treated by the presence of one clammer during the week who decided that our buoys were a perfect way to mark his area as he continued to work up and down our course from the weather mark to the gate. Some of the sailors had to make some big



decisions as to what to do with him. The boat traffic picked up by the last two races on Saturday and fortunately so did the breeze to help sailors navigate the extra chop.

Mark Modderman kicked off the event on Wednesday by teaching a clinic to the under the yurt on the beach for the ten youth teams. Once the breeze filled in, the youth teams headed out to get a little practice before racing started the next day. Most of the youth teams are able to compete in this event thanks to generous boat owners who loan their newer Hobie 16s to the youth teams for the event. In the fleet of ten boats, six of the boats were loaned. In addition, the Hobie Class Association provides youth grants for qualified teams to travel to the event. This is an amazing program that helps promote youth catamaran sailing.

Racing began Thursday with the ten youth teams, fourteen Hobie 14's and seven Hobie Waves. The fleet of sailors included at least five North American Champions and as a result the racing was very close. PRO Mark Santorelli who said, "There must be some significance to the fact that fourteen Hobie 14 sailors competed in in the year 2014, the year that the inventor/ promoter Hobie Alter passed on." If only we had scheduled the race to finish two days later on July 14th, who knows what would have happened? Racing in the vintage 14 fleet was very close. Mark Modderman led after the first day of racing by taking three bullets. Sue Korzeniewski followed that up on Friday with three bullets of her own to move into second while Mark held onto



Hobie 14 North American Cham



Sue Korzeniewski



Mark Modderman



Above: Nicolas Liebel





pion Dan Borg



low: The Hobie 14 Competitors



a 1 point lead going into the last day of racing. Only six points separated first through fourth place between between Nicolas Liebel, Dan Borg, Sue and Mark. Sue took the lead in the first race of the day thanks to an unfortunate early start (OCS) for Mark. This became his throwout for the regatta and dumped him into third. After the second race of the day, only two points separated the four boats with Dan Borg lurking in fourth. Dan finished out the regatta with three bullets to take the overall title, his second Hobie 14 Championship. For Dan Borg, in many ways, he was due to win on the last day. He had recently missed winning the Hobie 17 North Americans twice in the last race of the regatta. Sue Korz ended up second; only two points out of first, Mark in third and Nicolas ended up fourth thanks to an unfortunate capsize in the last race. He found out that Sandy Hook Bay isn't even deep enough for a Hobie 14 to capsize as he came up with some nice black mud on the top of his nice white sail.

There was not as much drama in the other fleets. In the Wave fleet, Jim Glanden won by ten points, winning nine of the thirteen races. An interesting battle was waged between Lynn Myers and husband Wally Myers, a multiple North American champ in the Hobie 16 and Hobie 17. Lynn threw down the hammer by winning the first race of the regatta and beat Wally in three of the four races the first day. Wally was seen on the beach that night furiously tweaking his Wave to gain an advantage the next day. Wally clawed his way back and passed Lynn in the standing

by the fourth race on Friday and won the last race of the day to lead Lynn by three points. Lynn wasn't going to back down and despite winning two of the four races on the last day, Wally edged her out for second place by only two points. Moving from the F18 to the Hobie Wave, local sailor Scott Rathburn missed his spinnaker and finished in fourth place. The 2009 Wave champ Mimi Appel finished fifth, followed by the sailor who always has the most fun, Whizzy Burrowes in sixth and newcomer Paul Adams in seventh.

In the youth fleet, Ben Brown (California) and Casey Larson (Iowa) took first place by a large margin. However, Ben had to work harder than the results show. After the first day he was tied with host fleet's Tom Butler and Emily Rathburn and lead changes were frequent. All of the other youth teams really mixed up the results with most every team getting finishes in the top three at some point in the regatta. Going into the last day, the big battle for second place was fierce between fleet 250 teams Matt Raybon/Grace Modderman, Tom Butler/Emily Rathburn and Mike Evans/Julia Donigan (Hobie Fleet 204). Tom/Emily and Matt/Grace were tied entering the last day of racing. Mike and Julia were only two points behind. Lurking in fifth place was Kat Porter (California) and Isabelle Strasser (Maryland). Tom and Emily were looking to put their first day form back on when they had two firsts. After two races on Saturday, Matt and Grace led Tom and Emily by 4 points, but Tom and Emily put together a fourth and a second to



Hobie Wave North American Champion Jim Glanden



Wally Myers



Lynn Myers



Above: Scott Rathburn The Hobie Wave Competitors





Youth NA Champions Ben Brown & Casey Larson



Tommy Butler & Emily Rathburn



Matt Raybon & Grace Modderman

finish the regatta in second place, three points ahead of Matt and Grace who finished third. Kat Porter and Isabelle Strasser and the team of Ryan Flanigan and Ellis Kent (Hobie Fleet 54) stole fourth from Mike and Julia by putting up some smaller numbers thanks to a little more breeze on the last day. So Kat and Isabelle finished fourth, Ryan and Ellis fifth and Mike and Julia sixth. Rounding out the youth fleet, Will Nelson and Tawnya Fox won the battle between the Northwest teams taking seventh place from Jon Ped and Alex LeBlond by five points. In ninth place was Ron Laporta, Jr. and Valerie Wiehl who had teamed up for the first time and won the award for the crew having the most fun. Marcos McGee and Abby Peterson made the trek from California to attend the event and rounded out the top ten in tenth place.

The event not only had sailors from all over the country, but many volunteers travelled long distances to support the event. Twelve

Full results available at:

www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=7831&show_crew=1

Hobie Class Association members outside of fleet 250 and fifteen members from fleet 250 combined to put together an event that will last in memory for long time. We enjoyed some beautiful summer New Jersey weather and all of our meals were served up at the club. Live music accompanied dinner on Friday night with sightings of a few people dancing late into the night. Awards and raffle closed out the regatta in a brief ceremony on Saturday so sailors could get on the road early.

Fleet 250 especially wants to thank our sponsors, fleet members Ernst Hoffman, Scott Rathburn, and Ned Webber. Also, we would like to thank Two River Community Bank, Surf and Offshore, Hobie Cat Company, the Hobie Class Association of North America, Zhik, Colie Sails, Murrays, Annapolis Performance Sailing, Salty Dog Marine, Fair Haven Yacht Works and especially all of the volunteers who gave up their time to help make this event great!! Thank you!!



Kat Porter & Isabelle Strasser



Ryan Flanigan & Ellis Kent



Mike Evans & Julia Donigan

If You're Not Scared You're Not Going Fast Enough.

It was my first time even getting on an airplane let alone going cross country to do a Youth North Americans! It wasn't even something that we were expecting. It just so happened that one day I saw the NOR for this event and called several potential crews and started planning. We were definitely not hoping for light wind but hearing from people who have raced on the East Coast before; light wind was pretty much expected

Most the time we get spoiled and get to sail in pretty decent wind but having to make your crew sit on the leeward side upwind really sucks! It wasn't until the final day of racing that we got to double-trap and actually have the fear of pitch poling rumble inside of us.

It was just our luck that on the final mark rounding on the final race ... we flipped. It was sort of like:





WENDY LARSON

"I am not touching that!" - Peter Nelson



Ron LaPorta, Jr. & Valerie Wiehl - If you're going to come in last, you might as well do it in style!

"We're rounding!"

"Wait! We're pitch poling!"

"Jybing?!"

"Aaaaaannd we're over..."

Luckily there was crash boat near by and after a dozen failed righting attempts, we asked for assistance.

It was a phenomenal venue and awesome people. It's

always good to see old friends and create new friends! I have to say, Mark Modderman was a huge help in getting our boat prepared and properly geared. Our local Fleet 20 was also awesome in supporting us to do this event! But these are just a few of the many people that have helped us along the way.

Marcos McGee, & Abby Peterson, Avenal, CA

Photo sequence by Dafna Brown



Personal Reflections on the 2015 Hobie 16 Youth North Americans

John Ped & Alex Leblond

Competing at a Hobie North Americans is one of the most exciting and challenging things I've ever done. From my experiences, the competition has been unparalleled, the venues superb, and the friendships long lasting. The 2014 Hobie 16 Youth, Hobie 14, and Wave North American Championships were no exception. Like most Hobie regattas, this one was made possible due to the hard work of organizers and many exceptional volunteers who were involved in the event.



There were a few people who made an especially profound impact on my experience this year: Peter Nelson and Laura Sullivan, who have been coaching us for almost two years now, whose continued support is invaluable to us. Peter made the trip to Sandy Hook and encouraged us when things were going well and when they were not going so great. Mark Modderman was another great resource. On the beach and on the water, he gave tips to

all of the youth teams, helping us set up our boats optimally. Some of the Sandy Hook Bay Catamaran Club members were kind enough to lend out their RVs for some of the youth teams to stay in, and Chris Bradshaw was brave enough to stay with and look after us and two other youth teams in one of them. She put up with our (sometimes loud) late night card games and even joined in a few. There would have been no regatta at all for us without Wally Myers and all of the others who lent out their boats to the out of town teams who needed boats! Possibly most importantly, the parents of all of the sailors who were in attendance are in need of great thanks. Without them the class would be long extinct and regattas like this year's Youth North Americans would never happen. Thank you to the Hobie Class Association for the youth grant and to everyone else involved in this event!

Will Nelson & Tawnya Fox

People often think of a North American event as being some massive regatta with intense cutthroat racing, as indeed many such events are; they do encompass the whole of North America, after all. It was with such trepidation that I viewed this most recently passed North American Championship amongst the youth Hobie 16 sailors, although there was no inherent reason to do so; the history of such championships that I've experienced has shown me that these events are quite laid back in comparison to their contemporaries. Indeed, as with past events, I discovered that I'd been anticipating only half of the event: a very relaxed atmosphere greeted our arrival at Sandy Hook. However, arrival is only the first stage, and the subsequent stages did not fail to live up to my expectations. By the end of the week, I had experienced some of the most frustrating and rewarding racing in, well, a year. Both of these elements are what, for me, makes a regatta enjoyable: the capability to go out, enjoy some intense racing, and then decompress back on shore. This North American Championship was highly enjoyable in both regards and additionally offered some amazing learning opportunities, which indeed is the primary reason I showed up; both racing (admittedly less competitive) and relaxation can be found in abundance much closer than across the country. Overall, for me the event was an incredible success – intense racing, some less intense time on shore, and some incredible learning opportunities were all excellent reasons to go, and Sandy Hook had them all in abundance.



HCA Youth Grants

Purpose of the Youth Grant

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

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

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

Grant Request Guidelines

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

- Both skippers and crews must be HCA members.
- Skippers must sail in at least three (3) HCA-sanctioned events during the qualifying season prior to petitioning for a grant. Exceptions may be made at the Council's discretion when seasonal considerations justify such action. They may sail as a skipper or crew in those events.

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

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

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

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

Selection Process

All Youth Grant requests shall be submitted to the current HCA Youth

Chairperson 60 days prior to the event. No requests subsequent to that date will be considered for that year.

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

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

Questions should be directed by e-mail to the current HCA Youth Chairperson: **Christine Bradshaw**, ctaha@hotmail.com



feature

WHO SAYS YOU CAN'T SAIL IN A GALE?

By Tommy Butler

HOW TO WIN FROM THE BACK OF THE FLEET

By Ron Holm



ONE EVENT: FOUR PERSPECTIVES

2014 HOBIE 16 NORTH AMERICANS

THE BIG PICTURE

By Rich McVeigh

WOMEN SAILORS ROCK!

By Madi Kelley

PHOTO BY RON MACARTHUR

THE BIG PICTURE

By Rich McVeigh

This past September 100 sailors from four countries traveled to Lewes, DE for the 2014 Hobie 16 North American Championship. The event was organized by Division 11 in partnership with Lewes Yacht Club and sailed on the Delaware Bay. Lewes Yacht Club is a full service yacht club flanked by a large beach in front and an inlet that houses their marina in back. While the yacht club provided wonderful facilities and support staff, it was the wide beaches and open waters of Delaware Bay that provided the ideal sailing venue for the event. Delaware Bay is essentially open water in this area and only a few miles from the ocean.

The Hobie Class Association in partnership with the Hobie Cat Company used this event as an opportunity to create a professional quality video for the class. Gary Jobson was hired to produce this video. The plan was to film two days of the event using a combination of traditional TV cameras, on-board cameras, and drones. Unfortunately the weather inserted itself into the schedule and filming was extended for most of the week. While this video was shot at a specific event, the event itself wasn't the focus. Creating an up to date promotional piece to promote Hobie sailing was the goal. As of press time for this article, the film is in final production. Both a short version and a long version will be distributed, to share our unique lifestyle based around fun, water, and sailboat racing. Gary Jobson was also our guest speaker at the mid-week social, more on this later.

Gary Jobson interviews Greg Thomas and John Williams for the new Hobie Cat video



MIKE WALKER

Sunday was a practice day and many sailors reported seeing curious porpoise near their hulls. Monday was the first day of the competition and provided the best sailing conditions (14-19 knots), however racing ended early due to an injury on the signal boat. Tuesday's conditions were light but two races were completed. Wednesday looked promising as the sailors were greeted by strong breeze early. Unfortunately the wind and wave state did not allow for racing. A few teams did agree to go out and do some high wind sailing for the video crew. Greg Thomas/John Williams, Mark Modderman/Tommie Butler and Rich McVeigh/Susan Korzeniewski went out with their boats and sailors carrying/wearing on-board video equipment. Film was also shot from shore. As you can guess this was quite the spectator event with most of the sailors gathered on shore to watch. Puerto Rican Pedro Colon kept score on the number of capsizes. While the wind was in the 25-30 knot range, it was the sea state that was the real challenge. While we all flipped, I can report it was fun. We entertained everyone and some exciting film was shot.

We should mention, the sponsorship team was instrumental in bringing in the backing that made the event what it was. One member put in many trips to lower Delaware to go door knocking, plus the hours of follow-ups required to "close" the donations. What worked? Good leads from local yacht club contacts, approaching the targets, in-person, in business attire, and quid pro quo. Quid pro quo, that is, every potential sponsor was offered something in return – if they offered us a gift certificate for dinner, we made sure a restaurant menu reached the sailors and the sailors were asked to "take your friends with you". At higher (cash) donation levels, the sponsor was offered dinner tickets to the Gary Jobson event along with the opportunity to interact with the yacht club membership. Our automotive sponsor parked three hot Mercedes models in front of the club adding to the panache of the event and the club. Comcast Business sponsored a table. We also tapped our connections - one of the Hobie sailors with an A/V business ensured the video set-up for Gary Jobson's presentation was top-notch, free of charge. Also, many of the sponsors have a tie to local non-profit that benefits under-privileged children in lower Delaware,

so, the event will make good on its promise to donate there. Thank You letters went out, within 2 weeks of the event closing. As for in-kind donations, the Hobie Cat Company and the event dealer, Boat Works, made the raffle great with a stand-up paddleboard and with many pieces of Hobie Cat gear and accessories, which helped raffle ticket sales. All of this came together, mid-week at “Sponsor Night”.

Wednesday evening is typically the mid-week social, however this event’s party was different. Our sponsorship team hosted a significant number of sponsors. We billed our mid-week social as “Sponsor Night” and invited our sponsors to attend. This event was also open to the yacht club membership. Tables were set with centerpieces for each sponsor and sailors were seated with the sponsors and tasked to entertain them. Gary Jobson as our guest speaker for the evening, filled the room with excitement as he gave a ninety-minute presentation that covered the history of catamaran sailing, the history of Hobie cat, and also Gary’s life-long experience with the America’s Cup. If you have never seen Gary talk, it’s an opportunity not to be missed as he makes both sailors and non-sailors feel that they are part of the institution of sailboat racing.

Thursday’s weather was simply not sailable due to high winds and heavy rains. The final day of competition finally provided sun and sailing winds to conclude.

Overall, the participants sailed a variety of conditions from northwest chop to southeast calm. Current was present and accounted for on some days so tide charts were reviewed each evening. The Delaware Bay, while popular with local sailors, is not well known as a sailing venue compared to the nearby Chesapeake Bay. However, our take-away is that the Delaware Bay at the Lewes Yacht Club provides a perfect launch site and a variety of conditions to challenge sailors. Our event included an early season Nor-Easter that put the event on hold for two days, but even with the weather delay, sailors enjoyed fierce competition on the water and a lively social atmosphere on shore.

On the water nine races were completed. Jason Hess/Irene Abascal (GUA) won the championship followed by father-daughter team Mark Modderman/Grace Modderman (USA) in second and Pedro Colon/Monica Cabera (PUR) in third.



Hobie sailing is a very family friendly sport and entire families travel to attend the events. The parking lot at LYC held 12 motor homes from as far away as California, one of these was a four-wheel drive, diesel, ambulance retrofitted as a motor home. Everyone pitches in. The contingent from Syracuse, NY opened their rental home to the event for an off-site party, with rum sponsored by the Puerto Rican sailors. The fiberglass artisan in our ranks dropped everything after racing to help us repair our boats. The medical professional sutured an injured volunteer on site, allowing us to get back to racing sooner. The sailor who lives locally ran out for water, horns, sub-sandwiches and anything else that was needed. Not to mention the help provided by our Class officers, the Division and the Fleets before-during-after the event.

Overall, the event attendees were engaged as both competitors and contributors. We enjoyed the fare at local restaurants and came together 3 times during the week in the club dining room. The Gary Jobson connection was a coup for the class, for the event, for the sponsors and for the sailors because it paved the way for new memories and for a video documentary to grow our class.

It was a fantastic Hobie family reunion. Next year’s event will be held in Pensacola, FL. Come and join us.

Mark Modderman and Tommy Butler take on a mean Delaware Bay with the camera boat in hot pursuit.

HOW TO WIN FROM THE BACK OF THE FLEET

By Ron Holm

She shouldn't have even been out there. My wife was just recovering from some surgery, and just making it through the day was noticeably painful for a very tough woman, yet there we were sitting on the starting line in a fourteen knot breeze in five foot waves fighting for position against the best sailors in North America.

The addiction started with a broken down, old Hobie 14. The boat was unsafe, soft *all* over. Lucky for me I didn't know at the time just how dangerous the boat was or I might have just stayed on the beach. I had been an avid power boater, with a fast jet boat, but let me tell you, like so many others the first time a hull popped up in the air I was hooked. Sailing (and paddling) that Hobie 14 with my daughter provided fantastic memories and great adventure as various things broke causing us on at least one occasion to play our own version of "Survivor: Long View Lake." I had never had so much fun; life on the water was forever changed.

I think it was the crab cakes. We made a late night decision to drive through the night making it to Delaware earlier than we expected. Our boats were on the beach, ready to go racing, we were all settled into our accommodations for the week, complete

with an oceanfront view, and we were hungry. I had already had it in my head we were going to eat seafood until I couldn't stand it. As hard as I tried, it just never got old, from a hilariously tasty experience smashing whole crabs with a hammer, to lobster bisque and some fine meals at the Lewes Yacht Club. But it was those crab cakes at our first meal on the beach setting the tone. It was going to be a great week.

Being from Kansas, big wind is something we are very familiar with to say the least. Dolphins, salt water, and the big waves were a totally new, educational and exhilarating experience. As our week began, the traditional playbook of getting clear air and



Ron and Kim Holm chase down Jim Glanden and Jennifer Williams

hitting the line on time wasn't working for us like we hoped. We ended up trying something a bit unconventional and capsized during a start sequence. We had seen Wally Myers and couple others try it, so ... what the heck right? This 'trick' caught the competition off guard, as they sailed away leaving us with clear air. This resulted in our best finish of the day. It was just the first day of racing at NAC's, and we were having fun! I love this game.

After after a good night rest, listening to the waves roll into the beach we awoke to a welcome change. As excited as she was (like I said, she is tough) to go out and do battle with big wind and waves the calm before the storm was starting to settle in. Light winds gave us a chance to slow down and think a bit more about what was happening. Normally sailing well in those light shifty conditions, being an inland lake sailor and all, I just couldn't quite find that groove. It was the current throwing me off the pace, I knew it, yet I just couldn't find that groove, at least not like the others were finding it. It didn't matter though, as soon as we hit the beach I had so many people willing to stop and take time from their own very competitive campaigns to help us and talk about our experiences on the water. We were truly grateful for the friendships and mentors adding so much to our already rich experience.

That Nor'easter finally showed up on Wednesday, It was *blowing*. Then, much to my surprise, my still healing wife couldn't be talked out of going. She wasn't going to stay on the beach, no matter what. Thankfully (for all of us) as the RC boats were being pummeled out in the bay, Greg Thomas and John

The crabs didn't stand a chance against this ex-Marine!



RON HOLM

Williams managed to capsize in the surf just mere moments after pushing off, and racing was ultimately postponed for the day, with Thursday bringing more of the same.

All was not lost, have I mentioned the crab cakes yet? Oh yeah, and Gary Jobson. Yes, that Gary Jobson. After racing was posted on Wednesday the former America's cup sailor, and one of the crew on the winning boat of the deadly 1979 Fastnet race was there to not only share his first hand experiences sailing and commentating on the America's Cup, but also to bring his talent to help share our sport, and the Hobie lifestyle. It took very little prodding to convince several brave souls to leave the beach and put on one heck of a show. In front of cheering crowds they were flying over waves and pitch poling in spectacular fashion.

Here I was, rounding out the summer with the best sailors in the Northern hemisphere, listening to Gary Jobson speak about his adventures at the Fastnet race and the America's Cup. Who would have ever thought a dilapidated Hobie 14 would have lead me to this? After the Hobie 14 fell apart in the first year, an equally worn out Hobie 16 carried me to my first HCANA regatta in 2011 in Des Moines, Iowa at Saylorville Lake. Seriously hooked at this point I joined the Frayed Knot Regatta at Clinton Lake. For the 2012 season, it was two regattas, one dead last, one a B-fleet victory. 2013 was my first year in A fleet thanks to the B-fleet victory. I attended five HCANA regattas including at least one more dead last finish, but I did manage to score an A-fleet victory in conditions that left most of the sailors heading for the beach. This year, my wife and I went crazy and managed to hit eight HCANA regattas! Now we were at the *Hobie 16 North Americans*, just hanging out with the very best in the sport! Nothing could have been better, I really love this game.

The breeze was on as we pushed off Friday morning, and I had made the mistake of not fully clearing some sand out of a cleat. Tensions and tempers flared, struggling with something now seemingly so insignificant meant we (I) didn't start out the day right. Kim's discomfort just being on the water still recovering from a surgery, combined with our competitive natures created quite the episode. I will just go on admit in some *very rare* occasions it might not always be the crews fault. Upon hitting the beach

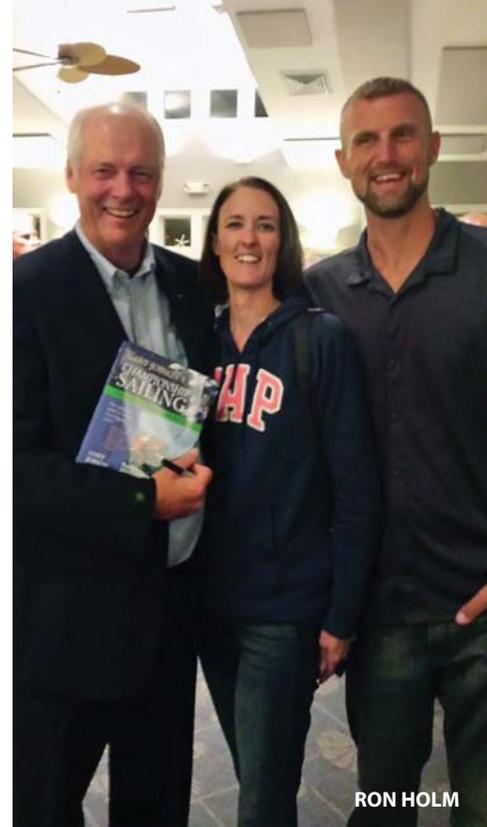
www.hcana.hobieclass.com

after racing I was asked if I was ready to come back next year. All I could think to say was "Why, of course, the divorce should be final by then." Thankfully she found that funny, and I am still alive to sail another day.

We did have our shining moments of glory though. We would see skippers we knew were in contention for top spots, and of course we would smile and wave. We did this a couple times before we figured out they might not have been as happy to be sailing hull to hull with us as we were to be overtaking (at least for a fleeting moment) for a spot in the tough fleet.

We didn't win the North Americans, not even close to anything that sounds like that. That honor went to Jason Hess and his crew Irene Abascal. I don't doubt it was a great experience for them, but I would dare to say my wife and I so thoroughly enjoyed our week I would challenge any notion they had more fun. We grew as sailors, honored to take the line with the best in North America, enjoyed great food, made some great new friends, and as husband and wife enjoyed without a doubt one of the best weeks of our marriage.

We didn't finish first, but we won at the Hobie 16 North Americans.



RON HOLM

Gary Jobson, Kim Holm and Ron Holm at the book signing.

Dolphins were frequent visitors to the race course on Friday



MIKE WALKER

WHO SAYS YOU CAN'T SAIL IN A GALE?

By Tommy Butler

This year's Hobie 16 North Americans proved to be both fun and challenging for me. This was my first time as skipper in an event this big. There was added pressure to do well because it was held in Lewes, Delaware, part of my home division, Hobie Division 11.

We started on Monday with 15 to 20 knot winds and choppy seas. Tuesday was light with hardly

enough wind to sail. Then came Wednesday. I awoke to chairs being slammed against the house outside my room. My first thought was, "who is banging around out there this early?" Then when I looked outside at the ocean, I realized the wind was the culprit. Four to six foot waves were crashing on the beach outside the house. That's when I realized today would be crazy.

When we arrived at the yacht club, the first thing I noticed was the flagpole; it was shaking in the

wind. After skipper's meeting, my crew Mike and I went to rig our boat. When we reached the beach, the gale force winds hit us like a bag of bricks. The bay looked furious. After we pulled our boat into a spot where we could rig it, we realized we were in between some of the top sailors. To our left was Jason Hess, the current leader. To our right were the Myers. I thought to myself, "this is probably as close as we'll be to them this entire regatta." As I was struggling to keep the sails on the boat while we rigged, Pedro, The Doctor, walked by to tell Jason that he was not going to be heading out. Seconds later, while attempting to

launch, Greg Thomas and John Williams capsized in the surf just feet off shore. This is when I started rethinking my plans to sail, and apparently the race committee was doing the same. Word came in that racing would be cancelled because of the weather, and a rush of relief came over me.

As I was putting my sails away, I felt a little bummed, so I went over

to the one man I would sail with in these conditions, Mark Modderman.

I yelled to him over the howling wind, "You look kinda disappointed. If you still want to go out, we can take my boat." His smirk gave me the answer. As we were rigging my boat, Gary Jobson's camera crew was fitting my boat with two of their Go Pros. Mark then talked me through how we would launch to make it through the violent surf. Then just before we launched, I turned around to see a huge crowd of spectators on the beach waiting to watch this awesome spectacle.

Launching was easier than expected, and before I knew it, we were screaming along in the near gale force winds. Sailing in those conditions made me think of what it would be like to be on an America's Cup boat with the howling wind and cold spray. When it came time to head down wind, I was sure we would pitchpole, but thanks to Mark's expert sailing abilities, we managed to stay upright and start surfing downwind toward the beach. Our first capsizing happened in the blink of an eye. Mark headed up to a bit of a reach to avoid hitting the beach, and a gust hit that was just too much for us to handle. Then, just like that, I found the two of us swimming next to the jib. I just remember thinking, "I really hope the cameras got that." Once we got the boat back up, we heard the crowd cheering. After taking a moment to recover, we were off again. On our second downwind leg, we fell again. This time, the cameras on the beach caught the sequence perfectly. Once again, we got it up and going quickly.

Hitting the beach was one of the coolest parts of this crazy ride. We were heading at the beach on a broad reach going faster than I thought possible. When we made it through the surf, the boat sailed almost ten feet in the sand before finally coming to a stop. People swarmed the boat, including Gary Jobson, who interviewed us about our epic adventure.

As I look back, the entire week was full of great times and awesome people. I'm so glad I was able to attend this year, and I am looking forward to next year's North Americans already.



MIKE WALKER



MIKE WALKER



MIKE WALKER

WOMEN SAILORS ROCK!

By Madi Kelley

Women sailors are something else. Kind of like the Power Puff Girls, we don't really know exactly what women sailors are made up of, but whatever it is, it rocks. Women sailors are strong relentless, proud, courageous and full of enthusiasm. Of course if you are just beginning sailing or are thinking about trying it, don't be intimidated by the reputation of women sailors. It'll come to you, you won't even have to try, and it'll come in time the more you get out on a boat.

At the Hobie '16 North Americans this year in Delaware, I had the pleasure of sailing with my good friend Kat Porter; she was the skipper and I was her crew. For being one of three youth teams at the event and the only youth women's team, Kat and I came out with a thirty-six; pretty good in my opinion. This was my very first NAs that I have ever got the pleasure to attend and it is definitely not my last ever attended. There were a few days that the weather was unruly but the days we did get to race it was mostly beautiful.

Actually getting to sit on a sailboat and go sailing is, like women sailors: something else. When you're on a boat, you go somewhere else; to another planet perhaps, but when you go out on the water it feels like you have gone to heaven. At the end of the day when you finally snap out of your day dream and have to beach your boat; you realize that you weren't just in a dream, you were just working your butt off, and now you're tired and already know that tomorrow you'll be sore. That has got to be the best day dream in the world: heaven and a work out. You don't even realize you worked that hard.

When Kat and I arrived, her mom Darcy also joined us. From the airport we traveled to the Lewes Yacht club where we met her dad, Pat Porter, who had spent the previous week driving from California with a triple stack trailer hooked up to the back of their RV. We all just got settled in and the real fun began Sunday and that is what started our adventure.

Sunday: Practice Day

With our gear, Kat and I ventured to the beach where we found our boat and set it up. Once you get the hang of assembling and dismantling a boat and have an understanding of how it all fits together, it is a very easy process. I learned how to do it in a



day, I watched several people set up their boats at the youth North Americans 2013 at Huntington Lake, California, and then made a few attempts to do so myself, and I got it. So we set up our boat and then launched it from the beach. Although the skies were gray and cloudy, not a smidge of sun shining through anywhere, the wind was perfect and even though the swells were a bit big for a sailors liking, the water was great. After launching, everything went better than I thought it would; considering that I am a beginner sailor and this was one of my first open water regattas. I had this terrible fear that we were just going to fail miserably. But we didn't. I got on the boat and without even thinking, started doing what I was supposed to; reflecting back, this shows me how much progress I have made since I first started sailing. Kat obviously had everything under control like she always does. We got out on the water and I was gone; off into Heaven flying on a Hobie. While we were out Kat and I practiced our tacks and gybes and we tuned ourselves to the feel of the Delaware Bay. We did really well that day while fun sailing, we got our team work down, we had great attitudes, had a load of fun and we seemed to have everything down for racing the next day, or so we thought.

Monday: First day of racing.

Like Sunday, Monday was gorgeous. The wind was a bit heavier and sailing became slightly more intense; not only because of the wind, but also the racing factor was applied. Kat and I were not quite on the same page and made several mistakes, but we still managed to do pretty well in the first race.

On the first leg of the second race, we were going along and I heard a "crack!" and I jerked down a little

Madi and Kat get their game faces on, with a little help from Kat's dad.



MIKE WALKER

Kat and Madi work on their light-air tacks.

on the trap wire. My harness had just broken. I went in on the boat and told Kat and I worked on my harness as we continued to race. Finally, I managed to tie it up and form a makeshift hold.

After returning to trapping out and returning to normal racing, I was again trapping out and my makeshift fix to my harness failed, so I nearly fell off my wire once again. I told Kat that my harness was done for. Kat was not the happiest sailor in the world, but she managed. She instructed me to hike out off the side of the boat because we still needed the weight off the side. I did as I was told to the best of my ability for the remainder of the time we were on the boat.

On the third leg of the course, Kat and I flipped. We got on the side of the hull, got the righting line out and over the hull, we hiked out and the boat began coming up. Up, up, and finally bam the other hull hit the water and as I reached for the dolphin striker I got a hold of it but it slipped out of my hand just as fast as I grabbed it. As I fell down into the water I saw the other hull of the boat going far up into the air. I was frustrated with myself; why didn't I just grab the dolphin striker, why couldn't I? Disappointed, I climbed back on the boat and tried to get Kat on board; I was determined to get the boat up again. We tried and tried again; over and over we rode the righting line and we just couldn't keep the boat from flipping over. Eventually a chase boat stepped in and helped us, and even with a third person helping us, we had trouble getting the boat upright. Kat and I finally got back on the upright boat, and set sail yet again.

After working as hard as we did, we were both so, so tired, but we toughed it out for a third and final race for the day. We ran that race single trapped, hiking out hard and did pretty well considering. We went in after the race, took our boat down and heard rumors of the next day's wind being light; very light. We went to dinner and after a long hard day of sailing we went to sleep and had a well-deserved nights rest.

Tuesday: Day 2

We ate a protein packed breakfast and suited up for a day of racing. Dreading the thought of light wind, we set up our boat and set off on another venture out into the ocean. The competitors all lined up on the start line and the sequence started. Five minutes passed; it was hectic; when the horn blew, and you would expect to see the boats get off the line faster, but with the amount of wind we had it was more of a float race than a sail race. We had two races and the wind only got worse, the RC called us onto the beach and postponed the third race. Finally they called us back out on the water, but the wind was deceiving. From shore it looked like it had picked up, but when you actually got out there it was dead. The next days would be something else.

Wednesday: Day 3

On Wednesday, the wind was turbulent. There was so much of it that even the experienced sailors were nervous to go out. Still, everybody got ready to go out and after hassling with our boats trying to set them up before the wind blew the sails away, there was a first attempt to go out on the water. Greg and John got out and almost immediately flipped and their boat started



RON MACARTHUR

being carried towards the shore. About fifteen people bolted for the water in all attempts to save the boat.

Sailors are some of the most amazing kind of people you'll meet. They're willing to step in and help you when you boat is about to break or if you need spare parts or equipment. Heck, they'll help you fix a flat tire. Hobie sailors are all just one big family. Everybody knows everybody, and if they don't know

you, they will still take you under their wing and help you out with anything. You don't have to worry about asking a favor because you've already repaid it or you will in the future; it may not be to the same person but everybody gives and everybody takes. If the entire world were Hobie sailors, we would have finally achieved world peace. Except when we are on the water. Then it's war!

We got the boat back on the shore and the race committee called it. They raised the postponement flag. There were no further races that day, but two boats did end up going out on the water. They successfully sailed around the bay flipping here and there but got them right back up just as easy as they went over. It was a great sight. The rest of the Hobie sailors stood on the beach cheering: hooting and hollering, whenever the boats started to flip all you could hear around you was "OHH, AHHH!" Eventually sailors began trickling back to their cars, began changing, and went inside of the San Lewes Yacht Club and waited for happy hour to begin.

Thursday: day 4

Thursday the storm had yet to roll over so sailors were beached. Some stayed home, some went out to explore Lewes, Delaware, and some hung out at the yacht club and talked about sailboats and what not. Although we did not get to race Thursday, I believe everybody enjoyed themselves.

Friday: Day 5, Last race day

Finally! We got to sail again! We had an early 9:30 AM start, with a beautiful 13 knots to start the day. We sailed four races that day. Kat and I once again were finally on the same page. This time we added

racing to our teamwork, and we still had it together. Our races went very well.

We had a few rough patches in our first race, fouls on fouls and nobody did their 360s. We were headed to the gate; we were on the port side gybe and the other boat was on stabsboard. We had already established overlap and the boat came right in front of us and gybed. Then he continued to sail as we asked for room at the mark and he just pinched us off so we had to turn up, tack and go back to go through the gates and continue back to A mark. (Sometimes a sailor's mouth isn't what it seems. It may sound nice, sweet and lady-like on the beach, but get a sailor, particularly a woman sailor, and screw with her on the water, and you will hear a whole new rainbow of vocabulary put in every combination possible!)

That day it seemed that other sailors had it out for us. It was crazy and we finished off the day pretty strong. The wind consistently died down throughout the course of the day. By the time they took us off the water, the wind was just about gone.

We attended the last dinner/raffle/award ceremony and the room was filled with sailors having a grand time. We enjoyed a wonderful dinner and decadent desert that the Lewes Yacht Club had so graciously provided us with and moved through the raffle. When the raffle was over, we began the voluminous awards starting from the back of the pack. Kat and I finally heard our names called at number 36. I was excited, but Kat had higher expectations. I had high expectations as well, but I was really just glad that I competed in my first North Americans and didn't come in last place. I had a great time and would encourage everybody to come out and fly a Hobie Cat!

The 2014 Hobie 16 North American Championship

Congratulations

Jason Hess /
Irene Abascal,
**North American
Champions**

2015 Pan Am Games Qualifiers:

Guatemala

Jason Hess /
Irene Abascal

United States

Mark Modderman /
Grace Modderman

Puerto Rico

Pedro Colon /
Monica Cabrera

Full Results available
on Regatta Network:
regattanetwork.com



“Hey, do you guys want to sail to Catalina”

Dan Ketterman enthusiastically asked me the question one evening a couple of summers ago as he, his wife Ann and my wife Sue and I sipped Margaritas at a Hobie Fleet 4 summer party. My face must have gone slightly slack jawed as my mind envisioned the adventure of sailing a Hobie 18 across the Catalina Channel. Before I could even construct a meaningful response, Sue closed the issue with swift response.

“Are you crazy, Dan?” she barked. She and Ann had been chatting seemingly oblivious to our conversation, but his provocative invitation did not escape her multi-tasking ear. “There is no way in the world that *we* are going to sail to Catalina!” Sue is a skilled crew with only two minor flaws: 1) She likes to be in charge even when she is not in charge; 2) she does not like to use her skills when difficult conditions demand her skills be used. Her decisive declination brought laughter all around and conversation quickly wandered elsewhere, but the seed was planted in the back of my mind and did not go away.



2 Mi Acr the

Story and photos By George Burchfiel

ina with us over Labor Day Weekend?”

6 les ross Sea

A few days later while working at my office computer, an idea popped into the front of my mind; I dashed off a quick email to my son-in-law: “Richard, wanna sail to Catalina?” He responded immediately, “Sure. Sounds fun.” There’s proof, good communication does not require many words.

For several weeks we had made preparations gathering safety equipment: compass, Hobie Bob, GPS, hand held VHF, SPOT locator, and courage. Richard and I practiced righting the boat after capsizing intentionally in Mission Bay several times. My friend Rich Levy sailed with me from Mission Bay up to La Jolla point in San Diego to get the feel of sailing in swells and ocean chop. We figured out what camping gear we needed and how to strap it on the boat. Dan and Ann lashed about 65 pounds of gear underneath their tramp supported by a round patio table. We secured ours to the tramp and front of the wings and had a Hobie Tandem Mirage tethered to the rear cross bar. They’ve made this trip many times over the years, but this was my first time on a Hobie Cat and it was daunting.



Santa Catalina is a-waitin' for me . . .



Despite the lyrics of the 1958 Four Preps romantic ballad, Santa Catalina Island is only nineteen miles from San Pedro. We met Dan and Anne there at the launch ramp at Cabrillo Beach in the Los Angeles Harbor. Sue and her mother Elaine were there to bid bon voyage.

We shoved off and headed for the harbor mouth. A hundred yards before clearing the breakwater, a gigantic container ship came lumbering through the passage. We quickly hove-to and floated there irrelevantly; staring up in awe at this behemoth vessel hogging our pond. It was several hundred feet long and had about 30 or 40 feet of freeboard and on top of the deck were stacked 11 layers of ocean containers: I'm guessing maybe 105 feet tall. Five miles per hour may not be fast when you are sitting on the freeway, but imagine sitting at a stop light and watching a truck the size of a ten story warehouse driving past you in an intersection at that speed. Stupefying! Our attention shifted urgently from the ship to the series of fast moving waves in its wake. It was a challenge just to stay on-board.



No, I have the right of way. Tonnage rules.

Once out of the harbor and on course, the view ahead became broad, bland, and pure gray. Visibility was only eight miles so we saw a long stretch of blue water, then . . . nothing. The assurance of seeing San Pedro behind dimmed rapidly as we sailed southwest. Before long, you realize that there will soon be a stretch when you can see neither destination nor origin. Thank God for GPS! One gains great respect for pioneering sailors when completely enveloped in a dome of nothingness.

Our 202° rhumb line paired nicely with an 11-14 mph fair wind out of the northwest. This made for a high-powered close reach pointing directly at our destination, Paradise Cove. It occurred to me that we might lay the mark in one long starboard tack, easy (maybe not). A big storm in the southern hemisphere earlier in the week had sent an army of eight foot swells marching northward. We grooved into a pattern of charging up the face, then slicing through the peek, then surfing down the back of each wave. Exhilarating!

Santa Catalina, the island of romance Romance, romance, romance

Yes, I did fall in love on this trip ... with my trusty Hobie 18. This is a great boat. Several times when first underway, I hit the panic button snapping the main sheet loose based on my previous ten years of Hobie 16 experience. Everyone knows that if you're pushing hard on a 16 and the leeward bow dips below the surface, you will likely be swimming soon. That is not the case on an 18. It took several false alarms for me to overcome the instinct to de-power and rather just keep charging forward when that leading edge dives a bit. (Dan and I found out at the Hobie 18 North Americans at Lake Mohave that an 18 will pitch pole, but not like a 16. We took a dive on a hot run to the gate when both bows buried deep. After a sudden stop and split second of steep tilt, the boat actually backed up and took off again.)

My thought of making the Catalina beach on one tack got interrupted by reality. This long screaming reach was interrupted rudely when my sleeping bag got washed overboard by some of the green water frequently blasting over the hulls. Quickened thoughts matched my quickened heart beat: Do I really want to do a 1800 jibe among these white capped large swells? Do I really want to shiver all night with no bedding? Richard must have read my mind because he shouted over the wind, "You know I could unzip my sleeping bag and share it with you." Jibe ho!

The turn off the wind went well and the pointy end stayed upright. Once about, we could see that stupid sleeping bag efficiently skimming the waves downwind. Wrapped in 3 trash bags and floating buoyantly, that sucker was running away very efficiently. I've done many MOB drills, but never one in which I had to chase down the subject like a defiant



dollar bill skipping down the sidewalk. Richard finally snatched it from the water after a quarter mile chase. Ketterman's sail was now just a speck on the horizon even though they had hove-to waiting for us. We headed up and got on course again...for a few miles. Then the Kayak's tow rope broke. This time we didn't have to race to rescue, but we did have to perform that big hairy jibe again in the middle of this world-class commercial shipping channel. With the rope repaired, the journey continued: only to repeat the process two more times. Finally we figured out where the rope was chafing and Richard began altering the length every few minutes to reduce friction.

Our destination, Paradise Cove, is a little spit of rocky sand maybe 200 feet long entirely lined by a tall, craggy rock cliff. There are no roads, trails, water, sewer, electricity, or any type of improvements. It can only be approached by boat. With it on the lee side of the island the approach was calm and casual, rather

than wet and wild. We touched sand within a few minutes of each other and immediately began telling of our adventures. Ann looked like she had been swimming in a washing machine. She was more than a little miffed to tell how she had been knocked off her feet while on the wire by a big wave. Her leg got stuck between the rail and hull and she was washed by several waves before Dan could haul her back in. Ann was partly in shock and partly just peeved but her disposition improved rapidly as warmth returned and other stories were told. Later that afternoon two more factory Hobie guys sailed in; one on an 18SX and one on a Getaway.

Water all around it everywhere . . .

The next high tide was to be around 10:00 pm, but it was impossible to know how narrow the beach would get. This uncertainty meant the tents were pitched right up against the cliff and the boats would

need to be watched closely until the tide ebbed. No one slept as the water kept rising higher and higher. We pulled the boats further up the shore with the bows finally only a few feet away from the tents by the time the water started receding. Richard used his engineering skills to dig a trench around the tent to keep it dry. The Ketterman compound was a little higher than ours and never really threatened by the flood. The benefit of carrying so much gear was now paying off big time. Their camp looked like an ad out of Good Housekeeping magazine with all the comforts of home.

Knowing that the boats were not going to float away made for a great night of rest. The air was warm and clean, the stars and moon were spectacular with zero competition from any type of urban lights. The only sound to be heard was from waves rushing over the rocks and up the sand, then running back to start over again. That old Coleman sleeping bag had never been appreciated more and, amazingly, it was dry



despite its watery escape attempt. My only worry was that my snoring would ruin the other's experience, but no one complained. Hopefully, they don't secretly harbor an unpleasant memory of me sawing logs.

Everyone else stayed a second night, but Richard and I stuck to our plan of sailing back the next morning by ourselves. We cleaned up camp, said our farewells and shoved off shortly after breakfast. The water had calmed dramatically. The wind was still from the Northwest, but had reduced to around 5-6

mph. The marine life in this channel is notoriously surface oriented and frequently interactive with sailors. Often boats are engulfed by hundreds of dolphins swimming playfully right alongside close enough to touch. There are also seals, sea lions, the famous Catalina flying fishes, several species of spouting whales, big dorsal fins of marlin and other sail fish, and occasionally even the lazy troll of big creepy shark fins. Unfortunately on this day, there were none to see. We guessed they probably took the down elevator due to the previous day's rough water.

Forty kilometers in a leaky old boat Any old thing that'll stay afloat . . .

We settled into a relaxing and uneventful very broad reach back home. Richards's navigation was excellent, requiring only one jibe to slightly correct course and then one more to round the welcomed LA Harbor lighthouse. This last leg between Cabrillo Beach and the Harbor entrance is called Hurricane Gulch for good reason. My theory is that the prevailing westerlies get bent southward off the sloping hill at San Pedro and pushed down along the breakwater: concentrating energy like a wind tunnel. The amplified breeze was right on our nose and demanded several tacks to get back to the launch ramp. Once there we found that the hulls were so full of water that the boat was too heavy to manually lift onto the trailer. We had to back the trailer clear under water to float the boat onto the rollers. I didn't realize it then, but later figured out that the pounding it took on the way over had jarred joints apart in the dagger board wells. Soon we were headed home down the freeway with a deep sense of satisfaction. The hot shower that afternoon never felt better.

Probably just like you: I love sailing. I love the exhilaration, and the freedom, and the challenge of learning new skills, and the friendship of Hobiefolks from all over. This little sojourn touched on all that. I also love overcoming fears and self doubt. Hundreds of Hobie Cat sailors have made this crossing, but it had never been done by me and, frankly, I was inwardly scared before the trip. A major part of my fond memory now is the satisfaction of using that fear to increase preparedness and responding to the challenge with careful preparation. We're already talking about next time!

California High

NORTH AMERICAN
2015

CHAMPIONSHIP REGATTA
HOBIE 18 & 20

NOTICE OF RACE



Racing Schedule: Registration and check-in will take place on 8/1/15 – 3:00 pm to 5:00 pm, 8/2/15 – 3:00 pm to 5:00 pm, and 8/3/15 – 8:00 am to 9:00 am. The Regatta will have **five days of racing (8/3/15 – 8/7/15)** with the objective of 3-5 races per day, back to back. The first warning signal will be at 11:00 on 8/3/15.

A local Division 3 Regatta– *Mile High*, will be taking place 8/1/15 and 8/2/15. Participants wanting to practice on the lake can also enter the Mile High Regatta.

Social Schedule: 8/3/15 –Welcome Dinner Party; 8/5/15 Mid-week Dinner Party; 8/7/15 Awards Banquet and Dinner.

Measurement: Boats will not be weighed in at this event. Competitors are responsible for ensuring their equipment is IHCA Class Legal. Crew members will be weighed in accordance with the class rules. During the event, any boat may be subject to inspection.

Advertising: Boats may be required to display advertising chosen and supplied by the organizing authority.

Sailing Instructions: The sailing instructions will be available at registration.

Radio Communication: Under rule 87, IHCA class rule 16.3 is changed as follows: Competitors are permitted to carry VHF radios while racing.

Insurance: Each participating boat shall have current third party liability insurance with a minimum coverage of not less than \$100,000. Proof of insurance will be required upon on-site registration.

Camping: Camping is allowed in designated camp grounds only. Cabins and condominiums are also available to rent. NOTE: Camping reservations at the State camp sites open 6 months before the date of camping. It is highly advisable

to book your campground reservations on 2/1/2015. Ask your Fleet Officer listed below for tips on how to book the sites! Condos and Cabins may be booked anytime.

Camping: www.recreation.gov

Cabins: Lakeshore Resort (559) 893-3193, www.lakeshorerestort.com

Condos: www.shaverlake.com (look for condos at Huntington Lake)

Trophies: Trophies will be awarded based on number of pre-registrants.

Inspections: NO Mussel inspections are required at Huntington Lake

Charter Info:

Hobie 18 Fleet Officer – Bret Peterson – corkguy1390@sbcglobal.net

Hobie 20 Fleet Officer – Mark Zimmer – Khimaira20@yahoo.com

Information: Event Chair – Scott Erwin (805) 610-7812 or wscotterwin@yahoo.com

Facebook: www.facebook.com/2015HobieNorthAmericans

Huntington Lake, CA

AUGUST 3-7, 2015 @ 7,000 ft.

Organizing Authority: The Hobie Class Association of North America and Hobie Fleet 259

Sailing Venue: Huntington Lake, California

Rules: The event will be conducted in accordance with the Racing Rules of Sailing. This is an international competition; therefore, pursuant to the US Sailing prescription to RRS 88.2, the US SAILING prescription to RRS 40 will not apply.

Eligibility, Entry, and Classes: The event is open to Class legal Hobie 18s and Hobie 20s. Per IHCA Rule 26, all crew must be 2015 HCA members.

Registration and Fees: Early Registration by July 1, 2015 – \$375
Late Registration after July 1, 2015 – \$450

Additional social tickets for evening events will be available at the venue.

Registrar: Kathy Erwin (805) 610-2846 or Stevescnkathy@yahoo.com

Online Registration: www.div3.hobieclass.com

columns
regattareports

Lake Quinault



Pacific Northwest Area Championship
August 15-17, 2014

By Laura Sullivan
Photos by Jan Anderson

There must be something in the water!

This is an Area Championship!



Lynn Rickard (left) and Ginger Daughery (right).

She looks like she just won \$1,000 on the radio!
What? Fathers and daughters smiling?

Al and Kailey Jones



They even wear smiley hats!



Jeremy and Destiny Groesz

Looks like father and son have teamed up together!



Martin Hollinworth and son James

Kids that moping around, aren't texting – and have smiles on their faces! What's going on here?



Friends that are meeting in person....!

Daniel Hargrove and Andrew Gross



Even the dogs are happy!

"Addie" Ruggles and "Sam" Pioszak on a play date.



"Buck" Dorwin - chillin'

What's this? Practicing yoga while sailing?



Laura Sullivan

There must be something in the water!

www.hcana.hobieclass.com



Is this a new game of peek-a-boo?

Kailey Jones

Valerie Pioszak



Gabe Spearin



Even the support people are happy!



Teri Mc Glashen and Bob Combie

They look like they're trying to drown this one – and even he's smiling!



Will Nelson (center) - a Hobie ritual - throwing a new winning skipper into the water.

Maybe this is some kind of new social experiment – where people meet in person. There are no cell phones, computers or ipads, no texting, ...and smiles everywhere.

It IS the water! They discovered the fountain of youth!



"Wild Bill" Groesz

There has to be something in the water!
What's wrong with these people?Maybe we should be asking ourselves....What's right with these people?
Wait a minute! Oh my gosh! It's not the water, it's the boats in the water. It's those Hobby Crafts! No! It's those Hobie Cats...and this is the Hobie Family!
Who won? Everyone who had a smile on their face....



TUCSON HOBIE FLEET 514 2014 Piñata Regatta - Another Hit!

Story by Tony Krauss
Photos by Kim
Hawkings and
Richard McCreedy

In most of the country, the middle of October means changing fall colors, cold temperatures, and getting the boat put away for winter.

However in Puerto Peñasco, Sonora, high in the northern Sea of Cortez and just an hour south of the US border, the middle of October means 90 degree air, 80 degree water, and steady fall breezes. Yes please!

Tucson Fleet 514 is proud to have hosted again this October 11-12, 2014, the 29th annual Piñata Regatta, and Division 2 Championships. Originally called the 'Assault on Rocky Point', this regatta still provides the finest Hobie racing

in the Southwest - and the best parties! - on the beautiful waters of the Sea of Cortez.

This year saw boats from Arizona, Southern and Central California, Utah, Colorado, and New Mexico. In addition, our friends from Arizona Multihull Fleet 42 were sharing the beach and water with us, hosting their 10th annual Rocky Point Challenge. (Stand down, Hobie people, 'Separate Organizing Authority' applies here...) All in all, we had 54 masts on the beach, more than we have had since the 1990s. This represents a continuing upward attendance trend over the last several years - 42 boats in 2012, 48 boats in 2013, 54 this year. This year also continued a resurgence of the Hobie 18 fleet, with 13 boats in attendance, and a strong central California showing.



At this writing, the votes have come in regarding our bid to host the 2016 H16/18 NACs, and we expect our attendance trend to continue to rise as teams discover (and rediscover!) this event in preparation for the 2016 North American Championships. The Piñata Regatta keeps getting better and better! Several families of the first generation of Arizona Hobie sailors spend the entire month of October in Puerto Peñasco, my parents included, and I got reports that the remains of a late season hurricane moving up the Sea of Cortez dumped several inches of rain in Peñasco the Tuesday before the event. The weather moved into southern Arizona by Wednesday morning, just in time for my departure. The route from Tucson to the border crossing parallels the US/Mexico border across the Tohono O'odham Indian reservation, on a two-lane road with several wash crossings prone to flooding in heavy rain - like the one falling as I started. Several crossings had traffic backed up with motorists hesitant to cross, but Ambovan (my 14,000# 4x4 ambulance/van/RV, with two boats stacked on a steel trailer) pushed through like a champ. The first two major crossings I followed the Ranger through - The



last crossing was a nearly quarter mile wide expanse of water flowing over the road, and after reviewing it through binoculars, the Ranger let me go first. Another fleet member only a few minutes behind, was pulling a Hobie Wave, and had the boat/trailer assembly floating behind his rig. Right after that, they shut the highway down.

But, hey, I was through, and with an uneventful border crossing, I had a cold beer in my hand and my toes in the sand in just a few short hours. The route from the Border to the town of Puerto Penasco is just about one hour of travel, and aside from the sand on the road from yesterday's heavy rains, the road was in excellent shape - recent construction and improvements have been completed, and the road was easy and nice. Definitely need to follow the speed limits in town though, or you might get the opportunity to 'pay the fine' right there on the side of the road!

A word on the venue - Playa Bonita RV Park and Hotel have been host to this event as long as we have been having it. Located right on the beach, there is an access ramp that allows boats to be wheeled from your camp spot directly to the beach. There are full hookups with capacity for the largest RVs, with laundry and shower facilities for the tent and car campers. In addition, the Playa Bonita Hotel has rooms available at the RV park, and there is a deluxe condo tower right next to the park - all within walking distance from the regatta HQ. There is nothing else to compare with the type and variety of accommodations available in direct proximity to the venue.

Still a bit of work to do, however, and over the next few days we did the final prep for the event, working with long-time fleet sponsor Tecate to provide tables, chairs, a 20x40 tent, and of course, beer - the Indio Lager was a big hit this year. We also bought food for the Saturday dinner, and sourced a local restaurant to cook our main dish. I felt pretty good about setting up our Ponga workboats



and chase boats via email this year, with the same outfit we have used for the past few years, so I didn't stop by in person before Saturday morning - more on this later.

On Friday, we had a group sail to the Oyster farms at the Estuary, about an eight mile sail east along the shore. There is a women's collective, Las Mujeres, that runs a small oyster farm and restaurant, just inside the mouth of the Estuary. At least five boats, and maybe 12 people made the trip over including a few that drove, beautiful! There is nothing like the freshness of eating an oyster plucked right from the water before it is dropped on your plate - Though some folks might



be a bit more cautious eating raw seafood following heavy rain events.

Saturday morning, time to race - Skippers meeting at the RV park, and then off to the harbor, with all the marks and regatta equipment to pick up our three Pongas that we had set up via email (in English and everything!), confirmed (I thought) a week before.. When we got there, (Yora Fishing Charters) we found an empty building, and no Yora-boats. This is bad. With 11 people and a stack of gear sitting around, and with the clock ticking, I scrambled to see WTF happened, and what other boats were available. We found a boat captain that we have used in the past, and he stated "All your boats are out fishing - There goes one now". We looked up to see a Yora ponga going by, full of clients with life jackets and poles, clearly we weren't going to be using that boat today. Turns out this was a Mexican 3-day holiday weekend, they may have taken a better offer, but we never really found out, and when I checked my emails back in town, I didn't see where I had actually confirmed the boats, grrr... With some quick negotiating, we were able to secure 2 boats for the weekend, a bit thin for running the regatta, but with favorable winds, some good luck, and

a fantastic chase boat Captain and Crew, we were able to proceed with very little impact to the event. Big thanks to Ponga Captain Pedro Nava - He has worked with us in the past, knew exactly what was needed, and was able to anticipate where he needed to be before we told him - This in addition to stepping up and supplying us our boats on what would otherwise be a lucrative holiday fishing weekend. Lesson learned/relearned - always confirm in person!

We still like B-marks down here, and we still like to use the whole Hobie course card. Short on boats, we also wanted to (generally) finish the boats upwind so we could better read the sail numbers from the Signal Boat. So, old school it is - A,B, Gate, signal boat in the middle. Even with our shoreside delays, we reached the race area as the wind was still filling in, so for all the boats on the water, the postponement just seemed like part of the process. We were able to get everything set within 10 minutes of the posted time, right as the wind was filling in - nothing to see here, no need to look behind the curtain...

Leaving the harbor, the chase ponga dropped a different color mark off the point, and another way down at the cruise ship jetty for the Open fleet distance race - The signal boat ran a single start 15 minutes prior to the first Hobie signal for the open class boats, they all kept their own time, and finished on the beach. Pretty cool, no conflicts, and basically no interaction at all between the Hobies and the Open boats - Once they started, they were gone, and we didn't think about them again all day. Perfect for everyone!

Along with co-PRO Becky Ashburn, we set up our starting order with the 18s first, 16a second, and the 16b/c/ and waves running last - We gave the first two starts one more lap than the last one, and were able to have all the boats cross within 10 minutes, minimizing wait times between races. On Saturday, the wind was still settling a bit and we had to rotate the course right after the first race or two, but then it settled in to the sort of conditions that make any RC look like a genius - Steady, single trap, just going to double. We





also got two races with a course 7 for the fast boats, and a course 3 for the slow ones - The reach from A to B was hot, and crews came back all grins, and told tales of the thundering herd of 18s, double trapped, rampaging to B mark, packed in tight. That lap wasn't just a parade, though, B was set so crews could still split tacks at the mark. Good times! Finished the day with a downwind finish course 2/1, and had boats off the water by about 4pm.

We still had wind, but we had a party to prepare for! Racers needed to get their Pot Luck dishes ready, and the RC needed to get back to the beach to set up the Margarita party, and the evening's festivities. Salsa Contest (Food, not dancing), Pot Luck Dinner (with Fleet provided main dish), Pinata breaking for the kids, world famous Fleet 514 Raffle, and evening of music and dancing with Mark Mulligan.

A word on our Saturday party - There are no functioning yacht clubs in Puerto Penasco, so all regatta activities, on the water and off, are still coordinated with Fleet 514 personnel and resources. Our fleet sponsors don't give us money - They give us

'stuff' that we then raffle/auction off. This Saturday night raffle is our main source of fleet revenue for the year, and between the Silent auction and the sale of raffle tickets, we raised over \$3500, and a nearly \$2000 profit for the event. This allows us to continue to buy all of our own regatta equipment and supplies, and to continue to throw the best party in Division 2!

Mark Mulligan was a special treat this year for the evenings music and dancing - Mark is a gringo that ran away to San Carlos, Mexico more than 20 years ago, with a Mexican wife and a couple of kids. He captures the 'Gringo running to Mexico' vibe perfectly, and everyone dug it.

On a personal note, as the evening progressed, I got several complementary comments on the racing during the day, and the quality of the party that night - Which led to several 'I'll drink to that' moments - Which led to me being on the beach at 11 PM, loaded and having a ball - Which led the next morning to me regurgitating my breakfast burrito over the seawall, right before I had to do the Skippers Meeting and head to the harbor for the Sunday races. Yes, there was a bit

more subdued tone on the Signal Boat for Sunday.

Our multihull friends in Fleet 42 elected to run their distance race off of the shore on Sunday, so we dropped a couple marks for them again on the way out, and picked them up at the end of the day, never saw them on the course otherwise,

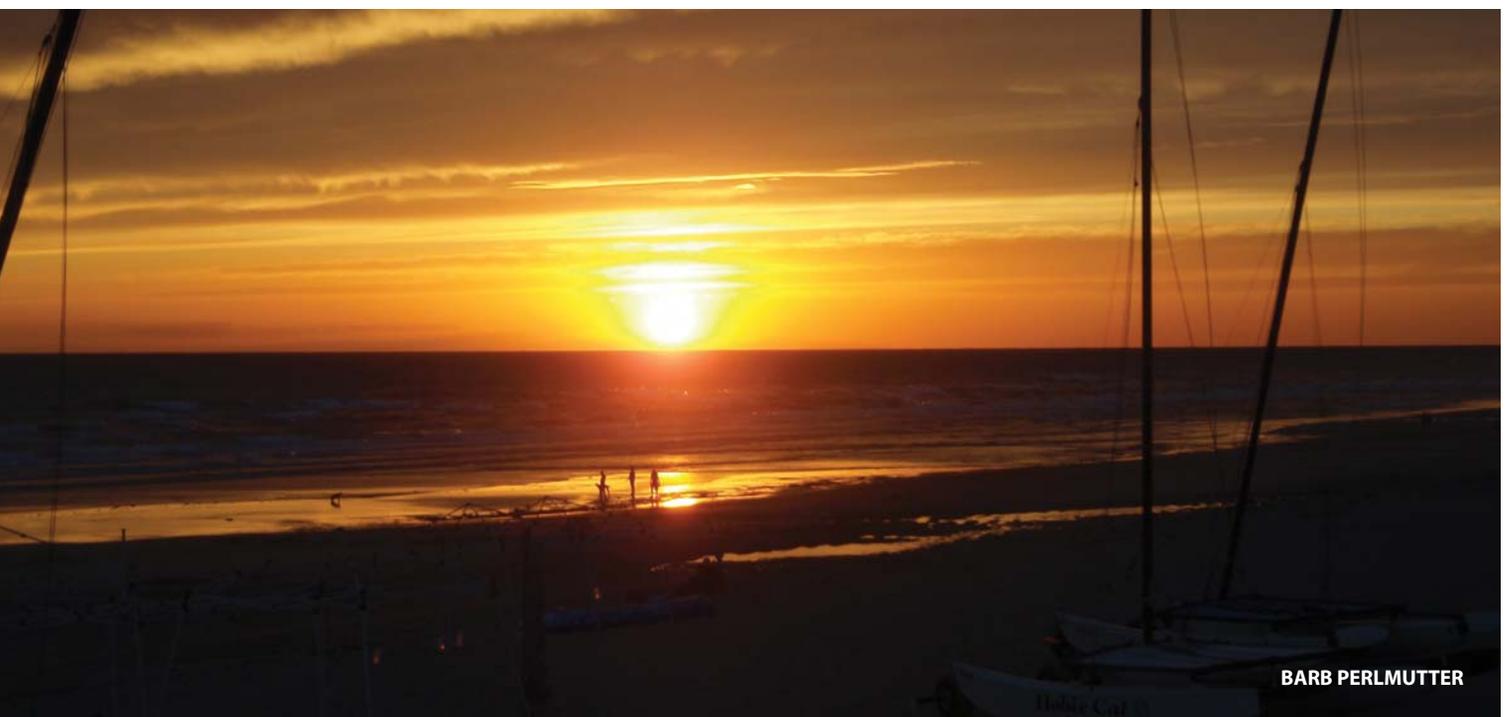
No problems with getting the boats away from the harbor on Sunday am. Our multihull friends in Fleet 42 elected to run their distance race off of the shore on Sunday, so we dropped a couple marks for them again on the way out, and picked them up at the end of the day, never saw them on the course otherwise. Similar to Saturday, we got the first Hobie race off under shifting conditions as the wind went right, but things settled nicely for the remainder of the day - three races total, getting up into single trap conditions. We got everyone off of the water by 2pm to give everyone time to break down the boats and get on the road back to the States.

In the 16a fleet, Greg Thomas/Karen Sikora looked unbeatable on Saturday, but crew illness kept them off the water on Sunday, clearing the way for Rex Miller/Lydia Brown to take the win, with Roger Brown and Ann Sullivan taking second, and a tough Sunday pushing Jeff Perlmutter/Susan Stockdale into third.

In the 18a fleet, the feel-good story of the weekend came from Brian and Heather Heffernan's triumphant return to Hobie racing. They are currently full-time

residents of Puerto Penasco, and between work, life, and cancer, Brian has not had his boat on the water in 13 years. He showed up with tumbleweeds hanging off of the trailer, and had to borrow a jib because the zippers on both of his blew out when he tried to raise them. After swapping 1st and 2nd place with Denny Osburn all day on Saturday, and being one point behind, he came out with two 1sts and a 2nd, to take the overall win on Sunday with 9 points. I'm still getting goosebumps as I write this! Denny Osburn held on to 2nd, with 10 points, and Scott Erwin took a tie-breaker for third place with 25 points.

Another Pinata Regatta in the Bag! Big thanks to our fleet sponsors, especially Tecate and the Hobie Cat Company, Stohlquist, and Murrays Marine. Local thanks to Shawn Bates for coordinating the Salsa Contest, Chris Graham and John Lovegrove for coordinating the Dinner, Eric Stymoe for sourcing our silent auction prizes, Barb Perlmutter for coordinating sponsorship, Becky Ashburn as co-PRO, Clay Ostrom and Ashley Erwin on chase boat, Lani Krauss for the Margaritas, Dean Zimmerman for the awesome hand-made trophies (again), and all our fleet members, families, friends, and sponsors for everything.



Beg, Buy, Borrow, Steal!!
(don't actually steal a wave... but get one)

2015 Hobie Wave Midwest Regional Championship

Where: Big Creek State Park, Polk City, IA

When: October 10-11 2015

Entry Fee: \$50

Lodging: Free camping available nearby

Food: Saturday night Bring Your Own Meat to grill

Times: Skippers meeting at 10:00. First Warning Saturday at 11:00 No races will be started after 5. Sunday racing begins at 10:00. No races started after 12:00

Rules: Racing Rules of Sailing and IHCA Wave rules apply.

Safety: A life jacket will be required to be worn at all times

Fun: Absolutely Mandatory

Charter Boats: Limited quantity available for \$75

Contact: Event Chair Ben Wells
bmwells23@gmail.com or
319.504.8419. Also look for the event Facebook page.





2015 Membership Form

Membership is for the calendar year (Jan 1 - Dec 31)

Primary Member Information PLEASE PRINT LEGIBLY

FIRST NAME	MI	LAST NAME	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
STREET ADDRESS		APT #	
CITY	ST / PROV	ZIP / POSTAL CODE	
E-MAIL ADDRESS	FLEET	DIVISION	
HOME PHONE	CELL PHONE	DATE OF BIRTH IF UNDER 21	

Family Member Information LIMITED TO A MAXIMUM OF ONE ADULT LIVING AT THE SAME ADDRESS AS THE PRIMARY MEMBER YOUTH MEMBERS MUST BE UNDER THE AGE OF 21 AS OF DECEMBER 31 OF THE MEMBERSHIP YEAR

FAMILY MEMBER NAME (ADULT)	E-MAIL ADDRESS	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
FAMILY MEMBER NAME (YOUTH)	DATE OF BIRTH	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
FAMILY MEMBER NAME (YOUTH)	DATE OF BIRTH	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE

Boats Owned / Sailed CHECK ALL THAT APPLY

- | | | | | |
|---------------------------------------|--|--|---|--------------------------------|
| <input type="checkbox"/> Bravo | <input type="checkbox"/> Getaway | <input type="checkbox"/> Hobie 18/M/SX | <input type="checkbox"/> Hobie 20 | <input type="checkbox"/> SUP |
| <input type="checkbox"/> Wave | <input type="checkbox"/> Hobie 16 | <input type="checkbox"/> Tiger | <input type="checkbox"/> Hobie 21 | <input type="checkbox"/> Other |
| <input type="checkbox"/> Hobie 14/14T | <input type="checkbox"/> Hobie 17 SE/Sport | <input type="checkbox"/> Wildcat | <input type="checkbox"/> Adventure Island | |

Membership Categories

STANDARD	IHCA Membership (eligibility to race in HCA points regattas, NAs and Worlds), support for Guest Expert Programs, Youth Programs and subscription to HCA HOTLINE magazine	\$ 35.00
FAMILY	(Standard and Top Cat members may purchase additional memberships for family members - see restrictions above.) Same benefits as Standard, but no additional copies of the magazine.	\$ 10.00 EACH
TOP CAT	Patrons, sponsors and corporate members. Same benefits as Standard, with special recognition in the HCA HOTLINE magazine.	\$ 100.00
WEB	Same benefits as Standard, without a subscription to the paper copy of the HCA HOTLINE magazine. Issues may be viewed on the web.	\$ 25.00
INDEPENDENT YOUTH	Same benefits as Standard, for non-family youth members. Must be under the age of 21 as of December 31 of the membership year.	\$ 15.00
RECREATIONAL / SUP	Subscription to HCA HOTLINE magazine only. Does not fulfill IHCA membership requirement to race in sanctioned points regattas. Allows participation in SUP races at regattas.	\$ 20.00

TOTAL ENCLOSED
(MAKE CHECK PAYABLE TO HCA-NA)

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Release of Liability - Waiver of Claims

I acknowledge the risk of injury to my person and property while participating in sailing events. To the fullest extent of the law, I hereby waive any rights I may have to sue the race organizers (including the IHCA and HCANA) involved with the event with respect to personal injury or property damage suffered by myself or my crew as a result of our participation, and hereby release the race organizers from any liability for such injury or damage.

SIGN _____	DATE _____
------------	------------

Send completed form with check or money order to:
HCA MEMBERSHIP
 % Matt Bounds
 3798 Damas Dr.
 Commerce Twp., MI 48382
 248-980-7931
 hobiemembership@gmail.com

Pensacola Beach and Pensacola, the home of the Blue Angels welcomes the
Hobie 16 North American Championship
September 20–25, 2015, Pensacola Yacht Club
Organizing Authority - Hobie Class Association of North America (HCA-NA)

NOTICE OF RACE



Rules

The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS). This is an international competition; therefore, pursuant to the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 shall not apply. The US Sailing prescriptions to rules 60.3(b), 63.2 and 63.4 shall not apply.

Advertising

Boats may be required to display advertising chosen and supplied by the OA.

Eligibility, Entry and Classes

The event is open to class legal Hobie 16s. IHCA Class Rule 26 requires that all crew be 2015 IHCA members (HCA-NA or other regional Hobie class assoc.).

Venue

Pensacola Yacht Club, 1897 Cypress St, Pensacola, FL 32502. Racing will take place on Pensacola Bay.

Racing Schedule / Format

Registration and check-in will take place on 09/19 from 1400 to 1700, 09/20 from 1000 to 1700 and 09/21 from 0800 to 0900 at the regatta venue. Practice races may be held in the afternoon of 09/20. The event will have three days of round robin racing (four groups, two starts per race) on 09/21 - 09/23. Gold / Silver fleets will race on 9/24 and 9/25. The 1st warning signal will be at 1100 on 09/21.

Social Schedule

Dinners at PYC on Monday, Wednesday and Friday. Party bus to Palafox St. in Pensacola on Tuesday and Pensacola Beach YC for taco night on Thursday.

Sailing Instructions

The sailing instructions will be available at check-in.

Measurement

Boats will be weighed at this event. Competitors are responsible for ensuring their equipment is HCA Class Legal. Crew members will be weighed in accordance with the class rules. During the competition, any boat may be subject to inspection.

Insurance

Each participating boat shall have current third party liability insurance with a minimum coverage of not less than **\$100,000**. Proof of this insurance must be presented at check-in.

Registration & Fees

Pre-registration by August 21 - \$375 / Late Registration - \$425

\$25 discount for first time Hobie 16 NAC skippers.

Social tickets (includes parties and banquet) will be available at the venue. Register online at www.regattanetwork.com or at the venue.

Host Hotel

Suburban Extended Stay Hotel, 3984 Barrancas Avenue, Pensacola (850) 453-4140. Group rate code **HOBIE CAT**

Alternate Accommodations

RV Parking / Camping - At PYC designated area (no hook ups)
Weekly rate - RV/Vans \$50, Tents \$25. Contact Chris Wessels for details.

Information

Michael McNeir 850-585-3285, mcneir080605@centurylink.net
Bridget Quatrone, 315-446-9868, bqfaces@netzero.com
Chris Wessels, 641-425-8720, xanderwess@yahoo.com



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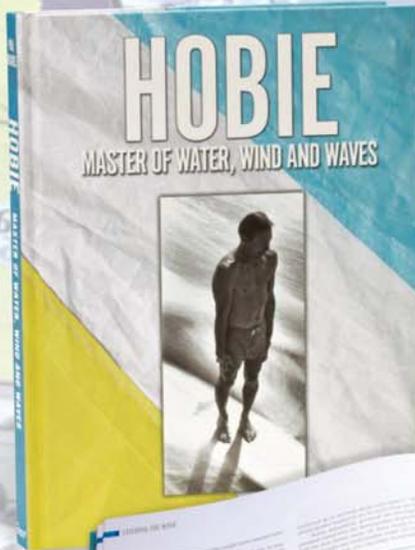
Master of Water, Wind and Waves

The man, Hobie, known by just one name worldwide, has an epic life story. This 12 x 9 hardcover book shows how it all came to be, and more, in 17 chapters with 300 pages, 120,000 words of text and 585 photographs and illustrations that document Hobie's entire life and career.

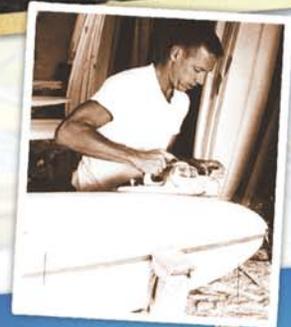
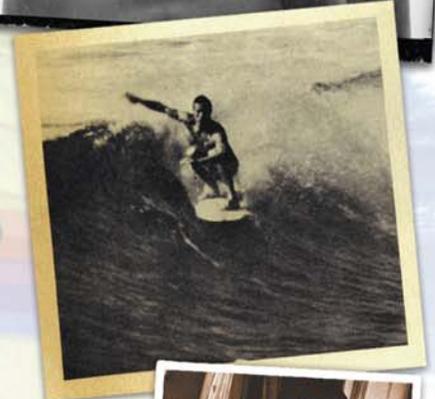
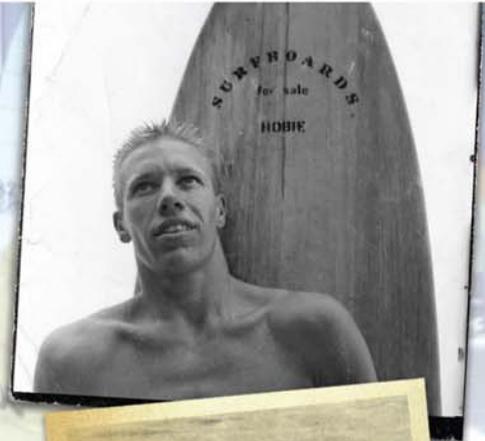
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