



 **HOTLINE**

FALL 2014 VOLUME 43 NO. 2

THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



**So what you gonna
do next summer?**

**Ditch the PlayStation[®]
Catch the best ride.**

 **HOBIE CAT[®]**



The Official Publication of the Hobie Class Association of North America

**FALL 2014
VOLUME 43, NUMBER 2**

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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.

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It is quite incredible the developments that have recently occurred in sailboat design and operation. Hull design is not just a function of buoyancy and fluid dynamics - hulls are becoming fuselages to support wings and foils and control surfaces. Also, sail development has reached a point where even soft sails can obtain the shape and long term durability of a wing. I won't even try to go into the electronic development such as computer control of wings and foil surfaces, graphics, tracking, GPS and communication. It is truly exciting to watch sailing move into this new era.

It may seem contradictory, but what this technical development has done is stimulate interest in sailing and, more specifically, interest in established classes. Advanced sailing could be compared to space exploration: extremely expensive, exciting to watch, and we can develop a sense of pride as it grows. There creates a sort of technical backlash because only a few may participate. Over the last year, however, many sailing classes, including Hobie Cat, have seen record breaking attendance at World and Regional championships. For existing sailors, participation in Hobie Cat Classes is totally realistic and attainable. A Hobie Cat is the solution for those individuals and families that want to step from the sidelines into the sailing realm.

The Hobie Class should focus on what **we** are and where **we** are going. **We** are the culture, the class, the manufacturer. **We** have the answer. Both locally and internationally, we are an enormous and ongoing player in the recreational community and we should share it. We are fortunate; we are the past and the future.

Have a Hobie Day!



TONY TRIBOLET

contents

features

- 16** **Mano à Mano**
The Hobie 17 North Americans
- 22** **Quality Trumps Quantity**
Hobie 18 Women's and Hobie 16 Trapseat North Americans
- 28** **The Gorge Delivers**
Hobie 18 / 20 North Americans
- 32** **Personal Profile**
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Contents – **Hobie Cat AUS, Jenny Everson, Paul Evenden, Jan Anderson**

Schedule – **Bruce Krupke**

Just In Off the Wire – **Boat US**

Hobie History – **Tim Lightfoot, Kristen King, Mike Walker, Bruce Krupke, John Bauldry, and Leo Hetzel**

Starting Tactics – **Matt Bounds, Hobie Cat Australasia**

Hobie 17 NACs – **Jenny Everson, Matt Bounds, Bridget Quatrone**

Women's & Trapseat NACs – **Paul Evenden**

Hobie 18/20 NACs - **Jan Anderson**

Andy Dinsdale – **Franck Tiffon, Christophe Launay, Jay Grant**

Regatta Reports – **Garland Ayscue, Darcy Porter, Kat Porter, Hobie Cat AUS, Wendy Larson, Danielle Podejko, Richard White and Bruce Krupke**

columns

- 7 Just in Off the Wire**
News and Notes
- 8 Hobie History**
Milestones in the Hobie Family
- 12 Tactics and Strategy**
Starting and Finishing at the Worlds
- 35 Regatta Reports**



resources

- 4 2014 Regatta Schedule**
- 6 2014 HCA Council Members and Contacts**
- 44 Hobie Youth Grants**
- 45 2015 HCA Membership Application**

on the cover

Andy Larson holds on downwind at the 17 NACs

Photo by Jenny Everson

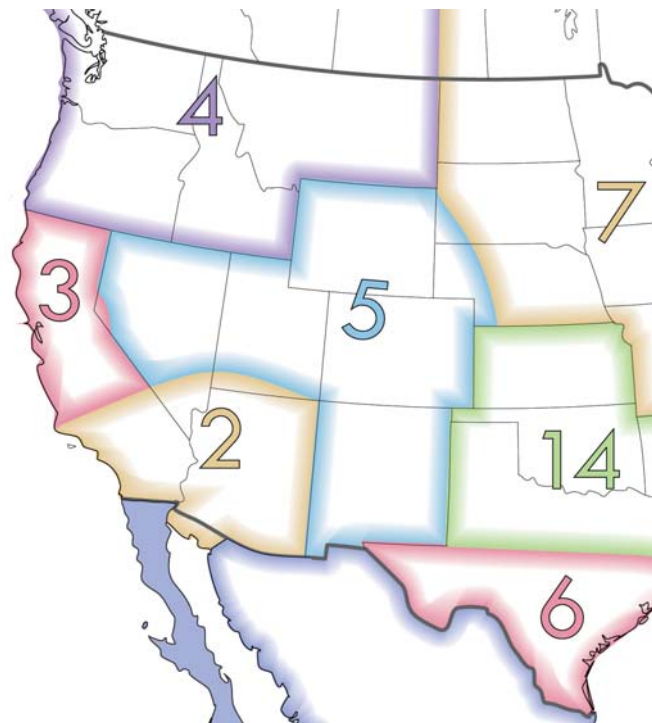


DIVISION 3

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
RYC	Oct 4-5	Division 3 Champs Richmond, CA	Gene Harris	510-612-2036 gene@pedrick.org
281 CPYC	Oct 18-19	Coyote Point Fun Regatta Eureka, CA	Bill Boyd	keboyd_4@yahoo.com

DIVISION 2

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
434	Sept 21-22	Big Bear Lake Big Bear, CA	Chris Dunn	909-336-7679 dunndl@charter.net
514	Oct 11-12	Piñata Regatta Puerto Peñasco, MEX	John Eger	jeger@cox.net
ABYC	Nov 22-23	Turkey Day Regatta Long Beach, CA	Alamitos Bay YC	abyc.org



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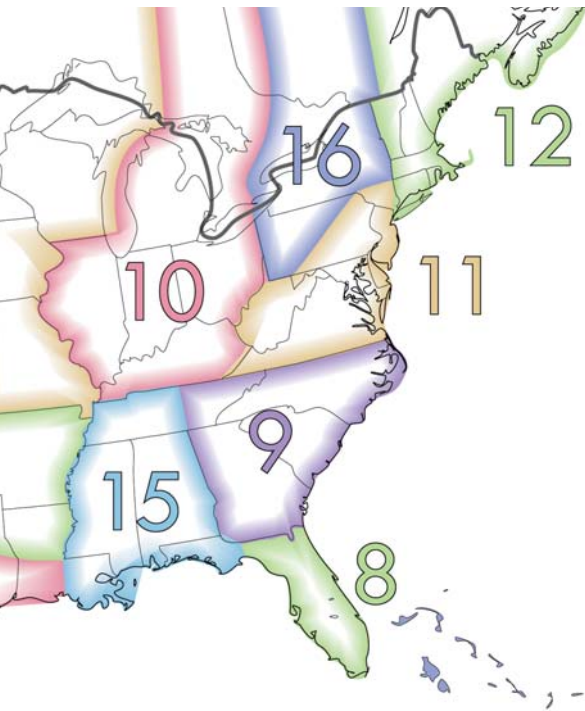
REGATTA LEGEND:

- Points Regatta** **Area Championship**
- Non-Points Regatta** **North American Championship**

DIVISION 14

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
25	Sept 20-21	Tulsa Cat Fight Keystone Lake, OK	Kenny McIntosh	918-232-7919 kmcintosh@rmi.net





DIVISION 11

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
HCANA Div 11	Sept 21-26	Hobie 16 North Americans Lewes, DE (Lewes YC)	Rich McVeigh	301-526-6046 mcveigh.rich@gmail.com

DIVISION 10

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
CRAM	Sept 20-21	Higgins Lake Regatta Roscommon, MI		www.cramsailing.org
CSYC	Oct 4-5	CRAM / CSYC Regatta II Crescent Sail YC, Detroit		www.cramsailing.org

DIVISION 9

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
LWSC	Oct 11-12	Indian Summer Regatta Lake Waccamaw, NC	Philippe Laurent	pbl@ideos.com

DIVISION 15

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
70	Oct 25-26	Shearwater Regatta Ocean Springs, MS	Joe Procreva OSYC	www.osyc.com

DIVISION 8

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
LESC	Oct 3-5	Wildcat Regatta Lake Eustis, FL		lakeeustissailingclub.org



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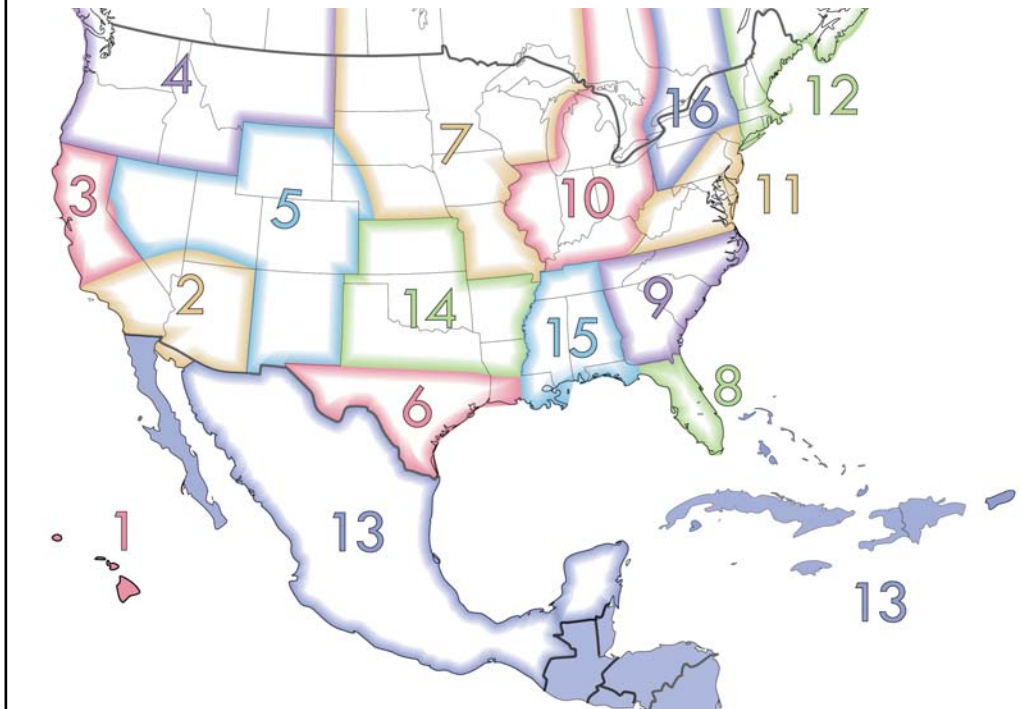
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News and Notes

Life Jacket Type Code Labels Go Away

In a move that's expected to benefit recreational boaters, on Oct. 22 the US Coast Guard will drop the current life jacket type code scheme — Type I, II, III, IV and V — that has been used for years to label and differentiate the types of life jackets and their specific use. Chris Edmonston, BoatUS Foundation for Boating Safety President and Chairman of the National Safe Boating Council, said, "The boating safety

life jacket designs, especially those made in other countries as US standards will be more 'harmonized,' initially Canada and eventually the European Union," said Edmonston. "Along with a wider variety, aligning our standards with those to our neighbor to the north and across the Atlantic will help reduce prices as manufacturers won't have to make products unique to the US market."



community believes this move by the Coast Guard will help lead the way toward more comfortable and innovative life jacket designs, help boaters stay on the right side of the law, lower costs, and save lives."

Explains Edmonston, "This type coding was unique to the United States, tended to confuse boaters, limited choice and increased the cost of life jackets." He says removing the type coding is a first step toward the adoption of new standards that will eventually simplify life jacket requirements for recreational boaters.

"This move is expected to lead to the introduction of new

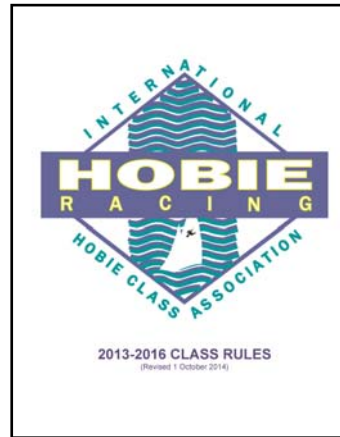
However, Edmonston cautions boaters must still abide by the current standards when using older life jackets marked with the Type I-V labeling, as they will remain legal for use. "We must continue to have a properly fitted life jacket for all aboard, and as always, you'll need to follow the label's instructions regardless of when it was made. Simply put, if you follow the label, you're following the law."

Life jackets will continue to be sold with the type code scheme until new labels can be designed, approved and enter the product pipeline. Full integration of US, Canadian and European standards is not expected until 2017.

Updated Class Rules

The International Hobie Class Association (IHCA) has issued an updated rule book which includes some minor changes. The most significant change is to the Hobie 16 class rules which states:

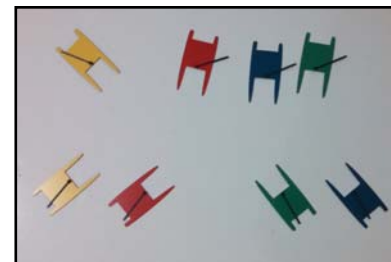
Trapeze wires shall be of stainless steel wire of not less than 2.38 mm diameter. The minimum length of the trapeze wire, including shackles, shall be from the bearing point on the mast tang to a point 1250 mm above the base of the mast extrusion. Adjustable systems may be attached to the trapeze wire shackled to the mast tang.



This change was made to close a loophole which some racers were using to have trapezes made from synthetic line. Download your updated IHCA Class Rules at: www.hobieclass.com/site/hobie/ihca/downloads/classrules/2014/RuleBook141001.pdf.

Situational Models

Hobie 16 shaped "protest" models are now available for \$5 each. Approximately 3.5" long, magnetic-backed, in four colors with an adjustable "sail", they are great for demonstrating rule situations and for protest hearings. Available individually or in sets. Other boat types (A-Class, F18, Hobie 17, 18 and 20 are available as well. Contact Matt Bounds (mattb@w1dm.com) for details.



HobieHistory

Milestones in the Hobie Family



Michelle Stacy

We lost a very dear and cherished Hobie sailor on March 19, 2014. Michelle Stacy battled ovarian cancer for about seven years and it finally took its toll on her earthly body. Michelle was a sailor with a Caribbean Soul, for she so loved the unique way that a body of water could be enjoyed from the helm of a sailboat. It is amazing to hear how many lives this woman was able to touch in her sixty years. An inspiration to so many. Her favorite saying was “everything happens for a reason.”

Michelle was not only a past Women’s National Champion on the Hobie 14, but a well versed sailor in all regards, and most importantly — a genuinely wonderful and kind woman. She touched countless lives and will be missed by so many. (Michelle was profiled as part of the “Texas Wildfire Tragedy” article in the Summer 2011 *HOTLINE*.)



Stella Mia Pinto-King

Marianna’s little sister was born on June 7, 2014 at 12:53 AM, measuring in at eight pounds, two ounces, 20 ¼ inches. Congratulations to proud parents Gustavo Pinto and Kristen King! Stella went to her first points regatta at the ripe old age of six weeks!



Then and Now ...

It only seems like yesterday that Sarah Bisesi was crewing for her dad, Pat at Madcatter (below) and the Ventura Hobie 16 North Americans.



But that was ten years ago ...



Now, Sarah’s a sophomore at St. John Fisher College and plays varsity field hockey. But she still finds time to race with her dad on Thursday nights!

A Surfer's Final Farewell

by John Bauldry

When I heard the news that Hobie Alter had passed, I was compelled deep inside to do something to honor his life and the significant contribution he made to the surfing and sailing communities. He has had a profound influence on my life and countless others. This is just one of an infinite number of stories and reflections about this humble man.

The name Hobie holds special meaning to me being a lifelong surfer and longtime cat sailor. We all know the stories and history...that he was of a founding generation that defined what it meant to be a Southern California surfer...on how he and Grubby (Gordon Clark of Clark Foam) tinkered with and perfected the first foam/fiberglass surfboard... that he opened the first surf shop ever in Dana Point...that he was the godfather of an enduring surf culture and surf industry that we know today...that when the afternoon waves were blown out he used his board building skills to create the iconic Hobie

14 to play in that afternoon wind...that he came up with the two 360 penalty turn (now a global standard in sailboat racing) so you didn't have to retire if you broke a rule. The list of his innovations and accomplishments goes on and on. He created the toys, invented ways to have fun with them, then shared the stoke with his friends...the "Hobie Way of Life." A way of life that many of us still try to emulate and live by to this day. The impact that Hobie had has changed the surfing and sailing worlds forever. As the saying goes...he started out shaping surfboards but he ended up shaping a culture.

As a last wish, Hobie wanted a traditional Hawaiian paddle-out. A paddle-out is the surfers' way of honoring fellow surfers who have died. Paddle-out



LEO HETZEL

Hobart Laidlaw Alter
1933-2014



JOHN BAULDRY

A Surfer's Final Farewell

ceremonies can be both religious and secular. They take place on land and in the surf where family and friends gather to honor the deceased. Typically after a traditional funeral service, everyone would gather at a designated beach. As a last request some surfers choose to have their cremated remains scattered on the water. The surf community then paddles out into the ocean in outriggers and on surfboards to where the water is calm, holding hands as they join together in a circle. Prayers are said, stories retold and favorite memories recounted. Then ashes are scattered into the middle of the circle followed by a colorful array of flowers and leis. It's only befitting that this iconic and visionary be given a true surfer's final farewell.

Many people believe that memorial paddle-out ceremonies are an ancient Hawaiian tradition but historians are firm in their belief that the Hawaiians traditionally buried their people on land. Paddle-outs really began with modern surf culture, first held in the early 20th century by "the beach boys" the men who taught surfing at the first tourist resorts in Waikiki. Paddle-outs began to show up on the mainland around 1920, then spread along with the sport of kings, especially after the movie Gidget came out in 1959. Then by the late 1970's if a surfers' circle was seen on the water it indicated someone had died. There have been many notable paddle-outs for surfing and non-surfing legends like Duke Kahanamoku, Eddie Aikau, Dale Velzy, Israel Kamakawiwo'ole, Jay

Moriarity and Andy Irons just to name a few. When I learned that there was going to be a memorial paddle-out for Hobie, I immediately booked a flight to the west coast. I wanted to be part of it knowing that the surfing and sailing worlds would converge in one place, at one point in time, to celebrate this man's legacy.

After landing at LAX, I picked up my favorite longboard, stored at my in-laws' house. This board was made by legendary surfer and Hobie peer, Reynolds "Renny" Yater. There is a direct connection here because in the mid 50's a young Renny used to shape and glass for Hobie, honing his skills before opening his own surf shop in Santa Barbara. Many other legendary board builders... Pat Curran, Mike Hynson, Larry Gordon, Con Colburn, Tom Morey and Terry Martin also got their start from Hobie... who originally learned the sacred craft from mentor Walter Hoffman around 1950. Pioneered by Hobie, these men helped solidify the foundation of surfing as we know it today. After strapping my board to the roof of the car, I made my way down I-5 and deep into southern Orange County...the epicenter of So Cal surfing.

Hobie's paddle-out took place just before sunset on Good Friday, April 18, 2014. The venue was the same as the 40th Anniversary Regatta - Doheny State Beach in Dana Point. The springtime coastal low clouds and fog had burned off to brilliant afternoon sunshine. Throngs of surfers, sailors and enthusiasts

from all over the world began arriving to pay homage and their final respects. Surf music filled the air from the PA system while classic cars and boards from surfing's golden era were on display. When the time drew near, over a thousand people had gathered round a large picture of Hobie sailing his 14 that was flanked on each side by several surfboards. Eric Keawe, a "Kahu" or Hawaiian priest, opened the Ho'okupu ceremony with traditional prayers and the singing of Aloha 'Oe.

Aloha 'Oe

by Queen Liliuokalani 1878

*Ha 'aheo ka ua i nā pali
Ke nihi a 'ela i ka nāhele
E hahai (uhai) ana paha i ka liko
Pua 'āhihi lehua o uka*

*Proudly swept the rain by the cliffs
As it glided through the trees
Still following ever the bud
The 'āhihi lehua of the vale*

Hui

*Aloha 'oe, aloha 'oe
E ke onaona noho i ka lipo
One fond embrace,
A ho'i a 'e au
Until we meet again*

Chorus

*Farewell to thee, farewell to thee
The charming one who dwells in the shaded bowers
One fond embrace,
'Ere I depart
Until we meet again*

*'O ka hali 'a aloha i hiki mai
Ke hone a 'e nei i
Ku'u manawa
'O 'oe nō ka 'u ipo aloha
A loko e hana nei*

*Sweet memories come back to me
Bringing fresh remembrances
Of the past
Dearest one, yes, you are mine own
From you, true love shall never depart*

*Maopopo ku 'u 'ike i ka nani
Nā pua rose o Maunawili
I laila hia 'ia nā manu
Miki 'ala i ka nani o ka lipo*

*I have seen and watched your loveliness
The sweet rose of Maunawili
And 'tis there the birds of love dwell
And sip the honey from your lips*



The ceremony ended after another singing of Aloha 'Oe. I then paddled closer to the 14, removed the purple (to signify royalty) and white (to signify purity) orchid lei from around my neck and tossed it into the water along with the other floral tributes. To me Hobie was royalty in the surfing world and the lifestyle he created is still in its purest form. After a moment of silence I turned toward shore and slowly paddled back in. When I got to the line-up, I as well as many other surfers caught one last wave to the beach

The Kahu then announced the procession to the water's edge to be led by the Alter family. Earlier in the day, the family held a private ceremony where Hobie's ashes were scattered across the ocean he loved. I followed in the procession to the water, waded across the rocky bottom and then paddled out to an anchored Hobie 14 just outside the breaking waves. The 14 was the focal point of the ceremony and was Hobie's #4 boat with one of his boards laying across the trampoline adorned with flowers. There I was joined by a flotilla of all his namesake watercraft... cats, kayaks, SUPs and surfboards along with larger sail and power boats including the sister 60 foot power cat to the Katie Sue. The sheer number of people in the water was so large that a traditional circle was not really feasible. Instead everyone found an open space as close to the 14 as possible, facing toward the boat and the nearby outrigger canoes. Thousands more watched from the beach, the marina breakwater and the bluffs overlooking Doheny.

in Hobie's honor. Once back onshore, we gathered back at the stage area, where we shared stories and remembrances about Hobie, celebrating his life as the sun dipped below the horizon into the calm waters of the Pacific.

Aloha 'Oe Hobie Mahalo nui loa E ho'omaha me ka maluhia
 Farewell Hobie. Thank you for everything. May you rest in peace.

The on the water ceremony started with a prayer in the form of a Hawaiian song by the Kahu who was standing in an outrigger canoe. The Alter family in other outrigger canoes (except for Jeff and Hobie Jr., they were on surfboards) then released the soil brought from Hawaii, ocean water and sand from Waikiki Beach and rock salt, which represented the purification of one's soul, body and life. Then with his arms raised high the Kahu yelled "paddles up" and everyone hooted and splashed water toward the sky. On the outside perimeter of the gathering was the Orange County Harbor Patrol boat spraying their water cannon skyward creating a rainbow in the mist.



tacticsandstrategy

Starting and Finishing at the Worlds

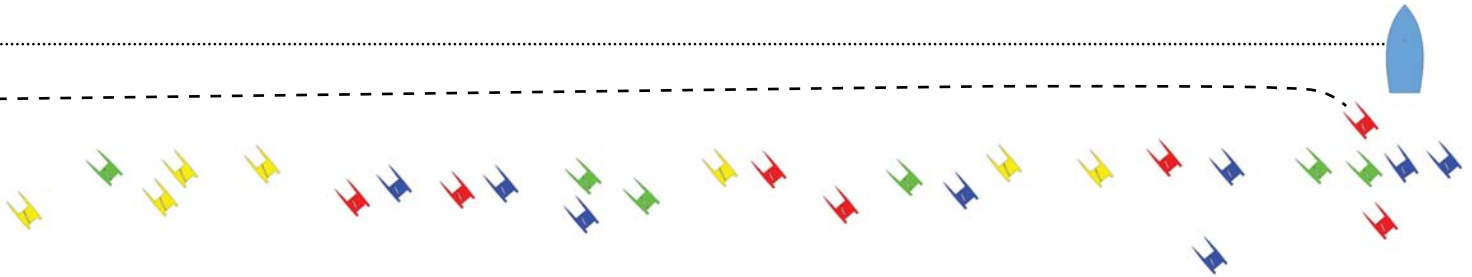
By Matt Bounds

Photos by Hobie Cat Australasia

Three guys in a 16 foot RIB, nicknamed the “Rubber Office.” For sixteen days, from 8 AM to 5 PM almost every day. Over eighty starts and almost as many finishes. Through blazing sun, nuclear wind, rain, cold and a fire on the boat (don’t ask!). That was my 2014 Hobie 16 Worlds experience on the pin boat in Australia. Despite all that, we had the best seats in the house to watch some of the finest Hobie 16 sailors get great – and some not-so-great – starts. It was a unique position, especially since the left side was almost always favored and the pin was the place to be at the start. After a while, we started noticing some distinctive strategies employed by a few top competitors. . .



This was our view - for sixteen days and over eighty starts. After a while, we felt like people were aiming for us. Turns out, they were.



The Blaine Dodds “Black Flag Dip Start”

Wait a minute! You can’t dip start on a black flag! Well, technically, you can. RRS 30.3, the “Black Flag Rule” says,

If a black flag has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing, even if the race is restarted or resailed, but not if it is postponed or abandoned before the starting signal.

Most people will hang way back off the line on a black flag start, fearful of being disqualified before the race even begins. This presents an opportunity that we watched Blaine Dodds take advantage of time and again. The diagram above (which is drawn to scale) shows what he would do.

Blaine would hang out to windward of the signal boat and duck in more than a minute before the start (ballsy), or cut in behind the signal boat (much safer) with about 50 seconds to go. He’d sit there, like he was going to start at the signal boat. But with about 45 seconds to go, he would bear off and reach down the gap below the line at full speed. He would find a sag in the line-up about 50 meters up from the pin, do a hard stop, then with about five seconds to go, pull the trigger and take off.

To do this without being BFD (black flag disqualified), you need a very good line transit (sight) so you know exactly where the line is. You also need exquisite timing, so that you know when it’s OK to go. A Hobie 16, reaching at 12 kts, covers 6.2 meters a second, so to travel 350 meters down the line takes almost a minute. You also need the ability to bring the

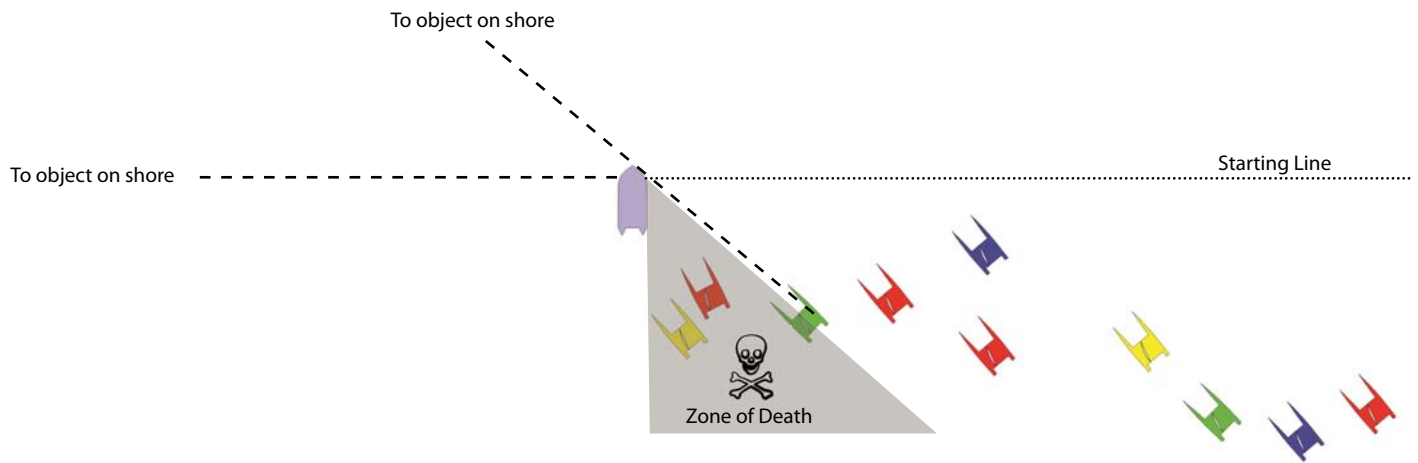
boat to a full stop quickly if you run out of room. It doesn’t always work – Blaine did pick up a BFD in one race when he pulled the trigger a bit too soon. But he did end up second in the Worlds Masters and had five top-10 finishes in the Open Worlds, placing 27th overall.

Now, most of us rarely see a black flag outside of the Worlds or a North American Championship. So how does this help us? The same technique can be used with an I-flag start (one-minute rule / around the ends), and it can be used for a standard dip start when the pin is favored. One of the tricks of winning the pin end of the line is not to get there too early, because you’ll bring a lot of company down with you. This technique lets you pounce on a gap in the last few seconds without getting sucked into the pileup on the pin itself. You still need a good line sight and the ability to bring the boat to a quick stop, but this is a great starting technique when the pin is favored.

Speaking of line sights, we also watched another competitor set up for the pin with multiple transits . . .

Look at the gap left by the fleet in this black flag start!





The Jason Waterhouse Double Pin Sight

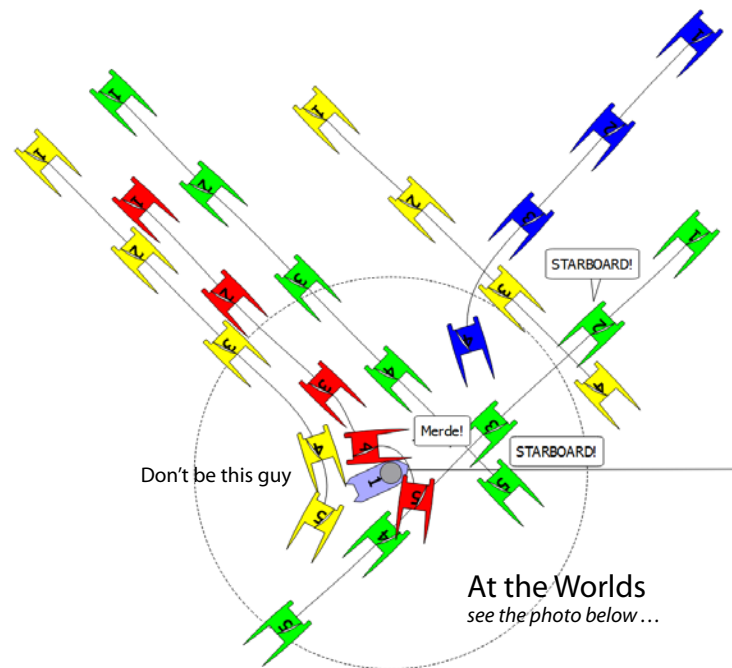
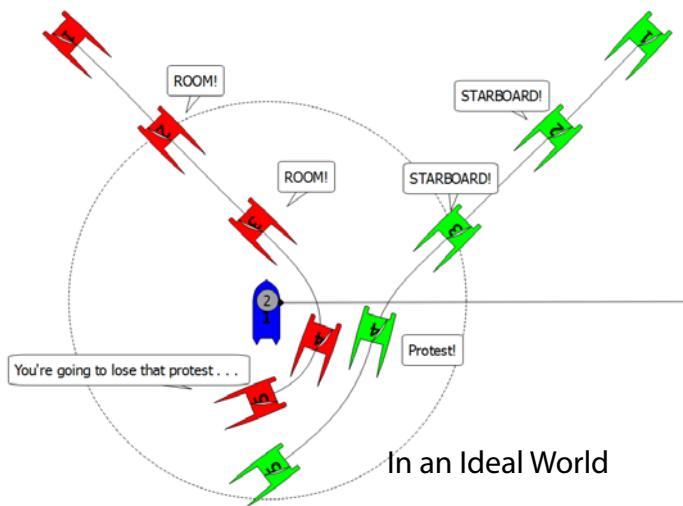
In several races, we watched Jason Waterhouse sail down the line with about two minutes to go before the start. He would be about 10 meters behind the line and would pull up short of the pin by about the same amount. After pausing a few seconds, he would sail upwind, sometimes ducking the pin boat, tack on to port, sail back towards the signal boat and then jibe into a spot about a third of the way up the line. He'd end up starting near the pin, neatly avoiding the pileup that almost always happened. A couple of times, we saw him jibe away from the line with less than 15 seconds to go, and go off on port for a bit before tacking back to starboard. What was he doing?

It took us a while, but we finally figured it out. When you start at the pin, there's a "Zone of Death," where, no matter how hard you pinch, you're not

going to cross the line cleanly, especially with a herd of boats rolling by like a freight train above you. Jason was getting a second line sight so that he knew when he was close to the zone so he could bail out quickly – which he did those couple of times when he jibed away. Other sailors would stay in the zone, praying for the miracle that never came, and got horrible starts or worse – hit the pin boat.

In bigger fleets, when the pin end is favored or the left side is the way to go, there will be a crush of boats at the pin. Only one or two boats will make it out of that mess with a decent start. It's a much higher percentage strategy to start a few boatlengths up from the pin, avoiding the traffic jam. The second line sight can help you avoid the Zone of Death and get that good start at the pin.





Finish Line Follies

The flip side of watching the start was being in the line of fire as the pin boat for the finishes. In contrast to the start line that was over 400 meters long, the finish line was only 50 to 75 meters long. Fifty-six boats would pour through the line, usually in less than five minutes. That's one about every **five** seconds – on average. In actuality, they came in groups – and sometimes the groups on starboard intersected the groups on port at the pin. A surprising number of competitors on starboard forgot that the boats on port were entitled to room at the pin – and a surprising number of competitors on port allowed themselves to be bluffed into not taking the room they were owed. Hilarity ensued.

To recap the right of way rules at the finish – the finish line works just like a gate rounding. At the pin, a boat on port is, by definition, overlapped with a boat on starboard. When either one of them enters the three-boat-length zone, the outside boat (on starboard) must give the inside boat (on port) *mark room* (rule 18.2(b)). *Mark room* is the *room* for a boat to leave a mark on the required side. It includes *room* to sail to the mark when her proper course is to sail close to it, and *room* to round the mark as necessary to sail the course.

In practical purposes, that means that the port boat is allowed to finish, but must stay close to the mark (jibe on to starboard) as the boats pass the mark. Where it gets really fun is when there's a parade of port boats coming in to the pin and **all** the starboard boats must give them room. The hilarity that frequently ensued at the Worlds involved collisions with the pin boat, one of which spun the boat sideways when the port boat managed to hook our anchor line (weighted straight down) and caused several boats to miss the finish line completely. There's no recourse for missing the line – you have to come back upwind and finish properly.

So, remember your rights at the finish line, and even through the hail isn't required, yell, "ROOM!" early when you're coming in on port at the pin. You may get answered with, "STARBOARD!" – but it doesn't matter – they are obligated to give you mark room. If you don't get it, head up, go behind them (don't miss the finish line!) and don't forget to say the magic word – "PROTEST!"



feature



PHOTO BY JENNY EVERSON

Hobie 17
North
Americans

MAND ← **À MAND**



Getting back to North Cape
was only the beginning . . .

MAND À MAND

means literally “hand-to-hand” in Spanish, as in unarmed combat. However in its modern incarnation the term is used in any scenario where

two (usually male) individuals are going to have some sort of competition. So it was with the 2014 Hobie 17 North American Championships, sailed off the beach at North Cape Yacht Club in LaSalle, MI. The competition exemplified the “fierce competition among friends” that is trademark of the Hobie Class. Ultimately, the winner would not be decided until the last race, the fourteenth of the competition.

It was not the first time the 17s had been at NCYC (the 1996 Continentals were at the same venue), and with the coincidental thirtieth anniversary of the 17s introduction and the premiere of the movie *Back to the Future*, a “Back to the North Cape” theme was adopted. But there were many other themes that would surface throughout the week-long series.

Practice Day - A sign of things to come

The first day of sailing saw practice racing in a 15 kt. easterly on Lake Erie that kicked up a short period, five foot chop, testing racers upwind and making downwind legs a surf-fest. Former North American champion Matt Bounds “won” the first two races, but being superstitious, did not actually cross the finish line (it’s bad luck to win practice races). Current North American champion Phil Collins was a close second in both races, and won the third race when Matt went to the beach. The start line was only a couple hundred

yards off the beach and many other competitors chose to watch the show from the safety of North Cape YC’s extensive beach, rather than brave the onshore wind and surf.

Day 1 – Mayfly Day

Storms were predicted overnight and into the morning, but the weatherman was wrong in a good way – the day dawned clear, sunny – and humid. We went from spring to summer in one day. Not only was it hot and humid, but the mayfly hatch was in full swing – and there were millions

of them this morning. The east wind kept them mostly away on Day 1, but the light southwesterly this morning allowed them to collect in piles around every streetlight, and they were stuck to nearly every surface in the lee of the wind. A gas-powered leaf blower was used to clear them away from the club entrance.

After a brief postponement, the 18 boat fleet was underway in their first race at 11:35 in an eight-knot westerly. Three races were completed in fluky, variable winds of mostly less than 10 kts that had most sailors pulling out what little hair they had left. Each race had a different winner, including John Bauldry, who is returning to the class after a 12-year absence. However, today was the “Phil and Dan Show” as current North American Champion Phil Collins and former North American champion Dan Borg each won the other two races. They were tied for first place with 6 points; Stephen Acquart was in third and Bart Beck in fourth.

Day 2 – Fat Boy Day

The day dawned hot and muggy, with a chance of severe storms in the afternoon. A fresh sou’westerly kept the mayflies out over Lake Erie and promised a heavy air day on the water. The High Performance Fat Boys were salivating at the opportunity.

The signal boat set up over a mile offshore, and the competitors left the beach for a quick six minute reach out for the first warning at 10 AM. The first race started right on time in about 15 kts., but the wind quickly built up to the mid-20s with gust above 30 kts. The wheels started to come off – at one time, a third of the fleet was pointy-side down. Former North American champion Matt Bounds led around the course to take what turned out to be the only race of the day. The RC wisely sent the fleet to the beach to see if the wind would lie down before the predicted storms in the late afternoon. It didn’t, and AP over A (done for the day) was displayed at 1 PM.

With four races completed, the fleet now gets to throw out their worst score. Dan Borg led with five points; Phil Collins was second with six; Matt Bounds was third with 11 points.

The competitors spent the afternoon anchoring their boats down in preparation for the coming storms and gathered around the cooler to sample the large selection of Michigan craft beers provided by the event organizer.





JENNY EVERSON



JENNY EVERSON



JENNY EVERSON



JENNY EVERSON



BRIDGET QUATRONE

Day 3 – Don't fool with Mother Nature

Thunder and lightning greeted the competitors early on the morning of day three of the Hobie 17 North Americans. At daybreak, the rain had stopped, but an impressive shelf cloud lowered over the venue – a vivid reminder of the threat of tornadoes.

Despite the threatening weather (the bulk of it stayed to the north), after a 40 minute on-shore postponement, the fleet headed out in a 9 kt. sou'easterly and a nasty three foot chop left over from the passing storms. The chop made starboard tack difficult – the 17 is an underpowered boat, and there was a lot of hobby-horsing going on.

The first attempt at a start resulted in a crush at the pin and a last-second postponement. The second attempt resulted in a clean start, with John Bauldry



MATT BOUNDS

taking the pin. The wind went persistently left during the race, making that side pay off on every weather leg. Halfway up the first weather leg, the wind built to trapezing, which made the chop less of an issue. Matt Bounds led around almost every mark, but Canadian Dan Borg ground him down on the offwind legs, taking the race by a boat length.

The second race was similar to the first, with the left side paying off and Matt Bounds leading around every mark – except the finish, when Dan Borg slipped in to take the win. Phil Collins was fourth in the first race (his throwout) and third in the second.

At the conclusion of the second race, the wind had softened considerably, and with a line of thunderstorms marching across Michigan, PRO Steve Harris sent the fleet to the beach to hunker down under the beach canopy and put a dent in contents of the beer cooler.

Day 4 – Moving Day

The penultimate day of most events is termed “moving day” – it’s usually the last day that positions can change significantly. Day four of the Hobie 17 North Americans would be more appropriately titled, “the battle of the North American Champions,” as current and former NAC winners fought it out for the top three positions on Lake Erie.

The day started a bit dreary, with overcast skies and limited visibility. Rain showers were still lurking over Lake Erie. However, a 10 – 12 knot nor’easterly filled in, promising excellent racing. The fleet headed out into the murk for a 10 AM warning signal.

Race 7 started with the wind at 025°, with a prediction for right shifts all day. Phil Collins and Matt Bounds fought it out for first place throughout the race (Phil got the bullet). Dan Borg was very close third – too close for Matt and Phil.

Race 8 was nearly a repeat of race 7, but Matt Bounds led nearly wire-to-wire and was able to hold off Dan Borg downwind to take the bullet. Phil Collins pulled up in third. The wind continued to shift right, making that side the favored way to go. There were huge rollers downwind that allowed the competitors to get some serious surfing in on their way back to the gate.

Race 9 saw the wind out of due east and Matt Bounds led all the way around. Phil Collins was second and John Bauldry slipped into third, giving Dan his throwout (a fourth).

By Race 10, the competitors were beginning to get visibly tired. Tacks were blown, mark roundings were sloppy and the aggression level at the start was noticeably less. The wind had lightened to marginal trapezing for the big guys and the chop and big rollers

were still there – starboard tack was especially challenging. Dan Borg led handily all the way around the course, with Matt and Phil finishing up the top three. At the conclusion of that race,

most of the competitors were completely knackered, and PRO Steve Harris sent them into the beach, even though it was only 2 PM.

That night, the competitors retired to Tony Packo’s, a Toledo institution for libations and their famous chili and hot dogs. The regatta was able to pick up the tab for dinner, giving the guys an extra bonus for their registration dollars.

Friday’s racing was shaping up to be an epic battle between series leader Dan Borg (with 16 points) and Matt Bounds and Phil Collins (who were tied with 21 points each).

Day 5 – Too Close to Call

Nobody could have predicted what happened on the last day of the Hobie 17 North Americans. Like Thursday, the day started dreary, with overcast skies. Rain showers were making their way across Michigan and promised to get the sailors wetter than they would be already, since there was already a 16 kt. breeze (gusts to 21) out of the east. The wind had a fetch of over 100 miles across Lake Erie, kicking up a 3-4 foot chop on top of big, rolling waves. The first challenge of the day would be just getting off the beach into the onshore wind and surf. Dan Borg was first off the beach – almost as bad a jinx as winning the practice race. The rest of the fleet followed shortly thereafter, generally without incident, but it was tiring, especially after the four races the day before.

Race 11 started right on time at 10:05 AM with the wind locked in at 095°. John Bauldry took the pin with Phil on his hip and both put their height and weight to good use to lead the fleet around the course. The wind/waves were so big, you could point the boat nearly dead downwind and have enough



speed to catch the waves. It took eight minutes to get the weather mark, but only six minutes to get back to the gate. Phil got the win, John was second and Dan filled out the top three. Matt had traveler issues at the start, got flushed out to the right side of the course, then lost his footing on the wing in the big waves and nearly capsized. He rounded the first weather mark in the back half of the fleet, but fought back to fifth. It looked like the battle for the North American Championship would be between Dan and Phil.

Race 12 was a bit of déjà vu, with John Bauldry again on the pin, Phil on his hip, then Bill Kast and Matt. An individual recall sounded; John, Bill and others peeled off to return. The X-ray flag remained flying. Phil's worst score was a 4, so he kept going. With a big point spread between 3rd and 4th, Matt had nothing to lose (except a chance at first), so he kept going, too. It turned into an epic battle between the good friends, with the lead changing several times during the race. Matt eventually took the bullet over Phil by only half a boat length when he caught a wave at the finish line. Neither was OCS, so the scores stuck. Stuart Hill was third; Bill Kast was fourth and Dan ended up fifth (which would end up being his throwout).

In the 13th race, Dan and Phil mixed it up at the signal boat, leaving Matt, Bill Kast and John Bauldry to the pin. Bill led around the weather mark, but Matt was able to pass him downwind for another bullet. Phil would eventually pass Bill for second place. Dan ended up fourth. The rain had arrived, and the wind was beginning to slack off a bit.

Have you been keeping track of the scores? The sailors had lost track, too.

By Race 14, many competitors had had enough of the wind, waves and rain, so they headed in. With no races to start after 2 PM, everyone knew that this would be the last race. John Bauldry had gone in, so the pin was free for a change. Matt took the pin and just bolted out on the fleet, leading the whole race by a wide margin. He thought that despite winning the last three races, his fifth in race 11 had relegated him to third place overall. But John Hooper on the race committee was keeping track. When Matt finished, John yelled, "Wait! Watch!" Phil Collins and Bill Kast were having an epic jibing duel coming down to the finish line. Matt didn't know it at the time, but the outcome of that duel would determine the

championship. When Bill finished ahead of Phil (for the first time all week), Matt and Phil were tied with 29 points each; Dan finished 4th in race 14 and ended up with 31 points. The tie-breaker would be on the number of first place finishes – Matt had 6; Phil had 3. Matt would be the winner of his third Hobie 17 North American Championship.

However, none of the competitors knew that – they just knew they had to help each other get up the beach in breaking surf. The photo that shows both Phil and Matt, still dressed in their sailing gear, helping Stuart Hill haul his boat up the beach exemplifies the Hobie 17 class – which truly epitomizes the Hobie Way of Life – "Fierce competition among friends."



BRIDGET QUATRONE

Many thanks go to North Cape Yacht Club, for being such accommodating hosts; Beverly Collins and Bridget Quatrone, for helping us get on and off the beach; the race committee – PRO Steve Harris, John Hooper, Barbara Shaffer, Steven Attard, Kathleen Acquart, Denny Dieball, NCYC Commodore Rich Cherry, Mike Scott, Dave Snider, Jim and Chris Davis; and the crew that kept us fed - Laurie Bounds, Leslie Hill and Julie Wilson; Jim Glanden for the trophies (created from a dead cherry tree in Matt Bounds' yard) and Tom Burnley for delivering them to the venue.

Special thanks to Hobie Cat Worldwide, Jim's Sailing Center (Des Moines, IA), Avon Sails (Rochester Hills, MI), Salty Dog Marine, and Whirlwind Sails for providing raffle swag and general support.

Most of all, thanks to the competitors for coming out to play. Full results can be found at: www.regattanetwork.com/clubmgmt/applet_regatta_results.php?regatta_id=8311

feature

Quality

trumps

Quantity



The Hobie 18 Women's and Trapseat North American Championships

Story by Gillian Thomson
Photos by Paul Evenden





Quality always trumps quantity. And so it came as no surprise that the hardest fought competition in both championship fleets were side by side in race number one, and front to back in the 13th and final race. It is not that the rest of the sailors were unskilled (significant international accomplishments say otherwise), it was just that the top two in each fleet seemed to be sailing their own separate regatta.

The 2014 Hobie 18 Women's and Hobie 16 Trapseat North American championships were held in Kelowna, British Columbia, Canada, at the end of June. Kelowna is the recreational epicenter of Canada as it has six ski resorts, 140 wineries, 100 golf courses, nine yacht and sailing clubs, countless beaches, and dozens of mountain lakes in the Okanagan Valley that it calls home. The sponsoring club, the Central Okanagan Sailing Association (COSA) has one of the world's largest sailing schools (plus 2500 annual participants), and has been the chosen site for eight level 1 and 2 ISAF championship regattas in the past decade. COSA also has some of the best women sailors on the continent, and has significant experience in adapting sailboats for joint use by both able and disabled sailors. This later skill was important for the Trapseat event as all skippers were wheelchair bound while crews bordered on the acrobatic.



The training camp, taught by former Hobie 18 Canadian National Champion Devin Rubadeau, provided an opportunity for 17 teams to improve their catamaran racing skills. After a few dozen laps around a short course, the beach captains helped put the boats away for an evening of introductions, Memphis Blues BBQ, and recording artist Pappa Dawg. The evening gave way to nightfall and the campfire of the party hardy California contingent.

Day one of racing was signalled by a weather change with light shifty morning winds. Four races were completed before the abandonment flag sent everyone back to shore. The organizers arranged an Italian dinner so each team paid appropriate attention to their personalized (and life-jacketed) Chianti wine bottle before dinner. Entertainment that night was Jaxon Jensen, a 16 year old opera singer who treated the crowd with Mozart, Rigalleto, and Puccini.

Day two of racing looked like a repeat of day one, with the top two sets of competitors pulling away from the pack. In the Trapseat 16 competition, Danny McCoy of Toronto, Ontario, and Larry Robinson of White Rock, BC, looked unbeatable. But a few bottles of wine later, their closest competitors, Ken Kelly of Victoria, BC, and Alan Wright of Kelowna vowed to even the score. A sober and thoughtful Bob Jones of Seattle, and Bob Johnson of Dallas quietly plotted their own comeuppance for the reigning world champions.

Two tables away the Kansas team of Chris Bradshaw and Seri Taha held a two point lead over locals Gillian Thomson and Ruth Branscombe. Using social skills the boy boats could never appreciate, they engaged in polite conversation over Greek dinner and Paul Evenden's Newfie love songs. Everyone agreed that he sounded Greek to them.

Day three got under way at precisely 10:00 am to steady 11 knot winds. Races went back to back to back as the full daily schedule of five races were completed by 1:30 pm. Said PRO Ron Rubadeau, "It's the kind of wind that makes any race committee look intelligent." The course was technical as the shoreline was intentionally used as an obstruction. Additionally all competitors had to finish all races on all days downwind in front of the COSA main dock. As a result racing was close and every racer got a huge cheer and applause from family, friends, and observers.

In near perfect conditions McCoy and Robinson scored a handful of firsts to capture the Trapseat event over Kelly and Wright, while the Thomson and Branscombe team captured two firsts but needed a full day sweep to defeat Bradshaw and Taha in the Hobie 18 women's event.

As with all COSA events, trophies were presented precisely at 2:30 pm. Some competitors complained that they didn't have time for a hair wash and make up, while it was clear that others were not going to improve no matter how much skin product was applied. All competitors received a personalized club burgee, while top Trapseat competitors received a hand-crafted pen and top women's competitors, received jewelry from internationally acclaimed artist Bob Dow Reid.

Twenty four hours later, most competitors were on their way home. Camp California continued their cross country adventure while the motor home condo people from Seattle, Vancouver, and Oregon were taking a final winery tour. For four days, more than 50 volunteers were on hand to cook, transfer sailors from wheel chairs to boats, run races, sort recycling, put up tents and take tents down, haul furniture, install trapseats, and collect a small mountain of garbage. And while it was a lot of work, it is events such as these that keep clubs like ours vibrant, strong, and committed to hosting major regattas. If the truth were known however, every member of COSA loves the hard work, if only to show off the beauty of the club and surrounding areas to friends from far away. It's a small club, but quality always trumps quantity.



feature

The Gorge De

The 2014 Hobie 18 / Hobie 20 North Americans

STORY BY LAURA SULLIVAN AND PETER NELSON
PHOTOS BY JAN ANDERSON

elivers



Hi, I'd like to order a North American

Sure - what would you like with your North American Championship?

Water

One of the many things the Pacific Northwest is known for is water.

The phone rang and the great state of California, which is experiencing a serious drought, called because Huntington Lake, CA – the site of the Hobie 18 / 20 North American Championship was *70 feet* below normal. The first question that was asked was, “Do you have any water?” A confident, “Yes” was the response.



Location

The second question was, “Would you be able to take on the Hobie 18 / 20 North American Championship?”. A timid “uh....yes” came after that.

The challenge was on.

We thought it best to hold to the existing dates as sailors had already scheduled their vacation and had their plans and hearts set on sailing August 4th-8th. That meant we had approximately 90 days to pull it together.



We picked the site with a reputation for having a breeze, somewhere as close to California as possible to have less impact on everyone's travel. Cascade Locks, Columbia Gorge, Oregon was selected as the new location.

Wind

The Columbia River Gorge is known for its high winds. But the sailors convening on Cascade Locks were greeted with an unexpected surprise – puffs! Everyone expected the 20+ knots, but no one saw the 10-15k gusts coming down the Gorge.

Due to the reputation of the Columbia Gorge (fourth windiest spot in the world), a wind limit of 20 knots was put on the event. Monday racing began at 10:00 am and ended at noon. By then, it was over 20 knots with current and waves (wind against waves and current).



an Championship for delivery . . .

Organization

The Columbia Gorge Racing Association (CGRA) handles the races out of Cascade Locks, which has been a site for numerous world and national events. They're prepared to handle anything and everything. They have boats, people and equipment along with a list of great sponsors, and people within their organization to help in all aspect regatta management.

They were already pretty booked with summer events, however, we were able to squeeze us into the calendar, like bookends – and event on the front end, and another event on the backend.

Race Management

The CGRA personnel were pretty tired with back to back events – along with their day jobs. So we enlisted the help of our supreme Hobie Division 4 volunteers – Race Committee and chase support. We have a wealth of talent and generosity here in the Pacific Northwest. John Culter - hailing from Canada - was our International Race Officer (IRO), who did a great job getting the most out of the conditions that were dealt to us that week. Our chase support and mark set volunteers reign supreme on the water - who we trusted with my lives. They came prepared to support the event – not just to watch a great show of extreme sailing.

Fun

Tuesday was a blow-out. Too much wind from the get-go. John Culter - instead of stringing us along, having us wait on the beach forever, cancelled the races for the day. It gave us a chance to see the sites or play in a different way for the day. Some went to visit the nearby waterfalls, some went hiking, and others went for scenic bike rides, others scampered off to watch some world class windsurfing.

Four other Hobie sailors decided, the breeze was more manageable by putting a few more sailors onboard a Hobie 18, in 20+ knots of breeze, and take it out for some high-wind knee boarding. One driving, two on the wire, and one knee boarding. We're pretty sure it wasn't engineered with that in



mind, however, the sailors and boat all came back intact – grinning from ear to ear. Chase support was standing by all the while.

Wednesday started the same way with over 20 knots at 8:00 AM. It's a building breeze throughout the day as the thermal kicks in. CGRA advised us that the wind could lay down in the late afternoon, so it was decided to reconvene at 4 PM for a late afternoon / early evening sail. Sailors returned to the venue to find a dying breeze and raced four more races in 12-16k. This was the most pleasant sailing of the whole week – with the sun going down behind the mountains on one shore, and the moon coming up over the mountains on the other.

Food

On shore sailors were treated to two catered dinners and a homemade dinner that were fresh, nutritious, and featured Northwest favorites of salmon, seafood, berries, and micro-brews!

A Pacific Northwest tradition of Cioppino (seafood stew) was served after racing. As sailors de-rigged in the evening twilight on Wednesday, the cioppino dinner party lasted well into the evening. Ravenous sailors were mopping up their gruel a little after 11 PM. The next race was on – to sleep hard, and sleep fast as the first shape for the next day was at 8 AM.

Monday night's Welcome Party was sponsored by West Coast Sailing and was catered by Kam & Kam, who served a varietable feast of delicious food. Friday's dinner was also prepared by Kam & Kam Catering out of Portland. It was by far, the most delicious, well prepared meal ever devoured at any North American or World event.

Youth Sailors

Worth noting were the number of youth sailors in attendance. The all-youth team of Ben Brown and Andrew Wilkinson finished third in the 20 fleet, John Ped and Abby Peterson finished a close seventh and Alexandra Edgar with Doug Weston at fourteenth in the 18s. Several other youth teamed up to crew on boats. When the youth weren't racing it was fun to watch them wake board off the back of a Hobie 18 or jump off a nearby bridge!

John Ped entered this event as a sixteen year old, who had never sailed a Hobie 18 and had never sailed

with his crew Abby Peterson. The conditions were challenging with big wind, current and wind against waves – as the photos attest to. They had a great regatta – sailing in fine form.

Tactics

The Oregon shore provided flatter water and maybe that occasional port-tack lift to the weather mark. But it also came with a price – large gusts rolling off Bonneville Dam wreaking havoc on unaware skippers.

The middle of the river provided steadier breeze but also had bigger chop to fight the plumb bows of the 18s and 20s through. And the Washington shore offered strong current for those wanting to ride the conveyor belt, but often had lighter, albeit even steadier, breeze together with big sea. So the sailors were left to pick their poison!

With a positive, 0.5kt current at the line, it was surprising there weren't more boats called OCS.

Most crews chose the short starboard tack off the start line to the

Oregon shore and the flatter waters for their first tack. But from there the race to the weather mark was on! Dodging sternwheelers and barges entered the mix in one race as a passing barge shortened the starboard layline to five boat lengths!

The racing was intense and included many battles up and down the fleet. The downwind runs in the puffs put permanent grins on all of the competitors!





Competition

Scott & Kathy Erwin from California got off to an early lead, posting a 3-3-1 the first day in the 18 fleet. In the Hobie 20s, defending champions Mark



and Tiffany Lewis served notice early by posting a 2-1-1. With too much wind on Tuesday, the sailors got a chance to collect their thoughts on approaching this Gorge beast, and also repair boats!

On Wednesday, Lewis/Lewis continued their domination in the 20s with straight bullets – a theme they wouldn't deviate from until

the final race! In the 18s, Erwin/Erwin continued to hold a slim lead over Sohn/Krause and Nelson/Sullivan. Marshack/Breed showed why they are past multi-champions with commanding speed. But two downwind capsize while easily leading the pack – one just 10 boat lengths from the finish – threw them down the score sheet.

The committee hooked into the same evening racing program Thursday, and started the first of 3 more races at 5 PM. Sohn and Marshack turned on the afterburners. Nelson slid with a couple of flips, but Erwin wasn't ready to give up. By Thursday evening Marshack had taken over the third spot even with two throwouts, while Sohn and Erwin were deadlocked in a tie. It would all come down to Friday's racing.

With a 2 PM deadline on starting, the committee called boats off the beach at 8 AM Friday morning for two more races. Jim Sohn and Becca Krause cruised to a(nother) convincing victory with a 1-2. Erwin/

Erwin held on to second and Marshack/Breed third. In the 20s, the Brown brothers – Nate and Ben – took over second and third respectively from Pedrick/Harris, while Mark and Tiffany Lewis were crowned champions once again.

For more fantastic photos of the event – visit Jan's Marine Photography <http://janpix.smugmug.com/>



Thank You!

Sponsors

Hobie Cat Company
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Volunteers

Event chairs Laura Sullivan and Paul Evenden
PRO James Cutler
Paul Carter, Bob Combie, Kelly Havig, Tim Dorwin,
Will Nelson, Jerry Valeske, Peter Nelson, Todd Christensen,
Lowell Ellis and many, many others.

Full results at www.hobiediv4.org/wp-content/uploads/2014/08/Friday.htm

Personal Profile

Andy Dinsdale

*Editor's Note: Andrew Dinsdale, born in Germany and currently living in Hyères, France, was literally born into the Hobie life. His father, John Dinsdale, was the Managing Director of Hobie Cat Europe from the early '70s to 2009. Andy grew up surrounded by Hobie Cats and the Hobie Way of Life. Andy has travelled the world, sailing all types of boats, from a GC 32 and Extreme 40 to a Swan 53. The **HOTLINE's** interview guy, Mike Madge, caught up with Andy via e-mail:*



Another one of my main goals during my term is to establish a European ranking list so we can archive a high European level of Hobie sailors. This concept is based on the German ranking system which has been proven successful for many years.

MADGE: You have been around Hobies for quite a while, how did you get started?

MADGE: First off, congratulations at your appointment as the European Hobie Class Association President. Maybe you can outline what your chief responsibilities are in this role?

DINSDALE: I was elected EHCA President in July 2013 at the Hobie MultiWorlds in Travemünde, Germany. In this role my main responsibility is to promote Hobie sailing and coordinating Hobie regattas such as our annual Hobie MultiEuropean Championships which is quite a big event and attracts foreign teams coming from as far as Australia.

MADGE: What are some of the goals you hope to accomplish in your term?

DINSDALE: I would like to give Hobie sailing a fresh image in order to attract new sailors to our beautiful Class. In addition, I want to reflect intensely as to what we can do to hold on to the Hobie sailors that we have as long as possible. With baby boomers maturing, becoming seniors, masters and grand masters I believe we need to make Hobie racing for this senior group easier while still maintaining maximum fun (maybe new age groups could help).

DINSDALE: My Dad has been around the Hobie brand for over 40 years, so as you can imagine I jumped on a Hobie at a very early age. I was only ten years old when I sailed my very first Hobie World Championships in 1993 on the Hobie 13 (a predecessor to the Hobie Dragon) in Guadeloupe.

MADGE: You are very involved in the racing scene and have participated in a number of events last year, could you give us your year review of the events you participated in and highlights of each?

DINSDALE: In 2013, I competed in the following events:

May: GC 32 Cup, Austria (1st)

June: Round Texel Race, on the Hobie WildCat with Gavin Colby (3rd)

July: Super Sail Tour stage, Scharbeutz, Germany (3rd)

July: Hobie Tiger Worlds Travemünde, Germany (1st)

August: Hobie 16 World Cat, Sylt, Germany (3rd)

September: US Multihull Championship Alter Cup, Sausalito - San Francisco, CA (2nd)

October: Overall winner of Les Voiles de Saint Tropez on *Music* - Swan 53 (IRC-B Class)

November: French Hobie 16 Championships, Lac Maubuisson - Bordeaux, France (2nd)



I'm also occasionally skipper of an Extreme 40 catamaran, *Tommy Hilfiger*, for private guest charters in St. Tropez, France.

MADGE: How cool was it to be on the same course as the AC boats at the Alter Cup? Did you get a chance to see any of the races and/or meet any of the crew?

DINSDALE: To be able to race on the AC course was an awesome one of a life time experience which I will never forget! On that particular day, I had never felt that small on a Hobie 16! After we raced on the AC course we had to make room for the start of the AC racing. The whole San Francisco bay was overloaded with boats, ships, and luxury yachts ! My Dad was driving a VSR RIB with Jeffrey Fortuna from Hobie Cat Co. to take pictures and got to watch the AC racing right up front from the RIB. In the afternoon, we saw the AC racing from a distance while we were racing on the other side of the bay behind Alcatraz Island.

I was fortunate enough to place second at the Alter Cup, winning two passes to watch the AC, therefore the next day, we got to watch all the action from the bleachers.

MADGE: You also have quite a nice résumé as a crew. Who are some of the rock stars you have crewed for, and what skills have you learned from them?

DINSDALE: My breakthrough in Hobie racing was thanks to Gavin Colby from Australia who used to work for Hobie Cat Europe. I raced with Gav in a few Hobie regattas when I was 17 and that's where I got my sailing skills in Hobie racing. From then on it became a true passion.

I was also fortunate to do Round Texel with Jeff Alter and I'm also good friends with Shaun Ferry from South Africa who gave me some good tips. More recently, I've done some major events with Jerome Le Gal, former Hobie 16 World Champion from New Caledonia.

MADGE: So having been in both spots which do you prefer, crewing or skippering?

DINSDALE: It's quite funny because I'm a very versatile sailor and actually enjoy both positions. I personally believe it takes two to win on a Hobie, and no matter how good your boat is or the age of your sails, bottom line it's truly the team spirit on a boat that will make the difference at the end of the day.

Skills like communication onboard, helping each other, brainstorming a common strategy, analyzing different situations around the race course, executing and delivering onboard takes dedication from both skipper as well as the crew.

MADGE: Will you be attending the up coming Worlds in Australia?

DINSDALE: Yes absolutely! I will compete with my younger sister Lisa (age 25).

Editor's note: Andy and Lisa came in 49th at the 2014 Hobie 16 Open World Championship.

MADGE: Having raced against some of the best teams in North America, Europe and Australia and South Africa, who would you pick as the favorites for the upcoming Hobie 16 Worlds?

DINSDALE: Since the Worlds are held in Australia, there are lots of Aussie teams who are all capable to win the title. Having said that, Jerome from New Caledonia will be a hot contender and will do his best possible in order to defend his title.

Editor's note: The 16 Open title was won by Aussies Gavin Colby and Josie Mark; Jerome LeGal and Marco Iazzetta ended up third (tied for second with Cam Owen and Suzi Ghent of AUS) after picking up a Black Flag DSQ in Race 12.

MADGE: How does the future for Hobie sailing look in Europe?

DINSDALE: The economic crisis of 2008 has put a dent in peoples' wallets. Having said that, it behooves us to be more creative making events more attractive and affordable. I'm in favor of having events short and sweet ... long events take too many days away from any available vacation days.

MADGE: Is your father still actively involved in the Class?

DINSDALE: No not actively anymore.

MADGE: What goals have you set for yourself in terms of racing?

DINSDALE: Podium finishes are constantly a goal, to make it silver or gold are obviously a dream ;)

Thanks Mike for your interview, it's been a pleasure!

Have a Hobie day!
Andy

Jerome LeGal and Andy on a Hobie 16 at the 2012 Australian Nationals.



JAY GRANT

columns regattareports

Telephone Pole **1**
Hobie 17 **0**

Due to an equipment problem, I will not be able to attend the Hobie 17 NACs this year. Hope you guys have a great regatta.
Garland Ayscue



After overcoming the initial horror of seeing a perfectly good Hobie 17 meeting an untimely end, I queried Garland as to the cause:

Trailer tongue broke. Two sail boxes, Hobie 17, lots of parts and gear and a really tough black box are scrap. I was doing approximately 45 mph on Highway 76 going from I-85 to Clemson, SC. Notice the only telephone pole in sight is in the middle of the wreckage.

Don't forget to check your trailer before you head out!



The Hobie Spirit - World Edition

by Kat Porter

I think we can all agree that sailing is awesome, and that Hobie sailing tops all other sailing classes. This opinion was proved earlier this year at the Hobie 16 World Championships in Australia. 506 people from around the world gathered in the sunny country to showcase and embrace their passion for Hobie sailing. Although this event was created to gather the best sailors from around the world and pit them against each other in friendly yet aggressive competition, it quickly evolved into a cultural blender which

combined the strong elements of community, friendship and camaraderie, along with the racing, to create a beautiful, well-rounded World Championships. Based in Jervis Bay, a tropical cove hidden three hours south of Sydney, the Worlds began to unfold. First, sixty brand new Hobies arrived on the white sands, accompanied by

the dedicated factory team who worked tirelessly to set up and prepare each boat for the challenging days of sailing which were soon to come. Next came the competitors and their families, pumped and energetic from the thrill and joy of being at such a special event. Bringing with them was the unique spirit that always shadows events like this: The excitement of meeting new people, personal expansion of cultural knowledge and experiences and, of course, the common love of the sport. The third element that completes this package is the powerful wind that sweeps through the bay, promising an extremely exciting and eventful World Championship. The Worlds were shaping up to be quite the spectacle!



Kat and her dad, Pat Porter

Sixteen years ago, I was born into the Hobie family. I was raised by Hobie ways, and an inborn passion burns in my heart. My first memories of sailing were not of racing but of playing on the beach with other Hobie kids, eating countless dinners on the beach surrounded by my loving Hobie family and staying up late roasting marshmallows over the fire, singing and sharing stories. The Hobie Spirit runs hot in my veins. When the 16 Worlds were announced for 2014, my family knew that this was an opportunity none of us could miss. We booked our flights right away, and before we knew it, our plane landed in Sydney and our adventure of a lifetime was beginning.

On the day of Masters registration, I shadowed my dad as he cruised through the event site, greeting old friends, many of which are sailing legends and big names I have been hearing for years, like Gavin Colby, Taylor Booth, Blaine Dodds, and Rod Waterhouse. On this day, other American teenagers arrived, so when it came time for the Welcome Party, we stuck together as a pack and introduced ourselves to a group of Aussie kids. We all had so much in common that we were friends instantly.

My First Encounter with Tim Tams

After the Welcome Party, a Crew of kids with representatives from America, Australia, Tahiti, New Caledonia and Fiji assembled at the residence of Ben Brown. This being the first gathering of the Crew, the air was heavy with awkwardness and small talk, none of us sure how to proceed. A boy from Tahiti who I hadn't heard speak all night pointed out two packages of dark chocolate Tim Tams sitting on the kitchen table. The Australians suddenly got all excited, shouts of "TIM TAMS!" and "DIBBS!" trailing them as they hurdled over couches and wrestled each other for the food. I had never heard of Tim Tams before, and I didn't understand the excitement over a package of cookies. Travis, one of the Aussies competing for the Tim Tams, approached me, proudly displaying two of the cookies in his hand. "Want one?" I obliged- if kids were tackling each other for one of these, then they must be pretty good. I took a cautious bite, chewing, chewing, swallowing. The chocolately gooey crunch overwhelmed my taste buds. I looked up at Travis in

surprise, eyes wide. “ Oh MY!! These things are totally amazing!” And then I proceeded to join the fight over the second package of the incredible cookies that Aussies call Tim Tams.

Every day offered new opportunities for bonding with my new group of friends. We found excitement and fun in the smallest things- swimming in the ocean, baking cookies at night, and riding bikes into town for a pancake breakfast. There was never a dull moment with these kids. Even while sailing, we would shout comments across the water and make faces at each other as we passed. Our friendship surpassed acquaintances and we became close friends. The intimacy of our relationship was unique, since our bond was made with the tender fibers of the Hobie Spirit.

Kangaroo Hunting

Obviously there aren't kangaroos in America. If there were, we wouldn't look twice at them, and we certainly wouldn't load up into an RV and set out on the road in search of them. But being Americans, we just HAD to see a kangaroo during our time here in Australia. So Ben, Erika, Sierra, Dafna, Mikey, Fei, Rex and I loaded up and hit the road in search of these creatures. Like typical tourists, we asked locals where the best places to find kangaroos were, and they all pointed in different directions, claiming that way was where we would get lucky. Sighing, we chose a random direction and began driving. After what seemed like forever, we still hadn't seen anything. We began to believe that kangaroos were a myth that Aussies made up to tease Americans like ourselves. Just as we began to consider giving up, Mikey stomped on the brakes and pointed to a corner of a field next to the road. “There! A kangaroo!!!” Yelling, we stumbled out of the RV and took off at full speed towards the kangaroo, phones out, ready to document our first encounter with this foreign animal. The Roo looked up from the grass it was eating and fled, bouncing on its hind legs, disappearing into a line of trees. We stopped running, suddenly very disappointed, and returned slowly to the RV, still sitting in the middle of the road.

Mikey: “How'd it go guys?!”

“That dang thing ran away!” we all exclaimed together. In the front seat, Rex chuckled. “Maybe, if you don't run at it screaming like wild monkeys and



wielding your phones, and maybe if you approach it with stealth, just maybe it will let you get close...” We all looked at each other in surprise.

The next time we came upon a kangaroo, we followed Rex's advice, and sure enough, we got so close that we could almost touch it.

Later, our Aussie friends added to our embarrassment by notifying us that the animals we saw were not kangaroos, they were actually wallabies.

There was a sort of energy that surrounded us, stimulated our adventures, and kept our enthusiasm alive. I recognized this to be the Hobie spirit, the fuel of all Hobie regattas and events. The very spirit, the spirit that forged my addiction to sailing, followed me halfway across the world and brought me to these people. With hundreds of sailors all gathered in one place, the spirit was stronger than ever.

Waiting for Wind

On the morning of the second day of the Women's, Youths, and Grand Masters, we prepared our assigned boats and geared up as usual, excitement clear on our faces as we mentally prepared for the day of racing ahead. I sat on my boat expectantly, patiently waiting for the horn and flag that would signal that it was time to leave the beach. After a long period of sitting on my boat deep in thought, I looked out to the turquoise ocean spread out before me and realized that wind was currently nonexistent. The water was flat and calm, miniature waves quietly lapping at the shore. Looking down the beach, I saw my group of friends stripping off their harnesses and life jackets and jumping into the water, splashing and laughing. I quickly followed suit, and joined them where they were now burying a kid named Dillon neck-deep in the sand. We laughed uncontrollably as Dillon struggled to free himself from the sand.



DARCY PORTER

Later, we joined a group of the New Caledonian kids in a game of Frisbee along the water, the disk often landing in the ocean so one of us had to swim to retrieve it. After some time we dispersed, joining with other groups and new games on the beach. I returned to my boat, and was quickly joined by my Aussie friends, collapsing on the trampoline in a dogpile. We told stories and jokes and screwed around until we finally heard the horn signaling us to leave the beach. Laughing, we rushed to put our gear back on, and as we left the beach, we all had high spirits from the fun we shared that morning.

The entire two-and-a-half weeks of the Worlds was one giant opportunity for everyone to reunite with old friends, create new ones, learn about the cultures of hundreds of people who attended and, of course, gain lots of sailing experience. My time in Australia was all of these elements and more. I made a large group of friends from all over the world and strengthened relationships with the other American teenagers who attended. All of my new friends shared their stories and experiences that taught me what life was like for

them back home. And from the racing, I have so much more experience under my belt.

Like any Worlds, it is commonly agreed upon that it is a

once in a lifetime chance. The location, people, and experiences are unique, and can never be replicated. I feel so blessed to have participated in this event, and I take away with me countless memories, hundreds of photos, and many new friendships that I know will last forever. Of course, all of this could have never have happened, had it not been for Hobie Alter, who forged a lifestyle that the world still follows. It is because of Hobie that this World Championships and every other event that has occurred and every one still to come is possible. I owe it to him for growing up the way I did, and I am indebted to him for all the wonderful events that added up to create the 2014 Hobie 16 World Championships.

Final Vignette and Reflection

It was our last night, and everyone was sure to make the most of it. Many of us found ourselves congregating at the beach where a campfire was started. Even at the conclusion of the event, new friends were being made from this gathering: there were people of every age group and almost every country represented. It was a very comforting occasion, this was the way I grew up, sitting around a campfire on the beach sharing stories. Everything was familiar even though we were all technically “strangers”, the Hobie Spirit was inside us and that’s all we really needed. This scene on the beach beautifully depicts what has become of Hobie sailing. There is love, friendship, excitement, camaraderie... there are countless ways to describe it but I find that the most unique word is Spirit. The Hobie Spirit. It is truly spectacular to find this not only in your home fleet, but completely across the world, sharing the love just as if you were at home.

Feeling the spirit at that moment was life-changing. I finally realized the value and intensity of the lifestyle I grew up in. My attitude towards the sport changed from something I simply enjoyed to a full-blown addiction: I suddenly couldn’t get enough. I knew then that I had to attend as many regattas and fully immerse myself in the Hobie Lifestyle in order to satisfy my fix. As I sat around the fire I studied the faces around me, and I could see my newfound passion written clearly on each and every person. It was incredible; all I could really say was “wow”.

“Wow”.



HOBIE CAT AUS



HOBIE CAT AUS

A Slice of Iowa in Australia

by Casey Larson

Sailing in a Hobie Worlds event is something I have wanted to do for such a long time and having finally been given the chance, I knew that it would be one for the books. I am blessed to have been given the opportunity to travel across the world to compete against some of the best youth sailors. There was no doubt it would become one of the best experiences I have had thus far in my life.

I was busy (studying of course) with my first semester at Iowa State University when Ben Brown called me and asked me if I wanted to go to Australia to sail with him in the youth world

championships and that's when the planning started. Ben and I first met in Havasu, AZ in 2009 at the Havamega. Soon after, I got a message from him on Facebook asking if I wanted to sail with him at the youth nationals which were to be held in Lake Arrowhead, CA. We've teamed up for nationals ever since! So how could I not do worlds with him? Plus, getting away from the cold Iowa weather didn't sound so bad either.

If there is one thing I have gotten from sailing, it has been to be able to travel all over, seeing things I might not otherwise, and meeting the most amazing people. So one of the best parts of going to the youth worlds was being able to meet many other youth sailors from many different countries! These youth sailors are as compassionate and dedicated as you can get! Though we were all competing against each other on the water, we all tried to get together as much as we could on land, including celebrating mine and Alex's 19th birthday!

Now, let's talk about the racing! I am proud to say that Ben and I placed 7th overall. We had 2 races a day for 3 days--6 six races total. We of course made those silly mistakes that you wish didn't happen, but then you remind yourself, "I'm

in Australia, life is pretty good." Racing with so many other good youth sailors was a great experience. I am unable to sail with that large of a group of youth sailors very often, so it was a truly incredible opportunity to be able to race against so many talented youth sailors who come from so many different countries.

Going to Australia was an experience that I will always remember. I met some great people and made some great memories. Racing was competitive and exciting, the people were friendly, and the experience was unforgettable. I only wish I could've stayed longer. I hope I can do it all again someday. Maybe the next worlds?

Casey shows off her 2014 Hobie 16 Youth North American Championship trophy she won crewing with Ben Brown



WENDY LARSON



HOBIE CAT AUS



Freezeburger in Paradise Madcatter 38

by Bob Longo

Photos by Danielle Podejko, Richard White and Bruce Krupke

I won the Madcatter! OK, before you go scrambling to check the byline and look at the results, consider the following: This year there were 63 catamarans racing, attendees from three countries (four if you include New Jersey), a welcome taco party, Friday GEP *Mr.* (more on the *Mr.* part later) John Hooper (Hoop was fresh off PRO duties for the Worlds and of course still bearing the burden of the great M-flag debacle – see Matt, we do notice the little tidbits you drop into the Hotline), a Saturday night pig roast and Luau party complete with Hawaiian leis and exotic dancers (shake it Dan Flanigan), a Sunday cookout, 63 registered boats,

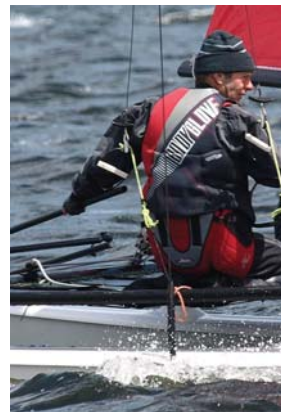
Bridget Quatrone – beach captain extraordinaire



150+ people in attendance and support, 50+ trophies, five double trap races on Saturday, almost a Friday Stanley's Cup Long Distance Race (we still salute Mr. Stan Korzenewski one of our Fleet founders every year with this event), one awesome Genie II Committee Boat, 100 bottles of genuine Puerto Rican Rum (not saying how this shows up every year), a Hobie Hull bar, (we can skip discussion about the quiet Sunday until the day's racing was called) and a moment of silence for dear friends Bob Burns and Hobie Alter — Looking back with gratitude and respect, looking forward with enthusiasm and hope. Cheers guys, we felt your spirit, presence and example!

And while the Puerto Ricans came and took much of the 16 hardware, they earned it honestly amongst an incredibly tough group of competitors. Afterwards they made us all laugh, dance and have F'n fun, which is really the point anyway.

Look at the pictures. Intense faces, bow to stern to bow to stern roundings, double trapping, careful about the pitch poles, flipped boats (Damn! No time to whine, right it and get going.) All the stuff we love about catamaran racing. The competition went deep. When the flag drops it was game on. And the finishes are close. No big lags waiting for the final boats to



Nicolas and Laurence L

find their way home. The fleets are tight. No one gives up an inch which will be needed down at the finish line. 29 16As crossed the start, 11 16B and C (B and C fleets live!!!!), 10 Waves, one 14 (yes 14, that is no typo and sailed by a youth!), four 17's, nine F18's = 63 if I did my math right. Credits to the winners based on the official race results (<http://fleet204.com/2014Madcatter.shtml>)

16A

- 1 Francisco Figueroa/Jollam Berrios
- 2 Enrique "Keki" Figueroa/Jose "Chepo" Perez
- 3 Tom Korz/Erika Tackswell

16B

- 1 Brock Munro/Guler Elbi
- 2 Steve Kravitz/Lisa Kravitz
- 3 Mauro Spagnolo/Marty Vandenberg



iebel, "Merde! It's cold!"

16C

- 1 Ken Knapp/Lynn Knapp
- 2 Robert Keyes/Dana Meixell

H17

- 1 Bill Kast
- 2 Chris Ufton
- 3 Neil McNeill
- 4 Gerard Blom

H14

- 1 Gabe Longo

F18

- 1 Brooks Reed/Tripp Burd
- 2 Olivier Pilon/Jean-Pierre Desrochers
- 3 Todd Riccardi/Brendon Scanlon

Wave

- 1 Mimi Appel
- 2 Daniel Flanigan
- 3 Michael Levesque

The big fresh water Finger Lake Oneida, near Syracuse, NY, put it to us on Saturday. Wind in high teens with puffs in the low 20s, moderate waves, cool crisp water to keep you awake. Actually, just a few months earlier snowmobilers were ripping across the lake which was frozen a foot or more down, the full 15 or so miles long. And the Central New York Ice Racing Association was holding full day track sessions



around courses snow plowed out to allow the cars to compete. (Yes cars race wheel to wheel on the lake. Google it, you'll see the lake craziness is not limited to summer in Central NY.) But on the traditional Madcatter weekend before Memorial Day, Oneida Lake is ours. Ice is gone and the Hobies are in and ready to swap paint around the marks. Fleet 204

The Doctor and Nurse Monica prescribe cold Hobie racing for your health!



Freezeburger in Paradise

Madcatter 38 continues



normally does the Madhatter, a preparatory Saturday before Madcatter race to get the equipment and boats moving. Of course there is a Madhatter party after that event - wear a hat or nothin' at all, and bring food and beverage, enough for you and a little extra to share with your friends so everyone gets a taste. The real prep for the Madcatter actually starts sometime in October or November and gets serious the first part of the year. It takes allot of work and participation from many fleet members and friends of the fleet to make

it all happen. Big thanks to all, and especially Don Bacik who for some reason returns every year with the Genie II for our committee boat come heck or high wind. He must love us. The results are worth the effort a thousand times over! And thanks to our many sponsors. The sponsorships are what allow us to close the financial gap between our desires for the event and participant fees collected. We could never make it happen without our loyal and generous sponsors. Thank you to all, including Boatworks Ltd our local

Faccio: "¿Por dónde se fueron?" Jolli: "No sé. Cállate y vela! Me estoy congelando mi trasero!"





Hobie Dealer. Stop in and see the new face lifted show room – Rob will be happy to get you a new mast chip or an entire boat or kayak.

Oh yeah, sailing conditions for the Madcatter. Saturday great, Sunday not so great. For some reason, Saturday came in hard but Sunday was not cooperative. It was a beautiful spring day but the wind didn't fill in until Sunday's racing was called. But *c'est la vie*, the Sunday cook out lunch started a little early, we dug into the coolers for some locally made ice cream, found the beer truck refreshments and again, everyone gathered for a cookout and awards ceremony. You already know the winners but please decide who was most appropriately dressed when receiving their awards. Hopefully Matt put in some of the winners getting their Hawaiian necklace trophies. If not link to the pics on the www.fleet204.com website.

So what's with the Mr. in front of John Hooper? When I pulled onto the beach double stack in tow, Hoop was standing there looking out at the water, beer in hand. I said hello and introduced my 12 and 13 year old to Hoop as Mr. Hooper. Well Mr. Hooper almost dropped that beer and gave out a hearty laugh. He smiled and told them Hoop was fine. So if you see Hoop, call him Mr. Hooper and see if he can hang on to his beer. Say hi and let him know all his friends at Fleet 204 loved the GEP talk!

Now if you have read this far and reviewed the actual results my cover is blown, but I still maintain that I won the Madcatter. Everybody wins when they attend the Madcatter! So are you gonna make it next year??? You stand a great chance of winning and it will be F'n fun too!!!



HCA Youth Grants

Purpose of the Youth Grant

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

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

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

Grant Request Guidelines

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

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

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

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

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

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

Selection Process

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

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

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

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

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



2015 Membership Form

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

JOIN OR RENEW ON-LINE

www.hcana.hobieclass.com



Primary Member Information PLEASE PRINT LEGIBLY

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

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

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

Boats Owned / Sailed CHECK ALL THAT APPLY

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

Membership Categories

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

TOTAL ENCLOSED
(MAKE CHECK PAYABLE TO HCA-NA)

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Release of Liability - Waiver of Claims

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

SIGN	DATE

Send completed form with check or money order to:

HCA MEMBERSHIP

% Matt Bounds

3798 Damas Dr.

Commerce Twp., MI 48382

248-980-7931

hobiemembership@gmail.com

HOBIE:

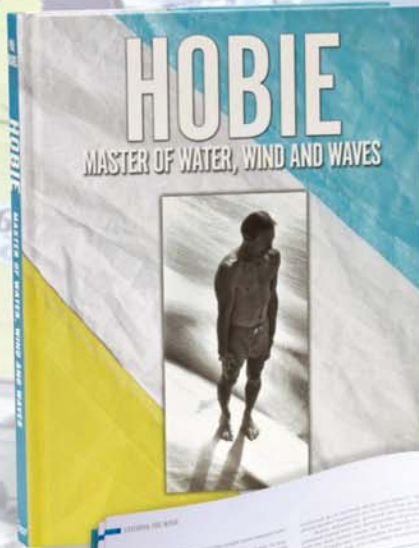
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