



# HOTLINE

SUMMER 2012

VOLUME 41 NO. 3



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



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OF US SAILING



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The Official Publication of the Hobie Class Association of North America

**SUMMER 2012  
VOLUME 41, NUMBER 3**

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

**HOBIE CLASS ASSOCIATION HOTLINE**  
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# thecommondenominator



Catamarans have been in the forefront of sailing news this year. The International Sailing Federation (ISAF) made the multihull equipment selection for the 2016 Olympics. Two Hobie Cats, the Hobie 16 with spinnaker and the Tiger, were considered along with several other boats, including the Tornado. Both Hobie Cats met the selection criteria set forth by ISAF, but unfortunately were not chosen.

It's probably for the best that the Hobie 16 wasn't selected. It would have created another class (Hobie 16 w/spinnaker) within our organization. History has taught us that this would further dilute the Hobie 16 class. It would also drastically change the culture away from the "Hobie Way of Life" as competition ratcheted up to the Olympic level.

The America's Cup organizers have been very visible with the AC 45 racing and the proposed AC 45 youth team development. The America's Cup promoters had said they wanted to help provide an opportunity for young sailors. Their stated goal was to put hundreds of new sailors on San Francisco Bay. Unfortunately, prohibitively high entry fees means that the youth AC 45 promotion is a gesture with no intent of reaching out to the rank and file of the youth sailor. So yes, I am disappointed, yet not surprised.

The Hobie Class Association of North America has been active in our efforts to increase our visibility and viability, the primary example being our most recent youth North American Championships in the sailing capital of the United States, Annapolis. We had strong support, involvement, and significant recognition with US Sailing as well as the local established sailing community. Congratulations to all the Hobie Youth sailors who participated!

So where do we fit in? How does it affect us? For that matter, who are we? Well, we are not an Olympic catamaran class, we are not an America's Cup associate, and our young sailors aren't involved in the America's Cup youth promotion. There is however an increase of interest and enthusiasm by yacht clubs, sailing schools, and youth organizations in the use of catamarans for their sailing programs. This is where the parts come together. The best catamarans for these programs come from Hobie Cat.

Let's step back, back to the beach, and be what we are: a friendship driven class, a slightly rebellious group looking for fun, excitement, and camaraderie. We maintain the belief that it is the people on the boat, not necessarily the boat itself that makes sailing fun, fast, and exciting. We are proud of our class and proud of our boats and proud to be a part of the Hobie Family.

And don't forget to Have a Hobie Day!

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## photo / illustration credits

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 Just in Off the Wire – **Jacques Bernier, Janet Payne, Julio Caceres, Adam Borcharding**  
 Signal Boat - **Judi Altman, Dafna Brown**  
 Women on the Water - **Christine Bradshaw**  
 Big Dogs – **Ellie Martin, Roxanne Fairbarn**  
 Shaking the Tree – **Dafna Brown, Coco Hudson**  
 To Where? And Back? – **Paul Evenden, Dan Jebens, Kenny Boudreaux**  
 Opinion - **Mark Schneider, Dafna Brown**  
 Regatta Reports - **Coco Hudson, Bruce Krupke, Joey Wilbanks**

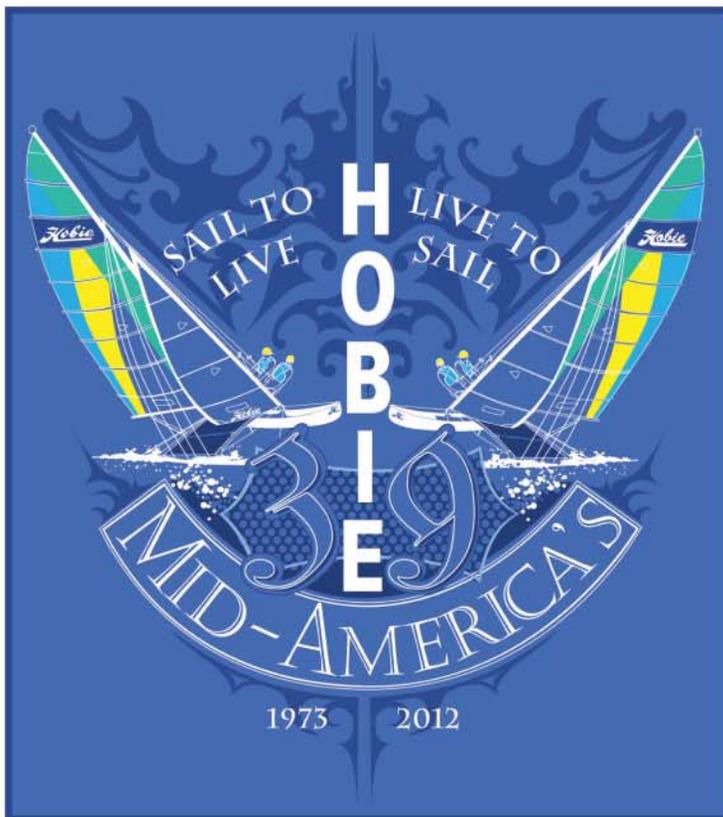
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**on the cover**

**Chix Rule!** – Colette Bolton and Haley Carson are all smiles at the Hobie 16 Youth NAC / Chesapeake Bay Junior Olympic Festival. Photo by Dallas Carson.



39<sup>th</sup> Annual

# MID AMERICAS

2012 SOUTH CENTRAL AREA CHAMPIONSHIPS  
 HOBIE CLASS ASSOCIATION ★ NORTH AMERICA  
 DALLAS CORINTHIAN YACHT CLUB ★ LEWISVILLE LAKE, TX

August 31 - September 2, 2012

Benefitting:

Natl. Home Oxygen Patient's Association,  
 Susan G. Koman For the Cure

★ **Organizing Authority**

Hobie Class Association of North America (HCA-NA), Fleet 23, and Division 14.

★ **Venue**

Dallas Corinthian Yacht Club (DCYC), 1399 Yacht Club Rd, Oak Point, TX 75068. DCYC is located on Lewisville Lake. See *Directions* for additional details.

★ **Schedule (Central Daylight Savings Time)**

8/31	Friday	Texas Taco Party & Reg.	6-8 pm
9/01	Saturday	Registration	8 – 10 am
		<b>Guest Expert Program</b>	<b>9:30 am</b>
		Competitor's Meeting	11 am
		First Warning Signal	12 noon
		Dinner / Party	~6:30 pm
9/02	Sunday	Breakfast	7-9 am
		First Warning Signal	10 am

*Award presentation ASAP after last race on Sunday*

9/03 Monday Casual Holiday Sailing

★ **Registration**

Check on-line for prices. Youth (skipper and crew <18) registration is free!!  
 On-line registration provided by Regatta Tech® via the Fleet 23 website: [www.hobiefleet23.com](http://www.hobiefleet23.com)

★ **Classes**

Classes will be determined after all registrations have been received.

★ **Sailing Instructions (SIs)**

Sailing Instructions will be made available at registration.

★ **Rules**

The event will be governed by the ISAF RRS, as prescribed by US Sailing, the IHCA Class Rules, and this Notice of Race except as modified by the Sailing Instructions. RRS 44.1 and 44.2 (penalty turns) will be changed so that only one turn, including one tack and one jibe, is required.

★ **Hotels / Motels**

See Fleet 23 website for lists and maps to area lodging.

★ **Camping / RVs - FREE**

DCYC offers FREE tent camping and RV parking (self-contained) Note - assume no electric and water hookups.

★ **Directions**

Dallas Corinthian Yacht Club  
[www.dcy.org](http://www.dcy.org)



1399 Yacht Club Rd.  
 Oak Point, TX 75068

★ **Contact Information**

Further Details [www.hobiefleet23.com](http://www.hobiefleet23.com) / [www.dcy.org](http://www.dcy.org)  
 Or contact: Laurie Cronan  
[lcronan@solbroadband.com](mailto:lcronan@solbroadband.com)  
 972-814-7090 (c)

★ **Eligibility & Insurance**

The regatta is open to all Hobie One-design Classes. Each skipper must be a member of HCA-NA (or other National Hobie Class Association). See [www.hcana.hobieclass.com](http://www.hcana.hobieclass.com) for info.

Proof of current liability insurance is required.



# Hobie Wave 16 Women's 14

# 2012 North American Championships

- Organizing Authority:** The Hobie Class Association of North America in conjunction with Hobie Fleet 106, Hobie Division 11, and the Rehoboth Bay Sailing Association.
- Venue:** Racing will be conducted on Rehoboth Bay, DE, staging out of the Rehoboth Bay Sailing Association, Dewey Beach, DE.
- Rules:** The regatta will be governed by the rules as defined in the 2009-2012 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 will not apply.
- Eligibility:** The ISAF Competitors eligibility code applies (ISAF regulation 19). All crew members must be paid members of the HCA-NA (or other Nat'l Hobie Class Association).
- Entry Fee:** \$225 for two person boats and \$160 for one person boats. You will not receive the regatta memorabilia (i.e. shirt) if registering after September 10, 2012. Social \$50 (includes shirt and Friday and Saturday night food).
- Schedule:**  
Thursday, October 4, 2012  
1500-1900 Registration  
Friday, October 5, 2012  
0800-1000 Registration  
1000 Skippers' meeting  
1100 First shape  
Saturday and Sunday, October 6-7, 2012  
1000 First shape  
No races will be started after 2PM on Sunday. This event will run concurrently with the Division 11 Fall Classic Regatta on Saturday and Sunday. Social events include a pizza party on Friday night and dinner on Saturday night.
- Measurement:** Boats will not be weighed at this event. Competitors are responsible for ensuring their equipment is HCA Class legal. Crew members will be weighed in accordance with class rules. All boats are subject to inspection during the competition.
- Competitors Insurance:** Competitors must show proof of liability insurance with a minimum coverage of \$100,000 (USD). Proof of insurance and coverage must be available for review at registration.
- Sailing Instructions:** The sailing instructions will be available at registration.
- Awards:** Awards will be presented to the top 30% of pre-registrants in each class.
- Host Motel:** Bay Resort Motel (800) 922-9240, special deal ask for "Hobie rate," [www.bayresort.com](http://www.bayresort.com)
- Alt. Accommodations:** Full hook-up RV Camping is available 5 miles south of RBSA at the Delaware Seashore State Park.  
[www.destateparks.com/camping/delaware-seashore/index.asp](http://www.destateparks.com/camping/delaware-seashore/index.asp)  
A limited number of dry RV parking and tent camping sites are available on-site to the first who make arrangements with Jim Doty ([jim.doty1@verizon.net](mailto:jim.doty1@verizon.net))

# 2012



# pointsregattaschedule

## DIVISION 2

Lake Havasu, AZ  
**March 10-11**  
**HAVAMEGA-McCulloch Cup**  
 Gordo Bagley  
[gnbj@msn.com](mailto:gnbj@msn.com)

Lake Mohave, NV  
**Mar 31-Apr 1**  
**Hobie Way of Life / MWW**  
 Dave Martin  
[h16music@cox.net](mailto:h16music@cox.net)

Puerto Peñasco, MEX  
**May 5-6**  
**Cinco de Mayo**  
 Dave Topolski  
[topolskidg@msn.com](mailto:topolskidg@msn.com)

ABYC - Long Beach, CA  
**May 26-27**  
**Memorial Day Regatta**  
 Jeff Newsome  
[Jeff.Newsome@schawk.com](mailto:Jeff.Newsome@schawk.com)

**June 1-3**  
**San Diego Classic**  
*SW Area Championships*  
 George Burchfiel  
[george@rtainsurance.com](mailto:george@rtainsurance.com)

ABYC - Long Beach, CA  
**July 21-22**  
**Multihull Regatta**  
 Jeff Newsome  
[Jeff.Newsome@schawk.com](mailto:Jeff.Newsome@schawk.com)

Santa Barbara, CA  
**August 18-19**  
**Wine & Roses**  
 Steve Leo  
[steve@infocuspromo.com](mailto:steve@infocuspromo.com)

Lake Arrowhead, CA  
**September 8-9**  
**Lake Arrowhead**  
 Chris Dunn  
[dunndd@charter.net](mailto:dunndd@charter.net)

Puerto Peñasco, MEX  
**October 13-14**  
**Piñata Regatta**  
 Barb Perlmutter  
[skipperbarb@hotmail.com](mailto:skipperbarb@hotmail.com)

Lake Mohave, NV  
**October 20-26**  
**17/18 North Americans**  
 Dave Martin  
[h16music@cox.net](mailto:h16music@cox.net)

## DIVISION 3

Santa Cruz, CA  
**April 14-15**  
**Kickoff Regatta**  
 Dwight Manning  
[dwhight916@earthlink.net](mailto:dwhight916@earthlink.net)

Woodward Reservoir, CA  
**May 12-13**  
**Wet 'n Wild Regatta**  
 Mike Little  
[mimm@clearwire.net](mailto:mimm@clearwire.net)

Sausalito, CA  
**June 18-22**  
**16/20 North Americans**  
 Mike Montague  
[mike@teevax.com](mailto:mike@teevax.com)

San Francisco, CA  
**May 18-20**  
**San Francisco NOOD**  
 Don Atchley  
[don\\_atchley@gmail.com](mailto:don_atchley@gmail.com)

Huntington Lake, CA  
**June 30-July 1**  
**Commodores Regatta**  
 Sean Tomlinson  
[h16@sbcglobal.net](mailto:h16@sbcglobal.net)

Santa Cruz, CA  
**July 14-15**  
**Summer Multihull**  
 Dwight Manning  
[dwhight916@earthlink.net](mailto:dwhight916@earthlink.net)

Alameda, CA  
**July 28-29**  
**Round Treasure Island**  
 Mike Little  
[mimm@clearwire.net](mailto:mimm@clearwire.net)

Huntington Lake, CA  
**August 4-5**  
**Mile High Regatta**  
 Sean Tomlinson  
[h16@sbcglobal.net](mailto:h16@sbcglobal.net)

Bodega Bay, CA  
**September 8-9**  
**Shark Feed Regatta**  
 Andy Pollock  
[sharkfeed2000@aol.com](mailto:sharkfeed2000@aol.com)

Richmond YC, CA  
**September 22-23**  
**Multihull Invitational**  
 Bob Branstad, RYC  
[raceryc@gmail.com](mailto:raceryc@gmail.com)

Monterey, CA  
**October 6-7**  
**Turkey / Div 3 Champs**  
 Jason Moore  
[hobie.20@comcast.net](mailto:hobie.20@comcast.net)

## DIVISION 4

Seattle, WA  
**May 18-20**  
**Seattle NOOD**  
 Don Atchley  
[don\\_atchley@gmail.com](mailto:don_atchley@gmail.com)

Vancouver, BC  
**June 2-3**  
**Jericho Classic**  
 Benoit Sonrel  
[bsonrel@yahoo.com](mailto:bsonrel@yahoo.com)

Eugene, OR  
**June 9-10**  
**Live on the Edge**  
 Roeland Kapsenberg  
[www.eugeneyachtclub.org](http://www.eugeneyachtclub.org)

Bellingham, WA  
**June 23-24**  
**Lake Whatcom**  
 Scot Chapman  
[tlilcar@earthlink.net](mailto:tlilcar@earthlink.net)

Oak Harbor, WA  
**July 15-16**  
**Dinghies Whidbey Island**  
 Bob Combie  
[bobcombie@gmail.com](mailto:bobcombie@gmail.com)

Longmont, CO  
**May 19-20**  
**3 Peaks to the Wind**  
 Bob Forshay  
[BobForshay@comcast.net](mailto:BobForshay@comcast.net)

Lake Alcoma, WY  
**CANCELLED**  
**Wyoming Governor's Cup**  
 Stuart Hill  
[boarderstu@bresnan.net](mailto:boarderstu@bresnan.net)

Lk. Angostura, SD  
**August 18-19**  
**Black Hills Classic**  
 Tom Machette  
[fleet198@hotmail.com](mailto:fleet198@hotmail.com)

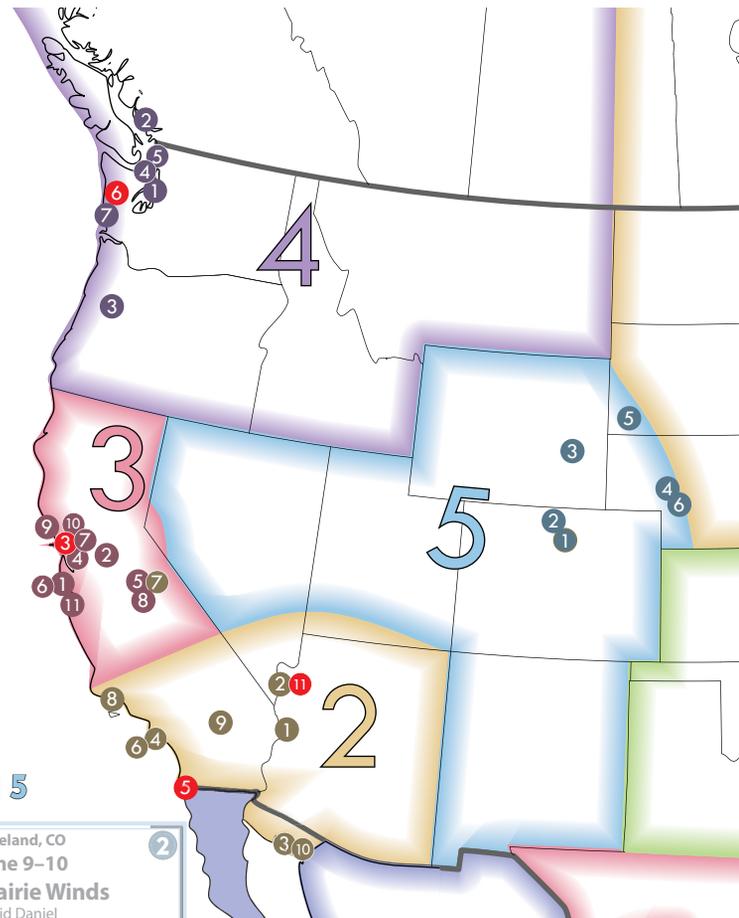
**DIVISION 1**  
  
 Oahu, HI  
**May 19-20**  
**Cat-A-Tonic Regatta**  
 Dan Williams  
[rollerskate-hi@clearwire.net](mailto:rollerskate-hi@clearwire.net)  
 Oahu, HI  
**September 15-16**  
**Sand Bar Regatta**  
 Dan Williams  
[rollerskate-hi@clearwire.net](mailto:rollerskate-hi@clearwire.net)

**August 4-5**  
**Lake Quinault**  
*NW Area Championships*  
 Al Jones  
[Atkjones@centurytel.net](mailto:Atkjones@centurytel.net)

Skamokawa, WA  
**August 11-12**  
**Smoke on the Water**  
 Jim Wood  
[Commodore@hobiefleet72.com](mailto:Commodore@hobiefleet72.com)

## DIVISION 7

Storm Lake, IA  
**June 9-10**  
**Boots & Bikinis**  
 Todd Wilson  
[hobiecatdivision7@yahoo.com](mailto:hobiecatdivision7@yahoo.com)



## DIVISION 5

Loveland, CO  
**June 9-10**  
**Prairie Winds**  
 David Daniel  
[ddaniel843@comcast.net](mailto:ddaniel843@comcast.net)

Lake McConaughy, NE  
**July 14-15**  
**Tropical Dreams**  
 Stephen Cooley  
[MUST429@aol.com](mailto:MUST429@aol.com)

Lake McConaughy, NE  
**September 1-3**  
**Mac Attack**  
 Stephen Cooley  
[MUST429@aol.com](mailto:MUST429@aol.com)

## DIVISION 14

Shreveport, LA  
**April 14-15**  
**Holiday in Dixie**  
 Mark Van Doren  
[markvw2@suddenlink.net](mailto:markvw2@suddenlink.net)

Oak Point, TX  
**May 5-6**  
**DCYC Leukemia Cup**  
 Dennis McCreadie  
[Waterman876@yahoo.com](mailto:Waterman876@yahoo.com)

Cheney Lake, KS  
**June 2-3**  
**Prairie Regatta**  
 Jon Tiger  
[jtiger17@cox.net](mailto:jtiger17@cox.net)

Lawton, OK  
**June 9-10**  
**OK State Champs**  
 Jimmie Smith  
[lawtonkarvpark@tds.net](mailto:lawtonkarvpark@tds.net)

Cheney Lake, KS  
**August 18-19**  
**Cat Chase**  
 Jon Tiger  
[jtiger17@cox.net](mailto:jtiger17@cox.net)

Oak Point, TX  
**September 3-4**  
**Mid-Americas Area Champs**  
 Rob Kollman  
[r-kollman@ti.com](mailto:r-kollman@ti.com)

Lawrence, KS  
**September 29-30**  
**Frayed Knot**  
 John Eaton  
[sailflatlands@gmail.com](mailto:sailflatlands@gmail.com)

## DIVISION 7

Green Lake, MN  
July 14-15  
**Green Lake Regatta**  
Ted Jagger  
[jjagerted@msn.com](mailto:jjagerted@msn.com)

Big Creek, IA  
August 10  
**Div. 7 Youth Event**  
Jim Sohn  
[sailinghobie@gmail.com](mailto:sailinghobie@gmail.com)

Storm Lake, IA  
September 25-26  
**Storm Lake**  
Andy Larson  
[larsona@iwnet.net](mailto:larsona@iwnet.net)

Yankton, SD  
July 28-29  
**Lewis & Clark Lake**  
Dave Rice  
[mdrice3@cox.net](mailto:mdrice3@cox.net)

Des Moines, SD  
August 11-12  
**Saylorville Lake**  
Roger Taha  
[rtaha@mchsi.com](mailto:rtaha@mchsi.com)

Lawrence, KS  
September 29-30  
**Frayed Knot**  
John Eaton  
[sailflatlands@gmail.com](mailto:sailflatlands@gmail.com)

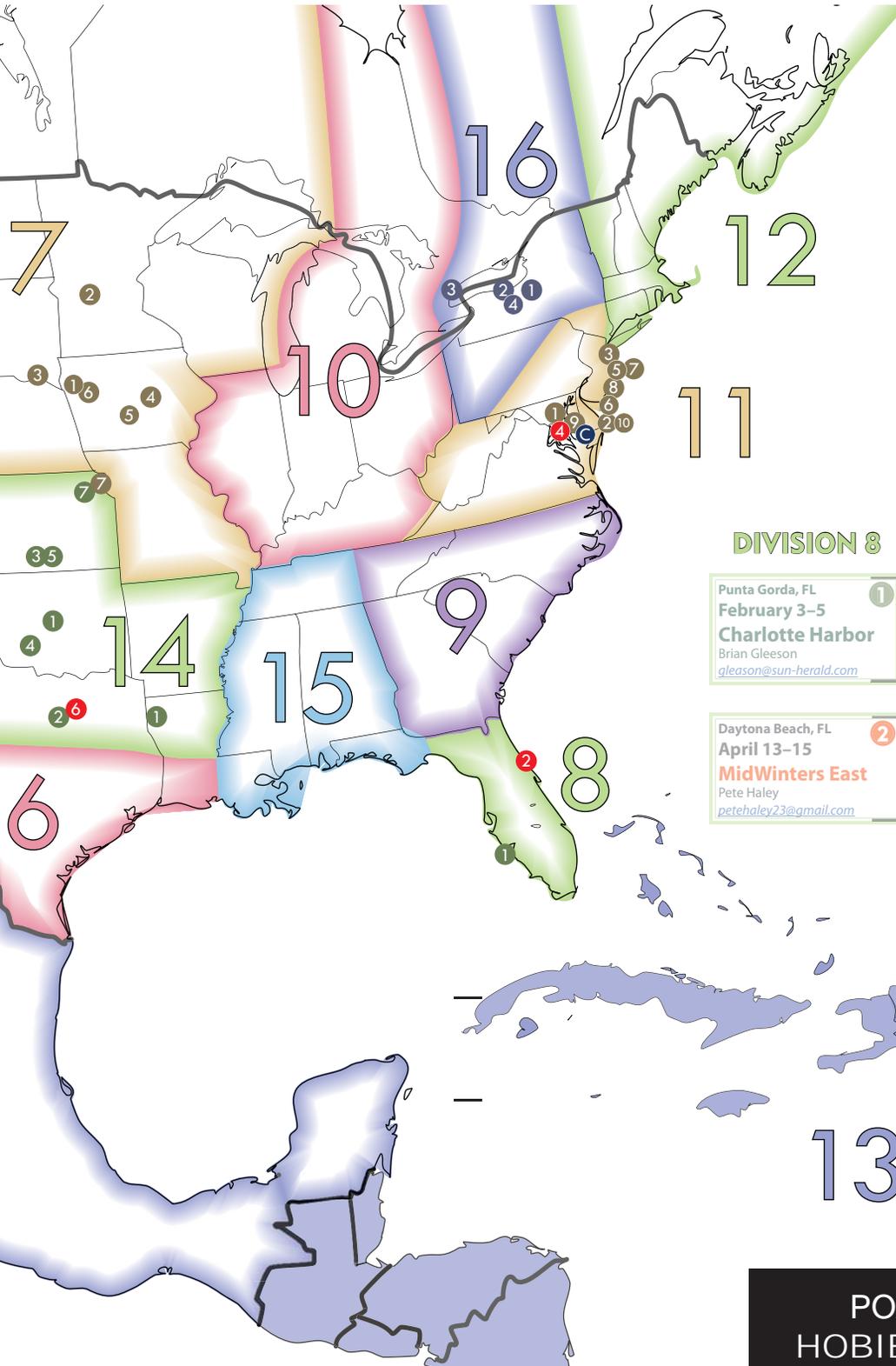
## DIVISION 16

Syracuse, NY  
May 18-20  
**Madcatter**  
Bob Longo  
[rmlongo@aol.com](mailto:rmlongo@aol.com)

Rochester, NY  
August 4-5  
**R.O.H.R.**  
Mark Gibson  
[mkgibson18@gmail.com](mailto:mkgibson18@gmail.com)

Toronto, Ontario  
August 25-26  
**Flying High**  
Dan Borg  
[Dan\\_Borg@toyota.ca](mailto:Dan_Borg@toyota.ca)

Canandaigua, NY  
September 22-23  
**CMOR**  
Sue Bennett  
[sharkoops@aol.com](mailto:sharkoops@aol.com)



## DIVISION 11

Gunpowder, MD  
May 5-6  
**Gunpowder**  
Dan Flanigan  
[dfp135@msn.com](mailto:dfp135@msn.com)

Dewey Beach, DE  
May 12-13  
**Rehoboth**  
Dave Raughley  
[draughley@aol.com](mailto:draughley@aol.com)

Atlantic Highlands, NJ  
June 2-3  
**Sandy Hook**  
Greg Raybon  
[graybon@verizon.net](mailto:graybon@verizon.net)

Rock Hall, MD  
June 16-17  
**Alter Cup Area C Qual.**  
Mark Santorelli  
[mark@mnktechnologies.com](mailto:mark@mnktechnologies.com)

Annapolis, MD - Annapolis Yacht Club  
July 6-8  
**Junior Olympics / HCANA Youth North Americans**  
Harry Murphey  
[harrymurphey@yahoo.com](mailto:harrymurphey@yahoo.com)

## DIVISION 8

Punta Gorda, FL  
February 3-5  
**Charlotte Harbor**  
Brian Gleason  
[ggleason@sun-herald.com](mailto:ggleason@sun-herald.com)

Lanoka Harbor, NJ  
July 21-22  
**Barnegat Breezer NEAC**  
Chris Begrow  
[cbegrow@aol.com](mailto:cbegrow@aol.com)

Wildwood, NJ  
**CANCELLED**  
**Wildwood**  
Rob Wagner  
[rob.wagner@verizon.net](mailto:rob.wagner@verizon.net)

Daytona Beach, FL  
April 13-15  
**MidWinters East**  
Pete Haley  
[petehaley23@gmail.com](mailto:petehaley23@gmail.com)

Spray Beach, NJ  
August 25-26  
**Spray Beach**  
Ron Laporta  
[ronlaporta@verizon.net](mailto:ronlaporta@verizon.net)

Shore Acres, NJ  
September 8-9  
**Shore Acres**  
Rob Wingender  
[rawingender2@comcast.net](mailto:rawingender2@comcast.net)

Rock Hall, MD  
September 22-23  
**Rock Hall**  
Dan Flanigan  
[dfp135@msn.com](mailto:dfp135@msn.com)

Dewey Beach, DE  
October 6-7  
**Rehoboth Fall Classic**  
Bill Colgan  
[hobie106@speakeasy.net](mailto:hobie106@speakeasy.net)

Dewey Beach, DE - Rehoboth Bay Sailing Assoc.  
October 5-7  
**Hobie 14 / Wave / 16 Womens' North Americans**  
Jim Doty  
[harrymurphey@yahoo.com](mailto:harrymurphey@yahoo.com)

**GREEN Text denotes a yacht club one-design regatta. Check with the organizer to confirm which classes are invited.**

**POINTS RESULTS GO TO:  
HOBIESCORES@YAHOO.COM**

# From the Archive

## Lake Havasu, 1968

The Pacific Cat reigns supreme. Over five hundred pounds of aluminum and fiberglass, the P-Cat was king of the beach and many came to Havasu to participate in regattas.

However, if you look closely, you'll see a usurper - two sleek, banana-shaped boats with a funny-looking stylized "H" in the sail. They weighed less than half what a P-Cat did.

The P-Cat was dead. It just didn't know it yet. The invasion had begun.



## welcomenewmembers ...

Tom Rookey, Sackets Harbor, NY  
Charles Meyer, Grand Island, NY  
Kevin Walma, Brewerton, NY  
Russ Weade, La Mesa, CA  
Eric Mckinley, Alameda, CA  
Christopher Cosner, Oakdale, CA  
Joel Moss, Lawton, OK  
Karl Wagner, Torrance, CA  
Bill Baska, Bridgewater, NJ  
Tommy Butler, Atlantic Highlands, NJ  
Robert Jopson, Rumson, NJ  
Lynn Twedt, Clear Lake, IA

Taylor Worthington, Fort Collins, CO  
Matthew Mccammon, Dallas, OR  
Miller Hall, San Francisco, CA  
Joel Hutchings, Bucyrus, KS  
Eric Brown, Felton, CA  
Stan Tory, Prather, CA  
Frank Bartek, San Rafael, CA  
Ian Bouchier, Casper, WY  
Christian Maysonet, Carolina, PR  
Luke Puk, Kinnelon, NJ  
Andrew Wilkinson, Woodside, CA  
Waseem Lutfi, Scotts Valley, CA

Mark Christensen, Santa Cruz, CA  
Donald Hager, Leonardo, NJ  
Joe Bousquet, Sioux City, IA  
Roland Chirico, Stafford Springs, CT  
Ed Roch, Carrollton, TX  
Douglas Schwartz, Fort Wayne, IN  
Terry Vannoy, Colfax, IA  
Matt Holloway, La Pine, OR  
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Douglas Leite, Cranford, NJ  
Bob Kaine, Buffalo, NY

Valerie Pioszak, Ridgefield, WA  
Jonathan Cook, Troutdale, OR  
Rob Schuyler, Edmond, OK

David Atkinson, Clear Lake, IA  
Sam Swari, Albuquerque, NM  
David Webb, Andover, KS

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Chuck Blair, No. Little Rock, AR  
Richard Blount, Hermosa Beach, CA  
Roger Brown, Lake Forest, CA  
Doug Campbell, Corona Del Mar, CA  
Phil Collins, Piedmont, OK  
Pedro Colon, Caguas, PR  
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Charles Froeb, Tiburon, CA  
Jim Glanden, Newark, DE  
Sam Hayes, Alpine, CA

Paul Hess, Napa, CA  
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James Kirkham, Minneapolis, MN  
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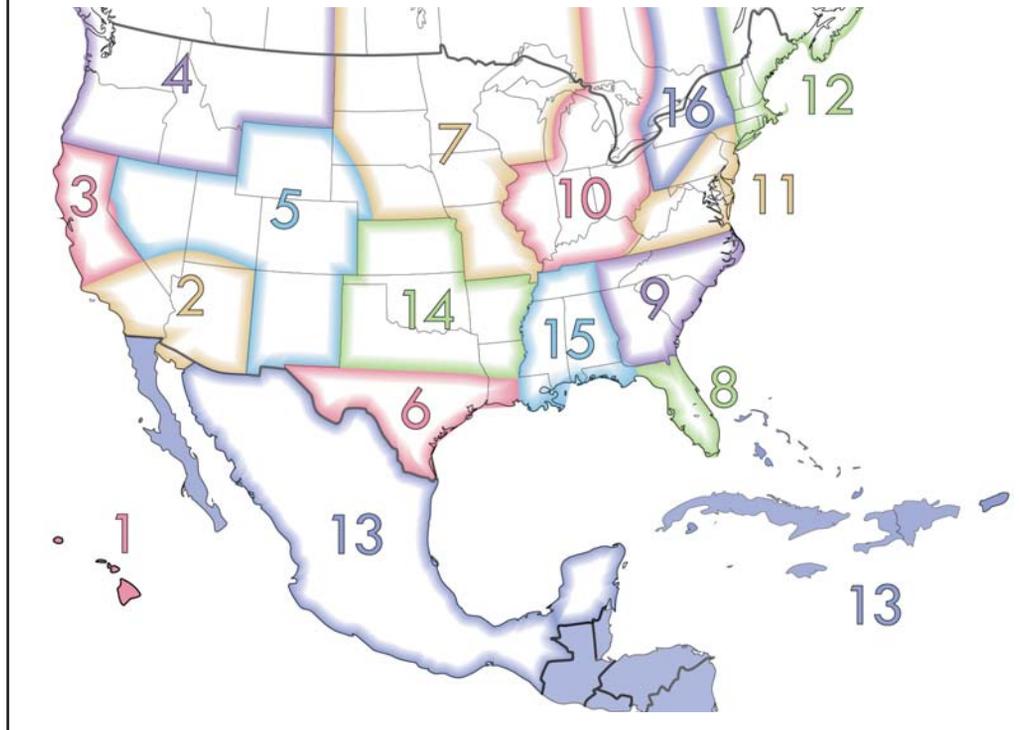
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**The Hobie Family Continues to Grow!**

Back in January, Division 3 sailors Adam Borcharding and Julianne Jones brought little Caleb Borcharding (far left) into the world. He was quite the charmer at the age of six months when he was at the Hobie 16 / Hobie 20 North Americans in Sausalito last June.

In May, Julio Caceres and Monica (the Nurse) Cabrera welcomed Fernanda Lucia (left). Once they get used to parenthood, both will get back to crewing; Monica for The Doctor (Pedro Colon) on the Hobie 16 and Julio for whoever will have him!

And while the little guy on the left isn't new to the world (he's almost a year old now), Jackson Bernier is already learning how to align Hobie 16 rudders according to proud dad Jacques and mom Sunny Berry. Ultrasounds posted on Jacques Facebook page indicate Jackson will have a sibling by the end of August!

Speaking of August babies, Gustavo Pinto (Puerto Rico) and Kristin King (Minnesota) are expecting a new addition by the end of the month.

Congratulations to all the new moms and dads!



**Farewell to an Old Friend**

As many of you know, the class lost a great sailor and a good man to melanoma in early June. Randy Payne was a fixture at national and regional events and is already missed by all that knew him.

Randy was a master carpenter in Cape May, New Jersey. He leaves behind his wife, Janet and his two adult daughters, Faith and Grace.

Unfortunately, insurance did not cover his two year battle with the disease. A fund has been established to help Janet with the remaining medical bills: [www.giveforward.com/randypaynefund](http://www.giveforward.com/randypaynefund). Please give in memory of the friendship that Randy gave to us.





## NOTICE OF RACE

# Northeast Area Championships

Division 11 Points Regatta - September 22 and 23, 2012

The Rock Hall Yacht Club, on the Chesapeake's picturesque Eastern Shore, will host the 2012 Rock Hall Yacht Club Hobie Division 11 Points Regatta. Rock Hall is a great place to sail with plenty of open water on the Chester River, relatively limited motorboat chop, hoist, ramp and beach launching and plenty of grass on which to park, rig and camp. The RHYC appreciates your attendance at our regatta.

## RULES

1. The regatta will be governed by the rules as defined in the current Racing Rules of Sailing (RRS) and the respective Hobie class association rules; except as any of these rules are changed by the Sailing Instructions or any appendices to the Sailing Instructions.
2. Notices: changes to the sailing instructions will be discussed at the Skippers meeting and posted on the official bulletin board in the clubhouse.

## ELIGIBILITY

1. All competitors must be members in good standing with the Hobie Class Association of North America.
2. All boats must conform to Hobie Class Association O/D Rules.

## REGISTRATION

Eligible participants may register for the Regatta by going to the RHYC Official website [rockhallyachtclub.org](http://rockhallyachtclub.org) and following the link to the Regatta registration system. There will be on-site registration Friday 9/21 beginning at 1800 and closing at 2000 hours, and Saturday from 0800 – 0900 hours.

## FEES

1. The entry fee will be \$65 per double-handed boat (H16 and H18) and \$50 per single handed boat (H17); the Hobie Youth (H16) entry fee will be \$25. Entries received after Thursday 9/20 and on-site at the RHYC will be charged a \$20 late fee. Please register online at the RHYC website [rockhallyachtclub.org](http://rockhallyachtclub.org)
2. All facilities of the RHYC shall be available to competitors at no additional charge/fee; however, there will be a \$10.00 per day charge for RV electrical hook-up.
3. The full service RHYC Restaurant and Bar will be available to all competitors and their families.
4. Reservation for Saturday Dinner will be available along with the online registration.

## SCHEDULE OF EVENTS

<b><u>Friday</u></b>	1800 -2000: Arrival and on-site registration and check-in, full service bar and club menu.
<b><u>Saturday</u></b>	0800 - 0900: On-site registration and check-in, continental breakfast for competitors. 0930: Competitors Meeting. 1100: First warning signal, races to follow. 1800: Dinner (not included in registration fee) at the club.
<b><u>Sunday</u></b>	0800 - 0930: Continental breakfast for competitors. 1000: First warning signal, races to follow. No race shall start after 1330.

## SAILING INSTRUCTIONS

The sailing instructions will be available on the RHYC web site and on-site at the registration desk.

## SCORING

1. The Low Point Scoring System as described in the RRS.
2. A minimum of one race must be completed to constitute a regatta.
3. After completion of four races a throw-out will be used.

## AWARDS

Prizes will be awarded to first through third place for Hobie 16, Youth Hobie 16, Hobie 17 and Hobie 18. All awards are "provisional" until final review and certification of the race results by RHYC Scorer and Division 11 Scorer.

## FACILITIES

Beach launching, launching ramp, 2 hoists, dock with bulkhead and plenty of room to park and spread out (no overhead power lines), full service clubhouse with a pool, bar and meals, restrooms and showers open 24/7.

## RISK

All competitors are ultimately responsible for the inherent risks associated with sailboat racing. It is the competitor's decision to enter the regatta and to start or continue any race. Each competitor will accept full responsibility for all his/her actions during any activity related to the event. This includes on-shore activities before, during, and after the regatta.

## DIRECTIONS

Directions to our club can be found at: <http://www.rockhallyachtclub.org>. For additional regatta information please contact Harry Murphey at 610-717-8207 or <mailto:vicecommodore@rockhallyachtclub.org>



## Signal Boat

Reflections on the Chesapeake JO Festival

by Mark Santorelli, HCANA Race Director

**W**hat an event! The venue, the hoopla, the paparazzi, the glamour, the glitz; it was all there. From the opening ceremonies with Gary Jobson giving a short speech to his call of “LET THE GAMES BEGIN” the event was Olympic in every aspect imaginable. We had three launching facilities, five race circles, eight classes, 232 boats, 278 competitors and 57 races sailed for the eight classes of competitors.

The Hobie venue was the farthest from the main event but closest to the racing area. Distance and proximity to the main event venue was not an impediment to participation as there was a Water Taxi service setup by the event organizers to shuttle competitors from all venues to the main venue at the Annapolis Junior Center (officially the AYC Annex).

The weekend weather was hot, the wind was light and shifty and, in my eyes, the highlight of the event for our Youth was on Friday morning during our Competitors’ Meeting. As I was preparing for the meeting to review the days’ events I was met by Gary Jobson walking across our parking lot. I accompanied him to the beach where all our Youth were setting up. Our beach was being shared with another group of kids and we all gathered under the shade provided the Hobie sails. (Gary actually asked some of the

“stronger youth” to move one of the Hobies to provide more shade.) Gary proceeded to speak to the kids. He spoke of his youth, his growing up at the Jersey shore, vacations in Newport, commentating on ESPN, the thrill of the speed and tactics of the America’s Cup World Series currently running, how he was introduced to the America’s Cup, how he made his way to eventually being on the AC team and with great inspiration and encouragement he told the kids, no matter how farfetched it is or seems, to put that dream, on their list, focus on it and work to make it a reality. After all, he went from being a dingy sailor, to an America’s Cup team member to a National Broadcaster and, as he said, “I never would have thought this possible as a kid of 12 years old vacationing with my family in Newport.” It was a special moment for me and I am sure a special



DAFNA BROWN



moment for everyone in earshot.

I believe this event has brought our sport into a whole new appreciation by a group of people very high in the US Sailing ranks and influence. With the America's Cup being sailed on catamarans and the multihull discipline back on the Olympic games in 2016, I believe this is a golden opportunity for the HCA-NA to build on and grow back to what it was in the hey days of the 1980's and 90's. Christina, Lynn Flanigan and I spoke at length with Gary, Taran Teague (Jury Chair and member of the Race Management Committee at US Sailing), and John Morgan (Event Regatta Chairman) regarding training, multihull match racing, getting AYC involved in getting their kids introduced to the Hobie way of life and they want to do it. They want to be a part of it. I believe having a club like AYC behind us and all that goes with that is a feather in our cap we cannot ignore and we have to get to task while the iron is hot. Taran was highly impressed we were able to acquire the Annapolis Sailing School beach for our event since even they have been unable to do that, they have no beach, now the door has been opened for them, by us.

The stage we were on was huge and I thank all of my volunteers for representing the Hobie way in such

a positive light. We will forever shine in the AYC memoirs. In all honesty, from what I was told first hand, the initial thoughts of having Hobies as the AYC Junior Olympic Festival was not well received, but with perseverance and a more than professional approach to bidding the event to the AYC organizers from our HCA-NA officers they understood we knew what we were doing and that it would be a great addition. In the end, the event organizers were not only overly pleased to have us there they have gone ahead and endorsed the inclusion of the Hobie Youth to all the clubs that this area Junior Olympic Festival rotates through. I would like to see us take advantage of all the clout that comes with this AYC event and get our Hobie youth in more of the JO's run across the country. Get the youth of America hooked at the grass roots level and build our future out of all the youth sailing other boats at all the other venues across the Nation.

Again, I would personally like to thank you all the volunteers on the water and on the beach: Chris Ford, Christina Bradshaw, Sharon James, Robbin Longo, Debbie LaPorta, Lynn Flanigan, Joe LaPorta, Mark Modderman, Bill Colgan, Ed and Judy Hogerty, Ron LaPorta, Dan Flanigan, Jim Doty, John Reckord, Bill Schneider, John Schlossberg,

Dallas Carson, Maggie Flanigan, Dafna Brown, Jim Glanden, Mark Schneider, Chris Bolton, Greg Raybon, Judy Raybon, Gary Butler and last but not least Harry Murphey... if I missed anyone, my apologies but my sincere thanks. It was a pleasure working with you and I look forward to the next time.

*US Sailing President Gary Jobson tries on some Hobie colors*



COCO HUDSON



DAFNA BROWN



## womenonthewater

Up and Coming Women Skippers

Story and photos by Chris Bradshaw, HCA Women's Rep.

**D**o you ever feel like you are the only one out there? Many of us Hobie Catters live in isolated pockets of sailing and your “sailing community” may consist of just a handful of old guys with beer bellies, if that. (If this isn't the case for you, then count your blessings and take advantage of your available

resources and opportunities. You are lucky!)

I've been extremely fortunate enough to meet countless unique and exceptional sailors throughout my travels. Recently that includes quite a few young ladies who have decided to take the helm in their own hands. As I thought about these up and coming

women skippers, I was impressed by how widespread they are. I remember a time when I felt like I was the only one out there.

So let me take a few minutes to introduce you to a handful of spirited and determined young ladies who are “Up and Coming!”

### Carly Madge

Thunder Bay, Ontario

**Bradshaw:** How long have you been sailing?

**Madge:** I have been on a boat ever since I can remember, but I started sailing in regattas about ten years ago.

**Bradshaw:** When did you first get the idea of skippering the boat yourself?

**Madge:** I have been slowly working my way towards skippering the boat for awhile just by steering or controlling the main when my skipper asked me to during practice, but I decided to get more serious about it this year.

**Bradshaw:** Why do you want to skipper?

**Madge:** I want to skipper because I have been a crew for a long time and for many regattas and I want to try something different.

**Bradshaw:** Do you have any words of encouragement for other gals considering skippering?



**Madge:** For any other girls considering skippering, go for it! You don't have to start skippering regatta's until you feel ready, just start by practicing. Also start with a crew you are comfortable sailing with, even someone who is usually a skipper that can give you pointers along the way. It's always good to try something new.



## Emily Rathburn

Atlantic Highlands, NJ

**Bradshaw:** How long have you been sailing?

**Rathburn:** Three years.

**Bradshaw:** When did you first get the idea of skippering a boat yourself?

**Rathburn:** I had trouble working the spinnaker and decided that I wanted

to learn to skipper so that I could have someone else run it.

**Bradshaw:** What attracts you to skippering?

**Rathburn:** I like to feel that I am in control of the boat and the results are mostly due to my actions; it's nice to say that I "drive" the boat.

**Bradshaw:** Tell me about a scary experience you've had while skippering.

**Rathburn:** During a capsized one time, I slid underneath the foot strap on the trampoline and I would have slid all the way through, but the hook from my harness caught and I was suspended there, pushing the mast out of the water. I had to lift my leg all the way out and climb down onto my dad's shoulder to get out.

**Bradshaw:** What is one thing you are proud of accomplishing on the boat?

**Rathburn:** During my first fleet race ever on an F18, I won. Although I came out second overall that day, I was still proud of how I did and realized that winning wasn't out of the question if I get more practice and set my mind to it.

**Bradshaw:** Is there event you are going to skipper in?

**Rathburn:** There are several fleet races coming and I plan on skippering in all of them as well as the Blue Water Regatta and hopefully the New England 100.

**Bradshaw:** What do you want to tell other gals?

**Rathburn:** Go for it. There's nothing to lose; girls can push the boat just as hard as anyone else and when people at my club talk about being "beat by a fifteen year old girl," they start to realize that we can succeed and will succeed.



## Nikki LaPorta

Cherry Hill, NJ

**Bradshaw:** How long have you been sailing?

**LaPorta:** I've been sailing for six years

**Bradshaw:** How did you start skippering?

**LaPorta:** The five years that I've been sailing, I've sailed with Jim Glanden. He's a great teacher and despite me being afraid to take the helm, he pushed me to finally skipper with him as my crew in a regatta. I absolutely loved it; it really made my love for sailing grow.

**Bradshaw:** What do you love about skippering?

**LaPorta:** Having all that control in my hands and deciding which way to go and how fast I'll get there.

**Bradshaw:** What is one thing you are proud of accomplishing on the boat?

**LaPorta:** One thing I'm proud of accomplishing on the boat is getting over my fear of racing. Before I skippered my first race, I was afraid I would crash into someone else or not know what to do. But besides the help from Jim, it all just kind of came naturally to me and I ended up getting 3 firsts that weekend.

**Bradshaw:** What upcoming events are you planning on sailing in?

**LaPorta:** Now that I've skippered I can't get enough of it, so Jim is going to have to get used to crewing for me! I'll use the upcoming regattas to practice for the women's event in Rehoboth (Oct 5-7, 2012) where I will be skippering for sure.

**Bradshaw:** Do you have any words of encouragement for other gals considering skippering?

**LaPorta:** A word of encouragement I would have is don't be so afraid you won't do good in a race. Just focus on having fun and you'll have a great race.



## Alex & Casey Larson

Storm Lake, IA

**Bradshaw:** How long have you been sailing?

**Larsons:** About 10 years

**Bradshaw:** When did you first get the idea of skippering the boat yourself?

**Larsons:** A couple years ago we decided that it might be fun to try and our family encouraged us to go for it.

**Bradshaw:** Why do you want to skipper?

**Larsons:** You just always see more guys skippering and not nearly as many girls so we thought that maybe we should give it a try.

**Bradshaw:** Tell me about a scary or interesting experience you've had while skippering.

**Larsons:** It's nothing too bad but one time we were out sailing by ourselves and we tipped over (yeah ... our bad) but the problem was that we cannot right the boat by ourselves. We still tried but we ended up getting help from some guys who were out on a motor boat.

**Bradshaw:** What is one thing you are proud of accomplishing on the boat?

**Larsons:** Being able to both trap out while skippering. It is always an accomplishment for us!

**Bradshaw:** Is there an upcoming event you are going to skipper in?

**Larsons:** We are planning on sailing in a long-shot race in our division.



**Bradshaw:** Can you share any words of encouragement for other gals considering skippering?

**Larsons:** Just don't be afraid to give skippering a chance.

**Bradshaw:** Anything else you want to share?

**Larsons:** Learning to skipper will teach you a lot about both crewing and skippering. It will make you more comfortable as well as confident on the boat whether acting as the skipper or as the crew.

## Kat Porter

Garden Valley, CA



**Bradshaw:** How long have you been sailing?

**Porter:** I've been sailing since my mother was pregnant with me, but I really started my career when I was nine. I crewed in a local regatta, and I've been racing ever since!

**Bradshaw:** How did you start skippering?

**Porter:** I got the idea to start skippering a boat myself when my daddy bought me a Hobie Wave, and I realized that driving was something I was interested in.

**Bradshaw:** What attracts you to skippering?

**Porter:** I'm attracted to skippering because you're always in control! On the race course, you get to call all the tacks and lay lines, plus you get to order your crew around :) The freedom of being a skipper feels awesome. In the future, I want to be the Enrique Figeroa of woman sailors. I want to be this great sailor, with a great love and passion for the sport.

**Bradshaw:** Tell me about an experience you've had while skippering.

**Porter:** Something embarrassing about me when I drive, is that I fall off the trap a lot. Either I teabag myself, or I slip, or I accidentally dump my main sheet. So I often go swimming. But the best thing to do is just laugh about it and learn from your mistakes. With me, I've learned that when you're sheeting in, don't pull the tiller too! :) It's all part of the experience, and now I'm a better skipper because of my accidents.

**Bradshaw:** What is one thing you are proud of accomplishing on the boat?

**Porter:** I am proud of where I am today. Just being on the start line and being able to think to yourself: "C'mon boys, let's dance", or, "You're about to get rolled by a GIRL!" is pretty cool. Just the accomplishment of getting to this point is pretty big.

**Bradshaw:** What upcoming events are you planning on sailing in?

**Porter:** I'll be skippering my first regatta this August with a great lady who supports women sailors. Hopefully I'll learn a thing or two!

**Bradshaw:** What do you want to say to other women who are interested in skippering?

**Porter:** My encouragement to up and coming women is to be confident. Honestly, what's the worst that can happen? You go for a swim? You just need to have a streak of ambition and go for it! I believe that you'll never get better if you don't push your limits, and try to get better at each regatta... WOO HOO!!! Go for it girlies!!!



**Morgan Miller**  
Doylestown, PA



**Isabelle Strasser**  
Fredrick, MD



**Colette Bolton**  
Alexandria, VA

## Other Up and Coming Women Hobie Skippers ...

feature

Hobie 16s and Hobie 20s mixed it up with the AC 45 cats on San Francisco Bay in late June. The Bay weather was schizophrenic, Quique' was indomitable in the 16s and a real catfight ensued in the 20s.

The AC 45s disappeared as quickly as they arrived - and that was very, very quick.

# Who Let the B

**The Hobie 16 / Hobie 20 North American Championships  
Sausalito, California**



# Big Cats Out?

PHOTO BY ROXANNE FAIRBARN



# Woe

be unto those who ignored the RC's warning of heavy ship traffic...

PHOTOS BY ROXANNE FAIRBARN



# Clowns

There are some in every crowd.

PHOTOS BY ELLIE MARTIN



# Color

Hobie Cats brought their own style of color and vibrancy to the often gloomy Bay weather. *Gordo, Tonto y Feliz* - Fat, Dumb and Happy.

PHOTOS BY ROXANNE FAIRBARN

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# Victory

was assured by Quique and Christian before the last race was sailed. In the end, only two competitors ever beat them in a race. Alternatively, the Hobie 20 title was hotly contested, with Mark and Tiffany Lewis holding on to win by just three points over Phil and Beverly Collins.

PHOTOS BY ROXANNE FAIRBARN AND ELLIE MARTIN





ELLIE MARTIN



ELLIE MARTIN

# Saus Sideway

When the wind blows, as if often, Hobie Cats go fast. But being sideway is always slow. A lot of people were Americans, on both Hobie 16s and a flotilla of chase and mark boats. No people or boats were lost, although it was the hardest to turn his borrowed boat.



ELLIE MARTIN



ROXANNE FAIRBARN



ELLIE MARTIN



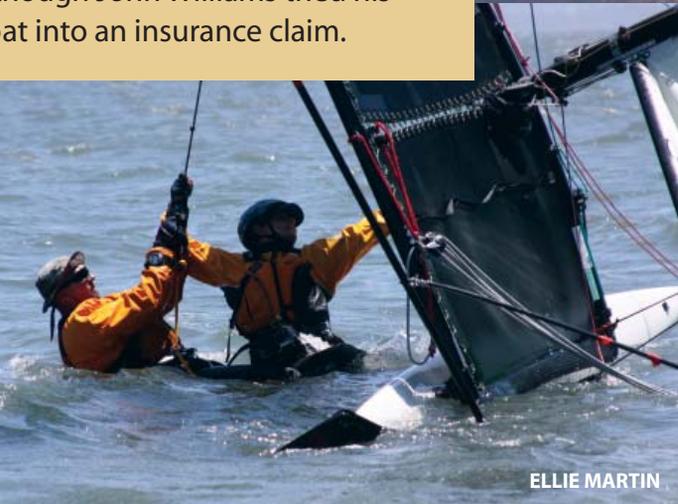
ROXANNE FAIRBARN

**alito  
ys Show**

n does in San Francisco Bay,  
leeways (or upside down)  
ent slow during the North  
and Hobie 20s alike. Fortunately,  
s kept things under control and  
hough John Williams tried his  
at into an insurance claim.



ROXANNE FAIRBARN



ELLIE MARTIN



ROXANNE FAIRBARN



ELLIE MARTIN

feature

# SHAKING THE TREE

The 2012 Hobie 16 Youth North American Championships /  
Chesapeake Bay Junior Olympic Festival

The Annapolis Yacht Club gets an introduction to the Hobie Way of Life.

## MAKING IT HAPPEN

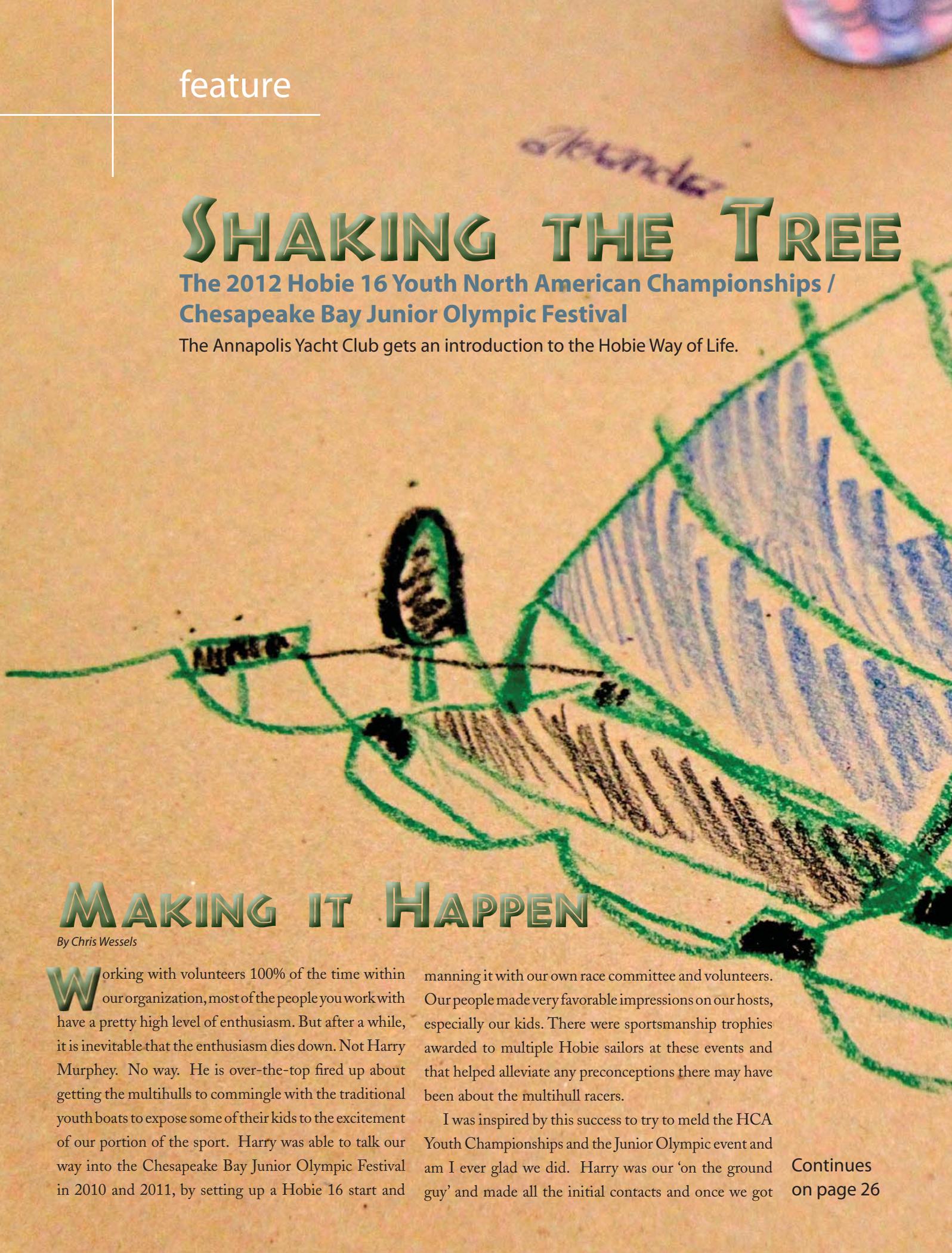
By Chris Wessels

**W**orking with volunteers 100% of the time within our organization, most of the people you work with have a pretty high level of enthusiasm. But after a while, it is inevitable that the enthusiasm dies down. Not Harry Murphey. No way. He is over-the-top fired up about getting the multihulls to commingle with the traditional youth boats to expose some of their kids to the excitement of our portion of the sport. Harry was able to talk our way into the Chesapeake Bay Junior Olympic Festival in 2010 and 2011, by setting up a Hobie 16 start and

manning it with our own race committee and volunteers. Our people made very favorable impressions on our hosts, especially our kids. There were sportsmanship trophies awarded to multiple Hobie sailors at these events and that helped alleviate any preconceptions there may have been about the multihull racers.

I was inspired by this success to try to meld the HCA Youth Championships and the Junior Olympic event and am I ever glad we did. Harry was our 'on the ground guy' and made all the initial contacts and once we got

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on page 26



# IT'S ALL ABOUT THE KIDS

By Christina Bradshaw



**E**arlier this spring, Chris Wessels and I were chatting around the campfire. I remember briefly mentioning to him that if any support was needed for the Youth Event, to just give me a shout. Well what do you know, a few weeks later I get a phone called and Wessels says, "I need you there in Annapolis. Can you do it?" That's how I found myself involved in the tail end of the planning, logistics and seminar. I didn't mind as that's right up my alley anyways and I have a soft spot for the youths of our Hobie Class. (I was going to say novices instead of youths, but that wouldn't be accurate as many of our youth sailors are among the top competitors of our class.)

Though I spent a good chunk of time on the phone and in email to finalize details and square away plans for each of the youth, I really didn't do much compared to the local guys. A huge thanks to Harry Murphey who had a hand in so much of the preplanning; to Jim Glanden who lined up numerous boats for the out of town youths and, of course, to Chris Wessels for doing the wheeling and dealing with Annapolis Yacht club! (Yes, I probably missed some of you who played a key role in the planning. Thanks to all of you!)

From the moment I landed, there were things to do! Thursday morning everyone was busy finalizing their registrations, accommodations and rigging and tuning their boats. The teams were all arriving and it was looking to be a great, very diverse group of competitors! The youngest competitor was 11 yrs old, Gabe Longo. There were two all-girl teams, Colette Bolton / Hailey Carson and East Coast Ms. Morgan Miller / Isabelle Strasser.

We also had a West Coast Mr. Morgan Miller so these titles stuck throughout the event!

There were youth from Iowa, Texas, Louisiana, California, and Florida, to name a few. Many of these teams were top notch sailors, so the sailing was sure to be intense!

Mid-afternoon on Thursday, I held a seminar, discussing a bit about attitude and focus, which were going to be key the following day in the lighter air. Then

Continues  
on page 26

PHOTO BY DAFNA BROWN  
DRAWING BY NATE BROWN

## MAKING IT HAPPEN

the main players in the band together (Mark Santorelli – Principal Race Officer, Christina Bradshaw – Racer Chaperone/Guest Expert, Mark Schneider – Beach Captain, and Harry Murphy – Facilitator), it was pretty smooth sailing from there. The Annapolis Yacht Club hosted the event under the efficient leadership of John Morgan, with Linda Ambrose and a host of others that ran the event like a Swiss watch. The biggest challenge



DAFNA BROWN

Mark Santorelli and crew on the Hobie 16 circle's signal boat.

was finding a place where beach cats could set up home base, near a yacht club that has zero multihull activity. Annapolis Sailing School rented us their beach, and we coexisted with a great group of young 420 sailors who had not been exposed to multihull sailing. It's always fun to show other sailors what we're all about and it was really the main goal of being involved in a multi-class regatta. We targeted inclusion in this regatta for that very reason and feel it was a great success in raising the bar

US Sailing President Gary Jobson gets an earful from Harry Murphey



COCO HUDSON



COCO HUDSON

Chris Bradshaw, instructing on the finer points of Hobie 16 tuning.

on the perception of multihull racing in a predominately dinghy world.

One of the biggest successes we had with this event was with having the right people in the right spots. Mark Santorelli got rave reviews from the organizers about his skill and easy demeanor. Harry Murphy and Mark Schneider handled the 'on land' issues, from the port-o-potty to trailer parking to taking kid head counts and made it look effortless. Christina Bradshaw made sure our unaccompanied sailors were well taken care of, as well as putting on a Guest Expert Program for not only our kids, but some of the others as well. She was very busy the entire time, but kept a smile on and made everything fun for our sailors, including hosting a pool party at her house.

This event demonstrates the willingness of yacht clubs to include our brand of sailing into the traditional dinghy world. It's beneficial for everyone involved to make efforts to do this, as yacht clubs are feeling the pinch as well, and the resources yacht clubs have and the events we can be included in are nearly endless.

Thanks again to all the volunteers that made this weekend so great!



DAFNA BROWN



## IT'S ALL ABOUT THE KIDS

we attempted to run some practice drills but the light wind was not very cooperative and time was limited. That evening, our Hobie Youths represented us in the parade and opening ceremony sporting their new Hobie swag, red polos and caps graciously provided by Hobie Cat Company. They were a sharp looking group!

By Friday, the excitement was high and the youths were ready to prove themselves on the water. I was fortunate enough to get to spend the day on the Committee boat in the thick of the action. Incredibly, Mark Santorelli, our PRO for this event, was able to pull off three races in the light wind we had. Trey James and Gabe Longo were proving to be the favored team by starting the event off with three bullets. Unfortunately, the second race had him down as OCS. This was definitely an aggressive group of youths, making the start line a busy place, every race. I believe that it took three days before there was a clean start with no one over early on the line! After sailing wrapped up for the day and the Junior Olympic daily awards were given out (every evening the top three competitors were recognized), the party started up at the Hobie house with swimming, food and fun! (A handful of us were staying in a rental home in the area, thus dubbed "The Hobie House".) The pool was a well needed reprieve from a long hot day of sailing and the root beer floats topped it all off!

Saturday came quickly and the competition continued to get more intense! Ben Brown/Casey Larson, James Flannigan/Mike Gorman and Matthew Raybon/Grace Modderman were having some top finishes. However, Trey James/Gabe Longo were definitely etching out first place now that the throwout came into play. They were closely followed by Geoffrey Nelson/Max Hudson. It was a mentally tough day of sailing, with shifting,

lighter winds. Heat exhaustion was also a major factor, all throughout the event, but especially on Saturday, with heat indexes in the 110°-115° F range. I was continually impressed with the quality of sailing and focus these youth teams were putting forth. It was tough stuff!

The point spread in the fleet was very tight, so going into the third and final day the tension was high! There was a steady breeze around 10 knots and a storm was predicted to hit the area later that afternoon so races were kicked off without delay. Geoffrey Nelson/Max Hudson solidified their second place by ending the last two races with bullets. Nate Brown/Kat Porter moved up by pulling off a 1st and a 3rd place. And Trey James/Gabe Longo continued to maintain their nice lead for 1st place! All I can say is, "Old Timers watch out! There is a group of top notch sailors moving up the ranks!"

This was HCA's first time ever partnering our Youth North Americans with a Junior Olympic Event and an important milestone for the progression of our class and recognizing its professionalism. Annapolis Yacht Club was incredibly hospitable and excited to bridge a gap in the sailing community! I am especially grateful for AYC and their trust and support of the Hobie group. As a class who cares deeply about the future of our sport, let's continue to strengthen the bridge that has been built and foster this incredible relationship and the future joint endeavors to come!



DAFNA BROWN



DAFNA BROWN

## Safety and Technology!

At the Chesapeake Bay Junior Olympics, with several hundred kids competing, the number one issue was, "How to manage the fleets in the likely event of a Chesapeake Bay pop up thunderstorm?" The four Race circles for Opti Red, White and Blue, Laser Radial, 420s and Hobie 16s were in the center of the Chesapeake Bay and up to two miles from their launch sites. What was going to happen when all hell broke loose? What do you do with 180 boats of junior sailors scattered across the bay on various tow lines? How to know with certainty that who was on shore and where?

Annapolis Yacht Club partnered with Barcode Technology of Baltimore to manage this issue. Each youth sailor was given a waterproof barcode tag with their name and code at check in and instructed to keep this on their life jacket. We replaced the traditional sign in/sign out sheet with a bar code scan. Beach captains had a hand held bar code scanner that would instantly log in or out the sailor at race central.

How did it work? Check out was open when the "M" flag (permission to leave the beach) was hoisted and sailors walked up, pulled out their tag and got zapped before launching. The little beep of the scanner indicated the tag was recorded even in direct sunlight. Of course, we still used the common sense approach of counting...15 boats registered...15 sails up, two heads on each boat... 30 noses out...30 back in...mission accomplished.

The real safety issue of the weekend was the heat, pushing 100° F each day. The barcode zap process gave us a reason to eyeball each sailor coming in off the water and make sure they were in good shape health wise. Harry Murphey and the beach crew had set up a marvelous, wonderful, refreshing, awe inspiring sunflower shower. We could deliver the message, "Go stand under that shower after your boat is parked and lower your core temperature!"

The safety challenge gets much more complicated with large events (eg. 80 + Optis). Counting masts on the beach is an easy way to overlook an impending disaster on the water. Digital bar codes trumped the need for paper printouts of registration and the need for signatures, etc. Fortunately, the Hobie 16 fleet had no reason to test the AYC safety plan but the scanning technology worked and added the next level of safety to the event.



Trey James and Gabe Longo, the 2012 Hobie 16 Youth North American Champions

## WHAT DOES A F

By Harry Murphey

**A**s I pulled into Annapolis Sailing School early in the morning on July 5th, pulling the equipment trailer, I thought to myself, "Well, this will be home for the next four days, because I'm beached." At the last monthly organizing authority meeting in June, John Morgan, Junior Olympic Festival Event Chairman from the Annapolis Yacht Club said, "I know you all want to volunteer for something. Something on land or even RC duty, but if you are here in this room now, sitting around this table, you need to be available to solve any issues that arise at any moment." So I was "officially beached." No RC duty for me! I wanted so bad to be out on the race course, indeed, I had planned to be out on the race course with the Hobie youth sailors!

Very quickly it all became a blur ... Chris Bolton was right behind me ... then Jim Glanden ... and Rondo ... and Keith Strasser ... time to get to work ... organize work teams ... erect a tent ... set-up the solar shower ... go to Backyard Boats and pick-up the swag that the Hobie Cat Co had supplied for the event ... go to AYC to see John Morgan and pick up banners ... Christine Bradshaw arrived ... and Mark Santorelli ... then, Joe and Judy Hogerty arrived with our first mark set boat ... youths their boats started arriving ... the seminar was underway ... a run out for supplies at the hardware store ... our signal boat arrived from West River Sailing Club ... hurry up, the Opening Ceremonies are going to start! ...

## 2012 Hobie 16 Youth North American Championship - Final Results

Place	Team	Points
1	Trey James / Gabe Longo	14
2	Geoffrey Nelson / Max Hudson	33
3	James Flanigan / Mike Gorman	42
4	Matthew Raybon / Grace Modderman	44
5	Ben Brown / Casey Larson	44
6	Nate Brown / Kat Porter	48
7	Ryan Flanigan / Daniel	53
8	Jordan Manning / Morgan Miller	70
9	Joseph Bello / Carly Madge	80
10	Ellis Kent / Alex Larson	81
11	Tommy Butler / Donald Hager	83
12	Colette Bolton / Hailey Carson	92
13	Luke Puk / Emily Rathburn	94
14	Ronald LaPorta, Jr. / Nikki LaPorta	106
15	Morgan Miller / Isabelle Strasser	109

## FACILITATOR DO?

get the kids together and on their way to AYC for the parade ... make the parade just in time ... see Gary Jobson quickly ... “Gary are we on for tomorrow morning?” ... Gary, “Yeah, Harry - is about 9 o’clock still OK? And I have the book!” ... YES!!! ... I think to myself, that’s great ... the Opening Ceremonies were great ... and our youth looked fantastic in their red collared polo shirts with “Hobie” embroidered on them and holding the Hobie Class flags up high ... and after the speeches were over I was standing near the podium with my back to the stage, and I hear my name called by a familiar voice ... “Harry, why don’t you get your youths together and we’ll take a group shot” ... I reply, “Yes Gary, just give me a moment” ... “Guys, get together - we are going to take some pictures of you with Gary Jobson!” Somewhere in all of that, I remembered to breathe.

As I lay in bed that night reviewing the day, I just smiled about how well it had turned out. Then I thought about Friday ... I needed to erect a flagpole on the beach ... and I needed to find and have a new trailer tongue installed in the equipment trailer as the trailer tongue had bent and was now cracked across the top of the box beam ... the trailer wasn’t going anywhere until that was fixed ... and there was still the “Trophies” problem to solve ... then there was ...

Continues on the next page ...

## The JOs - A Green Regatta

When is the last time that you flipped, or more common for us old salts - rooted though your tramp bag, only to see your cheap empty plastic water bottle pop out and float away? This, of course, is also known as pollution. Even worse, the famous water bottle toss that hits your sail, bounces off the tramp, avoids your desperate lunge and splashes!

The Annapolis Yacht Club and the NA Hobie Class Association made the commitment to go green for this year’s Chesapeake Junior Olympic and Hobie Class Youth North American Championships. The idea is simple – ditch the ubiquitous plastic water bottles and replace them with reusable water bottles. The spiffy ones come with a snap shackle for clipping to anything handy on the boat. So for our adult regattas, we just replace our disposable bottles with clip on bottles and the waterways are cleaner for it. We can proudly announce that we have joined the movement and gone green.

Running a junior regatta is another challenge and Annapolis Yacht Club enrolled the Culligan Water Company as a sponsor to support the junior sailors by providing free filtered water in your standard water cooler bottle with high volume pumps. The junior sailors were updated on the green regatta movement and asked to get their water bottles ready. The five-gallon water carboys were dropped off at our regatta launch site and loaded on our patrol and mark boats. Coupled with a high volume pump dispenser, we were able to refill the sailors’ bottles on the fly. When the heat wave of the century struck, we just added ice and provided cold, Culligan filtered water on the water. Going green is great for the seas, and also gets you noticed in the press:

*ANNAPOLIS — The Junior Olympic Sailing Festival under way in Annapolis has gone “green.” Organizers of the event from the Annapolis Yacht Club have teamed with Sailors for the Sea, which certifies environmentally friendly regattas. For the most part, the organizers are avoiding bottled water in favor of filtered water from dispensers. They’re also providing recycling containers and using paperless communication. A “green team” of middle school and high school students has been putting up signs and documenting the event for Sailors for the Sea. The event opened on Thursday and concludes today.*

[http://www.capitalgazette.com/news/arundel\\_digest/regatta-goes-green/article\\_ba8c3950-7249-5f21-8874-4c351886d544.html](http://www.capitalgazette.com/news/arundel_digest/regatta-goes-green/article_ba8c3950-7249-5f21-8874-4c351886d544.html)

## WHAT DOES A FACILITATOR DO?

Friday, I'm up and out early ... to the hardware store, I have get two 10' sections of 2" PVC pipe for a flag pole, I just need couplers .... at the beach I discover that a 2" pipe fits neatly over the pole already in the beach for the volleyball net ... sweet ... next ... "Yo, Chris Bolton! We need to find a new trailer tongue today, will you handle it for us?" ... Chris is on his way ... Gary shows up, on time .... GREAT .... the youths listen intently and photos are taken ... Gary signs a book for Carly Madge with a personal message and gives it to her (my favorite moment of the whole event!) and photos are taken of Gary with Carly and Joseph Bello sitting on a H-16's bow ... YES! ... the "M" flag is hoisted and the youths leave the beach ... now for Trophies ... I gather some of the parents around, most notably Greg Raybon and start pulling supplies out of the back of my pick-up truck along with my design penciled on a crab pot float .... I explain it to Greg, he studies it for a moment and says, "You do know my wife Judy is an Art Instructor don't you? And she is right over there ... "No I didn't know!"... Greg gets Judy and I show her the design ... after discussing it for a few minutes Judy has gathered a group of parents from Fleet 250 and they are hard at work ... Judy asks me "Do you know what a 'paint pen'

is? It will make the lettering go so much quicker, they're available at an art supply store" ... so I'm off to find an art supply store ... I find a local art supply store (that's open) in Annapolis ... next problem ...

The youths finish sailing and it's time to go to dinner in the Annapolis Yacht Club main clubhouse in the Skipjack room ... normally children MUST be escorted by their parents ... but not this time! ... our youths quickly sit down at several tables together and the adults sit at their own tables in this marvelously decorated room ... the food was fantastic ... I take some of the youths up to the 2nd floor to show them the Charles G. Parry Junior Olympic Multihull Trophy that Jim Glenden had carved out of walnut that was on display in the main floor to ceiling trophy case with a lot of impressive silverware trophies with a lot of famous sailors' names on them ... later when the youths had headed home, in the bar, the AYC Race Committee people were talking about how Gary went to our launch site in the morning to speak with the Hobie youth sailors ...



COCO HUDSON



DAFNA BROWN

Day 2 down ... just two more days to go ... must remember to breathe.

The youths get off the beach on time ... Judy and the "elves" of Hobie Fleet 250 are happily busy making trophies ... Chris Bolton had returned on Friday, with a piece of steel tubing suitable for a new trailer tongue and he is busy fitting it in ... so my alligators are under control ... Judy and the elves finish the first trophy and I take it over to show John Morgan ... he loves it, and so does everyone else including some youths that I show

it to and ask their opinions .... YES!!!! ... now, only 31 more to be made ...

Day 3 down ... just one more to go ... breathe, Harry, breathe.

Up and out early again ... met some nice woman from Fishing Bay Yacht Club who tells me that John Morgan has highly recommended that they invite the Hobies when they host the Junior Olympic in several years' time ... YES! ... Judy shows up with the trophies basically completed except for some minor touch-up ... and they look OUTSTANDING! ... I deliver them over

to AYC/Olympic Village ... the youths finish racing ... time to start packing up and get over to the awards ceremony ... Put on a new, clean white Rock Hall Yacht Club polo shirt for presenting the awards ... head over ... as I'm walking up the small hill that the AYC Annex/ Junior Sailing Center is located on I am looking up at the Regatta Festival tent ... it has (5) flags flying from the tops ... the two end flags and the middle flag are our Hobie Class Flags ... YES!!!! ... we do the awards presentations and lots of pictures are taken ...

Now there was only one first place Team ... but I believe that you can't measure success by the money or trophies or championships one accumulates on this earth ... but instead it is measured in the friendships and relationships that one develops and has ... and using this criteria ... all our youth sailors are champions! ... every single one of them! ... and it made my life richer also ... so THANK YOU to the youth sailors, the parents and volunteers that were involved with this event ...

OK, so I forgot to breathe only a couple of times.

*Editor's Note: If you know Harry, you know this is how he thinks - and talks. The Hobie Class Association of North America is deeply indebted to Harry for all the work he puts into the Chesapeake JO Festivals. He is relentless. Thank you, Harry.*



DAFNA BROWN



COCO HUDSON

Grace Modderman, Matt Raybon, Max Hudson, Geoffrey Nelson, Trey James, Gabe Longo, Mike Gorman, James Flanigan, Ben Brown, Casey Larson

feature

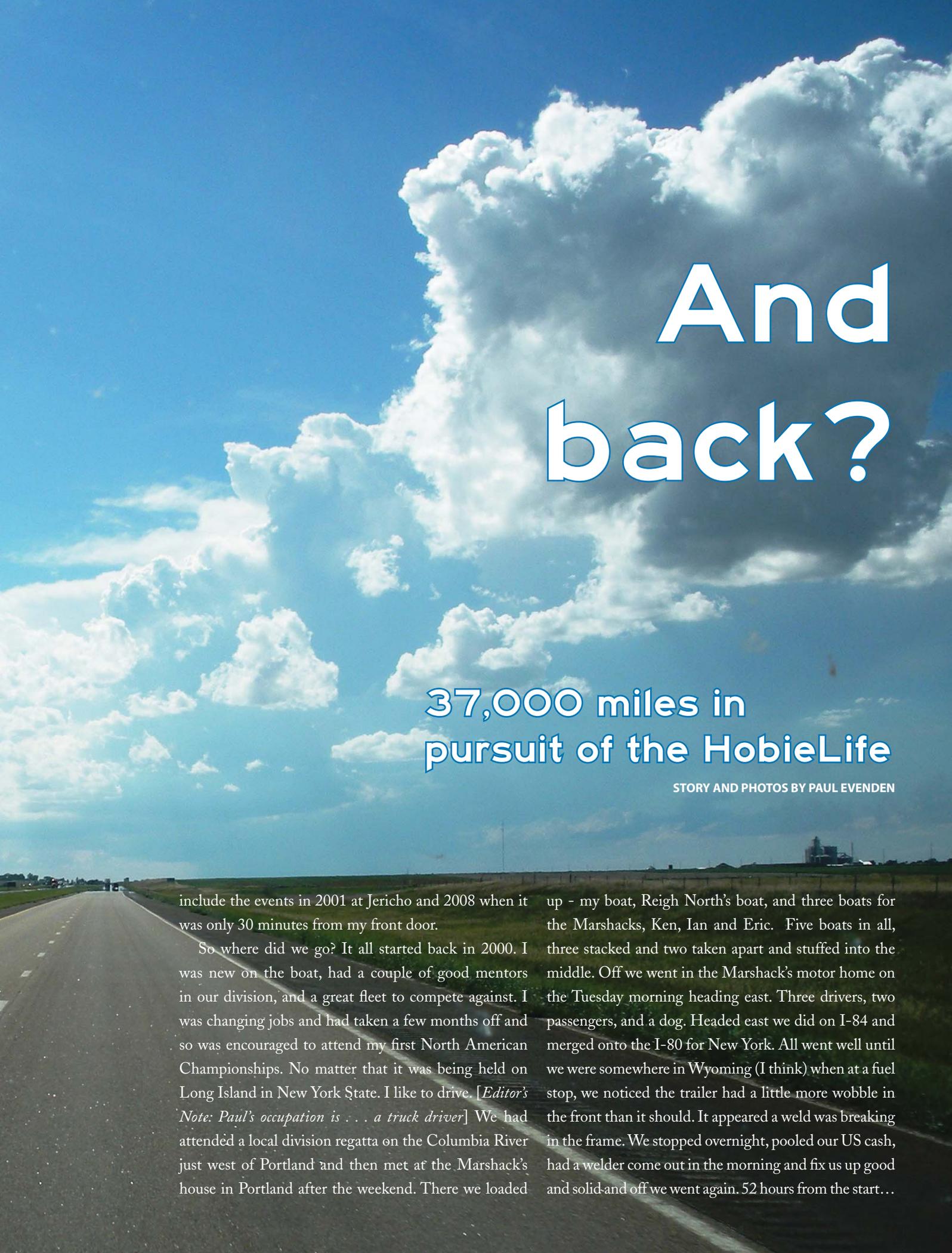
# To Where?

I joined the Hobie scene back in 1980 at the Jericho Sailing Centre in Vancouver. I still don't remember who or what got me hooked on Hobies, but I do remember lots of fun parties, great racing and even greater people. For two years I was involved in the 'program' until family life and responsibilities took over and sailing was put aside. Then in 1999, I had the opportunity to get my feet wet again and went searching for the ultimate boat that I just had to have . . . the Hobie 18. And thus it began.

My first year sailing was mostly done at Jericho, every weekend, with very few regattas and little traveling. The next year, however, things changed. So began my affair with "The Hobie Road Trip."

Many of you have seen us at regattas, toting our Canadian Flag with double and triple stack trailers and license plates that say, "Beautiful British Columbia." Some of you even say "You're from where??" Here is our story.

It's not a great story filled with mystery, trials and tribulations (unless you ask the girls about the number of pee breaks!), but a story of a journey that so far has covered over 37,000 miles (60,000 km). I have crossed the US East to West twice; Northwest to South east three times and a bunch of shorter trips included. The longest trek (one way) was just under 3000 mi (4700 km) and the shortest 1500 mi (2450 km). That of course doesn't



# And back?

## 37,000 miles in pursuit of the HobieLife

STORY AND PHOTOS BY PAUL EVENDEN

include the events in 2001 at Jericho and 2008 when it was only 30 minutes from my front door.

So where did we go? It all started back in 2000. I was new on the boat, had a couple of good mentors in our division, and a great fleet to compete against. I was changing jobs and had taken a few months off and so was encouraged to attend my first North American Championships. No matter that it was being held on Long Island in New York State. I like to drive. *[Editor's Note: Paul's occupation is . . . a truck driver]* We had attended a local division regatta on the Columbia River just west of Portland and then met at the Marshack's house in Portland after the weekend. There we loaded

up - my boat, Reigh North's boat, and three boats for the Marshacks, Ken, Ian and Eric. Five boats in all, three stacked and two taken apart and stuffed into the middle. Off we went in the Marshack's motor home on the Tuesday morning heading east. Three drivers, two passengers, and a dog. Headed east we did on I-84 and merged onto the I-80 for New York. All went well until we were somewhere in Wyoming (I think) when at a fuel stop, we noticed the trailer had a little more wobble in the front than it should. It appeared a weld was breaking in the frame. We stopped overnight, pooled our US cash, had a welder come out in the morning and fix us up good and solid and off we went again. 52 hours from the start...



Trip #1 - Reigh North and the five-stack, ready to leave for New York's Long Island in the USA, July 2000

we arrived. Nonstop (other than the repair). It worked great having Three drivers, four hours on, eight hours off. Nice bed to sleep in with a gentle rocking motion. A great trip, with the round trip back, 5884 miles. One down.

**2002** The next trip was two years later in 2002 as we all headed to Florida in October for the Mega event. This time it was a triple stack with Reigh and I doing the driving. We had my 18 and 2 Tigers on the trailer this time. Reigh had rented a camper for the truck so we used that to sleep in. Not as smooth as the motor home. One found out quickly that the bed over the cab is not the place to try and sleep so we wedged ourselves in the bunk where the table sits... much less motion there. There was one snowy drive through I-90 in Washington and torrential rain in Kentucky. Traffic had to slow to 30 mph because the rain was so hard you could not see and there was, it seemed, several inches sitting on the road. However, we made it. The trip home was a little better with only a small mechanical breakdown (water pump) which we were able to get the part and fix it at a nearby truck stop. I don't remember where it was, but it was early in the trip home. Trip #2 complete, 5812 mi (9354 km).

For those who don't know me, you need to understand that *I like to drive*. I drive for work driving trucks throughout BC. It is not unusual for me to cover upwards of 2500 mi (4000 km) in a week. I know some think I'm crazy, and maybe I am, but I've seen a lot of interesting country, both US and Canada, by driving to and from events.

**2005** brought a bit of a change in travel planning. Gillian Thomson (poor girl) started joining me in our cross-country ventures. We were still stacking boats and driving non-stop, but we were looking for better ways to accommodate sleeping while on the road. This year we headed for Iowa and Division 7. I had borrowed a Chevy pickup with extended cab for the trip. The back seat as you may appreciate is not designed for someone like me [*Editor's Note: Paul is a very big guy*], but more for those with shorter legs and smaller bodies. For Terri (my crew) and Gillian, they could actually stretch out in the back when it came their time to sleep. Me, well, I curled up the best I could and managed to grab some sleep on the road. The interesting thing about this trip was on the way home. Ron Rubadeau is a Kelowna H-18 sailor from many years past and is well versed about the US and many of the interesting sights to see. He gave us a list of places to visit while we were on the road. Of course, time off work doesn't always allow for side trips beyond stopping every four hrs for fuel and relief. However, this time we made an exception. Mitchell, South Dakota is the site of the famous Corn Palace. Here we stopped. Briefly. For those who don't know, the Corn Palace was built in the early 1900's to celebrate South Dakota's healthy agricultural climate. The key feature of the current building (1921) is the murals around the exterior depicting different themes all made with husks of corn. There are 13 different colors used and they are nailed to the mural faces. It's actually quite a unique display. The hall is used for many things from sports to conferences, we happened to arrive during a Square Dance festival. Homeward bound we went. Trip #3 complete, 3580 mi (5760 km).

**2006** saw us heading south east again to the great state of Texas. This year we had a triple stack and a new vehicle (my Trailblazer). We had a stop in Portland to pick up Valerie (my crew). The nice thing about the Trailblazer, and I checked it out before I bought it, is that I can almost stretch out in the back with the back seat folded down. Gillian and Valerie of course had no problems. We'd lay out a camp mat to hide the bumps, sleeping bag or blankets for comfort and away we went. We were



Trip #4 - Another



Trip #4 - Valerie Groesz and me, somewhere very flat, on the way to Texas in 2006.

still doing the four hour stops for fuel etc., but we changed the driving pattern so that one would drive 10-12 hrs until they were tired. This allowed the non-driver to obtain a better sleep rest. I, it seemed, always ended up with the night drives. One thing you discover on trips like these that in the wilds of the State of Wyoming, there are not many gas stations open at night. The inevitable happened. Now usually I am very careful about fueling up in good time, usually around the ¼ or more tank mark. This time however - Here we are traveling merrily along, gas getting lower and lower... no stations in sight... nothing open. Finally it happens... the car sputters dry. Fortunately, about a mile ahead I did see a 24 hour truck stop, so off I set on foot to buy a gallon of gas so we could get up to the station. One of the attendants was very kind to give me a ride back to the car. And yes, the manual is right,



er trip, a new ride, same old triple-stack



Trip #4 - Leaving Texas in 2006 - Bob Johnson, Gillian, Terri Park, Debbie & Ken Marshack, Valerie, Campbell Sinclair and myself

made the journey myself. Not a problem for me as I do most of my driving solo. One thing I did prove however, that the faster you go with boats on a trailer does not improve the apparent wind and keeping the trailer on the road. Traveling across Kansas I finally had to stop for the night when the cross wind had the trailer on a permanent tilt and I'm sure at one point I managed to fly a hull (well, three actually) as the trailer wheels on one side came off the ground! 2.5 days later I arrived home with another trip under the belt. 4584 mi, 7378 km.

**2007** saw us heading for New York again with another triple stack. This time to the town of Geneva on Seneca Lake, one of the finger lakes in upstate New York. The trip out there was great, with a short overnight stop in Hamilton to visit my Mom before

the tank hold 25 gallons. On we went for the rest of the journey with no more events. For the trip home, my wife was hoping to fly down and drive with me, so the others had arranged flights home. However, she was unable to get down so I



Trip #5 - We're not in Canada anymore, GT.



Trip #5 - Geneva, New York, 2007. Where do you think this trailer came from?

heading on. The return also saw us stop in Hamilton with a short side trip to Niagara Falls (Canadian side), which I had seen plenty of growing up around there, but Bob Johnson (Dallas) and Gillian had not. Off we headed again, this time traveling through Canada for a change. We stopped briefly in Thunder Bay to visit the memorial for Terry Fox (Google him), then headed westward. Our only delay on this trip was a brief stop outside Calgary Alberta where we stopped up close to a café because of tornado warnings. Trip #5 ended with me dropping off Gillian in Kelowna then heading down to Chilliwack, three more hours to go... 5700 mi, 9200 km.

**2008** was the easiest and closest trip for me, but the most effort as Gillian and I decided to host the event at one of our local venues, Harrison Lake. The trip for me was only 30 minutes, but traveled many times over the year in planning and organizing. I will take a moment just to thank all of you who made the effort to attend. I realize we are not central and it's a long haul from the East Coast. If you want to read about the event, check out the *HOTLINE* from Sept/Oct 2008.

**2009** Next in line for Gillian and I was the trip to Lake Havasu. This was considered a 'short' trip as it was only a 24 hour run. We met up with Graham McGlashen who was heading down with a H-17 and traveled together till Vegas where he stopped to pickup a few ladies at the airport. The trip down was enjoyable as we headed down I-84 then onto I-15 through



Trip #6 - Snowstorm in Utah. Luckily, we were only towing two boats through the blizzard.

Salt Lake City and Vegas and down to Havasu. The return trip however, was another story. All was well at the start, a quick trip into Las Vegas to drop of Jackie, my crew, at the airport, and then northward we go. I always enjoy the various landscapes that we travel through on these trips, and this was no exception. Travelling through the desert country, seeing the rock formations and the ruggedness is always a treat. However, a few hours later we were climbing higher and higher, somewhere south of Salt Lake, we got stopped by a major blizzard. I was sleeping at the time and when I awoke, there was snow everywhere, traffic was stopped, trucks were spun out and emergency vehicles were on the scene. We managed to crawl our way through the conditions safely and down again and onward. It took a while for all the snow to melt



Trip #6 - So how much weight did we add to the trailer by driving through the snow?

off the boats and the trailer. The rest of the trip home was uneventful. Gillian had left her trailer in Osoyoos, BC, so we offloaded and went our separate ways home. Trip #6, 3100 mi, 5000 km. So is anybody keeping count yet?

**2010** Trip #7 saw us heading for Nebraska. The event that year was to take place at Ocean Springs Mississippi, but it had to be postponed due to a small problem with an oil leak in the Gulf. So, rather than cancel the event for the year, Stephen Cooley and his crew stepped up to the plate and hosted us at their 'local' lake, Lake McConaughy in Ogallala, NE. This was the easiest road trip by far as we travelled with

a stop on route and visit Mount Rushmore. Well, it was a good thing we had the spare. About 30 minutes north of Ogallala we hit something on the road, and boom went the tire. Our first flat in all our travels. A quick change at the side of the road and we were off again. The visit to Mt Rushmore was a treat and quite interesting. If you've never been, it's worth the visit. I'm always amazed at the achievements of our predecessors and what they were able to accomplish with what are primitive technologies to our standards. This is no exception. The rest of the trip home was another great scenic drive. I dropped Gillian and trailer in Osoyoos again and headed home. 3100 mi, 5000kms.

**2011** Last year's trip was one of the big ones. It was one of those 55 hour drives that took us all the way down to the Gulf Coast and Ocean Springs, Mississippi. The difference this year was the travelling company. As it was put in the COSA Newsletter for that month, '2 Adults, 2 Adolescents and 3000 miles, could be interesting'. There were four of us stuffed in my Trailblazer with the double stack of boats behind on my new trailer. I had always wanted a new trailer after my trip across Kansas with the triple stack that would have full width on the axles instead of being inside the hulls as is traditional on Cat Trailers. I bought a pontoon boat trailer, had racks made up for it for triple stacking, built a new sail box, and voila!



Trip #7 - Lake McConaughy, Nebraska, 2010. Yes, there are times when I go sailing. That's the point of all the driving, isn't it?

an empty trailer! Gillian had bought a new(er) H18 from Jim Sohn in Havasu the previous year, but we couldn't take it home. So Bob Johnson took it back to Texas with him, and then brought it to Nebraska for us. Bob and Gillian sailed together on her boat and I used Bob's boat instead of bringing mine down. Therefore we only had an empty trailer down and one boat on the trip home. Heading down with Gillian's trailer, we realized that we didn't have a spare tire for the trailer so we stopped before we reached Spokane and purchased a tire. Just a side note on this also, so far in all our travels, we had never had a flat tire on truck or trailer. The trip down was quick and easy and great gas mileage. At the end of the event, we loaded up the boat and headed out on the Saturday morning northbound. We took Hwy 61 north from Ogallala as I had relented and we planned to make



Trip #8 - Ocean Springs, Mississippi, 2011. Gillian gets to sail sometimes, too. When she's not driving.



*Trip #8 - This is what it's all about - warm weather, blue skies, brisk breezes and friends to share them with.*

Easy to tow, easy to stack the racks and stable on the highway. We did have a small issue with running lights on the way home, when the welding was done on the frame, they melted some of the wires. Fortunately, it was during our last night trip they finally shorted out and we were able to make it home without issue during the daylight. Back to the trip down, however.... Yes, we brought our crew with us this time. Gillian and I, and Conner and Elizabeth. Some of you met Conner (Gillian's grandson) at Ocean Springs, a really nice lad, topping 6' in height. Fortunately Gillian and Elizabeth are smaller than Conner and I so we did manage to fit all in satisfactorily. And with various bits of shuffling during the trip (and with most of the gear in the trailer) we did manage to arrange sleeping in the back for two at a time. And amazingly, the trip was quite fun. We had a short stop in South Dakota for lunch at a town near where they filmed *Dances with Wolves* and they



*Trip #8 - Why is it that I'm the one driving when everyone else is sleeping?*

had a lot of the film props on display, travelled down through flood closed roads near Omaha and Kansas City and finally arriving at the warm weather and water of Ocean Springs.

For the trip home, we joined up with Bob Johnson and Lydia Brown and made a major detour over to New Orleans. Having come this far and with the kids in tow, we decided to make a tourist stop as well. We spent three days in New Orleans and what a treat. Such a unique city with its above ground cemeteries, the architecture and the music. Our first night (Friday) I insisted we all visit the Preservation Hall and hear the Preservation Hall Dixieland Jazz band. Well worth the wait to hear traditional New Orleans jazz in this 300 year old building. Saturday was spent sightseeing around the town, then Bob and I visited another of the 'originals' of old time New Orleans, the Palm Court Café. This restaurant has been around for 40 + years and still plays the traditional style



*Trip #8 - Ready for the road again - me, Elizabeth, Collin and Gillian New Orleans bound!*

music. When we visited for dessert, the band, all acoustic, had a bass player that was 86, and a trumpet player who was celebrating 100 the next month. What fun music! We headed out on Sunday morning, travelled with Bob and Lydia till Dallas, then headed off home. It was another successful trip, enjoyed immensely by the youths, and we didn't mind their company either! 5700 mi (9000 km) by the end of the journey.

So there we are, eight trips for a total of 37,460 miles. A lot of great country seen, both in Canada and the US. However, it's not the end of the story. We are planning, of course, to attend the event at Lake Mohave in October, and who knows where the road will lead beyond 2012. We will always endeavor to make the trips as they are worthwhile for the travel, sights and the good friends that we always meet at the end of the road. It's an experience we wouldn't have missed and we continually look forward to the next one. Happy trails to all who travel and see you soon on the water!

# Frayed Knot '12

September 29<sup>th</sup> & 30<sup>th</sup> Clinton Lake, KS

AN INTRA-DIVISIONAL EVENT AT THE SAILING EPICENTER OF THE PRAIRIE  
JOIN FLEET 297 FOR A WARM-UP TO THE 2012 17/18 NAC's

A Hobie sanctioned event for *all models* conforming to HCANA specified one-design rules. Races are governed by the ISAF 2009-12 and IHCA racing rules. All skippers to be current members of the HCANA. Proof of insurance to be available upon request.

Race Organizer – John Eaton    phone 785.748.0100    E-mail – [sailflatlands@gmail.com](mailto:sailflatlands@gmail.com)  
PRO – TBD    Group Hotel information – Chris Wessels [xanderwess@yahoo.com](mailto:xanderwess@yahoo.com)  
Hobie Fleet 297 [www.fleet297.org](http://www.fleet297.org)    RC c/o Kansas Sailing Association [www.kansasailing.com](http://www.kansasailing.com)



Camping: Bloomington Park, Hickory, Walnut & Cedar Ridge sites \$18 2 camping units/site w/electric & shower <http://www.reserveusa.com/>  
Hotels within 30 minutes: Best Western 785.843.9800 Holiday Inn Express 877.786.9480  
EconoLodge 785.841.8410    or contact Chris Wessels at [xanderwess@yahoo.com](mailto:xanderwess@yahoo.com)

From I-70 take exit 197. Go south on K-10 1.5 miles. Take the US-40 exit and go West on US-40 (N 1600 Rd), 1.9 miles. Take a slight left turn onto County Rd 442 (N 1600 Rd) and go West 5 miles to Stull. Make a left turn onto County Road 1023 (E 250 Rd), go South 6 miles to County Road 6 (N 851 Diag Rd), turn left and go 3.5 miles to the Bloomington Park entrance.

**PLEASE PRE-REGISTER [WWW.FLEET297.ORG](http://WWW.FLEET297.ORG) PLEASE PRE-REGISTER**



by Mark Schneider, CRAC

## The Big Picture

Partnerships with yacht clubs are the future of our sport

Sailboat racing is analogous to three legs of a stool. It requires a partnership of US Sailing, a host club and a committed one design class. The three legs, beach cat one design sailors (and the class leadership), the host yacht clubs and the national organization (US Sailing), share a common vision of supporting and growing our sport of racing sailboats. On the Chesapeake Bay, Hobie Fleet 54 and the Catamaran Racing Association of the Chesapeake (CRAC) have been

working on bringing our members into the mainstream of sailing on our waters over the past 20 years. Our efforts resulted in partnership with several yacht clubs hosting Hobie one design, A Class, F16 and Open Handicap class events as well as some great Open Class distance races with the cruising monohull fleets. Our working partnership was the foundation for the overwhelming success of the Chesapeake Junior Olympics and the Hobie 16 Youth NA Championships hosted by the

Annapolis Yacht Club (AYC), one of the leading yacht clubs on the Bay and in the country this July. Our sailors and clubs make it a practice of saying what we will do and then making good on our promises. The personal relationships and trust we developed produced great results.

US Sailing set the direction by encouraging the creation of a single premier junior regatta in each region. The idea is to plant the notion in the junior sailors that one day could lead to representing our country in



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the Olympics. For junior catamaran sailors, US Sailing leadership and staff have been tremendous advocates behind the scenes encouraging our prospective yacht clubs to partner with Hobie Division 11 and CRAC to support our inclusion in the Chesapeake Bay and Barnegat Bay Junior Olympic Festivals. This is our third year participating in the JO program in the mid-Atlantic region. The volunteers we bring to the yacht clubs for these events are highly respected for having the regional and national certifications for race officers and judging. Matt Bounds chaired the JO Protest committee a couple of years ago and Bill Colgan was on the jury for this year's JO/NA regatta. Partnership between our race officials, yacht clubs and US Sailing have created the personal contacts that make opportunities available for Mark Santorelli to get the monohull race management experience needed to become a national resource for race management and contribute to the on the job training of race personnel.

Annapolis Yacht club does not have a single member with a beach cat and no facilities for even launching a cat. Moreover, the club membership is not interested in renting themselves out to host regattas. Their philosophy is to support their membership and those outside classes that are growing the sport. The partnership between AYC with Chris Wessels and the Hobie Class Association with the JO/NA event is truly recognition that both organizations are working at growing our sport. These two organizations were able to get the Annapolis Sailing School to provide the essential beach property for the

Hobie 16s. Even amidst the chaos of a huge junior regatta, we had the opportunity to network and introduce our sailors and leaders to individuals at the forefront of the sport. Katrina Williams (Bermuda) is AYC's acting waterfront director and she is personally gearing up for a 49XX campaign. Katrina and Chris Bradshaw have plans to network and support our young women multihull racers in the future. Hobie Fleet 54, and CRAC have worked together promoting catamaran sailing through the many changes in the catamaran scene. Our launch site for the JO/NAs was a sandy beach and CRAC was able to bring race gear and equipment to civilize the sand. We also used West River Sailing Association, Potomac River Sailing Association and Rock Hall Yacht Club and their cat sailor volunteers and power boats to make this event happen. Finally, the yacht clubs on the bay are organized into a regional sailing authority (CBYRA) and the contacts, connections and reputation from this event and our many other partnerships have clubs asking us to keep them in mind for hosting an event. Obviously, cats are cool and we are considered major assets at JOs or any event we wish to play at.

Partnership generates huge grins for our junior sailors as well. Large multiclass regattas are the opportunity to enjoy the benefits of doing things in a big way. We could have a 15 boat junior regatta almost anywhere but we would miss out on several key benefits. It would be tough to get Gary Jobson to speak with sailors elsewhere, or have Olympic medals on display. Great swag is always appreciated and AYC generated a great deal



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of sponsorship. The Hobie sailors were walking away with Patagonia backpacks, Vineyard Vines bags for the top girls, sunglasses along with your standard regatta T shirt. Huge events allow you to scale up the food and with burgers and dogs one night, barbeque chicken, pulled pork and sausages the next and pizza before your ride home on Sunday. The yacht club hosted an optional dinner on Friday night and the opportunity to visit the elegant bar(s) of AYC for a buffet dinner of steamed mussels for us foodies and chicken fingers for the younger set. Large multiclass regattas are never cozy but they do allow your class to be seen and recognized. You won't have any converts to high performance cat racing unless you actually have ... visible high performance cat racing sanctioned by the sailing community. Terry Hutchinson (America's Cup / Artemis Racing) is an AYC member and his weekend was focused on getting his son through Opti Green Fleet... One day you could see a Hutchinson kid at 16 JO/NAs. My personal highlight was having the Hobie 16 Charles G. Parry Award Perpetual trophy on display in the AYC silver trophy display case for the weekend.

It's all good, and partnership is the way of the future.

## regattareports

# WHETHER IT'S YOUR FIRST OR LAST, MADCATTER IS A BLAST

By Theresa White & Bob Longo

Imagine that you are fairly new to Hobie sailing. Maybe you sailed some other little boat as a kid, and had fun at it. Now that you're all grown up, you decide to start sailing again. Maybe you met some people at a Boat Show, or maybe your buddies talked you into it, but somehow you decide to go out and buy a Hobie 16. Your local dealer seems pretty cool. He puts you in touch



with a nearby fleet of people, and you start hearing all of them talk about going to regattas in the summer. It seems like it might be a good time, so you pack up your boat and some camping gear, grab a crew, and head off to your very first regatta. You're excited, but just a little bit intimidated at the prospect of competition.

Now imagine that the regatta that you're heading for is the Madcatter, which is hosted in late May by Fleet 204 in Syracuse, NY. There are more than 60 boats at the event, and more than 30 of them are on Hobie16s.

Wow!

That scenario actually happened for some new first time sailors this year. We asked a few of these Newbies (Therese Stragis and Kevin Walma) about their first Madcatter experience. What did they learn? What advice did they want to share? They came up with 5 pieces of advice for all of those new regatta sailors out there.

- It's worth it. When you come through the registration line, the cost can be a little daunting, but Madcatter is a great value for your money. Basic registration costs for a two-person boat includes food on Friday night, Saturday and Sunday mornings, and Sunday lunch. T-shirts, a givie bag, beer, and admission to two hoppin' parties are included for you and your crew – in ADDITION to the ability to sail in a well-organized event that has outstanding race and chase support! That's a weekend well spent.
- Listen to the experts. In some sports, how to succeed is a closely guarded secret. In the Hobie world, people will tell you how it's done. Madcatter hosts a Guest Expert Program (GEP) program each year. This year's expert was Greg Thomas, who has years of experience winning major Hobie events. GEPs will talk about boat rigging and handling, as well as strategies on the racecourse. Many A-Fleet skippers will also offer you hints from their own racing experience on the beach. Then it's up to you to try to go out and actually do the things that they tell you about!
- Dress for the weather. The weather at Madcatter is highly variable from year to year. Some years, it's almost snowing (that rain/snow/sleet stuff) and brutal cold; other years, it's more than 80 degrees outside. You never know what you'll need to survive the challenge – so just pack it all!
- Bring your A-game. Executing your tacks and gybes can be easy when you don't have tons of other boats bearing down on you. Expect to be a little rattled by being in a race, and practice your turns a bit more. If you can, learn some basic rules of racing before you go, and abide by them. That way, sailing at a major event is exciting in a good way.
- Sailing is at mercy of the wind. Most sailors really already knew that, but what they don't know is the

perils of light air at a regatta. Madcatter is legendary for big wind, but what your fleet friends didn't tell you was that when the air is light and the temperature is hot, the beer truck looks very inviting. When day creeps into night and a rum squall breaks out, well, let's just say that parties can be legendary, too.

So, with those words of wisdom in mind, in the event that the world DOESN'T end this December 12 (see The Meaning Behind the HobieMayan Calendar), we hope to see a lot of new faces (and old ones!) at Madcatter 2013 on the weekend before Memorial Day!



# THE MEANING BEHIND THE HOBIEMAYAN CALENDAR

Thirty-six years ago, five Fleet 204 boats invited a bunch of Hobie friends to a regatta the weekend before Memorial Day on Oneida Lake near Syracuse, NY. They could not have expected what they started to be around more than three generations later.

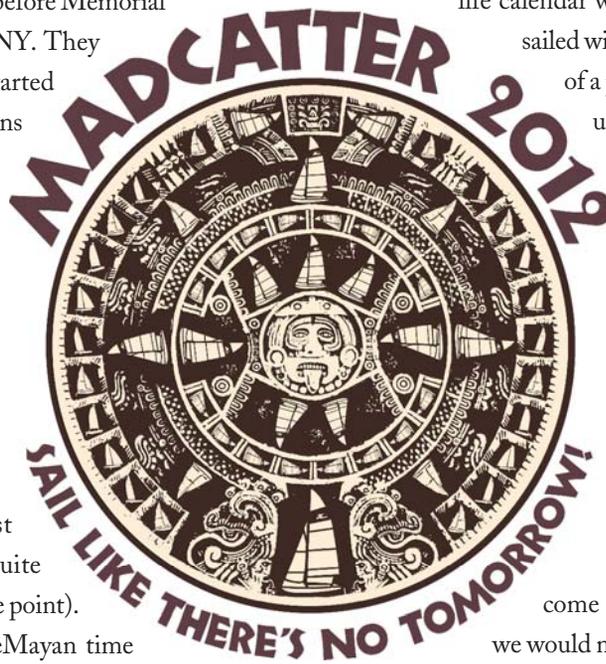
The logo for Madcatter 2012 - Sail Like There's No Tomorrow! was essentially a HobieMayan calendar. It had a back drop of the five boats that sparked the Madcatter flame 36 years ago with a circle of Mayan prediction in the center. The Mayan logo starts with those five Fleet 204 boat sail patterns in the center (just outside of a face of someone who quite likely attended a few Madcatters at some point). They represent the start of our HobieMayan time for Fleet 204. As we move out on the HobieMayan calendar, the sail patterns and shapes go from those five 16's to 17's ... 18's... 20's... Tigers...Waves... and Wild Cats on the outside of the circle. Essentially, the calendar shows Hobie time illustrated in black and white.

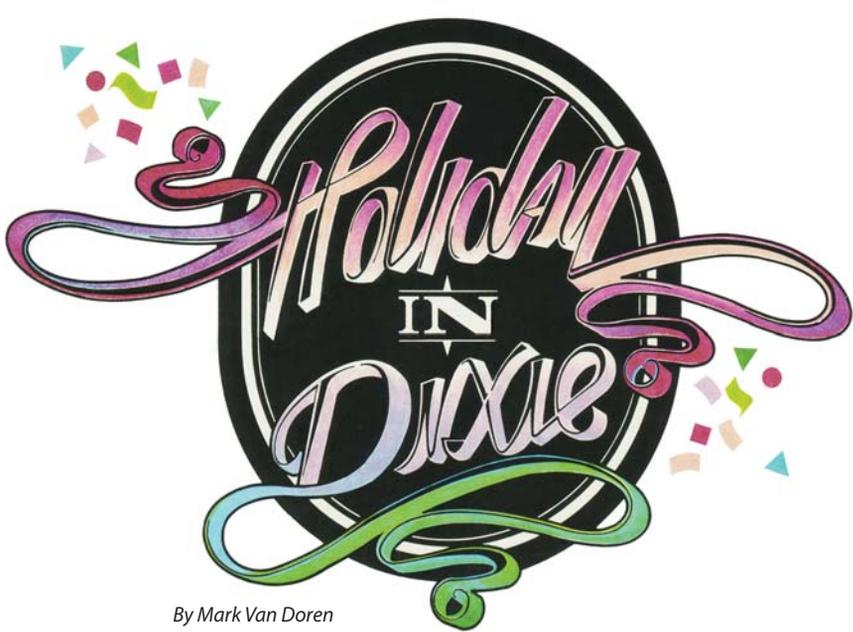
We have come to realize that all Hobie Sailors mark their own life calendar with the sail colors and numbers they sailed with and against. When we see a picture of a particular sail or group of sails, most of us can estimate fairly closely where we were and what regattas we attended at that time.

Behind the HobieMayan calendar are the five boats, true to their original sail colors, reunited, duking it out on starboard on the Madcatter 1 starting line. Sail numbers are listed along the bottom of the banner in the order they came into the fleet.

We think that if Hobie sailors had come up with the original Mayan calendar we would not have ended it in 2012. Why would we? The fun is just starting! And we expect it to continue for years to come... Mayan predictions or not!

Disclaimer: No Mayan Gods were harmed in the making of this calendar. Any similarities to Mayan Gods of any kind, is strictly coincidental and no disrespect was intended... Really...





By Mark Van Doren

Hobie Fleet 401 and the Shreveport Yacht Club hosted our second annual Holiday-In-Dixie (HID) Division 14 points regatta on April 14-15 on Cross Lake in Shreveport, Louisiana. In 2011, we were thrilled to field a 12-boat Hobie fleet. This year, we were completely floored when 19 boats showed up from as far away as Minnesota and Florida. Not only did a fleet of outstanding sailors show up, but the wind came too - more than most of us wanted! Saturday it blew consistently above 20 with gusts to 30.

Of five 20s that showed up, only two competed. They raced roller furling and double trapped and called it a day after the third of five races. Hats off to Robert and Nina Cummings for sticking it out and scoring a victory over another strong 20 team, Chris and Margie Johnston. I'm a 20 sailor and I didn't even bother raising my sails (but I had a lot of excitement on a chase boat!).



JOEY WILBANKS

Like the 20s, the five-boat 16 fleet was winnowed down by the high winds. Woody Warden and Jay Seffern had their jib shredded in the first race. Jerome and Janie Vaughan ran into some hard luck too. After a second capsize within a couple of minutes of recovering from their first, they decided to head back to the club. The 16 class became a match race between veteran Jim Gates with SYC youth Thomas Jaynes on Thomas' '80s vintage boat and a full-up youth crew, Geoffrey Nelson and Max Hudson, on Max's new boat. Gates/Jaynes took a bullet in the first race, but then it was all Nelson/Hudson as they rattled off four straight wins. Both Gates and Nelson had their share of capsizes, but they soldiered on nevertheless. Jerome said afterwards that he'd never had so much fun getting his butt kicked by a bunch of kids and an old guy. Team Nelson/Hudson went on to have a very respectable



24th place finish at the 16 North Americans in Sausalito and then to an outstanding second place finish at the 16 Youth North Americans in Annapolis. We were also privileged to have Paul Price from Fort Walton Beach bring his FX-One up to sail with us. For many of us, it was the first time we'd seen an FX-One. What a great looking boat. We started Paul with the 16's and he braved the heavy air all day.

The Hobie 17 fleet, however, is where the real competition was. Veterans Andy Larson, Chris Wessels and Slim Johnson came down from Division 7 to take on Division 14 aces Phil Collins, Bruce Fields, Gerald Umsted and John Mork. Steve "no one has a funkier trailer than me" Acquart was the lone Division 6 delegate. Steve's trailer is built of Hobie crossbars and spars and old road signs. Wessels, who may have seen a few episodes of Swamp People, was a bit concerned about alligators, but I think we put him at ease at the skippers' meeting when we assured him that the snakes had chased them all away. In reality, gators are seldom spotted on the

populated eastern side of Cross Lake, and I still haven't seen a snake all year, but we couldn't resist having a little fun at his expense. Nevertheless, those guys knocked out five races in challenging conditions. At the end of the day they were worn out, but camaraderie ran high. It was the kind of day that memories and good stories are made from. Three-time North American champion Phil Collins took the win. Look for most of these guys at Mohave.

Our experienced SYC Race Committee did an outstanding job of managing three fleets and conducting five races for the 17s and the 16s/FX-One in addition to three races for the 20s. As has become our Fleet 401 custom, we race all day without coming to shore for lunch. Our race committee hands out lunches when they decide it's time for a break. Fleet member Coco



Hudson was up late Friday night making lunches for all of the competitors and the support personnel. Our PRO, Tom Hadel, had a stroke of genius when he set the start/finish line near a cove that provided refuge from the high winds and proved to be a great place to duck into for lunch or to rest in between races. Thanks to all of our RC and support boat volunteers, we couldn't have had a regatta without you.

After we had recovered, it was time for SYC's legendary Cook Your Own Steak night. If you ever register for one of our events, you absolutely, positively, must opt for our steak dinner. Our steaks are big and taste great. The SYC cooks inspect each cut individually. At \$15 a head, our steak dinners may seem a bit pricey, but these chunks of meat would cost you \$40 in a high-end steak house. It was also nice to have a band playing on the deck.

With winds Sunday forecast to blow harder than on Saturday and a line of thunderstorms bearing down on us, we cancelled Sunday's racing and our guests hit



the road early for their long drives home. On behalf of everyone at Hobie Fleet 401 and Shreveport Yacht Club, I want to express our heartfelt appreciation to all the competitors that drove many, many miles to come down here and support our fledgling fleet. We were honored by your presence. I hope to visit some of your regattas during the latter part of the summer and early fall. Additionally, we want to thank the Candlewood Suites Hotel in Shreveport for providing discounted rooms, Notini's Italian Restaurant in Bossier City, Louisiana, for catering our Friday night spaghetti dinner at a phenomenal price, and Mariner Sails, the Dallas area Hobie dealer, for providing all of the competitors with the new HCA course and flag decals.

SYC's Holiday-In-Dixie Regatta is a regional tradition that's been around for many years. Until this year, the format had always been that of an open regatta held on a single weekend with five boats of a class getting their own start. In addition to Hobies, we have active Sunfish, J-22 and Catalina 22 classes. For the past couple of years, the Thistle class has made us a divisional championship. A few years ago, our Sunfish fleet began hosting a class event on a second Fish-only course. In 2011, Fleet 401 put together our own division points regatta in conjunction with Holiday-In-Dixie on short notice when Fleet 131's Daggerless Regatta canceled in Oklahoma City due to low water. To support having a third Hobie exclusive course, we had to rely on Fleet 131 to provide a PRO (Mark Benge graciously volunteered) as well as marks and flags. I'm trying to paint a picture of a mid-size yacht club with a new Hobie fleet that wants to put on a high quality event but was and still is limited in their pool of volunteers and resources. We took a different approach in 2012, one that I'd seen work with Fleet 23's events at Dallas Corinthian Yacht Club.



*"I mean it, Slim, quit trying to creep me out with those alligator stories. You're scaring me!"*

For the first time, we ran HID over two weekends. During week one, we ran separate courses for Hobie and Sunfish classes with our monohull brethren and enthusiastic non-sailor volunteers running the race committee/support boats. Two weeks later, volunteers from the Hobie and Sunfish fleets ran a single course with separate starts for several monohull classes: J-22s (Hobie PRO Tom Hadel was victorious), Catalina 22's, Thistles, Portsmouth (open to Hobies and Sunfish for those that chose to race again and could escape regatta duty) and a distance course for our cruisers. Dividing the event over two weekends allowed sailors an opportunity to volunteer for regatta duty on one weekend and have an opportunity to compete with their fleets on the other. Not a single SYC sailor was prevented from competing due to regatta duty conflicts. Additionally, the split format allowed us to run more courses with our modest resources. You might consider this approach for your next regatta.

Another lesson that I've learned from my short career as a regatta organizer is that a spirit of cooperation on several levels is essential to putting together a quality event. On one level, without the help of Fleet 131, we wouldn't have had a Fleet 401/SYC Hobie regatta in 2011, and without that as a starting point, the 2012 event wouldn't have had the participation that we enjoyed. If another fleet near you is hosting a regatta, particularly a new fleet, ask if they need any help. You may find that they'll be there for your event should you need them. Of course, competing in other fleets' events is a great way to build relationships that will encourage participation in your own events. On another level, cooperation among classes within your club is essential. If Fleet 401 had to field all of our own volunteers, our members may not have been able to compete in our own event. Build bridges.

I also want to address the role of yacht clubs in not only growing sailing in general, but more specifically, their potential to help reinvigorate Hobie sailing. This notion may seem ironic to most of us who were around "back in the day" and can attest to the rivalry and sometimes animosity that was prevalent between cat sailors and the monohull sailors who were the yacht club establishment. Hobie sailors were perceived as dope-smoking radicals who lived for buzzing Catalinas. I'm sure we invited some of that upon ourselves. Back then there were legions of Hobie sailors and much more beach access. Quite frankly, we didn't need the yacht club establishment so our class evolved outside of it. Hobie fleets were bigger and we found our own regatta volunteers. Fast forward to 2012. Sailing has suffered a general decline for roughly the last 25 years. Hobie fleets have shrunk to the point that we need outside support to hold our events and there aren't as many of them. Access to suitable staging areas is difficult to find. For Fleet 401, there really is no alternative to SYC for launching cats, although our hinged wooden ramps off the bulkheads aren't without their challenges. Not only do we need the yacht clubs for manpower and venues, but they need us as well. Yacht clubs have been hit in the pocket book by the decline in sailing and are typically ready and willing to accept new members regardless of how many hulls their boats have. If you get involved with club events and volunteer to share some of the load, you'll be welcome with open arms. You may find a few old guys with throw-back attitudes for reasons have been overcome by time, but turn it into a friendly rivalry and don't let it get under your skin. You'll earn their respect and friendship through your participation and contributions to club activities. I can't stress enough the positive impact of exposing a club full of sailors to Hobies. Some of them will want to join you.



# 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: **Gordon Bagley**, [gnbii@msn.com](mailto:gnbii@msn.com)



**JOIN OR RENEW  
ON-LINE**

[www.hcana.hobieclass.com](http://www.hcana.hobieclass.com)



# 2012 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

<b>STANDARD</b>	IHCA Membership (eligibility to race in HCA points regattas, NAs and Worlds), support for Guest Expert Programs, Youth Programs and subscription to HCA <b>HOTLINE</b> magazine	<b>\$ 35.00</b>
<b>FAMILY</b>	(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.	<b>\$ 10.00 EACH</b>
<b>TOP CAT</b>	Patrons, sponsors and corporate members. Same benefits as Standard, with special recognition in the HCA <b>HOTLINE</b> magazine.	<b>\$ 100.00</b>
<b>WEB</b>	Same benefits as Standard, without a subscription to the paper copy of the HCA <b>HOTLINE</b> magazine. Issues may be viewed on the web.	<b>\$ 25.00</b>
<b>INDEPENDENT YOUTH</b>	Same benefits as Standard, for non-family youth members. <b>Must be under the age of 21 as of December 31 of the membership year.</b>	<b>\$ 15.00</b>
<b>RECREATIONAL / SUP</b>	Subscription to HCA <b>HOTLINE</b> magazine only. <b>Does not fulfill IHCA membership requirement to race in sanctioned points regattas.</b> Allows participation in SUP races at regattas.	<b>\$ 20.00</b>

**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**

**c/o Matt Bounds**

**3798 Damas Dr.**

**Commerce Twp., MI 48382**

**248-980-7931**

*hobiemembership@gmail.com*

**SOMETHING STRANGE IS HAPPENING IN THE NEVADA DESERT . . .**

**JOIN US . . . DON'T ALIENATE YOURSELF**

# **HOBIE 17 / 18 NORTH AMERICAN CHAMPIONSHIPS**

**OCTOBER 20 - 26, 2012      LAKE MOHAVE      NEVADA - USA**

## **NOTICE OF RACE**

REVISED 07-23-2012

### **Organizing Authority**

Hobie Class Assoc. of North America, HCA Division 2 and Hobie Fleets 51 and 88

### **Rules**

The regatta will be governed by the rules as defined in the 2009-2012 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 will not apply.

### **Advertising**

Advertising is allowed in accordance with RRS 80 and ISAF Advertising Code (Regulation 20). Boats may be required to display advertising chosen and supplied by the organizing authority.

### **Eligibility and Entry**

The event is open to class legal Hobie 17s and 18s. All crew must be 2012 HCA-NA members. Membership forms will be available at registration.

### **Racing Schedule**

Registration and check-in will take place on 10/20 from 1300 to 1700, 10/21 from 1000 to 1800, and 10/21 from 0800 to 0900 at the regatta venue. Practice races may be held in the afternoon of 10/21. The event will have five days of racing (10/22 - 10/26) with the objective of 3 to 5 races per day, back to back. The first warning signal will be at 1100 on 10/22.

### **Registration & Fees**

Hobie 17s - Pre-registration by Sept. 1 - \$300 / Late Registration - \$350  
Hobie 18s - Pre-registration by Sept. 1 - \$350 / Late Registration - \$400  
Social (includes parties and banquet) - \$75  
Register by completing the attached form and mailing to the address on the form. Must be postmarked by Sept. 1 to avoid late fee.

### **Social Schedule**

10/ 21 - Welcome Party; 10/24 - Mid-week "Cut" Party; 10/26 - Awards Banquet

### **Measurement**

**Boats will not 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.

### **Sailing Instructions**

The sailing instructions will be available at registration.

### **Venue**

On Lake Mohave, based out of Cottonwood Cove Resort

### **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 registration.

### **Host Hotel**

Cottonwood Cove Resort & Marina (702) 297-1464  
[www.cottonwoodcoveresort.com](http://www.cottonwoodcoveresort.com)

Rooms have 2 beds, TV, microwave & small fridge. \$103.50/night+tax  
Houseboats w/4 bedrooms available starting at \$200/night+tax

### **Alternate Accommodations**

El Ray Motel (702) 297-1144  
Located in Searchlight, NV - 13 Miles from regatta site

RV Parking / Camping - Large RV Park at resort and close adjacent RV & Camping spaces at Lake Mead NRA facilities

### **Information**

David Martin, [h16music@cox.net](mailto:h16music@cox.net), 702-914-8099 (H), 702-301-6210 (M)  
Gordo Bagley, [gnbii@msn.com](mailto:gnbii@msn.com), 702-427-7328

# Mirage Tandem Island

**HOBIE CLASS ASSOCIATION  
of NORTH AMERICA**  
3798 Damas Dr.  
Commerce Twp., MI 48382  
**CHANGE SERVICE REQUESTED**

PRSR STD  
U.S. Postage  
**PAID**  
Permit No. 3  
Michigan City, IN

## Maximum fun, minimal drag

Roller-furling, boomless main with 90 square feet of sail area.

Stable tri-maran design with side trampolines available.

Rudder controls and mainsheet cleats at both seating locations.

Large front hatch and three 8" hatches for plenty of storage.

