



HOTLINE

SUMMER 2011

VOLUME 40 NO. 3



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



HOBIE 16 AND HOBIE 20

NORTH AMERICAN CHAMPIONSHIPS

CARLTON TUCKER
MEMORIAL REGATTA

FORT WALTON BEACH FLORIDA
NOVEMBER 6-11 2011

REVISED 09/07/2011



ORGANIZING AUTHORITY: The Hobie Class Assoc. of North America in conjunction with the Ft. Walton Yacht Club and Hobie Fleet 178

VENUE: The Ramada Plaza Beach Resort, Ft. Walton Beach, FL www.ramadafwb.com. Racing will be in the Gulf of Mexico. Alternate racing venue in the event of high surf shall be Choctawhatchee Bay.

RULES: The event will be governed by the *rules* of the Racing Rules of Sailing (RRS). This is an international competition; therefore, pursuant to the US Sailing Rx to RRS 88.2, the US Sailing Rx 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 National Hobie Class Association).

EQUIPMENT: All boats will be weighed and inspected prior to competing. It is the responsibility of each skipper to have their boat weighed and inspected at the event site by the Official Measurer.

COMPETITOR'S INSURANCE: Each Competitor must show proof of liability insurance with a minimum coverage of \$100,000 (USD). Competitor's proof of insurance and coverage must be available for review at registration.

SAILING INSTRUCTIONS: The Sailing Instructions will be made available at registration.

PRIZES: Awards will be presented to the top 20% of pre-registrants in each class.

ENTRY FEE: \$375 if paid by October 15, 2011, \$400 thereafter. Register on-line at www.RegattaNetwork.com

SCHEDULE:
Sunday, November 6, 2011
1000-1700 Registration
1300 Practice Races

Monday, November 7, 2011
0800-1000 Registration
1000 Competitors' Meeting
1200 1st Warning Signal

Tuesday - Friday, Nov 8-11, 2011
1100 1st Warning Signal

Social includes Sunday Welcome Party, Wednesday "Cut Party", Thursday Carlton Tucker Memories Night, Friday Awards Banquet.

ACCOMMODATIONS: Ramada Plaza Beach Resort, 1500 Miracle Strip Parkway, SE, Fort Walton Beach, FL 32548 800-874-8962 or 850-243-9161 www.ramadafwb.com

AIR TRANSPORTATION: Fort Walton Beach / Okaloosa County Airport (VPS) is about 20 minutes away.

EVENT INFORMATION CONTACTS:
Bridget Quatrone - bqfaces@netzero.net
Chris Wessels - xanderwess@yahoo.com
Matt Bounds - hcaracedir@comcast.net

Other information is available via Facebook:
[2011 Hobie 16 / 20 North American Championships](#)

NOTICE OF RACE



The Official Publication of the Hobie Class Association of North America

**SUMMER 2011
VOLUME 40, NUMBER 3**

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1st Vice Chair	Secretary
Pat Porter	Kathy Ward
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Tony Krauss	John Mork
Youth Program Dir.	Race Director
Gordon Bagley	Matt Bounds

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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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it's all good ...



It's been an exciting summer thus far, lots of cat sailing for everyone and it's really been fun to talk to people about the America's Cup using multi hulls. I always say it's EXACTLY the same thing ...only smaller!

We had some great events this summer, and I would like to thank the organizers of the Bargett Breezer (50 boats!), the San Diego Classic and of course the Mississippi Mini-Mega. I was fortunate enough to attend the Mini-Mega, had a great time and probably gained 10 lbs from all the awesome food. Ocean Springs Yacht Club (Hobie Fleet 70) deserves a huge thanks for such a large undertaking and doing it so professionally.

We've got more events planned throughout the remaining days of summer and into the fall. The big daddy is the 16/20 North American Championships in Ft. Walton Beach, Florida. You can use Regatta Network for registration and to see who's coming. The host hotel is the Ramada Resort (a familiar location from years' past) and keep up on what's going on with the 2011 Hobie 16/20 NAC Facebook page. Having this event in the late season has minimized regatta date conflicts. The weather is supposed to be very nice that time of year. Look into your next Hobie Sailing adventure on pages 6 and 7 of this *HOTLINE* to get the dates of the events near you.

Also coming up in November at the NAC in Ft. Walton Beach will be the Annual Meeting, and with this elections, rule changes, general discussion on all matters that concern the Hobie Class Association of North America. All are welcome to attend, and encouraged to participate. There will be quite a few new officers installed at this meeting so it will be a great time to meet the new people heading up the Class and maybe even give them your two cents on the issues that concern your area.

I would also like to congratulate Tony Krauss for successfully surviving his first round of bylaws changes; Matt Bounds for staying happily married despite being Race Director, Membership Chair and *HOTLINE* Editor all at the same time; Mimi Appel for plowing through the endless amounts of forums and blogs out there on-line regarding the Hobie Wave and NOT killing anyone; John Mork for truly having the most difficult job of all the volunteers and keeping a relatively pleasant demeanor as Treasurer; and finally to Christine Bradshaw for doing an exceptional job as Women's Representative and really working hard to get the group organized and prideful in what they do.

See you in Florida!



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photo / illustration credits

Cover – **Dafna Brown**

It's All Good – **Clear Lake Yacht Club**

Contents – **Dafna Brown, Michelle Stacy, Rod Haglund**

Just in Off the Wire - **Barb Perlmutter, Mark Van Doren, Omar Abotteen, George Burchfiel**

Driver's Seat – **George Burchfiel / Matt Bounds**

Mini-Mega - **Matt Bounds, Emily Vaughan, Dafna Brown, Ken & Judi Altman, C. D. Dixon, Coco Hudson, Bridget Quatrone**

Texas Tragedy – **Michelle Stacy, David Woo, Randy Giles**

Carlton Tucker Award - **Dave Rice, Rod Haglund**

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Hobie Cat Company
www.hobiecat.com

Hobie Cat Community Forums
www.hobiecat.com/forums



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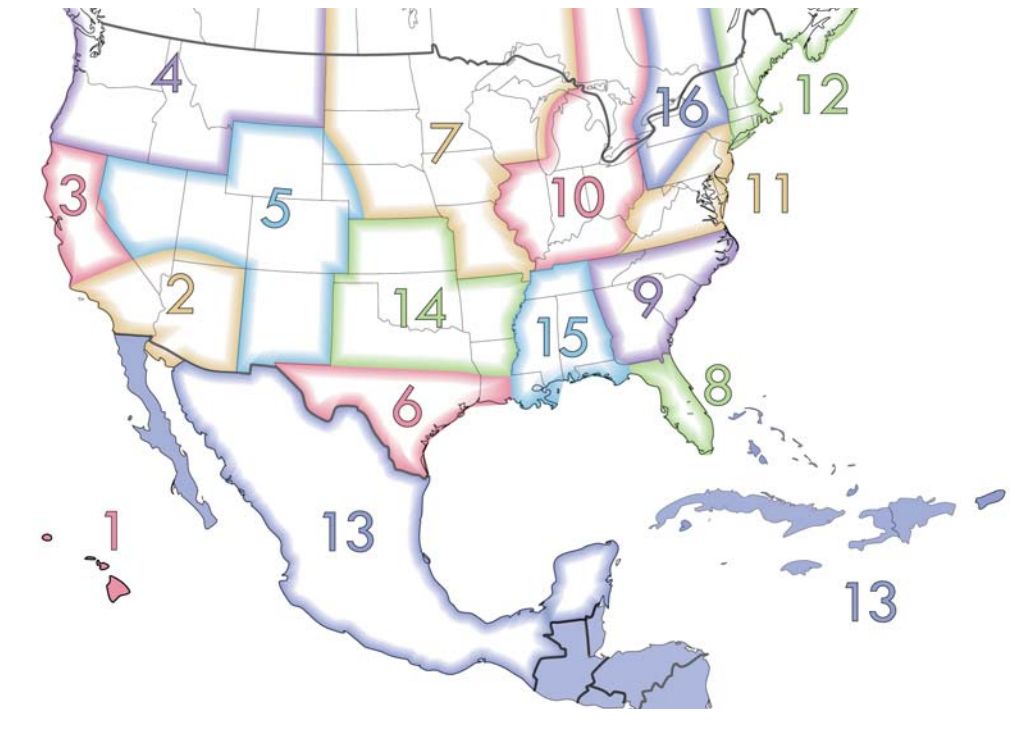
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rmcveigh@verizon.net

2011



regattaschedule

DIVISION 2

Lake Havasu, AZ
March 12-13
MidWinters West
Gordo Bagley
gnbi@msn.com

Lake Mohave, NV
April 2-3
Hobie Way of Life
Dave & Ellie Martin
h16music@cox.net

Puerto Peñasco, MEX
May 7-8
Cinco de Mayo
Roger & Patti Hensler
twohenslers@aol.com

MBYC - San Diego, CA
May 14-15
Alter Cup Area J Qual.
John Williams
john.e.williams@charter.net

ABYC - Long Beach, CA
May 28-29
Memorial Day Regatta
Jeff Newsome
Jeff.Newsome@schawk.com

ABYC - Long Beach, CA
July 23-24
Multihull Regatta
Jeff Newsome
Jeff.Newsome@schawk.com

June 4-5
San Diego Classic
SW Area Championships
George Burchfiel
george@artainsurance.com

Santa Barbara, CA
August 20-21
Wine & Roses
Steve Leo
steve@infocuspromo.com

Lake Arrowhead, CA
September 11-12
Lake Arrowhead
Chris Dunn
dunnnd@charter.net

Ventura, CA
September 24-25
Blue Water Regatta
Jeff Petron
jpetrondds@yahoo.com

Puerto Peñasco, MEX
October 8-9
Piñata Regatta
Barb Perlmutter
skipperbarb@hotmail.com

DIVISION 3

Santa Cruz, CA
April 30-May 1
Kickoff Regatta
Adam Borcherding
adam.borcherding@gmail.com

Woodward Reservoir, CA
May 14-15
Wet'n Wild Regatta
Mike Little
209-466-4668

Clear Lake, CA
June 11-12
Clear Lake Regatta
Andy Pollock
sharkfeed2000@aol.com

Huntington Lake, CA
June 25-26
Commodores Regatta
Sean Tomlinson
h16@sbcglobal.net

Alameda, CA
July 9-10
Round Treasure Island
Mike Little
209-466-4668

Santa Cruz, CA
to be rescheduled
Summer Multihull
Adam Borcherding
adam.borcherding@gmail.com

Huntington Lake, CA
August 6-7
Mile High Regatta
Sean Tomlinson
h16@sbcglobal.net

Bodega Bay, CA
September 10-11
Shark Feed Regatta
Andy Pollock
sharkfeed2000@aol.com

Richmond, CA
September 24-25
Alter Cup Area G Qual.
Gene Harris
gene@pedrick.org

Santa Cruz, CA
October 8-9
Fall Multihull
Adam Borcherding
adam.borcherding@gmail.com

Monterey, CA
October 22-23
Turkey Regatta
Jason Moore
hobie.20@comcast.net

DIVISION 4

Vancouver, BC
June 11-12
Jericho Classic
Mark Jones
markjones2@shaw.ca

Skamokawa, WA
July 9-10
Smoke on the Water
Todd Christensen
toddcc@ci.issaquah.wa.us

Oak Harbor, WA
July 16-17
Dinghies Whidbey Island
Bob Combie
bobcombie@gmail.com

Bellingham, WA
July 30-31
Lake Whatcom
Scot Chapman
nllcar@earthlink.net

DIVISION 5

Longmont, CO
May 21-22
3 Peaks to the Wind
Stephen Cooley
MUST429@aol.com

Lake Alcova, WY
June 18-19
Wyoming Governor's Cup
Stuart Hill
boarderstu@bresnan.net

Lake McConaughy, NE
July 9-10
Tropical Dreams
Stephen Cooley
MUST429@aol.com

Loveland, CO
July 23-24
Prairie Winds
Stephen Cooley
MUST429@aol.com

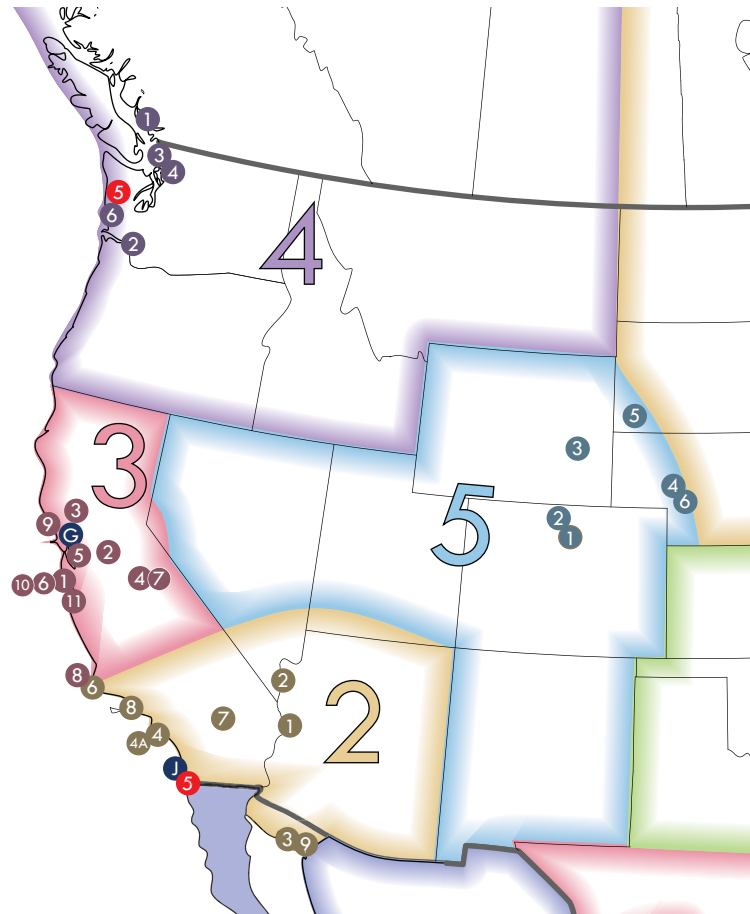
Oahu, HI
April 2-3
April Fools
Dan Williams
rollerskate-hi@clearwire.net

Oahu, HI
October 1-2
Fall Regatta
Dan Williams
rollerskate-hi@clearwire.net

August 13-14
Lake Quinault
NW Area Championships
Al Jones
Atkjones@centurytel.net

West Port, WA
September 10-11
West Port
Ben Colwell
teamsele@charter.net

Location TBD
Date TBD
Alter Cup Area L Qual.
Laura Sullivan
mslauras@hotmail.com



DIVISION 14

Lake Hefner, OK
April 30-May 1
Daggerless 14/16 Div'1
John Mork
jmark1@cox.net

Oak Point, TX
May 7-8
DCYC Leukemia Cup
Laurie Cronan
lcronan@solbroadband.com

Cheney Lake, KS
May 21-22
Prairie Regatta
Scott Mathia
mathia1620@yahoo.com

Lawton, OK
June 11-12
OK State Champs
Bill & Peggy Coe
coe4302@aol.com

Cheney Lake, KS
July 23-24
Cat Chase
Scott Mathia
mathia1620@yahoo.com

Oak Point, TX
September 3-4
Mid-Americas Area Champs
Rob Kollman
r.kollman@ti.com

Lake Tawakoni, TX
September 17-18
Daggerboard
Sue & Bob Mimplitch
sue_and_bob@verizon.net

Lake Ray Roberts, TX
October 1-2
Shegatta
Sheila Holmes
sheilaholmes@ntin.net

DIVISION 7

Storm Lake, IA
June 11-12
Storm Chaser
Andy Larson
larsona@iwnet.net

Yankton, SD
July 30-31
Lewis & Clark Lake
Dave Rice
david.rice@bankofthewest.com

Clear Lake, IA
August 27-28
North Central AC
Todd Wilson
todd@hollingsworthmfg.com

DIVISION 10

Indianapolis, IN
May 14-15
Mayor's Cup Regatta
Skip Kaub
skipkaub@mac.com

DIVISION 12

Sebago Lake, ME
August 19-20
Mainiac Regatta
Amy Mullen
amyjmullen@gmail.com

DIVISION 11

Gunpowder, MD
April 30-May 1
Gunpowder
Dan Flanigan
dflp135@msn.com

Spicer, MN
July 9-10
Green Lake Regatta
Kevin Chase
kcchase@comcast.net

Des Moines, SD
August 13-14
Saylorville Lake
Roger Taha
rtaha@mchsi.com

Storm Lake, IA
September 11-12
Storm Lake
Andy Larson
larsona@iwnet.net

Lake Carlyle, IL
September 10-11
Strawberry Women's Regatta
Kitsy Amrhein
KITSYA@aol.com

DIVISION 16

Syracuse, NY
May 20-22
Madcatter
Sean Smith
seansmith204@gmail.com

Dewey Beach, DE
May 7-8
Rehoboth
Dave Raughley
droughley@aol.com

Atlantic Highlands, NJ
June 4-5
Sandy Hook
Greg Raybon
graybon@verizon.net

Toronto, Ontario
June 4-5
Flying High
Dan Borg
Dan_Borg@toyota.ca

Spray Beach, NJ
June 11-12
Spray Beach
Ron Laporta
ronlaporta@verizon.net

Rochester, NY
August 6-7
R.O.H.R.
Mark Gibson
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Lanoka Harbor, NJ
July 16-17
Barneget Breezer NEAC
Chris Begrow
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Canandaigua, NY
September 17-18
CMOR
Sue Bennett
sharkoops5@aol.com

Location TBD
July
Alter Cup Area C Qual.
Mark Santorelli
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DIVISION 8

Punta Gorda, FL
February 4-6
Charlotte Harbor
Brian Gleason
gleason@sun-herald.com

Wildwood, NJ
August 20-21
Wildwood
Rob Wagner
rob.wagner@verizon.net

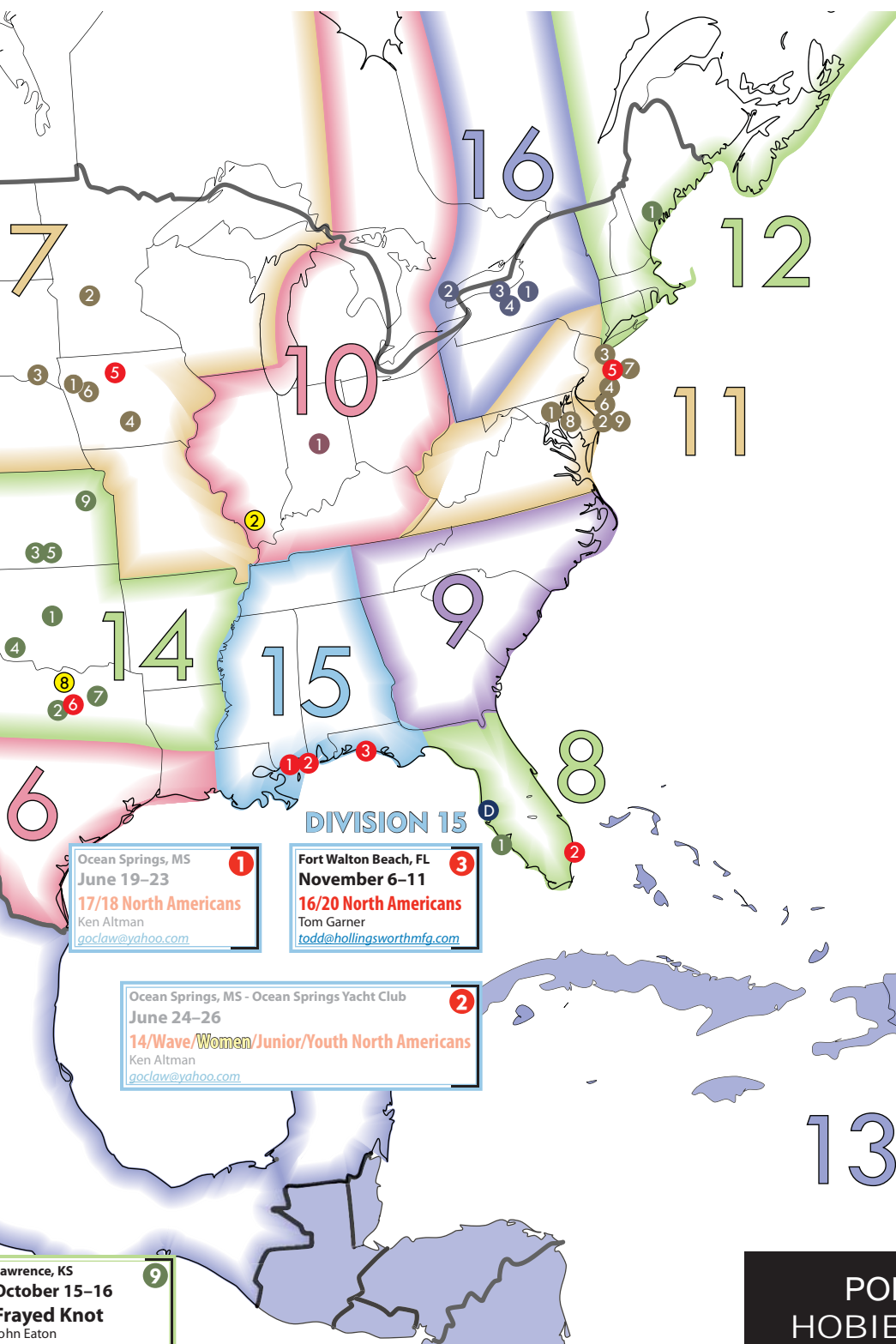
Fort Lauderdale, FL
March 26-27
MidWinters East
Steve Voeller
voeller@comcast.net

Shore Acres, NJ
September 10-11
Shore Acres
Rob Wingender
rawingender2@comcast.net

Tampa, FL
November 5-6
Alter Cup Area D-5 Qual.
Dave Ingram
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Rock Hall, MD
September 24-25
Rock Hall
Dan Flanigan
dflp135@msn.com

Dewey Beach, DE
October 8-9
Sharkey's Cup
Bill Colgan
hobie106@speakeasy.net



Ocean Springs, MS
June 19-23
17/18 North Americans
Ken Altman
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Fort Walton Beach, FL
November 6-11
16/20 North Americans
Tom Garner
todd@hollingsworthmfg.com

Ocean Springs, MS - Ocean Springs Yacht Club
June 24-26
14/Wave/Woman/Junior/Youth North Americans
Ken Altman
goclaw@yahoo.com

Lawrence, KS
October 15-16
Frased Knot
John Eaton
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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**

justinoffthewire

News and Notes

Remembering Shirley Palmer

We were saddened to hear of the passing of Shirley Palmer on May 31 in a kayaking accident on the Green River in Arizona.



BARB PERLMUTTER

As many of you know, Shirley and her husband Ron were the bedrock of the North American Hobie Class in the '90s. Shirley was membership chair and put out the *NAHCA News* (the predecessor to this magazine) for over ten years.

She was a Life Member of the NAHCA and IHCA. While Shirley was never 'officially' the Executive Director of the IHCA she was Ron's right hand person doing much of the work. Shirley worked tirelessly for the Hobie Class. Anybody who had been to a Hobie event would have seen Shirley always busy typing on her laptop, quietly working doing so much of the unseen work.

Shirley was also the first Executive Director of the European Hobie Class Association, coordinating much of their activities from her home in Tucson. Shirley became the first Non-European to awarded life membership if the European Hobie Class Association.

Shirley was a hiker, walker,

climber, skier, river runner, traveler, genealogist, reader, knitter, photographer, wife, mother, grandmother and friend. We will miss her. *If you wish to do something to honor Shirley, who was a breast cancer survivor, the family has requested donations be made to the Susan G. Komen Foundation*

(www.komensaz.org).

Life should **not** be a journey to the grave with the intention of arriving safely in an attractive and well-preserved body, but rather to skid in sideways, chocolate in one hand, wine in the other, body thoroughly used up, totally worn out and screaming, "**WOO HOO!** What a ride!" (From Shirley's life celebration booklet)



BARB PERLMUTTER

Fleet 401 Saves a Regatta

Low water levels on Lake Hefner, OK forced the cancellation of Division 14's Daggerless Regatta (April 30-May 1). Fortunately, newly revived Fleet 401 and the Shreveport Yacht Club stepped up and invited all Hobie Classes to their one-design regatta that weekend. Here's Commodore Mark Van Doren's report:

We had a great regatta! Fleet 131's participation was the catalyst that gave us some momentum that ultimately resulted in a big boost in turnout and their support provided us with the infrastructure to set up a third course just for Hobies. We were on track at one point to have five-boat fleets in the 16, 17, and 20 classes, but some last minute cancellations reduced our numbers just a bit. Our final tally was 5x H16s, 4x H17s and 3x H20s. We dubbed the Hobie portion of Holiday In Dixie "Daggerless In Dixie" in keeping with both Fleet 131's and Shreveport Yacht Club's traditions. The reinstated Fleet 401 still has to build its own legacy, but we're off to flying start!

More specifically regarding Fleet 131's support, Phil Collins and John Mork (unfortunately Mork couldn't attend) talked us up among the H17 sailors and they converged here as a convenient way to get in a tune up before the NACs in June. I look forward to seeing the 17 fleet again next week at Fleet 23's Leukemia Cup regatta. Beverly Collins put together some great trophies for us. They were framed photos, with some really cool editing technique that I can't begin to describe, of each type of Hobie that raced. They were originally going to use them at

Lake Hefner, but we bought them from 131 and she customized the inscription to read "Daggerless in Dixie." They turned out to be the coolest trophies I've seen at a regatta in the three years since I've been back into sailing. Mark Bengé was awesome. He brought down their set of marks, flags, and VHF radios and was our PRO. I heard many, many compliments of the way that he conducted the races. We were able to get in four races on Saturday, followed by two more on Sunday. Had he not done that, we'd have been bunched up starting with the monohulls, being just two classes (17s and 20s started together) of six on their course. Long waits between races drives me nuts, and we'd have done a lot of waiting. To help us stay out on the water long enough to get four races in, one of our volunteers, Lisa Brutto, made 50 lunches for our competitors, race committee and chase boat personnel. She wouldn't accept any compensation for them.

I hope that other fleets cooperate with each other as Fleet 131 did with us. I can't emphasize enough how important their support was to the success of our regatta. I'll also mention that we had three H16 sailors come over from Mississippi to sail with us, and one of the reasons that they expressed for coming over was their desire to support a new fleet. Jerome Vaughan was the ring leader of that bunch and we really appreciate his help as well. Jim Gates, Robert Cox, thanks to you guys for coming over too.

Fleet 401 is going to build on the momentum and interest generated



MARK VAN DOREN

Fleet 401 H20 Aces, Chris and Margie Johnston, on Shreveport's Cross Lake

by Daggerless in Dixie. We're going to initiate weekday afternoon sailing sessions throughout the summer until we lose daylight savings time. These afternoons will be reserved for having fun and camaraderie. We'll also try to converge on SYC's weekly Sunday afternoon racing series to give those of us that like to race a chance to practice our skills. We are extremely fortunate to having a supportive yacht club. They give our fledgling fleet the opportunity to do a lot of things that we otherwise couldn't.

Our total participation at Holiday in Dixie was 49 boats, the biggest turnout we've had in several years. In addition to our Daggerless regatta on the Hobie course, we had a Sunfish course where 11 of them (including some kids that saw Hobie racing for the first time) fought it out in one of their divisional events. The other course was for other one-design monohulls, to include a Thistle regional regatta, J-22 and Catalina 22 classes, and two Portsmouth classes divided up based on size.

If you can't tell, the weekend got me pumped up. We really appreciate all the support and the participation of our competitors!

The Hobie 18 and the Houston Boy Scouts

On April 16th, the Sam Houston Area Council Boy Scouts (Houston, Texas) put on a Scout Fair at Reliant Arena. The fair involved many different booths and activities that showcased the numerous scouting merit badges, and the organizers were looking for someone from a local sailing club to come out and introduce the scouts to sailing.

first times for these kids to see a sailboat up close, and I just want them to take home the same spark that we feel for this sport that will hopefully draw them to sailing. We need more sailors on the water and I think this could be a good introduction to this younger generation.” Omar’s report:

Just wanted to let everyone know that the Boy Scout Fair at Reliant Arena this past weekend went great! We got a lot of kids excited and interested in sailing through the hands-on display and knowledgeable sailors we had. We not only talked catamarans but sailing in general and I know that many of the parents were pleased to hear just how easy and inexpensive small boat sailing can really be.

Everything went so smoothly and perfect and for that I have to give a HUGE thanks to Don

and Erik Pearson from the Clear lake Sailing Club for all their help before, during, and after the event. I also must thank Melissa at KO Sailing, Matt Bounds from the HCA (his stack of **HOTLINE** magazines showed up the night



OMAR ABOTTEEN



OMAR ABOTTEEN

Chilly, the mascot for the Houston Aeros hockey team, gets some tiller time on the Hobie 18 Magnum.

Fleet 33 member (and Eagle Scout), Omar Abotteen, with the help of Fleet 33 and Texas City Dike Yacht Club put together a fully rigged Hobie 18 display with information about the local sailing scene. Omar said, “This could be one of the



OMAR ABOTTEEN

before the event!), Floyd at Surfside Sailing, Chris Green at TCDYC, and Jennifer Glass at HYC for all the great handouts and materials they provided.

How Ice Cream Saved the Day (and a Trailer)

If you know Jim Glanden, then you know he has knack for finding the best ice cream parlor at any regatta venue. Turns out there’s a little known benefit of stopping for ice cream on the way home from a regatta:

I was driving home from Spray Beach (New Jersey) Sunday (June 12) and pulled into the ice cream

place on Rt. 70 about 40 miles from Spray Beach Yacht Club. I was towing Gerard Blom’s empty trailer, hit a bump and the trailer jumped off the hitch. I did not even know it was off. The safety chains kept it from doing any damage to the trailer or motor home. It will need a new skid on the bottom of the tongue.

The moral of this story is **stop often for ice cream** and make sure your trailer’s safety chains are secure. The trailer you save may be your own. Check your trailer hitch coupler often. There is a 3/4 nut under the lock that we tightened up and went on our way (after a hot fudge sundae, of course).



Donna Dodges a Bullet

For those of you that have been going to Nationals for many years, you

may know Kenny and Donna McIntosh from Broken Arrow, Oklahoma (near Tulsa). They've been on a 20 for the last few years, but all through the 80s and early 90s, they were on a 16. Donna was the HCANA Vice Chair a few years ago:

Kenny and I just wanted to let you know that I had surgery last Thursday (July 21). I'm fine, at home

now recuperating and doing very well (my doctor said "remarkable").

Long story short – the first of June, I had my annual mammogram and they discovered I had cancer in my right breast. Thank goodness, we caught it early, they removed it, and I'll be okay.

After much discussion with Kenny, I made the decision to wait and tell you this after my surgery so that I could tell you that I'm okay. I just didn't see the need for everyone to worry about us unnecessarily – I care too much about you guys. So now it's all over with, and it's good

news (except I probably won't be sailing for a while!)

Stay in touch – I need lots of reading material! My home email is: DonnaMcIntrash@att.net (I'll be off work for about a month, so I won't be using my DIRECTV email address . . .)

We love you all,

Donna & Kenny

P.S. Ladies – go schedule your next mammogram!!!

Hobie Cat Factory Tour at the San Diego Classic Area Championship

Hobie Fleet 4, in conjunction with the San Diego Classic Regatta, organized a Hobie Cat factory tour and barbecue on Friday June 3. Participants were transported via bus from the regatta site to the factory in Oceanside, north of San Diego.

While they were there, they checked out the latest Hobie fishing boat, the Mirage Pro Angler; stacks and



GEORGE BURCHFIEL



GEORGE BURCHFIEL

stacks of kayaks in the production area; the Hobie 16 mold shop (above); the sail loft (below right); the shipping area (below left – can you spot the HCC employee?). They listened to a presentation during the meal by Hobie Cat President Doug Skidmore and long-time HCC VP of Sales, Ruth Triglia. Very cool!



GEORGE BURCHFIEL



GEORGE BURCHFIEL

from the driver's seat



by Matt Bounds, **HOTLINE** Editor

Buried in Photos, and Poor Cover Choices

The cover on the last **HOTLINE** issue was either “Cool!” or as one reader put it, “I don’t know if you got a good deal on black ink or what . . . the cover of Spring 2011 sucks big time!” Well, to be honest, it looked a lot better on the computer screen than it did on paper — which highlights just one of the problems I encounter when choosing photos for the magazine.

Philosophy

Fried Eliot is a passionate photographer of the Snipe and Star classes (www.friedbits.com).

His tutorial lectures given at the US Sailing One-Design Sailing Seminars are always packed and highly informative. He teaches that compelling photographs need **two** of the following: **spray** (conveys motion), **faces** (conveys emotion) and **context** (sets the scene). But choosing is not always that easy. It starts to break down when photos need to illustrate or tell a story. Or when you want to have a different class on the cover every issue. Then things get dark and sticky.

Properties

Printed photos need to be 300 dots per inch (dpi). For the cover, that works out to 2550 x 3300 pixels. That’s 8.5 megapixels (Mpx). A center spread is 5100 x 3300 pixels (16.8 Mpx). Only higher end digital cameras take photos that large. Most new point-and-shoot digital cameras can take 4 to 5 megapixel photos, which are fine for partial pages — but only if the camera is set to take pictures at that resolution. Cameras tend to have a low-res default setting so that more pictures will fit on the internal memory card. A 16 Mpx photo is about 6 megabytes. That’s allows tight cropping and enlargement.

So, if you want your photos in the *HOTLINE*, start by setting your



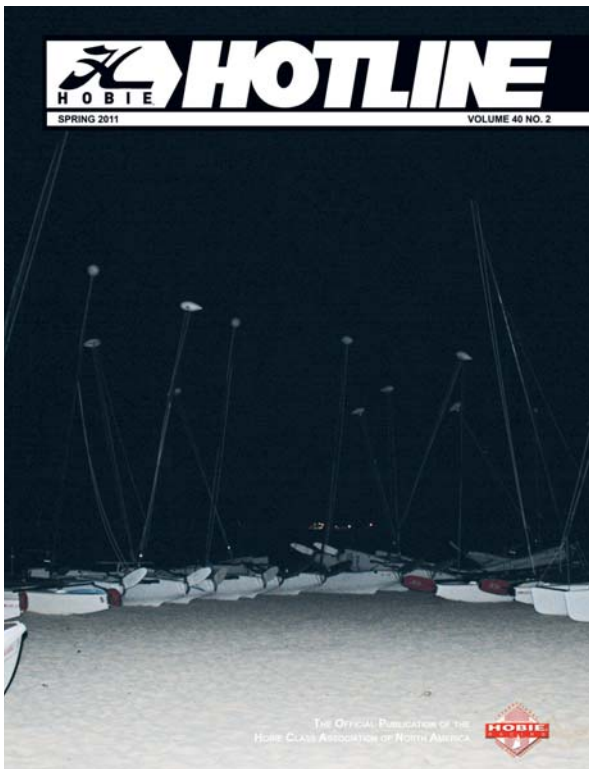
Spray and a face - sort of. Tight cropping and a large original saved this photo from the discard bin.

camera to the highest resolution, and buy extra memory cards.

Processing

Computer screens and printed paper may convey the same information, but your eye perceives them differently. Often, pictures appear darker in print, with lower contrast that what is seen on the screen. Again, this got me in trouble with the last issue, when the cover was much brighter on the screen than it was in print.

PhotoShop is an amazing toolbox for cleaning up pictures, but even it can’t make a purse from a sow’s ear. Some photos are worth spending time on and others aren’t. Sometimes I don’t have a choice when they’re the only pictures I have. Ever try to make a gray sky blue? Bring a face out of the shadows? It can be done, it’s just a matter of how much time it takes.



welcomenewmembers ...

Douglas Babcock, Vancouver, WA
Michael Hollins, Carlsbad, CA
Michael Adkins, Pensacola, FL
Michael Grave, Yankton, SD
Dale Clark, Tucson, AZ
David Wilson, Shreveport, LA
Luc Lisi, Los Altos, CA
Joe Hurtado, San Diego, CA
Bill Tieman, Redwood City, CA
David Foley, Dallas, TEXAS
Gary Montcalm, Shreveport, LA
Christopher Dutton, Tolland, CT
Douglas Neville, Roseville, CA
Ludi Billings, San Diego, CA
Jason Dutton, Fayetteville, NY
David Webb, Andover, KS
Garth Fasano, Briarcliff, NY
Brian Regan, Cazanovia, NY
Rob Turbett, Penfield, NY

Bradley Wilson, Auburn, NY
Glenn Davies, Marlboro, NY
Tom Davies, N. Perry, OH
William Fix, Herrin, IL
Bart Beck, Berthoud, CO
Jesse Goff, San Francisco, CA
Martin Stoufer, Alameda, CA
Ron Gaston, Mobile, AL
Wolfgang Kornweibel, Farmingdale, NJ
David Scavone, Big Bear City, CA
John Kidder, Ft Walton Bch, FL
Steve Collins, Ocean Springs, MS
Andrew Luquet, Ocean Springs, MS
Haydn Brown, Ocean Springs, MS
Stephen Diamond, Sunnyvale, CA
Dan Flake, St. George, UT
Ralph Childers, Saugerties, NY
Philip Jones, Lafayette, CA

Jesse Ridge, Bensalem, PA
Christopher Dalin, Lake San Marcos, CA
Joey Pocreva, Ocean Springs, MS
Jim Shea, Springfield, PA
Scott Erwin, Atascadero, CALIFORNIA
Billy Comeaux Jr, Tucson, AZ
Brenin Ford, Wall, NJ
Dominic Czegledi, Mesa, AZ
David Patterson, Dana Point, CA
Christopher Crane, Metuchen, NJ
Mike Daly, Rochester, NY
Rayman Kinman, Ingleside, TX
Rod Kuhns, Superior, CO
Tom Passmore, Dallas, TX
Michael Kaldawi, Highland Village, TX
Perry Jagger, White Bear Lake, MN
David Michael, Olathe, KS
Rex Michael, Gardner, KS

welcomebackmembers ...

Christopher V. Sack, Bridgeport, NY, 1992
John Schulthess, Santa Rosa, CA, 1992
Mel Lynch, Great Falls, VA, 1994
Jules Austin Hojnowski, Ithaca, NY, 1995
Chip Walters, Madison, NJ, 1997
Steve Yates, North Reading, MA, 1998
Udo Winkler, Orange, CA, 1999
David Versocki, Scotia, NY, 1999
Brooke Hodson, Youbou, BC, 2002
Burt Sherriff, Carlsbad, CA, 2003
Dottie Graham, Exton, PA, 2003
Blake W Slavin, Silver Spring, MD, 2003
Kristen Attard, Temperance, MI, 2003
Dale Apple, Nevada City, CA, 2003
Todd Riccardi, Hyannis, MA, 2003
John Sherm, Wilmington, NC, 2003
Scott Wentworth, San Diego, CA, 2003
Todd Stevens, Berkeley Heights, NJ, 2003
Dan Carpenter, Kirkland, WA, 2003
Ken Kukrall, Rocklin, CA, 2003
Timothy A Olson, Polk City, IA, 2003

Mike Silic, Henderson, NV, 2006
John Lawton, West Vancouver, BC, 2006
David Atkinson, Clear Lake, IA, 2008
Bob Forshay, Boulder, CO, 2008
Robert Taylor, Fort Wayne, IN, 2008
Alan Monson, Boulder City, NV, 2008
John Ziolkowski, Chula Vista, CA, 2008
Michael Siau, Oakland, CA, 2008
Clifford Mccarty Jr., Newtown, CT, 2008
Daniel Rodriguez, Cranford, NJ, 2008
Kevin Chase, White Bear Lake, MN, 2008
Armando Noriega, Mexico City, DF, 2008
Mike Checketts, Clovis, CA, 2008
Avaneil John, Toronto, ON, 2008
Raymond Way, Cumberland, RI, 2008
Tyler Barton, Everett, WA, 2008
Dean Zimmerman, Tucson, AZ, 2008
Philip Edwards, Davis, CA, 2008
Tim Dorwin, Spokane, WA, 2008
Michael Pruchnicki, Des Moines, IA, 2008
Dale Crouse, Austin, TX, 2008

Edward Ford, Hiawatha, IA, 2008
Andy Lenczycki, Portage, MI, 2008
Michele Spinks, Camillus, NY, 2008
Bob O'Connor, Honeoye Falls, NY, 2008
Bernard Villa, Monmouth Beach, NJ, 2008
Blair Toland, Sanderstown, RI, 2008
Paul Garlick, Terra Ceia, FL, 2008
Jorge Mecklenburg, San Diego, CA, 2008
Roger Sullivan, Sacramento, CA, 2008
Bill Wilson, Marshalltown, IA, 2008
W. Martin, Ann Arbor, MI, 2008
Michael Conway, Hilton, NY, 2008
Michael Valenta, Danville, CA, 2008
James West, Cleves, OH, 2008
Kelly Havig, Redmond, OR, 2008
Jeff Griffin, Ventura, IA, 2008
David Daniel, Loveland, CO, 2008
Aryia Aman, Loveland, CO, 2008
Kellie Arpy, Guthrie Center, IA, 2008
Andrew Jagger, Fridley, MN, 2008
Shelly Suchomel, White Bear Lake, MN, 2008

thankyoutopcatmembers ...

Gordon Bagley, Searchlight, NV
Chuck Blair, No. Little Rock, AR
Roger Brown, Lake Forest, CA
Doug Campbell, Corona Del Mar, CA
Phil Collins, Piedmont, OK
Pedro Colon, Caguas, PR
Charles Froeb, Tiburon, CA
Jim Glanden, Newark, DE

John Hauser, Huntington Beach, CA
Bob Heyer, Carlsbad, CA
Gordon Isco, Gulfport, FL
Ted Lindley, Paradise Valley, CA
Graham Mcglashan, Vancouver, BC
Michael Megrew, Charlestown, RI
Al Mohill, Temecula, CA, 2008
Jason Moore, Clovis, CA
David Mortenson, White Bear Lake, MN

Steve Murray, Carpinteria, CA
Jeffrey Newsome, Rancho Palos Verdes, CA
Craig Parson, Lawrenceville, NJ
Mark Santorelli, Barnegat, NJ
James Sohn, Des Moines, IA
Brad Stephens, Panama City, FL
Bruce Veilleux, Reno, NV
Bil Weidner, Dover Foxcroft, ME, 2010
Todd Wilson, Bondurant, IA

Proliferation

Digital cameras are a blessing and a curse. I look at **lots** of photos. For example, I went through **4,443** photos from the Mississippi Mini-Mega from eight different photographers for this issue. That's

just a fraction of the photos taken. It's a daunting task to find the few great ones buried in amongst the dreck. After a while, they all look the same and you start looking for something different. That's what got me in trouble with the last issue's cover.

Don't get me wrong – I'm not complaining! I like going through pictures! Don't stop sending them! Because if you guys don't keep feeding them to me, then the **HOTLINE** would be really boring. **Thanks to all the photographers this summer!**

specialsection

MISSISSIPPI
MINI MEGA

Eight Hot Days in June Six North American Championships



Star Wars • Hobie 17 / 18 North Americans

It's Not Over 'til It's Over • Hobie 16 Youth North Americans

Mothers, Daughters, Sisters, Friends • Hobie 16 Women's North American

Diff'rent Strokes • Hobie 14 / Wave North Americans



Jim Glanden (335) leads the fleet to the starting line on his way to winning the Hobie Wave North American Championship.

**16
22
26
30**

icans

A long time ago at a yacht club
far, far away . . .



Occasionally, Mother Nature reminded us of her Dark Side.

MATT BOUNDS



RET

It was a
17s and
Biloxi Ba

Fifty-six v
two Cana
fire ants
sea bree
North An

There we
on all sid
daring a

Lined up and ready to launch, the gathering of weaponry was formidable.



JUDI ALTMAN

The ma

STAR WARS

Episode XXVI

TURN OF THE DARK SIDE

A time of great competition. Hobie 18s covered the beach facing away for five days in June.

Warriors from seventeen states and Canadian provinces battled swarming, sweltering mornings, building sizes and each other for the coveted American Championship titles.

There were triumphs and tragedies; heros and losses. Victory went to those with skill, and a little bit of luck



An unsuspecting C3PO rounds with five Imperial fighters in hot pursuit.

KEN BOUDREAU



Princess Gillian escapes, assisted by her loyal droid, Connor.

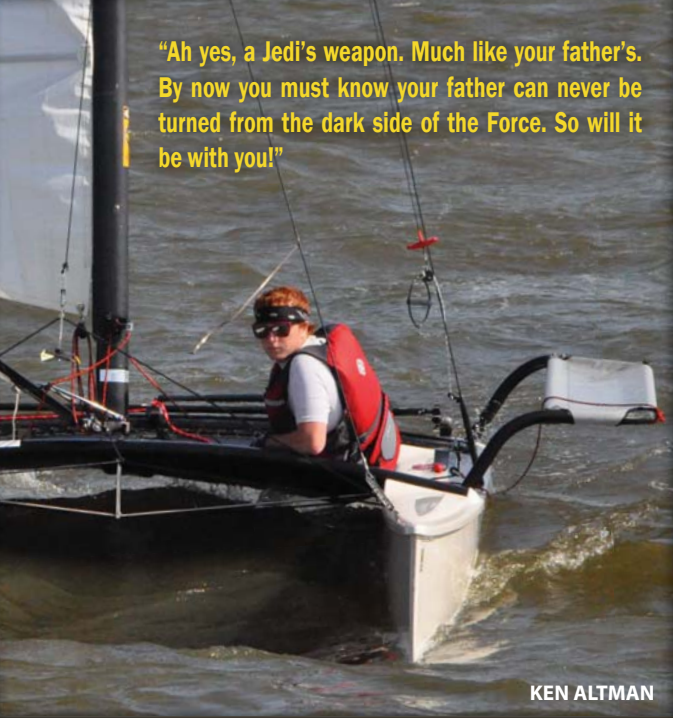
KEN BOUDREAU

A Jedi in black is caught between two Jedi knights.



KEN ALTMAN

"Ah yes, a Jedi's weapon. Much like your father's. By now you must know your father can never be turned from the dark side of the Force. So will it be with you!"



KEN ALTMAN

Days became a predictable rhythm. Wage war with the fire ants for control of your trailer. Prepare for battle in the sweltering heat. Vanquish your opponents on the water. Return to base. Mend your wounds and sate your hunger. Relive the battles in the cantina before trying to rest. Get up and do it all again the next day.

Not one competitor would be unaffected by the experience. History will recall the Mini-Mega as an epic event.



"We don't Your droid"

It's a trap!



KEN ALTMAN



If I may say so, sir, I noticed earlier the hyperdrive motivator has been damaged. It's impossible to go to light-speed!

"I've been waiting for y circle is now complete I am the master. Your p

Imperial Star Destroyer



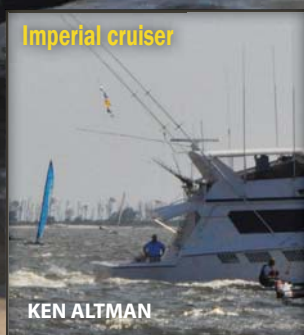
COCO HUDSON

Corellian heavy lifter.



KEN ALTMAN

Imperial cruiser



KEN ALTMAN



serve their kind here!
s will have to wait outside."

JUDI ALTMAN



"Careful you must be when sensing the future, Anakin.
The fear of loss is a path to the dark side."

JUDI ALTMAN



MATT BOUNDS



"Well, most of the best freighter pilots can be found here. Only
watch your step. This place can be a little rough."

BRIDGET QUATRONE

you, Obi-Wan. We meet again, at last. The
. When I left you, I was but the learner; now
powers are weak, old man."

"You can't win, Darth. If you strike me
down, I shall become more powerful
than you can possibly imagine."

JUDI ALTMAN



Jabba's slave ship, the Star Jewel.



KEN ALTMAN

It's the ship that made the Kessel run in less than twelve
parsecs!



KEN ALTMAN

“It is not simply enough to know the light...a Jedi must feel the tension between the two sides of the Force...in himself and in the universe.”

Many thanks go to the Ocean Springs Yacht Club and all their volunteers and helpers, especially Commodore Ken Altman and his wife, Judi – for giving us great food, good company, mostly sunny skies and fair breezes. It was a week to be remembered.



EMILY VAUGHAN

SUMMER 2011



2011 Hobie 18 North American Championships Final Results



Jim Sohn and Becca Krause

Rank	Helm	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	Total	Net
1	James Sohn	Becca Krause	1	1	1	1	1	(15.0 OCS)	2	1	1	1	1	1	3	1	1	1	33	18
2	Steven Attard	Kristen Attard	4	3	2	3	2	3	1	2	2	2	(7)	2	3	2	2	2	42	35
3	Jim Doty	Barbie Doty	3	2	3	4	3	1	3	4	(8)	3	5	2	1	2	8	3	55	47
4	Stephen Cooley	Collin Erdmann	2	6	4	2	5	2	5	3	5	4	4	3	4	4	3	(8)	64	56
5	Dave Roughley	Isabelle Strasser	8	4	6	(12)	4	6	4	8	4	5	3	6	5	5	4	4	88	76
6	Bob Johnson	Lydia Brown	10	11	7	6	6	5	8	7	3	7	8	9	(15.0 OCS)	7	5	5	119	104
7	Gillian Thomson	Connor Durham	5	8	8	9	8	10	7	9	10	6	7	(13)	7	6	6	7	126	113
8	Chris Bradshaw	Alex Larson	7	5	(10)	10	7	7	10	10	9	8	10	5	6	8	7	6	125	115
9	Paul Evenden	Elizabeth Hardy	11	7	5	5	9	8	6	5	7	11	11	12	10	11	9	(15.0 DNS)	142	127
10	Robert Patt	Andrew Luquet	12	12	9	8	11	4	9	6	(15.0 DNF)	12	12	11	11	15.0 DNF	15.0 DNS	10	172	157
11	Keith Strasser	Marie Strasser	9	10	13	(15.0 DNS)	10	9	11	15.0 DNF	6	10	6	10	9	10	15.0 DNS	15.0 DNS	173	158
12	Tom Erdmann	Cyndi Erdmann	6	9	12	7	12	(15.0 OCS)	13	15.0 DNS	15.0 DNS	13	15.0 DNS	4	8	9	15.0 DNS	11	179	164
13	Glenn Bolner	Nathan Bolner	13	13	11	11	13	11	12	11	(15.0 DNF)	9	9	8	15.0 OCS	13	15.0 DNS	9	188	173
14	John Eaton	Lynn Eaton	(15.0 DNF)	15.0 DNF	15.0 DNS	15.0 DNF	15.0 DNS	15.0 DNS	15.0 DNF	15.0 DNS	15.0 DNF	15.0 DNS	13	15.0 DNF	15.0 DNS	12	15.0 DNS	15.0 DNS	235	220



Steve and Kristin Attard



Jim and Barbie Doty



2011 Hobie 17 North American Championships Final Results



Phil Collins (looking a bit like Luke Skywalker)

Rank	Helm Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	Total	Net
1	Phil Collins	2	1	2	2	2	6	3	7	2	2	7	3	(8)	2	1	2	52	44
2	Matt Bounds	1	2	1	3	1	1	1	1	(29.0 OCS)	1	1	2	1	1	29.0 DNF	1	76	47
3	Wally Myers	4	6	3	4	4	2	2	2	3	(29.0 DNF)	5	2	4	5.2 RDGa	5.2 RDGa	3	69	59
4	Bill Whitehurst	3	3	4	6	3	(10)	5	3	1	5	3	4	5	7	4	3	69	59
5	Paul Garlick	8	5	5	5	9	3	4	4	7	4	5	(11)	4	3	2	4	83	72
6	Greg Raybon	6	4	6	1	8	4	(29.0 DNF)	29.0 DNS	4	7	2	6	3	5	3	7	124	95
7	Paul Bommersbach	10	11	8	7	5	8	6	11	8	6	4	7	7	(12)	6	5	121	109
8	John Sherm	12	12	11	(16)	6	7	11	13	9	12	6	1	6	10	13	15	160	144
9	Stephen Acquart	(14)	9	9	11	7	11	12	9	11	9	11	8	12	13	10	8	164	150
10	Jim Glanden	7	7	(29.0 OCS)	8	10	14	7	6	12	20	17	14	13	8	8	6	186	157
11	Bill Kast	17	10	7	9	13	9	9	10	6	8	14	16	16	6	7	(25)	182	157
12	Kathryn Garlick	5	8	12	13	11	12	10	14	10	19	9	(20)	10	9	12	10	184	164
13	William Jeffers	(29.0 OCS)	15	29.0 OCS	10	17	5	13	8	5	14	8	9	11	14	9	11	207	178
14	Andy Larson	(21)	14	10	12	12	16	8	5	13	15	13	21	18	11	5	9	203	182
15	Garland Ayscue	11	13	15	17	(20)	19	14	20	14	11	10	10	14	17	11	13	229	209
16	Bruce Fields	9	23	(29.0 OCS)	19	15	15	17	17	22	13	12	29.0 DNF	9	15	15	18	277	248
17	Gerald Umsted	16	16	17	21	21	13	18	(22)	15	17	16	17	15	18	16	16	274	252
18	Gerard Blom	(29.0 OCS)	20	18	18	19	17	21	15	17	21	20	11	17	16	14	12	285	256
19	Jane Sherrod	(20)	17	16	15	14	18	15	18	18	18	19	15	20	19	20	14	276	256
20	Chris Wessels	23	18	14	14	18	23	19	16	20	(24)	18	19	19	20	17	22	304	280
21	Jake Larson	18	24	(29.0 DNS)	29.0 DNS	16	22	16	12	19	23	23	22	23	22	21	17	336	307
22	Alexander Wessels	24	25	19	(29.0 DNS)	25	24	22	21	21	22	22	23	24	24	18	19	362	333
23	Jon Tiger	13	19	(29.0 DNS)	29.0 DNS	29.0 DNS	29.0 DNS	29.0 DNS	29.0 DNS	16	16	15	11	21	21	29.0 DNS	29.0 DNS	364	335
24	Alex Bommersbach	19	21	13	20	23	21	20	23	23	(29.0 DNS)	29.0 DNS	29.0 DNS	29.0 DNS	29.0 DNS	24	381	352	
25	Steve Brewer	22	26	20	(29.0 DNS)	24	25	23	19	29.0 DNF	29.0 DNS	21	18	27	29.0 DNS	19	21	381	352
26	Paul Eaton	15	22	(29.0 DNF)	22	22	20	29.0 DNF	29.0 DNS	29.0 DNS	29.0 DNS	29.0 DNF	29.0 DNS	22	23	29.0 DNS	20	398	369
27	Tom Burnley	25	28	21	(29.0 DNF)	26	27	29.0 DNS	25	25	10	25	25	26	26	23	29.0 DNS	399	370
28	Neil McNeill	26	27	22	(29.0 DNF)	27	26	29.0 DNF	24	24	29.0 DNF	24	24	25	25	22	23	406	377



MISSISSIPPI
MINI OMEGA

It's Hot

The Hobie 16 Youth North American

by Ben Brown

Becca Krause, Nate Brown, Ben Brown and Casey Larsen decompress between races.

When my mom, brother, and I arrived in Ocean Springs on Wednesday, one of the first things we saw was Alex Bommersbach's legs, which looked like something out of a horror movie. His bubbling sunburn looked more like the aftermath of a hot

iron than a day of racing. Instead of uselessly trying to re-apply sunscreen after every race, Alex decided that a better solution would be to go to Walmart and buy women's yoga pants to wear while racing. After a second look at his legs, my brother and I set aside our fashion sense and followed suit.



Over 'til It's Over

ican Championship

DAFNA BROWN

With one potentially bad situation avoided, I felt good about the weekend to come; however, getting my charter boat race-ready was quite a challenge. A huge blister formed on my hand when Casey (who was my fantastic crew) and I were tightening the tramp on Thursday, but that wasn't nearly as bad as the whole mix-up with

the sails. Rocky, a local sailor, had been working for months on getting all the charter boats ready and was told that the sails for my boat were in great condition. So nobody even thought to look at them until I opened the sail bag before heading out for a practice sail the day before the regatta. As soon as he saw that the sails

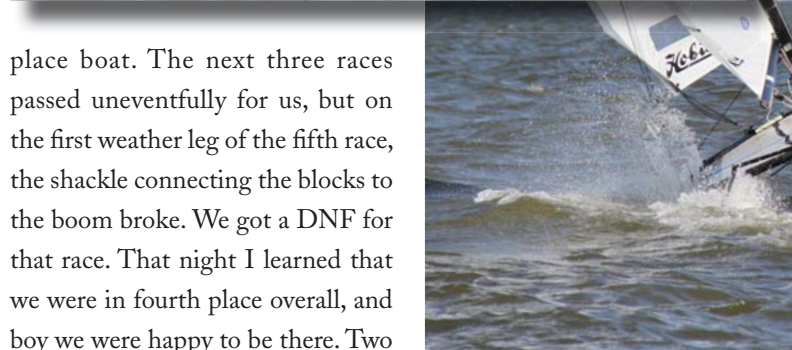


You can't be fast unless you look cool - Eric Raybon and D-Rod.

PHOTO SEQUENCE BY DAFNA BROWN



DAFNA BROWN



place boat. The next three races passed uneventfully for us, but on the first weather leg of the fifth race, the shackle connecting the blocks to the boom broke. We got a DNF for that race. That night I learned that we were in fourth place overall, and boy we were happy to be there. Two



DAFNA BROWN

weren't adequate, Rocky immediately set out to find replacement sails. He talked to people at the yacht club, specifically Joe, who found Jim, a local sailor, who was willing to rent his sails to us, which were in great condition. While everyone was scrambling to find sails, my mom called Mikey from Surf City Racing, our local dealer from Santa Cruz, CA. Mikey went to my house, found my sails, took out all the battens, folded it up, and shipped it out to us. So, we used Jim's sails on Friday and my sails over the weekend. I was astounded at how willing everyone was to help, specifically my mom, Mikey, Rocky, and Joe, and I hope they know how grateful and thankful I am.

The racing didn't go too well for Casey and me on Friday, however. In the first race, we got a great start and were leading the whole fleet to the weather mark. Unfortunately, we couldn't see the correct mark, so we rounded the Waves' mark with half the fleet following us. Once we figured out our mistake, we corrected our course and crossed the finish line in fifth place. I guess going to the wrong mark runs in my family because 10 years ago, my grandpa, Rafi, wrote an article about how he went to the wrong mark when he was in second place, half a mile ahead of the third



2011 Hobie 16 Youth North American Championships Final Results

Rank	Helm	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Total	Net
1	Ben Brown	Casey Larson	5	5	4	4	(11.0 DNF)	3	1	1	5	1	1	5	46	35
2	Nate Brown	Becca Krause	2	2	1	2	5	(6)	3	4	3	3	6	4	41	35
3	Eric Raybon	Daniel Rodriguez	(11.0 RAF)	6	2	1	1	2	6	3	4	5	4	6	51	40
4	Trey James	Erika Korzeniewski	(11.0 RAF)	1	11.0 OCS	3	2	1	4	8	2	6	2	2	53	42
5	James Flanigan	Mike Gorman	7	9	3	5	4	8	5	(10)	1	4	3	3	62	52
6	Ryan Flanigan	Ian Mueller	1	7	(11.0 OCS)	10	7	4	9	2	8	2	9	8	78	67
7	Jordan Manning	Katherine Porter	(11.0 DNF)	3	11.0 DNF	6	8	10	2	6	7	9	5	1	79	68
8	Matt Raybon	Katie Appel	6	4	(11.0 OCS)	7	6	5	8	5	9	8	7	7	83	72
9	Jake Larson	Max Hudson	4	10	(11.0 OCS)	9	3	9	10	9	10	7	8	9	99	88
10	Alex Bommersbach	Alex Larson	3	8	(11.0 OCS)	8	11.0 DNF	7	7	7	6	10	11.0 DNC	11.0 DNC	100	89

of the teams ahead of us had won Youth's before and the other was my brother, whom I'd never previously beaten.

On Saturday, Casey and I decided that we would just try our best, let whatever happened happen, and be happy with the result. But then, we won a race, which was a first-time experience for me. Then we won another right after it. Our two bullets bumped us up to third place, three points behind Eric Raybon who sat in second, and six points behind my brother who was still in the lead.

Sunday morning there was no wind, and I thought that there wasn't going to be any racing. I definitely would have been happy with a third at this point! But, when I asked the east coast sailors if they thought we were going to go out, they said that we were for sure going to race, probably hoping to catch my brother. Good thing they were right, too, because in the first two races, Casey and

I finished in first and then got a fifth in the third and final race, but my brother finished in fourth that race. Because Casey and I finished at least one spot ahead of Eric in every race, I knew that we were at least in second. When we came in, I found out that

Sure enough, we were called up in second place, and even though I knew I should have been happy with second, it was still hard.

It turns out the scoring program the race committee was using automatically throws out two races, but the SI's say that only one race should be thrown out. When Mark Santorelli, the PRO, came up and announced that we had flip-flopped places with my brother, I was overwhelmed with joy. At the same time I felt like I had stolen the regatta from my brother who had already been told he had won. The whole mix of emotions I was feeling was almost enough to bring me to tears. We later learned that Nate and I had actually tied in points, but that I won the tie-breaker.

Wow! What a regatta!



COCO HUDSON



Ben Brown, Casey Larsen, Nate Brown and Becca Krause

DAFNA BROWN

Nate had an OCS in one of the races. I thought that we had pulled ahead of him. Nate was convinced the race committee made a mistake, so he filed for redress and they changed the OCS. The awards dinner started immediately after his protest was settled, and the whole time, Casey and I thought that we had won. When Nate walked out of the protest room, he didn't tell me what had happened, but I knew that his huge grin was not a good sign.



Mothers, Daughters, Sisters, Friends

The Hobie 16 Women's North American Championships
by Amy McNeill



After a twenty-something hour drive from Toronto, we arrived in Mississippi. My mother, Irene, and I raced together at the Hobie Mini-Mega in Ocean Springs. This was only the second time we had raced together and I was a bit apprehensive. The heat and humidity hit us like a wall! It was hovering just under 40° C. That's Canadian for "really hot". I had a short bout of sun poisoning my second day there, during the 17 / 18 event when just my dad was sailing, but then I was ready to sail with my mom in the Women's Hobie 16 North American Championships.

All seven women's teams were extremely accomplished sailors. I felt a little bit overwhelmed and intimidated thinking about competing against them. However, it didn't turn out to be that bad. The thermal breeze started around 12 PM each day. This was a wonderful sailing and learning experience for us, and I'm sure for the other teams as well.

The wind on the first day was around 15-20 knots and it was sunny. Our boat had a few malfunctions with our new trapeze wires and our main halyard came unclipped. Nonetheless, we did pretty well and kept up with the group when we did compete. We received two DNFs out of the five races yet we were really proud of ourselves keeping the pointy end up!



Amy gets her sun poisoning on

JUDI ALTMAN

The second day was little lighter but it was still double-trapping weather, and the sun was scorching again. I was a little frustrated because we kept finishing in fifth place. After the first race (in fifth place) my mom commented that "at least we're consistent!" I did not take too kindly to that. Consistency is great but not when you are a woman trying to be competitive. At that point, I decided that we were going to improve our results. We got a fourth and a third the next couple races.

On the third day, my mom and I strategized: we were just going to sail the boat and not worry too much about the tactics like we had done the previous day. Attention



Chris and Corri Bradshaw giving Sue Korz and Kerri Romanufa some competition.

JUDI ALTMAN



Amy and Irene McNeill

to detail is always good but when it becomes the main focus of the skipper and crew, you lose sight of the overall goal - to go around the course in one piece and have fun. There is nothing wrong with a little pleasure sail around a couple of marks!

The reason why I wanted to write this article is to tell the women who are reading this that the sailing we do is important, whether crewing or helming. If you are a crew and are thinking about trying your hand at the helm or are already a skipper and want to learn more - just ask somebody! If there is one thing I have learned about the Hobie community, it is that everybody shares. Everybody benefits from a good mentor! Mine have been Karen-Ann Xavier, Rico Quatrone, Mark Modderman and Sandra Tartaglino. These people have encouraged me to do things I never thought I could do. They have taught and inspired me to surpass my expectations of myself and others. After a year of skippering my own 16, I made it to A fleet. I challenge other women sailors to do the same. Why not push the limits a little bit!? Get out there, kick butt and most importantly, HAVE FUN!



Robbin Mocariski and Stephanie Tolbert



2011 Hobie 16 Women's North American Championships Final Results



Sue Korzeniewski and Kerri Romanufa

Rank	Helm	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Total	Net
1	Susan Korzeniewski	Kerri Romanufa	1	1	1	(2)	2	1	1	1	1	2	1	1	15	13
2	Chris Bradshaw	Corri Bradshaw	2	2	2	1	3	(4)	2	2	2	4	2	2	28	24
3	Lynn Myers	Isabelle Strasser	3	3	5	4	4	2	(6)	3	5	1	3	4	43	37
4	Sandra Tartaglino	Carol Hilk	4	4	3	3	1	3	3	5	4	3	(6)	5	44	38
5	Amy McNeill	Irene McNeill	(8.0 DNF)	5	4	5	8.0 DNF	5	5	4	3	5	4	3	59	51
6	Cheryl Johnson	Tina Pastoor	5	(6)	6	6	5	6	4	6	6	6	5	6	67	61
7	Robbin Mocariski	Stephanie Tolbert	6	7	7	7	(8.0 DNS)	7	7	7	8.0 DNF	7	7	7	85	77



Chris and Corri Bradshaw



Lynn Myers and Isabelle Strasser



Sandra Tartaglino and Carol Hilk



Cheryl Johnson and Tina Pastoor

DIFF'RENT STROKES

The Hobie 14 and Wave are sailed differently than their larger sisters. Consequently, racers have developed some unusual "moves" to get themselves around the course quicker.



C. D. DIXON



Dead downwind is *de rigueur* for both the 14 and the Wave. But to go fast, you need to get your weight forward, prompting a variety of body positions.



C. D. DIXON



DAFNA BROWN



KEN BOUDREAU



"The Wrinklie" - (top left) Only Bruce Fields has the heuvos to sail upwind standing on the deck lip. On port tack. At the weather mark. Wrinklie makes it look easy, and the rest of us look like sissies.

"The Sheila" - (top right) Sheila Homes demonstrates her namesake technique and makes the guys wince.

"The Flying Ralph" - (above) Mark Ralph shows perfect extension in this difficult trapeze maneuver.

"The Full-Rolling Gaston" - (opposite) Ron Gaston shows how it's supposed to be done.



There are as many downwind techniques in the Wave as there are sailors. From top to bottom at left - **The Reverse Jimmy** (Jim Glanden), **The Ballerina** (Mimi Appel), **The Spider** (Paul Bommersbach), **The Bunny Hop** (Steve Collins), **V for Victory** (Jerome Vaughan), **The One-Toed Sloth** (Ken Altman).

Top - **Stealth Mode** (Joey Procreva), above - **Comfort Rules** (Dan Birkholz)

Below - John Kidder attempts a **Full Rolling Gaston**, but receives a deduction when his rudders come out of the water. Robbie Holstead puts his faith, and his Coors Light, in the **Black Box**.

EXCEPT AS NOTED, ALL PHOTOS BY JUDI ALTMAN



DAFNA BROWN





2011 Hobie Wave North American Championships Final Results



Rank	Helm Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Total	Net
1	Jim Glenden	2	2	(4)	1	1	1	4	4	1	1	2	3	26	22
2	Mimi Appel	1	1	2	5	2	3	2	2	5	4	(6)	2	35	29
3	Paul Bommersbach	4	3	3	2	(7)	2	1	3	2	5	3	1	36	29
4	Steve Collins	3	(6)	1	3	4	5	3	1	3	2	1	4	36	30
5	Jerome Vaughan	5	4	6	4	6	4	(8)	7	6	3	5	7	65	57
6	Ken Altman	9	7	5	8	8	(11)	5	5	7	6	4	5	80	69
7	John Kidder	6	5	(9)	6	5	9	6	8	4	7	7	8	80	71
8	Joey Pocreva	10	9	7	(11)	10	6	7	9	10	9	8	10	106	95
9	Chris Wessels	7	(13.0 OCS)	8	7	3	7	11	6	9	13.0 DNC	13.0 DNC	13.0 DNC	110	97
10	Haydn Brown	12	10	10	12	(13.0 DNS)	8	10	10	8	11	9	6	119	106
11	Robbie Holstead	11	11	(12)	10	9	10	12	12	11	8	10	9	125	113
12	Dan Birkholz	8	8	11	9	11	(13.0 DNF)	9	11	12	10	13.0 DNC	13.0 DNC	128	115



2011 Hobie 14 North American Championships Final Results

Rank	Helm Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Total	Net
1	Matt Bounds	1	1	1	1	1	(4)	1	1	2	1	2	2	18	14
2	William Jeffers	(9.0 OCS)	3	6	3	4	3	3	4	5	7	1	1	49	40
3	Herbert James	(9.0 RAF)	4	2	2	3	1	2	7	6	3	5	5	49	40
4	Daniel Jarrett	6	2	4	5	5	(7)	6	3	1	2	7	4	52	45
5	Mark Ralph	4	(7)	3	4	2	5	7	6	4	6	6	3	57	50
6	Sheila Holmes	2	5	7	8	(9.0 DNS)	6	4	5	7	4	3	6	66	57
7	Ron Gaston	3	6	8	7	7	(9.0 OCS)	8	2	3	5	4	7	69	60
8	Bruce Fields	5	8	5	6	6	2	5	(9.0 DNS)	9.0 DNS	9.0 DNC	9.0 DNC	9.0 DNC	82	73

feature

TEXAS TRAGEDY HITS CLOSE TO 1

Former Women's Hobie National Champion Home Incinerated by Possum Kingdom Wildfire

Texas Game Wardens patrol Possum Kingdom Lake during the fire. The lake was closed to recreational traffic and the officers were there to prevent looting of the evacuated homes.



HOME

STORY BY MICHELLE STACY
PHOTO BY RANDY GILES / NBCDFW

The Possum Kingdom West Fire started on Wednesday, April 13th west of Possum Kingdom Lake in Stephens County, Texas. On April 19, the Jackson Ranch Fire was added to the Possum Kingdom Fire. 755 personnel were committed to fighting the wildfires, including local fire departments from the DFW area, state and federal agencies and Texas Army National Guard. Two thousand homes were threatened, with a total loss of 126,734 acres, 167 homes and 124 outbuildings.



AP PHOTO / THE DALLAS MORNING NEWS / DAVID WOO

The air was thick with smoke but the fires were still 20 miles away from my home on the far side of the lake. I loaded up the dogs and went to join my boyfriend for a relaxing weekend. Less than 24 hours later, the sheriff had closed all roads to my neighborhood as another fire had started. 60' flames, fed by 50 mph winds, scorched everything in its path. Five long days later it reached my neighborhood.

Not knowing which homes survived and which ones burned, my office called to tell me Dallas TV was doing a live remote from the remains of my bedroom. Not much was left of the house except in the background you could see one of my statues (looked real enough that people boating would wave to her) and my sailboat flag pole. The big massive beams that had supported my mahogany wood ceiling were smoldering at her feet. At the time it seemed like a horrible way to learn my house had burned so completely but then I had closure. I saw for myself that nothing was left and that I could quit worrying. The fear was over. It had happened and it would be weeks before I was ready to go see the devastation for myself.

The day came and my boyfriend Rick was equipped with shovels, masks, gloves, metal detector and lunch. I prepared myself (as much as one can) and hoped to find at least one treasure in the rubble. I hoped that at least one thing survived, one thing to call home. I knew there was no hope for family photos, my grandmother's

sewing machine I used every week or my quilt my cousin Peggy had made of all my regatta t-shirts from the 70s. After the shock of seeing my gorgeous wooded lot reduced to black charred sticks and my newly renovated kitchen reduced to ashes, I had lost hope of finding anything.

It was too dangerous to walk the cliff line, so we started moving the stones from where they fell on the driveway. Below I found one of my dolphin statues. It was still hot and black from the fire but appeared undamaged. Next I found plates charred but intact from my Royal Copenhagen collection my grandmother had started collecting for me in the 60s. I was encouraged so we walked deeper into the bedroom. The springs of the bed that lay on the ash were creepy, like I expected to see bones or something. I found where my jewelry was but everything was ash - maybe it wasn't gold after all! There was a particularly large pile of rubble 5' from the bed. I was drawn to it and started digging.

I thought I would cry as I recognized the base to my prized lamp. I carefully pulled it out of the ashes with the wiring dangled from the ceramic. It was charred but unbroken. How did it get five feet from where it sat on the bedside table? How did it survive at the bottom of the rubble? I was so excited I could barely talk as I told Rick what I had found. This was my trophy from the Women's Hobie Nationals in 1979! I had gone through many lamp shades

over the years and even replaced the wiring but I always found a place for my lamp. In this home it was on my bedside table and I read by it every night. The brown earth ceramic has the female sign engraved on it with a sailboat in blue. Mine said 3rd Place. This was the year of the first Women's Nationals at Lake Tahoe. Eight Texans flew in to compete in the Women's and Open Nationals. Back then Hobie provided all the boats for the Championships. I still remember the vibrant colored boats lined up on the beach.

I have great memories of the 1979 Lake Tahoe Nationals where I won my 3rd place trophy and treasure. Every day at Tahoe the winds



happens to be Hobie's daughter) and Marilyn Morris (a natural born sailor from Texas) tied for first and I had come in third. All of us girls had our picture taken with Hobie Alter, Sr. After such a memorable time, we all looked forward to future Women's National events.

would slowly fill by afternoon. We would excitedly end our hikes in the mountains to rig the boats. The water was breathtakingly cold, reminding us that we did not want to capsize. In one of the last races I fouled Sheila Holmes at A mark and in doing my circles I knew I had lost the Nationals. Paula Alter (fabulous sailor who



Three years later, I won the Women's Nationals in Corpus Christi (the Texas winds came through for me). Lone Star Beer offered to be my sponsor and I was off to the coast of Brazil to participate in the Worlds. Paula Alter and I shared a room. We complained each night over our aching bodies, but when the buses pulled up we were on them as the Brazilians wined and dined us. I have wonderful memories from my Hobie days and so glad that I was able to rescue this one treasure from my past.



feature

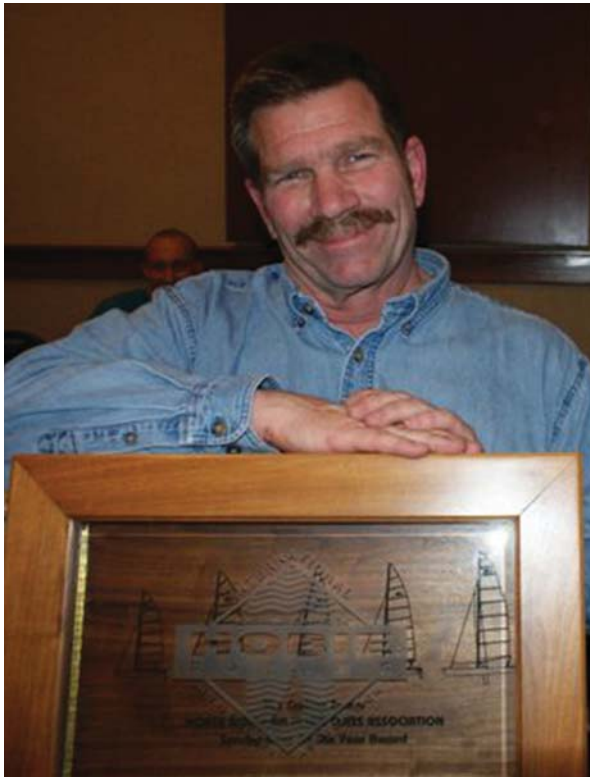
Probably

The Nicest Guy You've Never Met

Kelvin Tellinghuisen Honored with the Carlton Tucker Sportsman of the Year Award
by David Rice and the Sailors of Fleet 291 and Division 7

Many people aren't sure how Kelvin got into Hobie sailing, or how this became his passion. Yet in a way, this enigma establishes the setting, and within this submission provides the insight about the person who is very deserving of this award.

For Kelvin, it's never been about him. It's about



others, sailors and strangers alike. For local sailors his selfless actions help to get others back out on the water with a simple repair or some sailing tips. As the daylight fades and the wind is still blowing, it's not about the sailing "he's" missing, it's about the sailing "you're" missing. For the new person

who's never sailed before, it's about giving them an experience they'll enjoy with the thought that they too will become hooked on sailing.

Kelvin is a modest person who does not talk about himself, or boast about his accomplishments. It's common for some sailors to come up with excuses for poor racing/sailing such as, the wind was too heavy, the wind was too light, my blocks don't seem to be working right, I have a new crew, etc. You just won't hear these things from Kelvin. There's no complaining, there's only

sailing. If something didn't go quite right, "let's make some adjustments and move on".

Kelvin also has a naturally positive persona that infects those who meet him. Regardless of the day he may be having, he's a man who greets everyone with a firm handshake and a broad smile. When gathering at our local sailing venue, if the weather isn't suitable that day, it's not the end of the world. Those of us who know Kelvin have come to learn that he's found a sanctuary (of sorts) with Hobie sailing. A true lover of the sport will see a silver lining in every cloud. Even on overcast days, (metaphorically speaking) I don't think Kelvin sees any clouds at all. To him it's a matter of perspective. On weather challenged days, instead of complaining, he'll say: "The way I look at it, it's another day at the lake with good company. And if things don't change, there's always tomorrow." Optimistic words like this help expand on his character, and help us all enjoy our summer passion even more by not getting caught up in things we can't control. Even when the wind picks up there's a bit of a thrill seeker inside dying to get out.

Kelvin willingly accepts the challenges Mother Nature tosses his way, and at times you can hear a "Yeeee Haaaa" coming from his boat as he's screaming along. However when things get dicey on the water he never compromises safety. Even when he's back on the beach enjoying a cool beverage with others, he has an eye to the water for other boaters. If necessary, he's one of the first people to offer help. I can recall him calling out on numerous occasions, "Looks like (so-and-so's) having trouble, grab a life jacket and let's go."

Now, while these assessments have been observed by many local and visiting sailors, what follows are some examples of the contributions he's made to our fleet and the sport of sailing. More importantly, these examples illustrate the character behind actions, and what he has

done, and continues to do to foster and exemplify the Hobie Way of Life.

Years ago, Yankton's Hobie Beach once boasted of over 50 boats and several more fleet members. In the late 80's changes took place within the South Dakota Parks Department and the management of Hobie Beach. The unfortunate result was that a fleet of over 50 boats soon dropped to barely 10. Observing the demise of the fleet, Kelvin persisted to find a way to turn things around. He recognized that on almost every SD tourism brochure, or billboard promoting the SD State Parks, was a picture of a colorful Hobie Cat. As Kelvin recalls – "How could the State, on one hand promote sailing, and on the other hand, let this happen?" Kelvin later penned a letter to the Governor of the State of South Dakota and the Chairman of the State Parks Department. It must have been brilliant, because shortly thereafter Kelvin received a response from the Governor of SD. In short, the Governor stated that these issues would be addressed. This resulted in a meeting between Kelvin, another fleet officer and the head of the South Dakota Parks Department. Through their collaborative efforts they were able to determine what steps were necessary to keep Hobie Beach alive and re-establish an accommodating environment for catamaran sailing. Fast forward 20+ years and we now have an ACTIVE fleet of over 25 members that has hosted numerous fleet races, Division regattas, Division Championships, the 2006 North Central Area Championships,..(which exposed Yankton's venue to other sailors from the Midwest) and ultimately helped land the 2008 Hobie 20 Championships, held in Yankton SD.

One of the luxuries we have at Hobie Beach is that on any given weekend, there's usually someone around. Who wants to go to an empty beach? It's like going into an empty bar. What's the point? But at Hobie Beach we've come to learn that it's just a matter of time before the sailors arrive. Kelvin is one of the regulars that keeps people around, and gives others an excuse, or a reason to stop by; and thus begins the domino effect. Another sailor drives by and sees two cars, and then there are three, and so on. Kelvin's consistent presence at Hobie Beach helps maintain a very strong participation of local sailors.

In addition to the camaraderie he brings to the beach, Kelvin is always prepared. How many times have we

dropped a clevis pin in the sand and wonder how it disappears so quickly? The bigger problem is how in the heck am I going to get out on the water? On more than one occasion, Kelvin has personally provided parts, at no charge, and with no expectation that it be returned. (However through gratitude for his generosity, these parts are usually returned. Hey, you never know who might need them next!)

In addition to being a great sportsman, Kelvin is a strong leader. He has held multiple fleet positions and is our standing Vice Commodore. While a fleet's survival depends on people stepping into these positions, (sometimes begrudgingly) Kelvin doesn't view his contributions as holding a position or having a "title", but rather being part of an organization and helping to facilitate events that bring everyone together to have a good time. Even on days with no formal activities, Kelvin's gotten the fun rolling with some type of on-the-water activity. (Catch the Koozie?)

Hobie Beach is an attractive venue for sailors, but also for passers-by looking for a place to lie in the sand to enjoy the sun and water. Periodically these visitors will wander over to check out the fully rigged cats sitting at the waters edge, ready to go. Kelvin is one of the first people to strike up a friendly conversation with them, and before long they're off for a ride. (Partially because Kelvin is sitting on the beach, itching to get back on the water; but also because he relishes in telling stories about the blast they had on the water.)

When the daylight and winds begin to fade and the appetites kick in, Kelvin isn't necessarily looking to shut things down, but rather to continue the camaraderie at a local joint that hits the spot. Just because the sailing is done for the day, doesn't mean you have to go home. If you try,..he'll have a comment that's reminiscent of good fatherly advice. As he might say: "You've got to eat right? (yep) well then come on,..we're all headed out for dinner" The scenario has played out many-a-time and results in further bonding, storytelling, which keeps our Hobie family healthy and growing.

As many of us can attest, it takes a considerable amount of time and effort to host a regatta. More importantly it takes dedicated and reliable people. On behalf of Fleet 291, I think it's safe to say that we can all vouch to the support and reliability Kelvin brings to the



ROD HAGLUND

History of the HCANA Carlton Tucker Sportsperson of the Year Award

Early in 1994, Gigi Moore (HCA Chairperson at the time) enlisted Ted Lindley's help in exploring a way to honor a Hobie person for their contribution to the Hobie Way of Life. Ted was the chairman of a committee of Gail Force (Division 12), Ron and Shirley Palmer (Division 2), and John Hauser (Division 2). The committee developed the nomination guidelines and how the award is governed. They created the concept of a perpetual trophy in the form of a commemorative book. Within the book the story of each honoree is chronicled. This prestigious book is displayed in a specially designed box. Each recipient receives a framed certificate as a keepsake. Nearly year since 1995, the HCA has honored a Hobie sailor who by his or her unselfish attitude and commitment to our sport has set an example for all to enjoy "The Hobie Way of Life." In 1998, posthumously honoring a great Hobie sailor, the name of the trophy was changed to the *Carlton Tucker Sportsperson of the Year Award*.

Carlton was one of the world's most successful, talented and versatile multihull sailors. He won nine national championships on seven different boats — the Hobie 14, the Hobie 18, the Nacra 5.2, the Prindle 19, the Hobie 21, the Hobie 20, and the Stiletto 23 — and won the Alter Cup Championship three times.

At the world level, he finished third in the 1988 Hobie 17 Worlds and second in that event in 1990. He finished fifth in the Hobie 16 Worlds in 1986; and he was three times runner-up at the Hobie 18 Worlds. He also excelled at distance races, racing in the Worrell 1000 four times, with finishes of fifth, second, first and third. He won the Raid Mer de Chine 500-mile Race on the China Sea in the Philippines, and he twice finished third in the Hog's Breath 1000, and finished second in the 1990 Tahiti Cat Challenge.

Tragically, Carlton suddenly passed away in May of 1998, leaving behind a wife (Mary Alice) and two young children – Kaye Marie and Jim Hampton.

table when running these events. Whether it's patching marks, working on trophies, helping recruit support staff, or setting out breakfast early Sunday morning after a long Saturday night, he's stepped up and delivered.

The passion Kelvin has for this sport is witnessed by young an old alike. Thanks to Bobby Ray Edmonds, the local Scout Troop was provided with a pair of Hobie 16's. This generous donation helped, and still helps to give many young boys and girls a chance to experience the sport the sport of sailing. While the boats were a great contribution, the local Sea Scouts knew very little about these boats. Kelvin saw this as a valuable opportunity to help them understand Hobie Cats as more than just a couple of boats to go beat around on. He wanted to make sure that the Scouts, and the Scout leaders understood the mechanics of the boat, the safety requirements, and that they were well maintained for future Scouts to enjoy. As Kelvin usually does, he jumped in with both feet. Not only did he help manufacture necessary items to help protect the boats and equipment, but he also became a certified volunteer for the Scouts. Through Kelvin's efforts, we have seen scout participation in most of our events and the scout leaders have also recognized the strength of our organization and how we can have a mutually beneficial relationship.

Kelvin's contributions do not stop once the season ends. In the off season he scours the net looking for spare parts, sails or unloved boats to fix up and get back to the water. If a local sailor

has a boat that needs a little TLC, Kelvin's the go-to guy. As an accomplished repairman, and a restoration master, Kelvin will donate countless hours of work turning a once dull and faded boat into a shining beauty!

Above it's mentioned the Kelvin exemplifies the "Hobie Way of Life". This is a liberal application because it's more of a philosophical approach he personifies. Even though Kelvin is a Hobie sailor at heart, and the local venue is referred to as "Hobie Beach" above all it's a catamaran beach. Kelvin embraces anyone who shares a passion for this sport. His character has strengthened Hobie Beach in becoming a diversified, and a unified group of sailors.

In this submission we've heard the word "passion" on more than one occasion. Passion is a characteristic that fills the heart and soul...with drive, determination, and selfless enthusiasm without asking for anything in return.

The manifestation of passion not only becomes part of the individual who possesses it, but it also has an infectious impact on those who share something they truly believe in. When it comes to Hobie sailing, Kelvin has the passion.

Kelvin may humbly disagree with these assessments of his character, and this nomination for this award. However, there is no denying that his past and continuing contributions validate the position we all take when we submit this nomination for Kelvin Tellinghuisen to be the next Carlton Tucker recipient.

Nomination Guidelines

Each year the Hobie Class Association accepts from its divisions and members, nominations for the Sportsman of the Year Award. Those to be considered for this award should be sailors or crews who exhibit commendable behavior demonstrating "The Hobie Way of Life," either on or off the water. Each Division will poll its fleets for nominees and submit a name to the Hobie Class Association Sportsman jury for consideration.

During the year, keep this honor award program in mind. Be aware of the different people among us who have unselfishly contributed to our sport and activities. Be aware of the person who, while out on the water, helped someone who might have been in a life-threatening situation. Look for that person whom you consider to be the mainstay of the local fleet or Division, or the person who represents sportsmanship and character on the racecourse. Perhaps the honoree is someone who has devoted countless hours or years to running your fleet regattas, or has quietly kept the fleet's spirit alive during difficult times. Consider the person who is helping to develop or contribute to youth sailing programs

Contact Stephen Cooley, HCANA CTSPOTY coordinator at MUST429@aol.com for nomination forms and additional information.

Past Honorees

- 1995 Steve Latham (deceased), Division 12
- 1996 Kitsy Amrhein, Division 10
- 1997 Marvin Gantsweg, posthumously, Division 2
- 1998 Carlton Tucker, posthumously, Division 15
- 1999 Armando Noriega, Sr., Division 13
- 2000 Stoney Douglas, Division 2
- 2001 Cindy Phipps, Division 7
- 2002 Doug Skidmore, Division 2
- 2003 Phil and Beverly Collins, Division 14
- 2004 Susan Korzeniewski, Division 16
- 2005 Lori Mohny, Division 10
- 2006 Todd Wilson, Division 7
- 2008 Rick Buchanan, Division 2
- 2009 Ted and Sue Lindley, Division 2

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



working with ...

In January, the HCANA partnered with Regatta Network to provide on-line membership database services. Since then, over 700 HCANA members have joined or renewed their memberships through the on-line system. A huge advantage of RN's regatta registration / scoring modules are that they are tied in to the membership

database, making it a snap to verify class membership at regatta registration. RN also provides a quick and easy on-line registration solution for fleets that may not have the resources to set up their own system. However, as with any new (at least to us) system, there are some quirks. Here are some of the more frequent questions we've seen over the past few months:



Membership

I'm a member trying to renew, but the database search doesn't find me. What gives?

The search is stupid. No, really! First of all, try just using your last name or city (leave the other two boxes blank). If you've got a name suffix (like "Jr" or "III", try putting your last name plus the suffix in quotation marks ("White Jr"). The search is not case sensitive, so don't worry about that. If all else fails, just go in as a new member and we'll sort out the mess on our end.

Do I have to be a US Sailing Member? Why are you asking for my USSA membership number?

You don't have to be a US Sailing member - just leave the box blank if you aren't. If you *are* a USSA member, then Regatta Network can auto-populate the data fields by pulling your info from the USSA database.

I've already renewed on-line, but I forgot to add a family member. Can I add one on-line?

Unfortunately, no. You can e-mail the information to hobiemembership@gmail.com and send us a \$10 check for each additional member.

I renewed my membership, but something happened before I could pay. Now it says I'm current and won't let me pay?

Don't worry - you show up as "unpaid" in the administrator's Membership Inbox. Within a week or so, you'll get an e-mail with a direct link for payment. Just follow the link to pay on-line or send us a check.

I need to change my address. Can I do that on-line?

Sorry, but the only time you can edit your membership record is when you renew. If you need to change anything mid-year (address, e-mail, etc.), just send an e-mail to hobiemembership@gmail.com and we'll take care of it.

Regatta Registration

When I try to register for an event, it says I need a valid HCA Membership - but I renewed already!

The program is very sensitive to how your name is in the membership database - it has to be a perfect match. "Dan Williams" does not equal "Daniel Williams".

Event Set-Up

We want to run an event using Regatta Network. How do we get started?

There are two ways to go about it. If you have bank account already set up for your fleet or club, go to www.regattanetwork.com, click on "LOG IN" and then the "SIGN UP" button. Fill out the form on-line and submit it to Regatta Network. You'll be contacted within a couple of days with your account log-in info.

The other way to do it is through the HCANA's account. Just contact HCANA Race Director Matt Bounds (hcaracedir@comcast.net).

OK, we're set up - how much does it cost and when do we get paid?

Regatta Network charges 7% of registration fees and 4.5% of other fees. They send out a reconciliation on the 1st and 15th of the month along with a check for the net amount. If you are using the HCANA's account, we'll send you one check just before the event with the proceeds collected to date and one check after the event with everything reconciled. It's much better if you set up your own account.

How do we make sure that everyone registering is an HCANA Member?

In the Event Information screen, make sure to check the "Ask For Class Assoc. Member Number" box is checked and choose the Hobie Class Association - North America in the "Verify Against" drop-down list.



2011 Membership Form

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

Primary Member Information PLEASE PRINT LEGIBLY

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

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

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

Boats Owned / Sailed CHECK ALL THAT APPLY

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

Membership Categories

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

TOTAL ENCLOSED
(MAKE CHECK PAYABLE TO HCA-NA)

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



2011 SOUTH CENTRAL AREA CHAMPIONSHIPS

HOBIE CLASS ASSOCIATION ★ NORTH AMERICA

DALLAS CORINTHIAN YACHT CLUB ★ LEWISVILLE LAKE, TX

September 2-4, 2011

NOTICE OF RACE

★ 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.

★ 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.

★ 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.hca-na.org for membership info.

Proof of current liability insurance is required.

★ Schedule (Central Daylight Savings Time)

9/02	Friday	Burgers & Registration	6-8 pm
9/03	Saturday	Breakfast & Registration	8 – 10 am
		Skipper's Meeting	11 am
		First Warning Signal	12 noon
		Dinner / Party	~6:30 pm
9/04	Sunday	Breakfast	7-9 am
		Skipper's Mtg (if needed)	9 am
		First Warning Signal	10 am
9/05	Monday	Casual Holiday Sailing	

Award presentation ASAP after last race on Sunday

★ Registration Fees

	<u>On-line</u>	<u>On-site</u>
Double Handed Boats	\$ 60.00	\$ 70.00
Single Handed Boats	\$ 45.00	\$ 55.00
Youth (skipper and crew <18) registration free!!		
On-line registration provided by Regatta Tech® on the Fleet 23 website: 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.

★ 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.

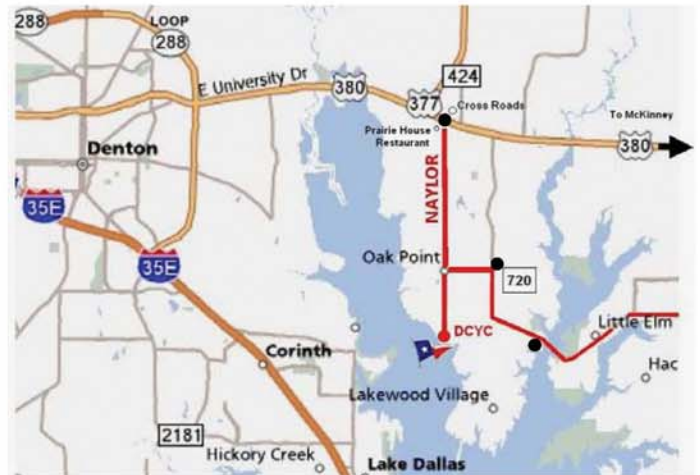
★ Directions



Location: Dallas Corinthian Yacht Club
(www.dcy.org)

From the North: DCYC is located ~4.8 miles due south of the intersection of State Route (SR) 380 and Naylor Road. Naylor Rd turns into Yacht Club Road approximately 2.4 miles south of SR 380, in Oak Point. Proceed South on Yacht Club Rd. 2.4 additional miles to DCYC. DCYC is located at the end of Yacht Club Rd.

From the South: Head west on FM 720 out of Little Elm. After crossing the long, narrow 2-lane bridge over an inlet on Lewisville Lake, go 2.4 miles from the West end of the bridge to McCormick Rd. Turn left on McCormick and go ~0.9 mi to the stop sign at the 5-way intersection in Oak Point. Turn left onto Yacht Club Rd. and proceed South 2.4 additional miles to DCYC.



★ Contact Information

Further Details www.hobiefleet23.com / www.dcy.org

Or contact:

Rob Kollman
r-kollman@ti.com
214-226-8698 c





Hobie
WATER WEAR

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of NORTH AMERICA**
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CHANGE SERVICE REQUESTED

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3/2mm full suit

2/2mm shorty



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your sailing season.
To purchase or for more information
contact your Authorized Hobie Dealer.