



HOTLINE

SEPT / OCT 2013

VOLUME 42 NO. 3



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



Porretto Beach was established by Henry Porretto in the 1950's. Hurricane Carla (1961), Hurricane Camille (1969), Hurricane Alicia (1983) and most notably, Hurricane Ike in 2008 were no match for this property's history, stability and strong ties that bind it to Galveston Island. Today, Henry's daughter Sonya Porretto and her two children Alex and Nikki operate Porretto Beach. Their goal is to provide a clean, safe beach with many fun filled activities catering to families and adults, honoring the legacy of Henry Porretto, forever known as "The Big Kahuna."



HOBIE 16 / 18 / 20 NORTH AMERICAN CHAMPIONSHIPS

October 19–25, 2013

Porretto Beach–Galveston

Texas–USA

NOTICE OF RACE REVISED 9/28/2013

Organizing Authority

Hobie Class Assoc. of North America and Hobie Fleet 33

Rules

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

Advertising

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

Eligibility, Entry and Classes

The event is open to class legal Hobie 16s, 18s, and 20s. **FIVE (5) PRE-REGISTERED BOATS ARE REQUIRED FOR A CLASS.** Per IHCA Class Rule 26, all crew must be 2013 HCA-NA members.

Racing Schedule

Registration and check-in will take place on 10/19 from 1400 to 1700, 10/20 from 1000 to 1700 and 10/21 from 0800 to 0900 at the regatta venue. Practice races may be held in the afternoon of 10/20. The event will have five days of racing (10/21 - 10/25) with the objective of 3 to 5 races per day, back to back. The first warning signal will be at 1100 on 10/21.

Registration & Fees

Pre-registration by October 1 - \$375 / Late Registration - \$425
Social tickets (includes parties and banquet) will be available at the venue.
Pre-registration - online at www.regattanetwork.com or in person at the venue.

Social Schedule

10/20 - Welcome Party; 10/23 - Mid-week "Cut" Party; 10/25 - Awards Banquet

Measurement

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

Sailing Instructions

The sailing instructions will be available at registration.

Venue

The Gulf of Mexico, based off Porretto Beach, Galveston.
www.porrettobeach.com

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

Galveston Beach Hotel, 1702 Seawall Blvd - 409-762-1398
Sorry, no on-line booking. You must call to reserve a room. The group rate has expired as of 9/18/2013.

Alternate Accommodations

RV Parking / Camping - Self-contained RVs may park at the venue.
Sandpiper RV Resort approximately ½ mile away - 409-765-9431
www.sandpipervresort.com

Information

Event Chair - Bridget Quatrone, 315-446-9868, bqfaces@netzero.com
Charter Info - Chris Wessels, 641-425-8720, xanderwess@yahoo.com



The Official Publication of the Hobie Class Association of North America

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HOTLINE

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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



I never realized that my sailing pastime and the Hobie Class administration could be so engulfing. If I didn't have to work for a living I could probably spend the better part of each week dedicated to Hobie sailing. And I'm sure I'm not the only one who feels this way. Quite possibly most of you are in the same boat (pun intended). The results of our enthusiasm and

commitment are that the Hobie Class Association oversees more individual class boats (H14, 16, 17, 18, 20, Tiger, Wild Cat and Wave) than possibly any other class association in the world. We have taken on the responsibility of organizing local, national and international sailing activities. We set the guidelines, organize the events and answer to the national and international sailing governing bodies.

What has prompted me to mention the strength and commitment of the Hobie Class is purely personal. I'm in the midst of planning my sailing schedule (financing, transportation, accommodations and even a little mental preparation) for the next six months. I'll be involved in three major events; all three of which are direct results of the strength of our class and, of course, the support of the Hobie Cat Company.

The U.S. Sailing Multihull Championship for the Alter Cup is taking place in the San Francisco Bay immediately preceding the America's Cup. This event will be sailed on the Hobie 16, which is only appropriate in that the 16 is arguably the boat that started the multihull revolution and we are now having a multihull America's Cup. The Hobie 16 was primarily chosen because Hobie Class members could provide the 20+ one-design boats needed for the championship.

Galveston, TX is the next destination for me and my family, and many other families as well. This will be a road trip across the great South West. I hope not to be reminiscent of the movie 'Vacation'. We will have three boats on our trailer and three masts on our roof (and hopefully no grandma!) Many of the travel details are unanswered. I think we'll just wing it. Speaking of winging it, who's going to care for the chickens and dogs while we're gone? Whatever happens, I'm so grateful to be part of an organization that is able to put together this type of fun and excitement.

My planning continues as we are taking the ultimate family vacation and this time we are taking grandma and we are not taking the station wagon. We are going to Australia for the Hobie 16 World Championship. Working out the details on this trip has been a bit of a challenge. Time off work, time off school, who will feed the chickens (we're back to the chickens again). I only have one detail yet to work out; how to pay for it. Oh well. Again, I am excited and looking forward to a family trek 'down under'!

All of this brought to you by Hobie Cat and the Hobie Class Association.

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on the cover

A rare sight - Phil Collins in 2nd place at the Hobie 17 North American Championships

Photo by Dave Tunge, Dakota Aerials - www.dakotaaerials.com

justinoffthewire

News and Notes



Two Hobie Families Need Your Help!

RON HILTON - September 12, 2013, day five of Colorado's week of non-stop rain turned the Hilton's family upside-down. This incredibly destructive storm gave Colorado more rain in a few days than the annual rain allotment, and had it been snow, would have amounted to 10 feet. Ron awoke at 4:30 AM, when he heard the sound of water tearing apart his home's foundation. The first thing



Before (above) and after (below) photos of the Hilton property



Ron saw was the back porch being washed away by a torrent of water engulfing his property. The St. Vrain River which is normally about five feet wide, had swelled to more than 100 yards wide as a result of the rain and a dam breach.

Ron woke his mother, grabbed what he could, and had to leave through the windows as the front door was already blocked by debris and three feet of rushing water.

Destroyed are the home, garage, work building, and all contents, including his Hobie 17. The water destroyed the Hilton property that has been their home for three generations. The loss is not covered by insurance. According to Ron, starting over from scratch is the only alternative.

Ron has a heart of gold, he has been part of Hobie Fleets 61 and 50, and has been there for us. He always lends a hand no matter what the task. Ron has been a board member for years, made trophies by hand, cooked meals, run race committee, and is helpful to everyone. He is always thinking of others first. Now that Ron has lost everything, we need to return the favor.

Cash donations may be sent to:
Bank of the West 800-488-2265
3800 Arapahoe Ave.
Boulder, CO 80303
Acct #032244632, c/o Ron Hilton

BOB AND DANIELLE BURNS

Please help out fellow Hobie sailor, Bob Burns who is battling leukemia. Bob, his wife Danielle and young son Aiden live in western New York State. Both Bob and Danielle have battled medical conditions over the past few years and their medical insurance has been exhausted.

Hobie Cat Fleet 204 is raffling off your choice of either a Hobie 16 or Hobie 18 custom set of sails. If you are the winner you can pick from current Hobie Cat sail colors to design your own sails. All of the money collected from this raffle will be donated to the Burns' family medical expenses. Raffle tickets are only \$25 each. To purchase your raffle ticket(s) make a check out to **Hobie Cat Fleet 204** and mail by **October 17th** to:

Hobie Cat Fleet 204
Dr. Bill Whalen, Treasurer
8254 Honeysuckle Drive
Liverpool, NY 13090

The drawing will be held on Friday, October 25 during the closing banquet of the Hobie 16, 18, 20 NACs in Galveston, TX

You do not need to be present to win. If you are chosen the winner, you will be notified by a Hobie Cat Fleet 204 representative. Your help is needed and will be greatly appreciated by the Burns family.

New Division 5 and Division 8 Chairs

Division 5 (western plains states) and Division 8 (south Florida) have elected new leadership. Division 5's new chair has a familiar name and face - Stuart Hill. Stuart's been sailing Hobie 17s for many years and his contact information can be found on HCA Contacts page (page 9).

Division 8 has chosen a relative newcomer to Hobies - Fred Weidig. Fred writes:

My wife (Melissa) and I just got into sailing when we purchased our first Hobie 16 in March of 2011. We had been motor boaters for the previous 18 years, originating from New England, and now living in Fort Myers FL for the past ten years. My user name on the Hobie forums is Coralreefer.

Being new to Hobie sailing, I am hoping that my "ignorance" of the past may be a benefit. I have found it somewhat discouraging every time I try talking Hobie sailing with someone that they want to start by talking about the past. I want to move forward and try to improve things from where they are now, and not dwell on how good things once were.

Our goal is to create awareness of Hobie sailing in Florida. Hopefully this will lead to increased membership in the HCA, activation of additional Fleets within the Division, and hosting Division and Area Championship Regattas. We hope to accomplish this by making it easy for interested individuals and parties to obtain awareness, access and knowledge to the Hobie sailing that currently exists in Florida.

Fred's contact info can also be found on page 9.

Hobie Cat Introduces the T2 to North America

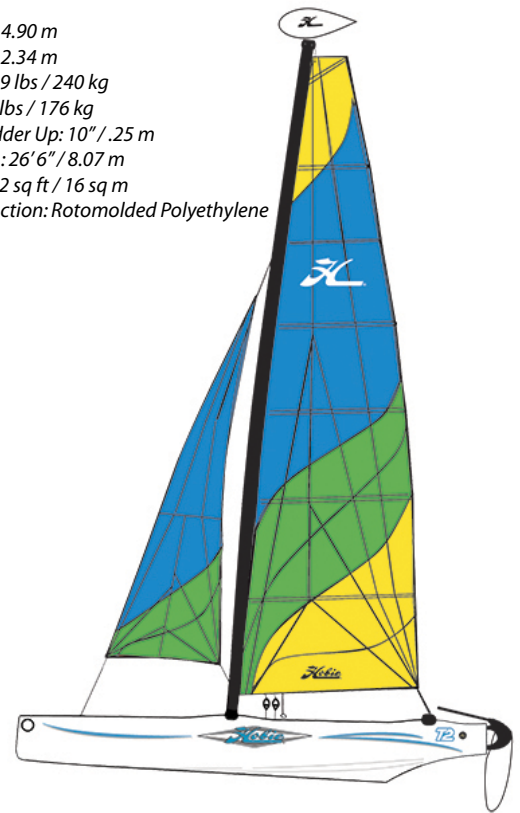
Hobie Cat Company will be bringing a modified version of the European Hobie Tattoo to the North American market this fall. According to the hobiecat.com web site, "The T2 is the benchmark boat for performance rotomolded sailing. With its two-layer rotomolded polyethylene hulls, the T2 is the ideal boat to sail with the family, among friends or in clubs.

"With plenty of buoyancy, it is the benchmark boat for school sailing and safe family leisure. This new generation of Hobie Cat with its innovative design allows fun sailing with a high performance sensation."

The T2 is scheduled to be available for purchase in November.

HOBIE T2 SPECIFICATIONS

Crew: 1-4
Length: 16' / 4.90 m
Beam: 7' 8" / 2.34 m
Capacity: 529 lbs / 240 kg
Weight: 388 lbs / 176 kg
Draft w/ Rudder Up: 10" / .25 m
Mast Length: 26' 6" / 8.07 m
Sail Area: 172 sq ft / 16 sq m
Hull Construction: Rotomolded Polyethylene



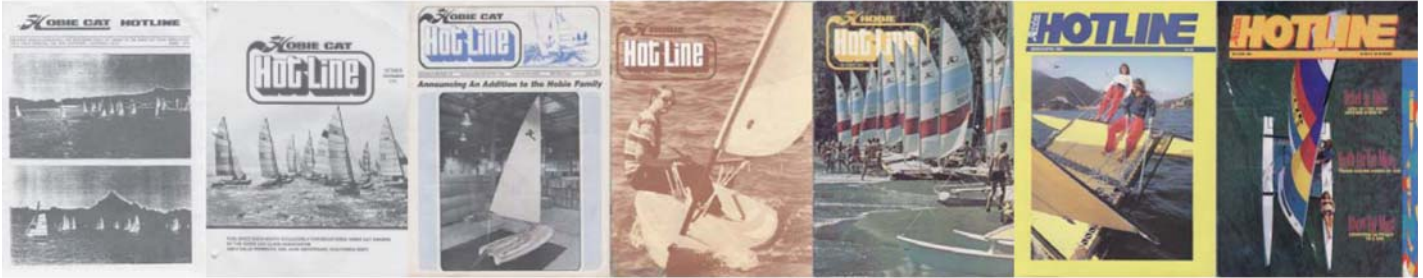
The **HOTLINE** Project

Most everyone knows that since 2000, past issues of the NAHCA News, HCA News and, since 2006, the HCANA **HOTLINE** are available on-line (www.hcana.com). However, the original Hobie Hot Line magazine (1971-1995) was available only to those of us

who have copies squirrelled away.

The Hobie Cat company, with assistance from the class archives, has undertaken the task of scanning ALL past issues of the original magazine and will make them available in PDF format in the near future.

In a related project, the class is scanning and posting on-line all the World Championship articles and results from the Hot Line at the www.hobieworlds.com site. Check them out and see how many names you recognize from years past!



Mystery 16 Spotted at the San Diego Classic

Roger Brown sent us this:

I saw a very interesting 16 in San Diego a couple weeks ago. I don't know the backstory, but the graphics were extensive and very professionally done. Thought you might want to include some of these photos in the Hotline.

Anybody know the backstory on this boat?

Tiger NACs Cancelled

A lack of preregistration has forced the cancellation of the Tiger North Americans, which were to be held in conjunction with the 16s, 18s and 20s in Galveston.



fromthearchives

1977 Hobie 16 Nationals

A letter from John Hauser:

I enjoyed reading the family's informative article about John Ross-Duggan's passing. John-Ross was one of my Hobie heroes. To a lot of the modern Hobie sailors, it really makes no sense to do an article on John-Ross without knowing and mentioning that he was the 1977 Hobie 16 National Champion. John-Ross beat out another one of my Hobie heroes by the name of Hobie Alter, Sr. for the National title.

How do I remember all these facts? My crew, Amily A. Ash and I were in second place until the last day when Hobie Sr. moved ahead of us, leaving us in third—my best ever finish at a Nationals.

John-Ross was not just a surfer, sailor and Paralympic champion; but for all those now in the sport, John-Ross was the 1977 Hobie 16 National Champion - a remarkable achievement in the hey=day of our sport.

It would be interesting to see a full list of all our national champions in a future ***HOTLINE***.

Have a Hobie Day,
John O. Hauser

Dear John,

Sometimes I forget that not all the ***HOTLINE***'s readership have the institutional memories of Hobie racing we have. My own memories of JRD begin with my first-ever points regatta - the 1978 Salter Path Regatta in North Carolina. While I could barely manage second in B-fleet, John won A-fleet handily.

To refresh everyone's memory, I've reprinted your trophy photo and the results from the 1977 Hobie 16 National Championship. There are more than a few names on that list that are still racing today!

There is a list of national/continental/North American champions on the HCANA website (look under *Events and Rankings > Event Archive*), and we plan to have each event's full results available in the near future.

Matt Bounds

Editor/Publisher, HCANA ***HOTLINE***

The trophy presentation at the '77 Nationals included sacrificial key lime pies ...

From L to R:
Sandy Banks, HCA Director; Amalie Ash, Neil Kelihier of Club Cocktails; John Hauser and Hobie Cat President Doug Campbell



THE CLUB/HOBIE CAT 16' NATIONALS — FT. LAUDERDALE, FLORIDA

POSITION	SKIPPER	STATE	1	2	SERIES	4	5	6	FINALS	7	TOTAL PTS.
1.	John Ross-Duggan	Calif.	2	3/2	2	2	2	3	(DNS/48)		11 3/4
2.	Hobie Alter, Sr.	Calif.	7	3	3	(18)	7	3/4	2		20 1/2
3.	John Hauser	Calif.	5	5	3/4	(15)	3/4	9	7		27 1/2
4.	Jeff Canepa	Calif.	DSQA/14	2	3/4	(20)	2	2	4		27 1/2
5.	Wayne Schaffer	Calif.	4	4	9	7	3	4	(11)		31
6.	Jeff Mathews	Calif.	4	(28)	2	3	9	13	10		41
7.	Hobie Alter, Jr.	Calif.	5	16	(25)	3	4	14	5		47
8.	Jim Ryan	Texas	11	6	4	6	12	(17)	9		48
9.	Steve Schaffer	Florida	3	(21)	10	16	3/4	11	10		50 1/2
10.	John Stewarding	Florida	29	10	7	3/4	19	7	10	3	54
11.	Russ Eddington	Calif.	3	6	17	27	3	(44)	3/4		56 1/2
12.	Bo Raney	Florida	2	11	23	4	9	15	(28)		64
13.	Bob Beauchamp	Calif.	17	16	4	3/4	8	19	(DNF/45)		64 1/2
14.	John Stewarding	Florida	29	10	7	3/4	19	7	(31)	16	68 1/2
15.	Chris Christensen	Florida	9	(43)	13	22	9	5			71
16.	Jack Sammons	Florida	3/4	15	9	(24)	14	15	22		75 1/2
17.	Ted Leo	New Jersey	14	19	6	17	14	8	(34)		78
18.	Steve Leo	Calif.	8	7	3	28	(33)	6	29		81
19.	Harv Andersen	Hawaii	6	36	5	(41)	2	23	12		84
20.	Jim Black	Calif.	11	26	5	15	5	(34)	24		86
21.	Jose Rodriguez	Puerto Rico	9	15	(44)	17	23	18	6		88
22.	Stan Woodruff	Michigan	13	10	17	(36)	22	7	10		90
23.	Dave Lung	Hawaii	7	24	8	10	(27)	26	17		92
24.	Jim Brooks	Calif.	8	28	(30)	10	7	20	19		92
25.	Bob Gassie	Florida	18	2	(DNF/47)	23	34	12	8		97
26.	Phil Sanchez	Florida	(40)	3	6	25	20	30	15		99
27.	Mike Walsh	Florida	9	34	12	25	25	(37)			102
28.	Bob Radtich	Florida	15	5	28	14	(DNF/46)	25	20		107
29.	J. Allyn Stevens	Florida	16	18	12	(34)	6	22	33		107
30.	Ed Westerlund	Texas	6	15	40	13	19	39	(41)		112
31.	Mike Kiest	Maryland	12	19	(49)	5	24	21	31		112
32.	John Hackney	Florida	25	13	11	21	(27)	20	23		113
33.	Terry Anderson	Florida	14	26	8	36	16	16	(40)		116
34.	Paul Theiss	Florida	16	22	22	16	28	(28)	14		118
35.	Brian Santarcanangelo	Florida	20	10	35	34	(42)	25			121
36.	Dan Williams	N. Carolina	31	21	14	9	31	(35)	18		124
37.	Bruce Smith	Florida	13	25	(36)	22	2	27	35		124
38.	Pete Paradis	Maryland	22	39	2	25	24	(42)			131
39.	Jim Dodds	New York	28	33	(36)	39	5	33	27		131
40.	Peter McGennis	New York	41	17	21	13	11	(41)	30		133
41.	Rob Sterling	New Jersey	27	4	16	24	21	(DNF/44)	(DNS/48)		136
42.	R. Karran	Florida	17	18	(38)	7	30	32			140
43.	Charles Carpenter	New York	37	29	20	17	29	(DNF/45)			142
44.	Cliff McCarty	Connecticut	14	3	7	(46)	40	40	38		142
45.	Chuck Miller	Texas	10	24	(46)	34	10	36	32		146
46.	David Danielson	Connecticut	25	12	(DNF/47)	19	8	(DNF/44)	39		147
47.	Pete Duke	Florida	21	12	(40)	8	28	(43)	43		152
48.	Ted Knowlton	Massachusetts	29	20	19	12	36	37	(44)		153
49.	Bruce Allen	Minnesota	(42)	32	32	29	41				81
50.	Dave Freed	Texas	19	31	13	(37)	20				83
51.	Karl Dietz	Texas	23	(40)	18	14	29				84
52.	Rod Brotherton	S. Carolina	24	34	(DSQB/49)	8	18				84
53.	Mike Garrett	Michigan	(38)	36	24	11	14				85
54.	Eric Christopher	Connecticut	(35)	8	31	28	18				85
55.	Ron Kern	Florida	33	22	(39)	6	25				86
56.	Randall Swan	S. Carolina	43	8	27	9	(44)				87
57.	Merrick Endres	Florida	(32)	24	26	23	15				88
58.	Jim Oliver	Florida	23	(31)	16	30	21				90
59.	Larry Kalata	Florida	(37)	11	20	31	29				91
60.	Hugh England	Florida	26	25	15	26	(37)				92
61.	Denyven Foss	Florida	21	(35)	29	31	11				92
62.	John Flanagan	Maryland	24	20	18	32	(42)				94
63.	John Hanson	Florida	(39)	25	29	12	29				94
64.	John Barnett	Michigan	22	29	15	(33)	31				97
65.	Clyde Swanson	Illinois	31	23	(45)	29	17				100
66.	Jeff Shadock	Texas	34	(38)	32	19	16				101
67.	Charles Bonesteel	Michigan	(45)	30	26	13					102
68.	John McGlinchy	Florida	20	14	42	(45)	26				102
69.	Spence Manrodt	Florida	15	(38)	28	33	26				102
70.	Juan Guilliani	Puerto Rico	36	(42)	35	4	28				103
71.	Pete Pilser	California	40	17	12	(42)	34				103
72.	Dennis McCredie	Louisiana	27	14	23	(43)	43				107
73.	G. Kringle	Connecticut	(42)	21	37	18	33				109
74.	Mark Swanson	Florida	32	(41)	21	21	36				110
75.	George Bodkin	New York	26	9	(41)	41	35				111
76.	Paul McKee	Iowa	39	23	(43)	27	23				112
77.	Scott Tursi	Iowa	37	(44)	11	26	39				113
78.	Jim Foote	New York	(45)	33	21	30	38				122
79.	Jary Eversole	Florida	(49)	27	26	38	32				123
80.	Gary Kathe	Florida	(41)	30	27	35	41				133
81.	Robert Williams	Connecticut	30	27	35	(45)	42				134
82.	Spence Lycan	Texas	19	(46)	34	38	44				135
83.	Erik Norris	Florida	23	17	41	17	(43)				136
84.	Jeff Taylor	Colorado	43	40	22	(47)	39				144
85.	Ron Francis	Michigan	44	44	14	44	(45)				146
86.	Jim Gladden	Delaware	39	32	(43)	39	38				148
87.	Jay Nell	Florida	(44)	35	33	44	37				149
88.	Thomas Reed	Virginia	35	(42)	42	39	35				151
89.	Victor Heikkila	Michigan	(47)	40	28	42	44				154
90.	Buddy Whitaker	Florida	34	41	(43)	40	40				155
91.	Tom Jakubik	Texas	18	34	38	(40)	30				160
92.	Brian Bell	Colorado	38	40	40	(48)	45				163
93.	Nick VonStaden	Florida	45	43	43	43	(DNS/48)				174



MoneyMatters

Where do your HCANA dues go?

by Becky Ashburn, HCANA Treasurer

In my first year as the HCANA treasurer, I attended 15 different Hobie events on the West Coast and, at each one, was caught up in discussions about money. This isn't normal for me! As an English teacher, I don't often find myself speaking animatedly about dues, insurance, donations, etc., but many people had questions, and I knew I needed to find the answers!

When I first took on this role, I didn't know the answers people were looking for offhand. I paid my \$45 Standard / Family Membership at the beginning of the year, enjoyed the Hotline magazine, raced as much as I could, and never really thought about where my money went. Over these past few years, though, we're all taking a closer look at how we spend each hard-earned dollar. Because of this, I thought it would be a good idea to show you how your dues are spent. So here is a rough outline of where that money goes:

The Standard Membership Fee is \$35 for each calendar year for one person. Out of each \$35, \$7 goes to the International Hobie Class Association to cover its own expenses (World Championship Grants, website maintenance, publications, etc.). So, the Hobie

Class Association of North America (HCANA) is left with \$28 per Standard Membership.

Each Hobie Hotline costs roughly \$4.50 to edit and print, and \$0.50 to mail. That's \$5 per issue. With 4 issues per year, that's \$20. The HCANA is left with \$8.00. (See? Math is fun!)

From that \$8, the HCANA is responsible for paying the insurance policy that all event organizers use when applying for land/area use permits. The class pays to maintain the website, update the archives, and keep track of membership. The HCANA uses the \$8 to also appropriate Grants for the Area Championships/ Mid-Winter Events, as well as North American Championships and Mega/Mini-Mega Events. There are Guest Expert Program and Youth Grants, as well. (In 2012, the HCANA approved 6 AC, 3 NAC, 3 GEP and 9 Youth Grants.)

It doesn't take a mathematician to figure out that the leftover \$8 can't fully support all of the great things we are doing across this continent! (For all those number-crunchers out there: A family membership for 2 people leaves the HCANA with \$11; a Web

membership gives \$18; a Stand-Up Paddle Board membership earns \$13. \$5 is lost for each Independent Youth Membership.)

To fill in that gap, the HCANA is incredibly fortunate to receive monetary support from the Hobie Cat Company each month. In addition to this, Hobie Cat Co. pays the Class Association dues to US Sailing each year for each of our seven recognized classes, ensuring our votes on issues like the standardization of racing rules, race management training, etc.

The HCANA also makes up some of the money from generous Top Cat members. With a donation of \$100 at the beginning of the year, these individuals and companies helped send none Youth sailors to the Junior Olympics in Annapolis this summer!

If your eyes didn't glaze over from all these numbers and you actually made it this far into the article, I hope you have a better understanding of how your money goes directly back to you, the racers, and what the Hobie Class Association and Hobie Cat Company are doing to support you! If you have further questions, feel free to email me at hcanatreasurer@gmail.com.

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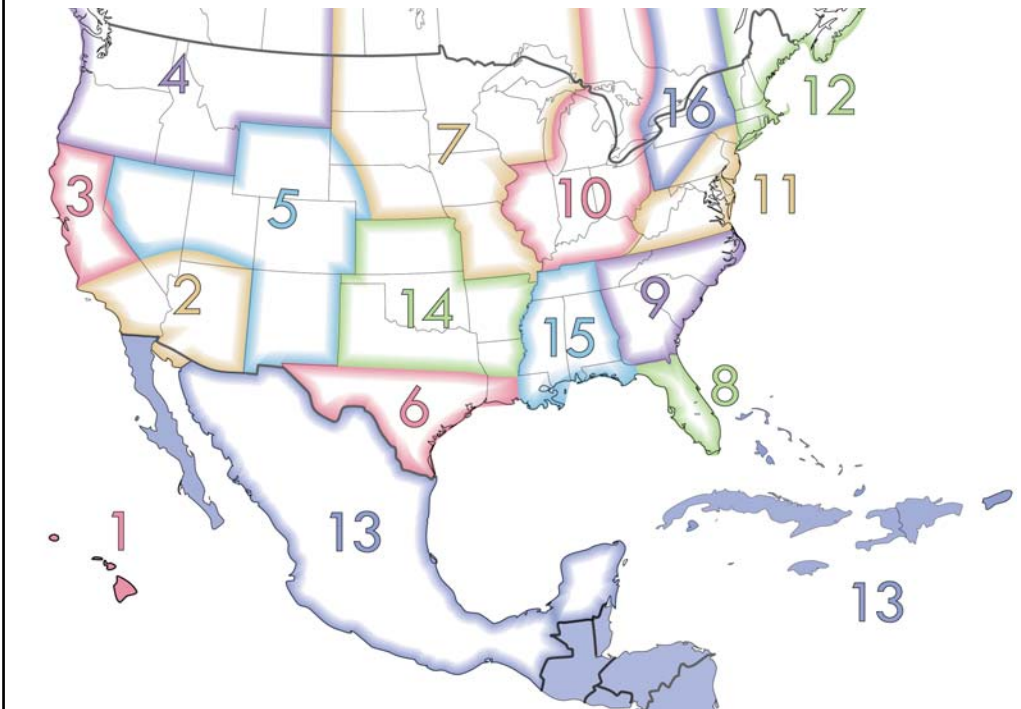
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by Matt Bounds, HCANA Membership Chair

MembershipNotes

Frequently asked questions about the on-line membership system

The HCANA has been using the Regatta Network Membership Management system for nearly three years. As database management systems go, it's pretty simple – which is both good and bad. When something goes wrong, it's pretty easy to fix, but there's some functionality missing because of its simplicity. By now, we think we've discovered most of the quirks and have developed some work-arounds and tricks to get it to do what we need. What follows are some of the most frequent questions I get as the membership chair.

Renewing

I'm trying to renew, but I can't find my membership! I don't know what my number is!

On the lookup screen, just put in your last name and leave the other fields blank. That will bring up a list of all current and former members with the same name – just click on [Renew this Membership] at the far right of the line with your name. If you still can't find your membership, join as a "new" member and the system will assign a new number. Shoot me an e-mail and I'll sort out the mess after the fact.

Payment Issues

I don't have a PayPal account – I want to use a credit card. How do I do that?

The HCANA uses PayPal to process transactions, but you don't need a PayPal account to pay for your membership. However, PayPal **wants** you to have an account, so it doesn't make the credit card option obvious in the payment screen. When you get to the "Pay Now" screen (at top on the opposite page), you're still in the HCANA's system. When you click on the "Pay Now" button, you're transferred to PayPal which opens

welcomenewmembers ...

Jason Agre, Redlands, CA
 Dana Ballou, Montesano, WA
 Joe Biser, Bedford, TX
 Carter Brown, Ocean Springs, MS
 Ryan Byers, Corvallis, OR
 Robert Cecil, Wilmington, DE
 Ralph Chambers, Fort Lauderdale, FL
 Kate Chandler, San Juan Bautista, CA
 Roger Davis, Milford, OH
 Alexandra Edgar, Vancouver, BC
 Patrick Findley, Gilroy, CA
 Andrew Fletcher, Alameda, CA
 Tehjay Fox, Chilliwack, BC
 Steve Foxall, Dallas, TX
 Trent Fynaut, Madera, CA
 Ken Gerard, Scottsdale, AZ
 Bryan Germone, Windsor, CA
 Andrew Gross, Aberdeen, WA
 Fernando Guirola, Spring, TX
 Mike Gurski, Richmond Hill, ON
 Evan Halstead, Fresno, CA
 Robert Hardy, Austin, TX
 John Haydukovich, Saint George, UT
 Derek Heacock, Kingstom, WA

Martin Hollinworth, Sammamish, WA
 Leland Hubble, Atascadero, CA
 Chris Johnston, Tyler, TX
 Trevor Jones, Blue Jay, CA
 Ben Kilo, Portland, OR
 Greg King, Temecula, CA
 Steve Kravitz, New Hartford, CT
 Alexander Leblond-Bonnah, Portland, OR
 Ryan Lee, Sunnyvale, CA
 Michaela Lynch, Charleston, SC
 John Mann, Winston Salem, NC
 Marcos Mcgee, Avenal, CA
 Ben Merkel, Moncks Corner, SC
 Marvin Morris, Murphy, TX
 Brian Morton, Goose Creek, SC
 Hannah Nelson, Alta, IA
 David Nicholson, Maple Lake, MN
 David Nigus, Cabot, AR
 John Ped, Portland, OR
 Jack Pflueger, San Diego, CA
 Shaun Prestridge, San Clemente, CA
 James Pujals, Coppell, TX
 Bill Raska, Bridgewater, NJ
 Harrison Rivas, Sacramento, CA

Shaun Roberts, Kelowna, BC
 Rory Robertson, Fresno, CA
 Alan Robinson, Storm Lake, IA
 Grant Roszyk, Skyforest, CA
 Ethan Salkind, Bellevue, WA
 Jeff Shepherd, Atascadero, CA
 Dom Simonetti, Manhattan Beach, CA
 Tyler Simpson, Whitehouse, TX
 Megan Stack, Lake Arrowhead, CA
 Matisse Swanson, Atascadero, CA
 Hanna Szabo, Sacramento, CA
 Serenity Taha, Des Moines, IA
 Nikki Tatum, Kingstom, WA
 Paul Tomlinson, Irmo, SC
 Steve Verberne, Bacliff, TX
 Josh Walker, Naples, FL
 Brittany Wallace, Blue Jay, CA
 John Ward, Raleigh, NC
 Michele Watson, Santa Maria, CA
 Patrick Wilkinson, Woodside, CA
 Kevin Williams, Los Osos, CA
 Megan Winsor, Newport Beach, CA
 Steve Wyant, Dupont, WA

a new tab (middle screen shot) where it looks like the only option to pay is via PayPal. Click on the “Don’t have a PayPal account?” hyperlink (see the middle screen shot) and you’ll be taken to another screen where you can fill in your credit card info (bottom screen shot). Sorry if it’s not intuitive, but it’s a PayPal thing that we have no control over.

I got booted out / interrupted / can’t figure out the payment process and now it says my membership is current, but I show up on the regatta membership listing as “UNPAID”. What gives?

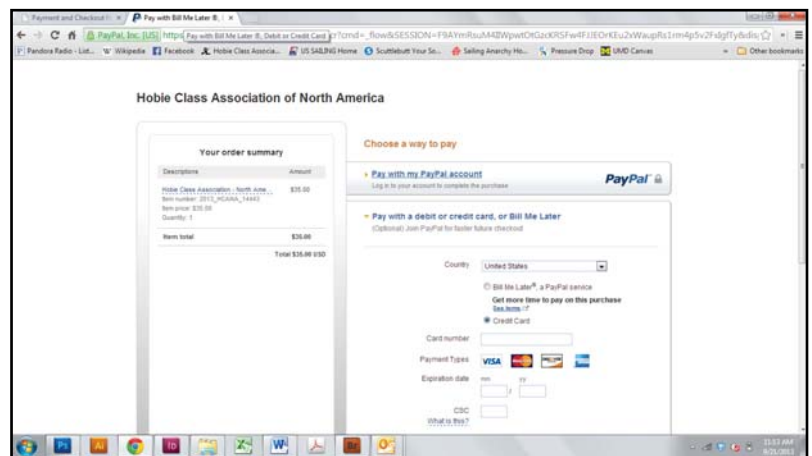
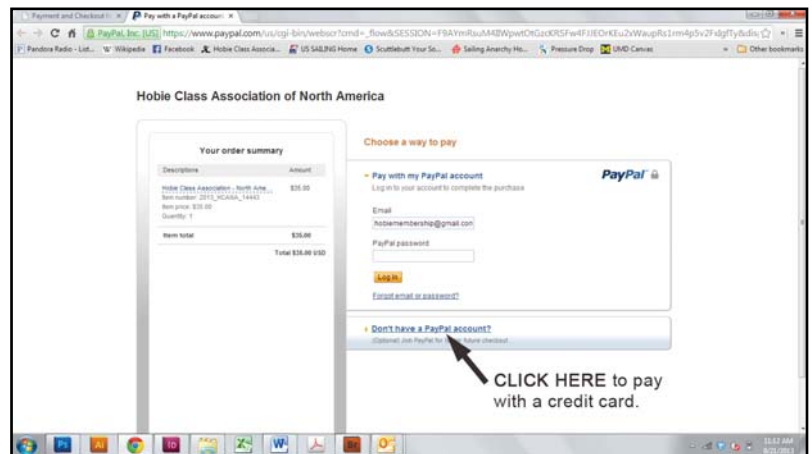
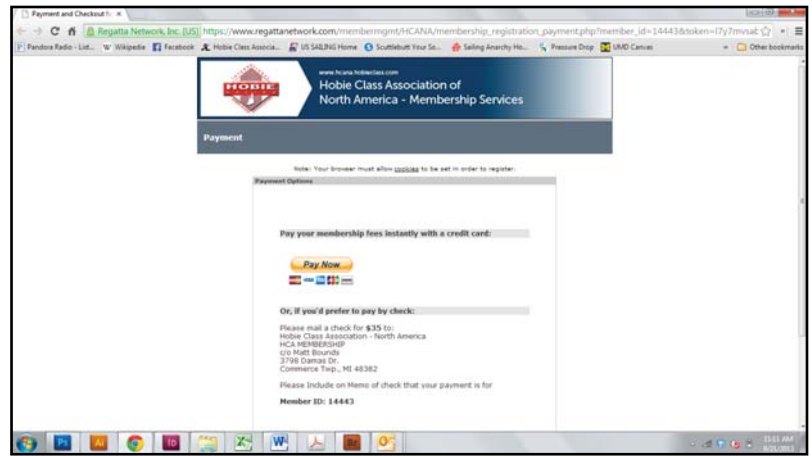
Your membership record is linked to the HCANA’s PayPal account when you check out. When that link is interrupted, the membership record is “disconnected” from PayPal and must be reconnected manually. This can **only** be done by me sending you a payment link via email. Sometimes these emails get caught in spam or other email filters, so you should whitelist hobiemembership@gmail.com in your email filters. Once I send you the link, you should be able to pay for your membership. If you’re worried about clicking a link in an email, then look at the link closely—it will have your membership number and a “token”—a string of characters—which is the connection between your membership and the PayPal. Click on the link and you’ll get to the screen shown at top right.

*Your *!@#%^&* system won’t take my debit card!*

Payments are processed through PayPal and apparently it doesn’t like some debit cards. Not much we can do about it. You can always send me a check.

I paid my membership at a regatta, but I’m not on the membership list.

We encourage everyone to join/renew on-line. There is often a significant time lag (weeks) before I get a membership package from a regatta, if I get them at all—it’s often just forgotten after an event.



thankyoutopcatmembers ...

Mark Ashburn, Las Vegas, NV
 Richard Blount, Hermosa Beach, CA
 Roger Brown, Lake Forest, CA
 Doug Campbell, Corona Del Mar, CA
 Phil Collins, Piedmont, OK
 Paul Evenden, Chilliwack, BC
 Lake Arrowhead Fleet 434, Blue Jay, CA
 Charles Froeb, Tiburon, CA
 Jim Glanden, Newark, DE

Paul Hess, Napa, CA
 Bob Heyer, Carlsbad, CA
 Gordon Isco, Gulfport, FL
 Dan Ketterman, Oceanside, CA
 Ted Lindley, Paradise Valley, AZ
 David Martin, Henderson, NV
 Graham Mcglashan, Vancouver, BC
 Michael Megrew, Charlestown, RI
 Al Mohill, Temecula, CA

Mike Montague, Santa Rosa, CA
 David Mortenson, White Bear Lake, MN
 Steve Murray, Carpinteria, CA
 Jeffrey Newsome, Long Beach, CA
 Craig Parson, Lawrenceville, NJ
 James Sohn, Des Moines, IA
 Guy St. George, Taftville, CT

feature



Showdown in Cow Town

The 2013 Hobie 17 North American Championships

Yankton, South Dakota

by Chris Wessels and Mark Santorelli

photos by Erin Bommersbach



Yankton, South Dakota is a cow town. Approaching from the east, you can't miss the sight (or the smell) of the stockyards along Route 50. But as the locals will tell you, "That's the smell of money!" For Phil Collins, it was the smell of victory in the Hobie 17 ... again.



PAUL BOMMERSBACH - 14TH

STEPHEN ACQUARTI



RACE COMMITTEE LOG 2013 Hobie 17 NAC

Day 1 - Monday June 10, 2013

Weather - 53°, fog, water glassy, no wind.

1130 AP up, fog has burned off. Sitting in the signal boat off the beach, waiting for wind.

Race 1 - 1245 AP down, 1251 start. Course 1, 0.7 nm to weather, 9 knots, wind oscillating from 110° - 130°, weather mark at 120°. Seems event favorite, Phil Collins may not be totally on his game. Greg Raybon got the bullet.

Race 2 - Course 1, wind 10-12 and settled more into the 120° - 130° direction. Weather mark still at 0.7 nm, 32 min elapsed time for winner Phil C.

Race 3 - Course 2, wind started at 12 kts and finished at 7. Wind and weather mark direction remained the same. 45 min elapsed - Phil won again.

1



ALEX BOMMERSBACH - 16TH



But the story of the event is not that Phil won the 17s for the fourth year in a row and dominated this event. We've already told and heard that story. It was the way a relatively small event in an out of the way cow town came to be and was able to provide near-real time reporting, photos and results

to homebound sailors living vicariously through the competitors - with minimal effort.

Situated about four miles east of downtown Yankton, Galvin's Dam spans the Missouri River, with Lewis & Clark Lake impounded behind it. The lake extends over twenty miles west and is nearly two miles



2ND PLACE



STEVE BREWER - 15TH

RACE COMMITTEE LOG

Race 4 - Wind and all conditions the same as Race 3. Elapsed time 35min

Daily Summary - Four races done, Phil got his game on and won races 2-4...weather is spectacular with brilliant blue skies and 80+ degree temps... off to the Welcome Party BBQ!

Day 2 - Tuesday, June 11, 2013

Weather - Clear sky, warmer temperatures and an early light breeze out of the ENE. Signal boat on station at 1100.

1200 - Race 5 - wind around 15 kts at 060° - 070°. Weather mark at 0.8 nm, course 2. Built up to a solid 20 with gusts to 28 and shifted to 90°-100°. We had 4 boats flip and 1 demast - crew was pretty busy. Phil won.

Race 6 - Course 2, with the weather mark at 90° / 0.9 nm. Wind is 15-20. Only 16 boats due to breakdowns. Phil wins again.

2



ANDY LARSON - 13TH



BILL KAST - 4TH

wide just above the dam. For many years, Hobie Fleet 291 has called the Lewis & Clark Recreation Area, on the north side near the dam, "home". Seasonal mast-up storage on a well-groomed beach with camping and cabins nearby is tough to beat. The Hobie 20 North Americans were held here in 2008, and Yankton's

simplicity of location, facilities and history made it Division 7's and the HCANA's best choice for hosting this year's 17 NAC. Division 7 has seen a Hobie 17 resurgence, with the addition of nearly ten boats in the last few years, making this a natural place to have the NAC. The big difference in the event from previous



JANE SHERROD - 9TH



RACE COMMITTEE LOG

Race 7 - Wind steady as she goes, start was 20-25 kts. Course 2. Wind 15-20 kts at the finish. Bill Kast gets the bullet, with Stephen Acquart 2nd, Bart Beck 3rd and Phil Collins 4th

Race 8 - Course 2, Weather mark at 0.9 nm. Wind remaining at 090-100° and 15-20 at the start. By the end of the race, wind was 10-15 and shifting to the right. Phil won.

Race 9 - Course 2, wind went right. Adjusted the course, weather mark at 115° and 0.8 nm. wind 110-120° and 10-15 kts. Phil won again.

Daily Summary - Five races done in big / moderate air. Lost almost half the fleet to breakdowns / fatigue / damage, but it was a wonderful day...the air was warm and the breeze was stiff...everyone arrived safely on shore. Phil Collins has 7 bullets, the fight is on for 2nd through 5th place.

3



years was that the Hobie 17s were going it alone – they would be the only class at the event – something that hasn't been done since 2006. That meant a lot of family and friends, normally at the venue, would be “watching” from home.

The technology available to us today makes hosting

these types of events much easier than in years past. What used to take a lot of man power, now just takes a reasonably solid Internet connection to get the various web sites we use to manage and report the event and competitors. All it takes is a few people committed to contribute to the newsfeed during the event.



RACE COMMITTEE LOG

Day 3 - Wednesday, June 12, 2013

Weather - rain and thunderstorms overnight which brought cooler weather. Wind is WNW and forecast to build out of the North. It will be 10° cooler than yesterday.

Left harbor at 1045 for our scheduled 1200 start. Wind is WNW around 10. RC on station approximately 1.25 nm from SD shore. Wind a solid 10-15 kts. Not enough clean water to set a 1.0 nm weather leg, gates set behind us 0.25 nm, weather mark set 0.75 above us, giving a 1.0 nm course.

Race 10 - Course 2, wind oscillating between 310 - 320°, weather mark set at 315°. Wind 15-20 with gusts to 25 kts. Shifted left a bit in the increase. 43 minutes elapsed for winner (Phil).

Race 11 - Weather mark reset to 305°. Same distance / configuration. Wind is still 15-20 with gusts to 25 kts. 39 minutes elapsed for Phil ... again.

4



2013 HOBIE 17 NORTH AMERICAN CHAMPION

PHIL COLLINS

Regatta Network (www.regattanetwork.com) was used for registration, payment processing and scoring. Potential competitors could see – at any time – who was registered for the event as soon as they registered. This encourages more people to attend. The class membership database tie-in with Regatta Network

makes sure HCA membership issues are dealt with quickly, hopefully before the event. Competitors could handle of all the registration paperwork and payment via credit/debit card or PayPal long before they arrived at the venue, making check in relatively painless. Using the scoring module, results were on the web as



RACE COMMITTEE LOG

Race 12 - Course 2, wind still 15-20 with gusts to 25 kts. Oscillating from 290-315°, weather mark holding true at 305°. Mark boats busy with breakdowns and capsizes. Nine boats are on the beach.

Race 13 - Course 2, wind has moved hard right to 330°, course adjusted. Still 20-25 kts. Down to 11 competitors. Phil is putting on a clinic.

Race 14 - Course 6, upwind finish at the beach. Trouble anchoring signal boat at the top of the course. 3 tries before the hook finally set as the leader (Phil) was approaching the layline to the finish.

Daily Summary - Five races in really big air. Lost half the fleet to breakdowns / fatigue / damage, but for the guys who kept the pointy end up, it was another wonderful day...lots of war stories will be told tonight at the pizza party. Phil Collins won every race today. 2 - 5 is anyone's guess now.

5



soon as they were entered into the computer. Regatta notices, results links and other info could be bulk e-mailed to all competitors. Yes, the service does cost money (7% of the entry fees for all competitors), but we feel that it's worth it for NACs and Area Championships.

Facebook (www.facebook.com) was used as the central collecting point for information. A FB group was set up (2013 Hobie 17 North American Championships) and with the PRO (Mark Santorelli) and several photographers (Erin Bommersbach, Ryan Richardson and others) committed to daily posts.

RACE COMMITTEE LOG

Day 4 - Thursday, June 13, 2013

We are at a dead calm here on day 4. Came out for a scheduled noon start under a light northeasterly. Our gate boat had some starting issues out on the lake. We transferred one of the house batteries from the Signal boat to the gate boat and that cures what ailed them. Now we sit and wait. All boats are on the water with us. It is a very nice 75 degrees with little humidity and a mostly sunny sky.

1500 - AP over A (no more racing today).

Daily Summary - Totally dead all day, everyone worked on their tans, rafted up and talked and messed around. Can't have nuke winds everyday...

6



KEN HILCK - 6TH PLACE



The HCANA's web site (www.hcana.hobieclass.com) helped drive web traffic to the results (hosted on Regatta Network's servers) and Facebook, by having links off the front and the major events pages.

HCA Race Director Mark Santorelli made daily reports – sometimes in real time from the signal boat –

and was able to give the play-by-play of the day's events. Great regatta, lots of fun and relaxation and according to the organizers, very easy to set up and put in motion. Full results are on Regatta Network:

www.regattanetwork.com/event/6332#_newsroom

More photos on Facebook - search for "2013 Hobie 17".



JAKE LARSON - 7TH



BENGE BROWN - 11TH & JIMMIE SMIT

RACE COMMITTEE LOG

Day 5 - Friday, June 14, 2013

FINAL DAY - Wind 15-25 with gusts to 30 kts from the SE when RC left dock at 0915 for a scheduled 1030 start.

On station, wind down to 15-20 with no really big gusts...a few storms to our SE and one to our NW but neither are moving our way...13 boats in the course area - more sails on the beach. Tried to coax them out by giving the beach the weather report of a beautiful day, wind 15-20 and flat, but there were no takers.

Race 15 - Course 2, 18 kts, weather mark 1.1 nm at 125°...wind went to 135-140° and dropped to 10-15 kts by the end of the race. Bill Kast stole one from Phil Collins.

Race 16 - The 4 boats that remained on the beach came out to join the fun. Course 2, wind at 135° average with a few larger oscillations and 10-15 kts. Weather mark at 0.85 nm. Phil gets another bullet.

7



SLIM JOHNSON - 8TH



ROGER TAHA - 17TH



H - 12TH

RACE COMMITTEE LOG

Race 17 - Same as race 16 - including the winner (Phil) - 12 kts at 135°...wind got a little squirrely at the end but came back to 15-20 from 135°.

Race 18 - Wind did some left/right shifty stuff and then settled to an oscillation from 120-150° at 15-20 kts. Weather mark at 135°, moved it out to 0.95nm. There are some lulls at 10-12 knots. Phil wins with a total of 15 bullets in 18 races.

Daily / Regatta Summary - 4 races in big / moderate / big air. A good day that helped build big air confidence with the mid-fleet.

Its a wrap - another Hobie 17 NAC in the record books. Eighteen races in 4 days of sailing! Time for the Final Dinner Party!



GREG RAYBON - 3RD



BART BECK - 5TH

feature



GIVING back

STORY AND PHOTOS BY BARB PERLMUTTER



Sidelined by rotator cuff surgery, Barb Perlmutter finds out what it's like to be on the "other side" when she volunteers for race committee duty at the 2013 Hobie Wave / Hobie 16 Women's North American Championships held on Lake Arrowhead Reservoir, California.

remember listening to a old and wrinkled wise man accept the Carlton Tucker Award a few years ago in Ft. Walton Beach. His message in his speech was, “Don’t forget to give back to our sport and volunteer at regattas whenever possible.” Thanks Bruce (Wrinklie) Fields - that truly is an important message.

After my recent shoulder surgery I knew it was time to give back to a sport I have enjoyed so much for over 30 years (I started as a baby, remember?). As much as I wanted to sail and compete in the Hobie 16 Women’s North Americans, my doctor’s orders were not to get on a Hobie Cat in 2013.

This year, the Women’s Hobie 16 and Wave North American Championships were to be hosted by Hobie Fleet 434 and the Lake Arrowhead Yacht Club on Lake Arrowhead located in the mountains of Southern California at an elevation of 5200 feet.

Not wanting to miss a good time with Hobie Family, I contacted the NAC race organizers and asked if I could help them out. I was quickly given the title “Support Boat Sandwich Maker” and “Race Committee (RC) Boat Assistant.” Mr. Ed Purcell was the principal race officer from the Lake Arrowhead

Yacht Club (LAYC). When I told him I had never helped on a RC boat before, he took me under his wing and showed me the ropes. We put on four days of good windy races and I learned the importance of many things that week, including:

No “chitter-chatter” on the RC boat during the starting sequence. It’s too distracting to the timer and flag folks. (Can you imagine how hard it was for me to be quiet?!)

No idle “Talking to Competitors” from the RC boat. (Do you know how hard it was for me to hold back all of my WooHoo’s?!).

Be accurate with your signal flags. The racers have paid good money for you to be loyal to the clock and the start line.

Honestly, I had the best seat in the house to watch all of the female sailors and Wave skippers start and finish each race. I was able to witness 13 year old Caroline Stack skipper each race with her mom Megan, as crew. She learned the intricacies of her boat and

the race course. Caroline, you did a great job! You were third overall but in my book you are the Number 1, 13 yr old, Ladies Hobie 16 champion in North America!

Volunteers don’t get paid, not because they’re worthless, but because they’re priceless.

Sherry Anderson



Ladies 2nd place finisher was LAYC Commodore Ginny Dunn. Ginny and LAYC Staff Commodore Karen VanderMeyden, her fearless crew, got the winner's horn one race and could be heard WooHooing into the neighboring states. They raced every race and never went over (even in the strong puffy winds). Nice Work ladies!

Hats off to the new Hobie 16 Women's North American champion, Christina Bradshaw and crew Serenity Ann-Marie, both from Iowa. It was fun to watch this aunt/niece team sail flawlessly each day. Their teamwork was admirable. Every morning, Chris would arrive early at the venue with a big smile and willingness to share her expert knowledge with other sailors (even to the Sandwich Maker Gal). For example, Chris showed me a better way to tie off my "6:1 main sheet bungee-swivel-preventer-thingy (?)"

The Wave sailors were very competitive. Their colorful sails raced swiftly to the start line for all 15 races. Although there were protests and DSQ's, everyone joined together in the evenings at the yacht club. The yacht club chef prepared delicious dinners, some of which were the tastiest of my life (or was that the wine talking?) Yumm Yumm

Congratulations to Trevor Jones from Rosarito, Mexico for winning the North American Wave Championship title. Trevor grew up and taught sailing at this yacht club for many years. His local knowledge really paid off for him during this event.

It was obvious how much work and preparation all



of Fleet 434 and the Lake Arrowhead Yacht Club members put into this Championship. Commodore Ginny Dunn and husband Chris worked hard on t-shirts, goodie bags, multiple chase boats, the raffle, protest committees and communication.

It took a lot of volunteers to pull off this FUN championship and I learned a lot. It's always fun to be around my Hobie Family.

Lastly, remember to volunteer. I hope I see you at the upcoming Division 2 Championship Piñata Regatta, October 12-13. Thanks to Ed and Becky's lessons, I'll be on the RC boat ;-) WooHoo!





2013 Hobie 16 Women's North American Championships Final Results

Rank	Sail No	Nat	Skipper's Name	Crew's Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	Total	Nett
1st	434	USA	Bradshaw, Christina	Taha, Serenity	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	(3.0)	1.0	1.0	17.0	14.0
2nd	112224	USA	Dunn, Ginny	Van Dermayden, Karen	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	(3.0)	2.0	1.0	3.0	2.0	31.0	28.0
3rd	13651	USA	Stack, Caroline	Stack, Megan	3.0	3.0	(4.0 DSQ)	4.0 DNF	3.0	3.0	3.0	3.0	4.0 DSQ	3.0	2.0	4.0 DSQ	2.0	2.0	4.0 DNS	47.0	43.0

2013 Hobie Wave North American Championships Final Results

Rank	Sail No	Nat	Skipper's Name	Crew's Name	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	Total	Nett
1st	5	USA	Jones, Trevor	n/a	2.0	2.0	1.0	1.0	1.0	1.0	1.0	(6.0)	3.0	1.0	1.0	1.0	1.0	1.0	1.0	24.0	18.0
2nd	6	USA	Cooper, Will	n/a	1.0	1.0	3.0	3.0	(10.0 DSQ)	3.0	2.0	3.0	2.0	2.0	2.0	5.0	2.0	2.0	2.0	43.0	33.0
3rd	777	USA	Stahmer, Erich	n/a	(10.0 DSQ)	4.0	2.0	2.0	4.0	6.0	3.0	2.0	5.0	7.0	4.0	2.0	6.0	7.0	5.0	69.0	59.0
4th	11	USA	Malcom, Dawn	n/a	4.0	8.0	6.0	4.0	6.0	5.0	5.0	4.0	7.0	(10.0 DSQ)	8.0	4.0	5.0	4.0	3.0	83.0	73.0
5th	10	USA	Winsor, Megan	Wallace, Brittany	6.0	5.0	7.0	(10.0 DNC)	2.0	8.0	6.0	5.0	8.0	3.0	5.0	6.0	3.0	6.0	6.0	86.0	76.0
6th	1	USA	Stack, Conner	n/a	(7.0)	7.0	5.0	6.0	7.0	4.0	7.0	7.0	4.0	6.0	6.0	7.0	4.0	3.0	4.0	84.0	77.0
7th	581	PUR	Hevia, Raul	n/a	(10.0 DNC)	10.0 DNC	10.0 DNC	10.0 DNC	5.0	2.0	4.0	1.0	1.0	4.0	3.0	3.0	10.0 DNC	10.0 DNC	10.0 DNC	93.0	83.0
8th	16	USA	Dunn, Sierra	n/a	3.0	3.0	(10.0 DSQ)	10.0 DNC	3.0	7.0	10.0 DNF	10.0 DNC	6.0	5.0	7.0	10.0 DNF	10.0 DSQ	5.0	7.0	106.0	96.0
9th	58	USA	Hevia, Rocco	n/a	5.0	6.0	4.0	5.0	(10.0 DNC)	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	10.0 DNC	130.0	120.0





The Youth Perspective

by North American Championship crew Seri Taha

As a Hobie sailor you get to visit many lakes. I mean *a lot of places*. When I arrived in California for my first women nationals' event, I had no idea what to expect. I thought, "Cool! I'll get to meet some women competitors, this is going to be great!" The minute I arrived there I saw how these weren't going to be just competitors but long time friends as well. Everyone there knew everyone and we all helped each other no matter what the situation was. Even though there were only three women teams that didn't discourage us to race like there were 50 teams. Each team that raced did very well. Although my skipper and I ended up with the first place, I can honestly say that this was a competitive regatta. Lake Arrowhead, hidden up in the mountains is the most beautiful lake I have ever been to, and as a Hobie sailor that's saying something. I would definitely encourage other Hobie racers to sail on that lake. It's a very good challenge and most definitely a lot of fun.



feature

the youths tell their own stories of the
2013 Hobie 16 Youth North American
Championships, Huntington Lake, CA

in their own
WORDS



It Was Flipping Crazy!

by Isabelle Strasser

Who knew one of your best memories from an event would be from the flips? My skipper, Morgan Miller, and I flipped a total of four times for the 2013 Hobie Youth NACs, and we had a blast. I made so many memories with new friends, and learned so much, both on the water and on land.



The second and third flips were the ones I remember most clearly. We had an amazing start, and we were in front of some of the best sailors in this competition – at least for the time being, and we were cherishing every moment of it. But once when we tacked onto port, things got crazy. We were clear of most all the boats – just had to head down a little more to avoid contact. But one of our competitors reacted a little differently than we planned. Flying a hull, wind in our faces and our water blue sails, suddenly became a raised hull, with water in our faces and our sails in



the blue water. The skipper of the boat decided to tack in front of us going upwind, forcing us to dodge them by driving deeper. Consequently, we couldn't react fast enough and dug the bow into the water and flipped. Morgan and I got the boat righted in less than five minutes, tops. Seems like we got this righting thing down!

Just a couple minutes later, we flipped again. I was so drained from the second flip that I almost don't even remember this flip. We were in last place because of the first flip, but we were catching up ... until we turtled. Even though this was one of my favorite flips, I was a little scared when I realized neither Morgan nor I have ever turtled. Since I was trapped out, I got stuck on the shroud. Once I got myself unhooked, I flew onto the main sail, rolled over the mast onto the jib, fell in the water, and watched my boat's mast sink into the water. This isn't exactly the screenplay I was hoping to watch, but it was awesome in the moment. Once we got direction from the committee boat on how to right it, we got back on, and finished the race.

As crazy as our three days were, we thought of how awesome it would be to tell the story to everyone, like I am now. We were the cookies that never crumbled! You could say that our experience at Huntington Lake for the Hobie Youth North Americans was flipping crazy!



An Unexpected Adventure

by Will Nelson

The decision to go to the Hobie Youth North Americans was a difficult decision for me. Since my arrival back in the U.S. a couple years ago, I'd felt disinclined toward any form of adventure. Naturally my life, although somewhat boring, was quite comfortable, and I was reluctant to leave my safe sphere and venture out into the great unknown once again. However, the allures of home life had paled by this point, and I felt like going sailing in California wouldn't be such a terrible experience.

So I went, and had possibly one of the greatest experiences in my (admittedly irregular) sailing career. Beyond being a fun place to sail and hang out, I learned a lot at the Youth NAs. That event was the first real competition I'd skippered a Hobie in, so there was a steep learning curve in learning how to keep the pointy end up in relatively high breeze. I discovered to my dismay that this unfortunately requires the skipper to remain on the boat, which was somewhat of a challenge during some races. I also found that when the main sheet gets stuck, bad things tend to happen. Both of these problems managed to create a very wet experience. But, despite what the standings show (or perhaps as a result of), we managed to focus on the fun and learning aspects of the regatta and largely avoid the division that comes with competition.

One of the most intriguing learning circumstances I ran into (literally) was in regards to tacking. We'd rounded the leeward mark on the inside lane about a foot away from the boat just below us. Both of us remained on port. In due course, they pulled a little below and ahead of us, and then tacked. Unfortunately, we were unaware of their intentions until they put those intentions into effect, and we were thus unable to avoid contact. This scenario created an interesting conundrum – who had right of way, and who was at fault? Possibly, in a protest committee, our case would have prevailed because we weren't given sufficient room to keep clear. But who knows? They were on starboard, and had this hypothetical case come down to boat lengths, perhaps it would have been discovered that we did in fact have enough room.

The point being, however, is that it's generally a good idea to announce your intentions to any boats that could cause problems as the result of a boat maneuver. It's not like competitors won't notice



the maneuver immediately after you perform it, and announcing it gives them time to make any preparations to avoid. In the case that announcing your intentions is tactically unsound, perhaps consider waiting a bit. We all like to have fun out there, and, while incidences like this aren't that big of a deal, they could easily become one (or several).

However, incidences such as this were kept to a minimum, and the regatta was a complete success from my point of view. Many, many thanks to the event organizers for creating such a wonderful regatta.



Hobbies Bring Us Together

by Grace Modderman

My trip to California for the Hobie Youth Championships was a life changing experience due to the amount of new people I met. Every night, I was introduced to a new set of faces. I arrived in California knowing only a select few youths and I was fine to just hang out with them. However, I left with a myriad of new friends and memories.



Every night, the youth sailors were treated to dinner and fun; whether it be pizza at the pool or tacos in the campground. This allowed all the sailors to get to know each other a little better and bond over more than just sailing, even though sailing is an amazing thing to bond over.

One of the nights Paul Hess had people over to enjoy his delicious tuna and amongst them were the Raybons, Serenity Taha, Hannah Nelson, Isabelle Strasser, Morgan Miller, and Chris Bradshaw. Once the eating was over the girls (Serenity, Hannah, Isabelle, Morgan, Chris, Judy Raybon, and I) sat down for a game of spoons. The game got a little violent when Chris attacked Judy for the last spoon. Throughout our games not once did the laughing stop. By the time we were done playing every one had tears running down their faces and a new set of abs. It was so much fun and without this youth event I wouldn't



have had the chance to get to know such great people.

This youth event wouldn't have been as memorable if not for all the amazing people involved and I'm very grateful I got to know so many of them. Also it wouldn't have been possible for me without the Hobie Youth grant I was honored to receive.

Learning the Corinthian Spirit

by Dan Tarleton

The Hobie 16 Youth North Americans was definitely the coolest sailing experience of my life. The competition were some of the best sailors I had ever raced against. But what made this event stand out to me was not just the racing, but the people and the learning experiences at the event itself.

For example, on the first day I got into a collision with another boat. Neither of us protested the incident but there was some minor boat damage involved – nothing a little gel coat couldn't fix. So I my crew and I had a mock protest meeting with the other boat so we could figure out who was at fault. The goal of the meeting was to determine whether or not I had tacked too close to the other boat causing the collision. The end result was not the important part of this experience, because I had never been in a protest situation. This was an extremely valuable learning experience for me that I can now apply to any sailing future situation I encounter. Also, I now look to see what's in front and behind me before I tack to avoid this situation all together.

Born to Sail

by Hannah Nelson

My family doesn't sail. I know you expect to see a girl who went to a youth sailing championships would have someone in their family who sails, right? Some of us weren't lucky enough to grow up in a family of sailors. My family barely knows how a regatta works! So how did I get into this sport?

During the summer of 2011, I was only 13 years old when my dad pointed out an ad for the Kiwanis Hy-noon sailing class. I happily agreed to take the class. During those amazing two weeks, us six students

that I had only a slim chance of going. It took a whole summer of practice and earning money for it, but I finally earned enough.

In California, my skipper, Serenity, and I didn't do the best. But I know I personally grew in my love of sailing. My life in sailing proves that even if you don't grow up in a family of sailors doesn't mean you can't do great things in the sport. I know that I personally grew in my love of sailing that week. I know I will be back for nationals. It may not be next year, or the year after, but I will be back!



were taught by Mr. Ryan Richardson. That first time on a sailboat (a Sunfish) scared me so badly that I didn't want to go back the next day of class! (I nearly got stuck in the middle of the lake.) My dad had to drag me to the next day! Anyway, I did go back, but it took a lot to get myself back on that boat. But by the end of the week, I was at the top of the class.

On the last day of class, Ryan, the teacher, asked if I'd like to crew for him at the local Storm Lake regatta. I immediately said, "Yes!" I had no idea how one simple question could change not only my summers, but the rest of my life all year round. Since that first regatta, I eat, breathe, and live sailing. All I think about is sailing and how I can become better.

All of summer 2012, I crewed for Ryan. He and I worked our way up from averaging sixth place to second. Then, came the idea of nationals.

It wasn't my original idea for youth nationals, but when I heard about it at first, I was thrilled. Now came the hard part: breaking the idea to my parents. They took it surprisingly well, though they thought





Beautiful Huntington Lake

by Trey James

I've sailed on quite a few bodies of water, but none of them have been truly comparable to Huntington Lake in California. It's not like every other regatta where you wake up wondering where, when, and how exactly the wind will fill in. Up in those mountains it's simply a guarantee. By 10 AM the winds up and as noon approaches the breeze is consistently in the teens. One might be alarmed that such consistent conditions

would negatively impact the races but it was clear by just the second race that a successful team cannot possess a single strategy for working up the length of the lake. It all came down to the team's ability to play the gusts that ran in fingers down the lake and to get the boat itself flying at top speed. I had a great experience racing on Huntington Lake and I hope that every sailor is lucky enough to share that opportunity!

Four Timers

by Alex & Casey Larson

We always have a great time at Youth NACs. This year, it was our 4th year participating and we thought that this event was especially great. The best part of going to Youth Nationals, besides the sailing, is getting to see your old friends again and making new friends. We especially enjoyed this event because of all the activities that were planned for us after the days of sailing. It was

nice to see everybody off the water and get to know them better. The location of this event was also amazing. The scenery was beautiful and the sailing was great everyday. Being apart of the Hobie family and living the "Hobie way of life" has given us so many great opportunities along with great memories! We absolutely love being apart of the Hobie family!





Ms. Laura Made It Happen

John Ped and Alex Leblond

All four of the youth teams from the Pacific Northwest owe their participation and success at the 2013 Hobie 16 Youth North American Championships to Laura Sullivan. She made it possible for each of the teams to practice and prepare for the event by organizing training weekends with some of the fastest local competition, and by making a Youth Start a reality at the Splash Regatta on Lake Washington. Throughout the year, from the dead of winter until we were pushing off the beach on the first race day at Youth North Americans, Laura, as well as Peter Nelson, Jerry Valeske, Tim Webb, Caleb Tarleton, Jim Wood, and other exceptional sailors from



around the Northwest, coached me and my crew, Alex Leblond, about rigging, boat speed, and tactics.

Before the sailing season even started, we were given suggested reading lists and received many emails answering our catamaran sailing questions. Peter Nelson played a pivotal role for me in preparation for Youth North Americans by continually sharing his knowledge and teaching me how to improve my sailing. Jerry, Laura's husband, generously spent hours helping us work on our boat to get it ready to race. Laura undoubtedly spent countless hours organizing the logistics of getting eight sailors and four boats the 966 miles from Seattle, Washington to Huntington Lake, California. The youth teams from the Northwest



could not thank Laura or our many other supporters enough for all of the effort they put into making the Hobie 16 Youth North Americans a reality for all of us. Through her devotion to sharing her sailing knowledge with the next generation of sailors, Laura has made it possible for many youth sailors to start learning to sail the 16 to its full potential and for all of us to be competitive at higher levels.



CALEB TARLETON

Laura Sullivan, John Ped, Alex Leblond, and Ben Kilo on a training day at Lake Washington

Personal Profile

Multiple European Champion Detlef Mohr

by Mike Madge

*Editor's Note: The **HOTLINE's** interview guy, Mike Madge, interviewed long-time Hobie sailor, dealer and many-time European Hobie 16 Champion Detlef Mohr via e-mail. Detlef is also one of the principal organizers of the Super Sail Tour, a professional sailing series with four events in different northern Germany venues.*



the top of the Hobie 16 Class for so long?

MOHR: I need fun and the absolute will to win.

MADGE: Do you get out just to practice often, and what skills or drills do you work on?

MADGE: How long have you been involved with Hobie Cats?

MOHR: When I was fourteen, I started to sail with my brother Reinhold on the Hobie 16. Before that we had a small dinghy. The first regatta I sailed in was in 1986. Since 1985, I have had the company Sportmohr and the Hobie Cat dealership in Northern Germany.

MADGE: Could you list some of your Hobie sailing accomplishments, European Championships, National titles and top finishes at Worlds?

MOHR: Well, there are probably now eleven European Championships Hobie 16 Open / Masters and Hobie 18 and too many International Championships, ten Kiel Week victories which have a high priority for me. In World Championships we were in the top 10 five times, with the best placement being a 4th place.

MADGE: Will you be attending the Worlds in Australia?

MOHR: I'll try to. The pictures you could see so far are promising a great championship.

MADGE: What are your skills that has kept you at

MOHR: Unfortunately, I'm sorry to say that I have little time to train. In Germany, the sailing season is very short but very intense. We sail from April to September and in that time I will participate in at least 16 regattas. If then there is the European Championship, that means there is almost every weekend a regatta to go to. That to me is enough training and preparation.

MADGE: Could you detail some of your tuning guidelines for the Hobie 16?

MOHR: There are no major new insights. The shrouds we fix the third hole from the bottom; with a lot of wind, sometimes in the second hole. The jib halyard we adjust the mast rake so that the boat has sufficient power. In the Europeans and Worlds, I have had very different tuning set-ups without a big difference in speed. I think the rig tension is most important. Here it depends on every millimeter. We constantly adjust the rig tension while sailing and adjust it to changing conditions. With the new fittings on the mast, it is much better than before.

MADGE: Do you like to sail at minimum weight?

MOHR: I prefer a team weight of 135 – 140 kg (297.6 – 308.6 lbs).



MADGE: What are your favorite sailing conditions?

MOHR: I like 11 – 16 kts and a uniform wave pattern.

MADGE: Do you sail in other classes?

MOHR: I've sailed a few regattas in the Hobie 17, Hobie 18 and Hobie Tiger.

MADGE: Having been involved in the Class for so long, what are some of the biggest changes you have seen in how the boat is sailed and the level of competition?

MOHR: I do not see such a big change. The Hobie 16 is sailed just like it was twenty years ago. The Hobie scene in Europe has clearly become younger and I find this a very positive development. In Germany, generations will sail against each other – my daughter also sails Hobie 16s. The level is certainly very different than in the first Hobie years. Very good and successful sailors from other classes also try the Hobie 16. There are, especially in France, Germany and Italy, very good young sailors coming up to the scene. This has previously not existed in quantity and quality in the past.

MADGE: Germany seems very proactive in promoting the Hobie 16 – there is the Super Sail Series and now the World Cat. Could you give us some insight on these events and how successful they have been?

MOHR: The Super Sail Tour and the World Cat are organized Prosail Sail Events (in the person of Willy Trautmann and Detlef Mohr). The Super Sail Tour is a race series where in addition to the sporting events, we offer much to all competitors. The races are held in close proximity to the audience. Every

race is moderated by professional speakers on land to our visitors. The finishing line of the World Cat, for example, is on the beach, which means that teams have to run the last 20 to 50 meters on the beach. We also have a sailing simulator which can explain people how to stand in the harness. We attach great importance to the framework program, so there is usually the stage with a live band and great after Sail parties. We are proud that we have with our partners, 16 teams (32 boats) sailing with sponsors sails.

At the World Cat we invite the most famous and successful Hobie 16 sailors to come to Germany. The best eight teams meet each other from the different countries. Shaun Ferry and Jerome le Gal have been our guests in the past. We are constantly working to develop the concepts.

MADGE: What is the Hobie scene like in Germany, are there some up and coming youth that are challenging to dethrone you?

MOHR: Oh yes, my own daughter Jil, for example, has already beaten me a few times. There are already some hopes but the old successful Hobie 16 sailors are still pretty fit. This is a fact and not only for me. There are some in my age I have to beat first as well. Nevertheless, I am sure that it will not take a long time for new young team to show us the way to sail.



regattareports

North Coast Wave Championship Put-in-Bay, OH

by Mimi Appel

Put in Bay is on South Bass Island, located on Lake Erie off the northern coast of Ohio between Cleveland and Toledo. The three-day Wave race is part of I-LYA Bay Week regatta (www.i-lya.org) which hosts a week each of junior/senior sail and junior/senior powerboat Regattas. In the big boat sail regatta there PHRF boats, many of which were multihulls in addition to the monohulls.

When the ferry drops you, your vehicle, boat, and trailer off you know immediately that you're in a tourist town by the number of golf carts, which is the main mode of land transportation. The main drag in town is filled with awesome restaurants, bars, and shops on one side and rows and rows of docks full of boats on the other.

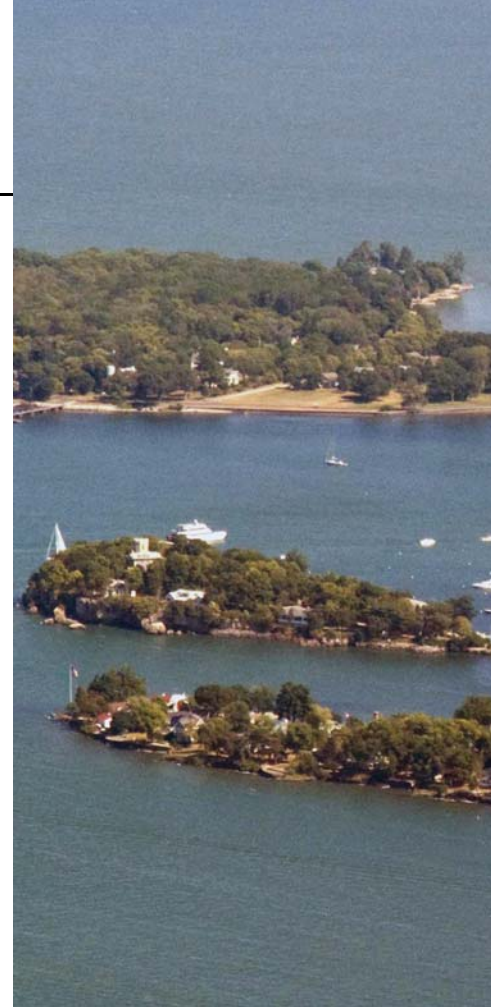
Twenty-two Waves all raced together in one class. Sixteen of the boats were stock, out-of-the-box Waves. The remaining boats used

modified, aftermarket mainsails. These boats are the "IWCA boats;" the self proclaimed International Wave Class Association. The classes were scored separately and trophies were given accordingly. The IWCA group is the brainchild of Rick White from Key Largo, FL and Put-In-Bay, OH. He is an scion in the Wave world. Since the introduction of the Wave as a resort-boat in 1994, Rick has been building the Wave as a racing class.

The racecourse was designed by Rick to do what Waves do best, reach. It was a triangle with a small windward leeward at the end. The angles made for two full reaching legs.

Bringing the reach back into a Hobie course brings back a huge portion of fun factor. It's often been said that few places change on a reach, but in high winds with huge waves, places do change. Add to that the finesse required to drive a Hobie hard without pitchpoling equals pure boat speed. In addition, throw in ten other boats that are high or low of you, figure out who you're going to cover or who you are going to pass ... it's more like racing cars than sailboats.

The caveat to reaching is that it lends itself towards a parade. The boats that get the best starts tend to be the boats at the front of the pack and stay there, this could be



remedied by putting the windward/leeward course before the reaching legs.

Past Hobie Wave North American Champion Jim Glanden swept the stock class waves with eight bullets in twelve races. Rick White dominated the IWCA class.





year. It's rumored that HCA's own Matt Bounds will be PRO for the multihull course. If you are looking for a fun event that is in a resort town, come next year to the "Key West of the North West"!

Full results are available at http://www.yachtscoring.com/event/results_cumulative.cfm?eID=816



MIMI APPEL

Winds were strong on Friday, light to non-existent Saturday and moderate Sunday. The wave chop was either your best friend or worst enemy. The ferry/power boat traffic was harsh—typical Lake Erie.

The social scene was hopping with Mount Gay Rum sponsored

parties Friday and Saturday nights with an awesome band. It was heaven for the on site campers at the yacht club. Tons of super Hobie friends had a blast! Past HCANA Chairman Chris Wessels brought four boats from Iowa. One trailer, four boats and five people—thank God for conversion vans!

We made some new Hobie friends too. Newbies Roger and Charlene Davis from Milford, OH made fast friends with the Iowa group, the Birkholz family, Champ and Pat Glanden. Jack Woehrle from Put In Bay/Florida was one of the go-to guys, he could always be counted on to help with everything from sealing leaky boats to tips on the best local restaurants. Plus he finished second in the stock Wave class!

The Put-In-Bay group would like to see more Hobies next



MIMI APPEL



MIMI APPEL

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www.hcana.hobieclass.com



2013 Membership Form

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

Primary Member Information PLEASE PRINT LEGIBLY

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

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

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

Boats Owned / Sailed CHECK ALL THAT APPLY

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

Membership Categories

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

TOTAL ENCLOSED
(MAKE CHECK PAYABLE TO HCA-NA)

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Release of Liability - Waiver of Claims

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

SIGN	DATE

Send completed form with check or money order to:

HCA MEMBERSHIP

c/o Matt Bounds

3798 Damas Dr.

Commerce Twp., MI 48382

248-980-7931

hobiemembership@gmail.com



20TH HOBIE 16 WORLD CHAMPIONSHIPS

JERVIS BAY, NEW SOUTH WALES, AUSTRALIA
JANUARY 31 - FEBRUARY 15, 2014



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Become a fan

Mirage Tandem Island

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

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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.

