



# HOTLINE

FALL 2015

VOLUME 44 NO. 2



THE OFFICIAL PUBLICATION OF THE  
HOBIE CLASS ASSOCIATION OF NORTH AMERICA



# FLEET 204

# MADCATTER 40

SAVE THE DATE  
MAY 20-22, 2016

MAY 2016						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



Please join Fleet 204 for the 40<sup>th</sup> Madcatter!! We are going to make this the best yet!!!

[www.fleet204.com](http://www.fleet204.com)

**See you May 20<sup>th</sup> through 22<sup>nd</sup>, 2016**

**Arrive early for Friday Stanley Cup Distance Race and Special Events**



The Official Publication of the Hobie Class Association of North America

**FALL 2015  
VOLUME 44, NUMBER 2**

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Design and Production by



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

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# thecommondenominator



**W**e do what we do (sail and race) because it's fun. Granted, some race primarily to fulfill a competitive need and probably the only time the fun factor prevails is for them is when there is a win. The majority of us, on the other hand, enjoy the entire event package, because winning isn't everything. But the racing is why we come, so it is important that the event be an enjoyable and positive experience.

We as Hobie sailors and racers like to pride ourselves in the fact that our racing is fair, fast and fun, with fair being the primary factor in the equation. In order to ensure fairness, we have strict one-design class rules and run our events by the Racing Rules of Sailing as published by the International Sailing Federation (ISAF). These rules are the structure that provides for a fair, and hopefully a safe, playing field. This brings me to the point. We're friends and we want to have fun. "We are all friends" is a two-sided coin or, if you will, a double-edged sword. The positive side is that friends will play fair and others will want to join them. The not so positive side is when friendship is taken advantage of; rules are bent because friends won't protest.

An example of this is crew weight. The weight is close, but no one is going to check. Same for boat weight, you know your boat is light, but there aren't scales to prove it. The friendship factor continues on the water when rule offenses are treated like "little white lies" because it really didn't hurt anyone or "that guy never protests."

Another example are minor infractions on the water - your tiller extension brushes a mark. You know it because you felt it, but nobody saw it, so you keep going. You have a close port / starboard crossing and the starboard boat has to avoid at the last minute and yells at you to "do your turns!" But you keep going, because they didn't say the magic word ("protest").

All of a sudden, fairness becomes compromised and, oh look!, I'm not having fun anymore. When people stop having fun, they stop coming to regattas.

In the Racing Rules of Sailing, there's a rule so important that it comes first:

## SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.

I hope, and would like to believe, that as Hobie sailors in self-policing sport, we follow the rules to be fair and, for friendship, we use the rules as shield and not a sword.

# contents

## features

- 12 This Old Hobie**  
Leaks
- 16 Hobie Cat Waves Invade Lake Washington**  
The Hobie Wave Youth North Americans
- 20 Navigating Collegiate Waters**  
The Birth of the Quinnipiac University Sailing Club
- 24 And the Award Goes to ...**  
Steve Murray receives the Carlton Tucker Sportsman of the Year Award



## photo / illustration credits

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 Schedule - **IHCA**  
 Just In Off the Wire – **HCANA, Hobie Fleet 4, Martin 242 Class, Boat US**  
 Milestones - **Hobie Cat Hot Line / Dave the Guard**  
 This Old Hobie – **Matt Bounds**  
 Wave Youths – **Christina Bradshaw, Laura Sullivan**  
 Quinnipiac Sailing Club - **Sebastian Mettes, Dan Meixwll and the QU Sailing Club**  
 CT Award - **Kathleen Erwin, Dray Murray**  
 Save the Dates - **Bruce Krupke, Barb Perlmutter, Mike Walker**

- columns**    **8** **Just in Off the Wire**  
News and Notes
- 10** **Hobie History**  
Milestones in the Hobie Family



- resources**    **4** **2015 Regatta Schedule**
- 7** **2015 HCA Council Members and Contacts**
- 11** **Hobie Youth Grants**
- 28** **2016 HCA Membership Application**

**on the cover**

**Paul Evenden and Tawnya-Dhaun Fox scream across Harrison Lake, BC in Paul's Hobie 18**

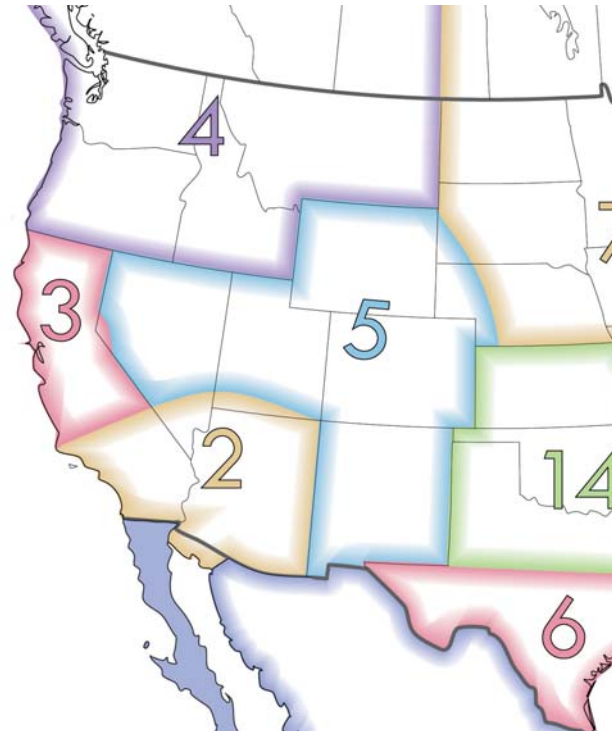
*Photo by Matt Collingwood*

## DIVISION 3

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
259	April 18-19	<b>Hobie Days Regatta</b> Avila Beach, CA	Tom Sinnickson	415-505-0079 tlsinnickson@gmail.com
281 CPYC	Oct 17-18	<b>Coyote Point Fun Regatta</b> San Mateo, CA	Gary Russell	707-291-3363 grussl@hotmail.com
RYC	Oct 24-25	<b>Great Pumpkin Pursuit Race</b> SF Bay, CA	Richmond Yacht Club	

## DIVISION 2

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
514	Oct 10-11	<b>Piñata Regatta</b> Puerto Peñasco, MEX	John Eger	jeger@cox.net
ABYC	Nov 21-22	<b>Turkey Day Regatta</b> Long Beach, CA	Alamitos Bay YC	abyc.org



## DIVISION 14

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
25	Oct 3-4	<b>Tulsa Cat Fight</b> Keystone Lake, OK	Dan Jarrett	918-630-5563 djarrett@consumerlogicresearch.com
297	Oct 17-18	<b>Frayed Knot</b> Clinton Lake, Lawrence, KS	Ron Holm	913-721-9977 ronholm@hotmail.com

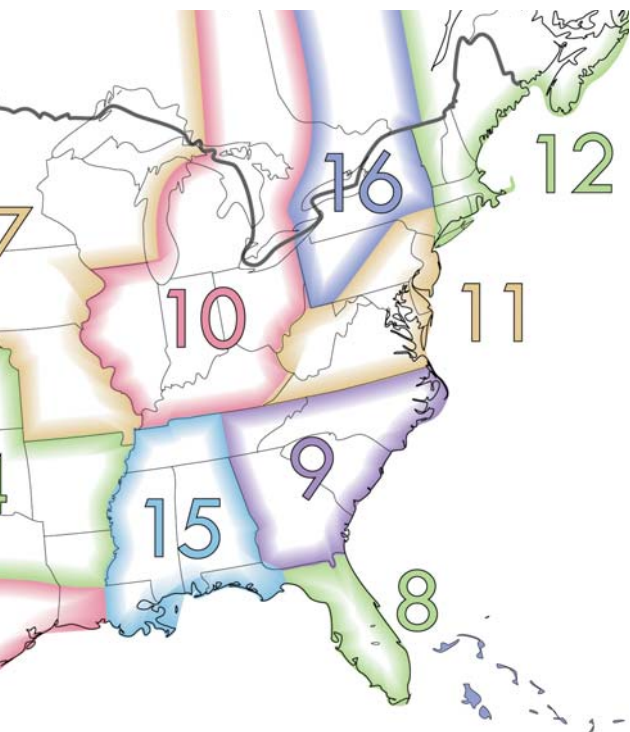
**POINTS RESULTS GO TO:  
HOBIESCORES@YAHOO.COM**

**REGATTA LEGEND:**

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



# ctaschedule



## DIVISION 16

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
WRSC	Oct 3-4	<b>Water Rats Regatta</b> Toronto, ONT		Water Rats Sailing Club

## DIVISION 11

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
RHYC	Oct 3-4	<b>Rock Hall YC Regatta</b> Rock Hall, MD	Harry Murphy	610-717-8207 harrymurphy@yahoo.com

## DIVISION 10

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
123	Oct 3-4	<b>Muddy Waters Regatta</b> Carlyle, IL	Ashley Enders	314-265-3253 ashleye@stlcom.com
CRAM	Oct 3-4	<b>CRAM / CSYC Regatta II</b> Crescent Sail YC, Detroit		www.cramsailing.org

## DIVISION 7

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
13	Oct 3-4	<b>Muddy Waters Regatta</b> Carlyle, IL	Ashley Enders	314-265-3253 ashleye@stlcom.com
4	Oct 9-10	<b>Hobie Wave Divisionals</b> Big Creek, IA	Ben Wells	319-504-8419 bmwells23@gmail.com

## DIVISION 9

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
LWSC	Oct 10-11	<b>Indian Summer Regatta</b> Lake Waccamaw, NC	Philippe Laurent	pbl@ideos.com
EMSA	Nov 7-8	<b>Last Cat Regatta</b> Seneca, SC		Keowee Sailing Club

## DIVISION 15

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
0	Oct 31- Nov 1	<b>Shearwater Regatta</b> Ocean Springs, MS	Joe Proceva OSYC	www.osyc.com

## DIVISION 8

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
LESC	Oct 3-4	<b>Wildcat Regatta</b> Lake Eustis, FL		lakeeustissailingclub.org
SSS	Oct 16-18	<b>9th Buzzelli Rendezvous</b> Sarasota, FL		



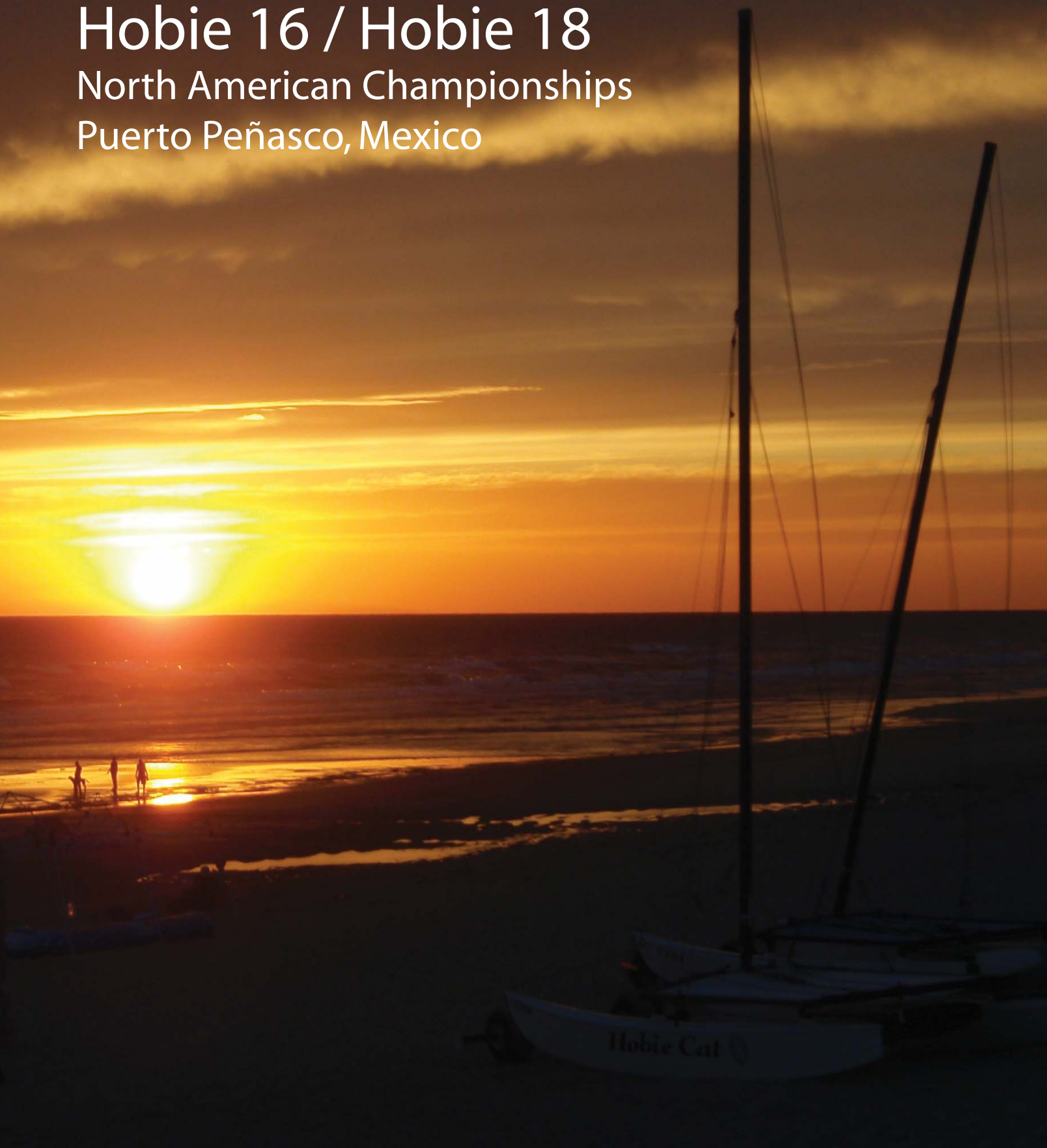
Save the dates:

October 10–14, 2016

Hobie 16 / Hobie 18

North American Championships

Puerto Peñasco, Mexico





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Hobie Cat Community Forums  
[www.hobiecat.com/forums](http://www.hobiecat.com/forums)



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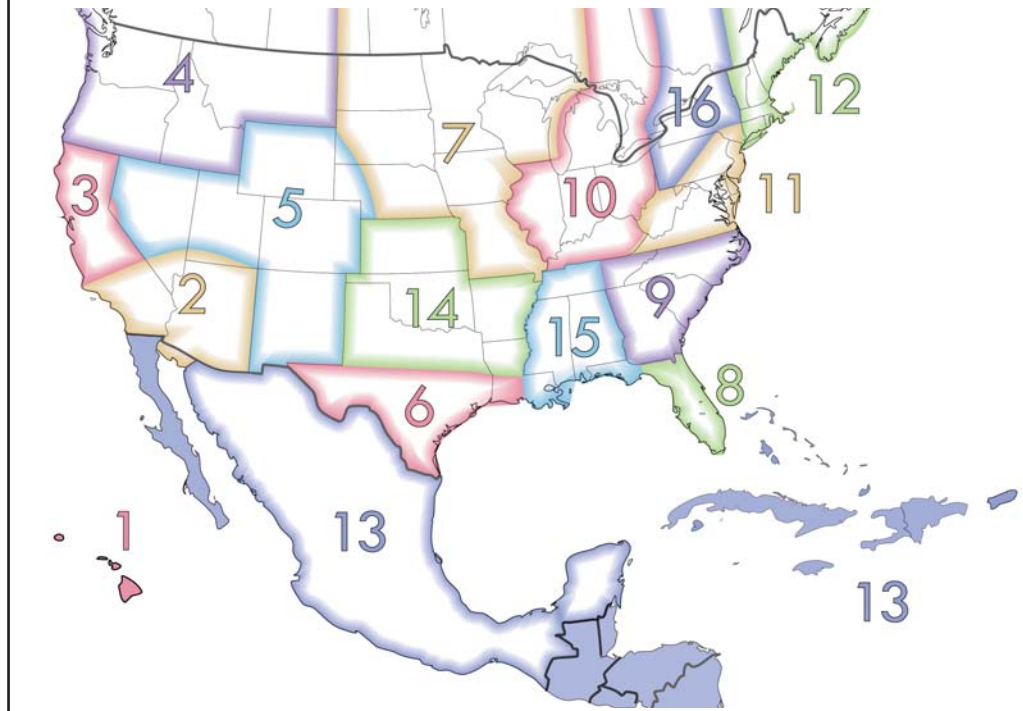
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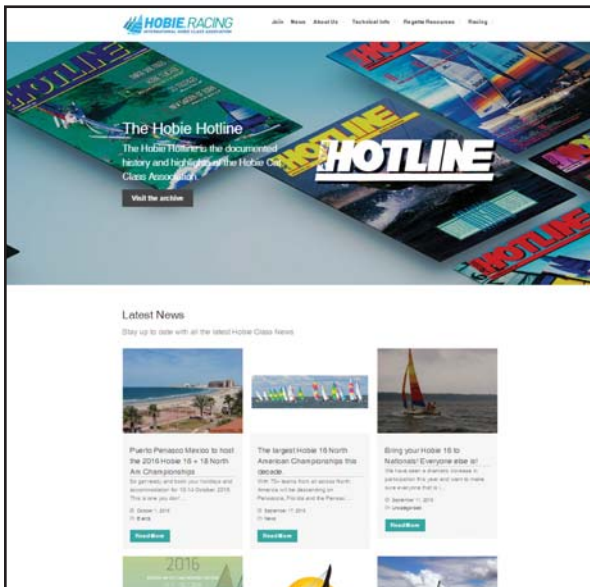
# justinoffthewire

## News and Notes

### Web Sites Get Makeover

#### IHCA / HCANA

Based in large part on the communications survey done at the end of last year, the IHCA and HCANA have moved their sites to an all-new platform that incorporates a modern design with features unavailable to us on the old platform. Hobie Cat Company graciously donated the time of one of their web developers in designing and setting up the new site. Check it out!



#### Hobie Fleet 4 (from Dave Dixon)

I've been revamping the Hobie Fleet 4 web presence in preparation for this year's San Diego Classic regatta:

<http://www.hobiefleet4.org/>

<https://twitter.com/hobiefleet4>

<http://hobiefleet4.tumblr.com/>

The two social links are accessible via the website, but part of the reason I'm writing you is the Tumblr blog. My vision is to have it be a San Diego/Fleet resource, with a heavy nostalgia/Division 2 vibe, but I'd really welcome any content that gets people excited to go sailing. I've got a handful of old slides that go back to the '78 Midwinters West and Tahiti Worlds, but the reality is I'm going to run out of posts in about a month, so I'd love some submissions. There must be tons of cool vintage snapshots, results and memorabilia out there. I think I could do a whole blog on Hobie T-shirts, if I found the right people.

Have any snapshots from the 91 San Diego Nationals? Feel free to click the "submit" button if you've got anything that might fit in.

### PU Sighting!

from Caleb Tarleton:

Margaret and I were just coming out of Costco on Maui, and this women jumps on my back. It was Paul's wife Vickie! She saw the Hobie Cat shirt, and made the connection. She and Paul are looking good. Paul is now sporting a short grey beard. They were staying with friends, also sailors, for a couple more weeks.



## Fleet 297 Institutes “Fleet Builder Award”

From Ron Holm:

Fleet 297 members are encouraged to introduce new and potential members to the Hobie Way of Life. The skipper sailing with the most number of different individuals during the sailing season (January 1st through Dec 31) will be awarded the Annual Fleet Builder award. Each skipper will keep a roster of the names of those that they take sailing on a Hobie Catamaran.

Each unique name that has not previously sailed on that skipper’s boat counts as 1 point. It makes no difference if that person has previously sailed a Hobie; if they’ve never sailed with that skipper then 1 point is earned when the name of this person is shared on the Hobie Fleet 297 mailing list with a description of the experience.

If one of these unique names is not already on the e-mailing list and is added, the name is worth an additional 5 points for every skipper who has taken this person sailing on a Hobie Catamaran prior to joining the mailing list.

If they join the HCANA, that is worth an additional 7 points for every skipper who took this person sailing on a Hobie Catamaran prior to joining the HCANA.

If one of the names on the skipper’s list purchases a Hobie Catamaran prior to Dec 31, then that name shall count for an additional 15 points

In order to collect the points your experience on the water must be shared with the Hobie Fleet via the email list.

Does your fleet have a “Fleet Builder Award?”

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

## New Online Course: All About Marine Radio

from BoatUS:

If you put ten boaters in a room with a working marine VHF radio, how many could call for help, call a friend, or share a navigational hazard with nearby boaters? Chances are the most important piece of safety gear aboard a boat is the least understood. A partnership with the US Power Squadrons and BoatUS Foundation aims to improve boaters’ knowledge with the new online course, All About Marine Radio, offered at [www.BoatUS.org/courses](http://www.BoatUS.org/courses). The course shows how to use standard VHF radios as well as newer Digital Selective Calling (DSC) VHF radios and is great for novices and experienced boaters. Taken from the comfort of home, the course is \$24.95.

“From calling a mayday to requesting a marina slip, it’s the boater’s VHF radio that is the most reliable way to communicate and it is the only piece of equipment that can get those closest to a boat in distress to respond quickly,” said BoatUS Foundation Director of Education Amanda Suttles Pérez.

All About Marine Radio teaches how to choose the best radio for your boating lifestyle and how to get the most use out of it. The online course will show some simple rules to follow when you’re

using a marine VHF radio plus how to:

- Determine which features you want in a marine radio for your type of boating
- Make and receive radio calls, including what channels to use
- Obtain and use an Maritime Mobile Service Identity (MMSI) number for your boat
- Call for help in all kinds of emergencies
- Ensure that your transmissions are understandable
- Simple rules to follow when using your radio



Joining BoatUS for \$24 annually lowers the course’s price to \$19.96 – the same price offered to US Power Squadrons, Canadian Power Squadrons, US Coast Guard Auxiliary, and Great Lakes Cruising Club members. More information on BoatUS membership benefits can be found at [www.BoatUS.com/membership](http://www.BoatUS.com/membership).

# HobieHistory

## Milestones in the Hobie Family

### Rich Jeffries

Hobie National Race Coordinator

1948–2015

Unless you raced Hobies in the 1970s, you probably won't recognize the name. But Rich Jeffries was one of the most influential, formative people in the early years of the Hobie Class Association, so much so that he was a life member of the HCANA, just like Hobie Alter himself. Quiet and unassuming, Rich never let on that he was a decorated Vietnam veteran.

After a series of strokes, Rich passed away at the Oceanside Nursing Home on Tybee Island,

GA surrounded by his family.

Born 1948 in Torrance, CA, Rich grew up in Manhattan Beach, CA, where he learned to surf. Rich was drafted in the Vietnam War in 1968. After the service, he attended San Diego State University, which was the perfect place for his favorite sports, surfing, sailing his Hobie Cat and flying his Hobie Hawk. In 1974, he became the National Race Coordinator for Hobie Cat. Because of his experience in running large international regattas

he was invited in 1981 to be the sailing venue coordinator for the 1984 Los Angeles Olympics. He continued to be involved in several sports management teams worldwide, including numerous US Sailing committees and Board of Directors, plus the International Sailing Federation (ISAF) and the Pan Am Games. He is best known in the Savannah area for being the venue manager of the Olympic Games in 1996. He always loved to read and enjoy dinners with family and friends.

*Rich gets his introduction to the Hobie world in the May/June 1974 Hobie Hot Line*



### THE RACE DEPARTMENT HOT SHOTS

On the left is our Head Cheese, the "Elusive Beard", sometimes known as Sandy Banks. Next to him is the brains of it all, Pat Larabe—she has to put up with Sandy... and his jokes. Next in line is the World Champion, Richard (not Dick... he's aged since he's been with us) Loufek. Then we have Mary "The Ham" Soderberg our Assistant Editor, more commonly known as Van's Right Arm. And behind Mary is Van "Can't Spell" Bagley, Chief Editor and camera freak. Our newest edition is Rich Jeffries, who ran Fleet #4 so well we had to hire him so he's now our National Race Coordinator. Kevin "Jack-of-all-Trades" Summerell, who's been running the race department, has now moved to Florida and is our Regional Sales Manager for that area. Good Luck Gang—you need it!

# 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](mailto:ctaha@hotmail.com)



# This Old Hobie

## Leaks

Text and Photos By Matt Bounds

**L**eaks. I hate leaks. Almost as much as Indiana Jones hates snakes. (I hate snakes, too.) They're just bad news for your boat, no matter when or where they occur. They can be insidious, letting small amounts in at a time – as in the mast – that you don't notice until it's too late. Like when you can't right the boat after a capsize. In this installment of *This Old Hobie*, we'll look at several different sources of leaks, ways to find them, and several techniques to fix them.

### Sources

Believe it or not, there really aren't too many places your hulls can leak as long as the boat is in reasonable repair. If you've got water coming in along the keel of your 14 or 16, you need a bottom job first. Basically, any place where there's a hull penetration – bow tangs, pylons (14/16), crossbar attachment bolts (17/18/20/21), shroud attachments

and rudder hardware – is a potential leak source. The other main source of leaks is where fiberglass parts are joined together – deck lip and daggerboard trunks. The 17 and 21 have some sources unique to them – centerboard trunks and wing tubes.

On masts, the list is smaller – rivets, the mast base, the halyard cap and the Comptip joint – but the solutions can be more difficult. Pulling apart the Comptip joint apart to fix a leak in that area is a major production. The mast is also subject to much more pressure differential than the hulls. The tip of the mast on a turtled boat is subject to a hydrostatic pressure of 11.4 psi – assuming the inside pressure is at equilibrium – which it might not be if a hot, black mast is suddenly plunged into cold water, causing the internal pressure to drop suddenly, creating a vacuum that sucks water into what was a watertight mast.

### Finding the Leak

The classic method for finding leaks is to pressurize the hull (or mast) and brush or spray soapy water on suspect areas until you see bubbles forming. In practice, it can be a bit more difficult. There's a balancing act between enough pressure to gently blow bubbles and the size of the leak. Big leaks or too much pressure will let too much air escape to blow bubbles. On my badly leaking 17, I didn't see any bubbles – but I could smell the inside of the hull (polyester resin). The hole was so large, it wouldn't blow bubbles, but it allowed enough air out to smell. I think that's the only time I've found a leak by smell (it was in the centerboard trunk).

When pressurizing the hull, **you must be very careful not to over pressurize**. It is easy to over pressurize until the deck separates from the hull. This

Some leaks are easier to find than others ...





is not just an urban myth. I personally know a guy who ruined a hull doing this. **Do not use an air compressor.** A small shop-vac works just fine. Set it to blow, put on the crevice tool and hang the hose from the rudder with tape so that just the tip of the tool is in the drain plug hole [1]. Alternatively, if the boat is upside down and your shop-vac hose has a right angle fitting [2], tape the hose so it blows into the hole, leaving space for escaping air [3].

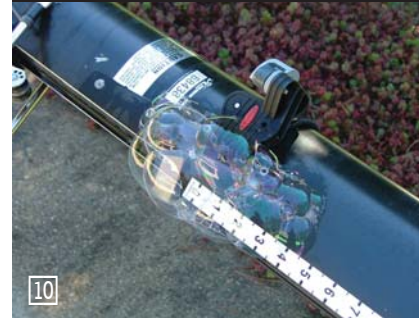
Once you've got the hull lightly pressurized, go around the boat with your soapy water solution and try to find the leak. A more viscous solution may work better than a watery solution. There are commercially available leak test solutions used for natural gas plumbing and they work very well [4]. If you suspect the deck lip, it's easier to check for that with the boat upside down. If the leak is large, the air will escape too quickly to blow bubbles. You can feel for it, or as I said before, you might be able to smell it. Listening for it will be pretty useless with the shop-vac screaming away in the background [5].

For the mast, you don't need to be quite as delicate with the pressure, but you still need to be careful. An air compressor with the pressure regulator turned *way* down [6] (the left gauge in the photo) will work, or you can use the shop-vac again with an adapter to fit the insertion point.

But where is that insertion point? Just like the hulls, the mast needs a drain, and because the drain hole is typically small, you also need a vent to allow the water to drain without creating a vacuum inside the mast. I drilled a  $\frac{3}{16}$ " drain hole just below the opening in the mast track and vent front of the mast, below the tang and far enough down to avoid the Comptip stump. These would later be sealed with pop-rivets and hidden with electrical tape.

To pressurize the mast, I cobbled together some parts I had lying around, including a football inflation needle I could loosely insert into one of the holes [7], [8]. Again, the principle is to pressurize slightly, so the needle fits very loosely in the hole and excess air escapes around it.

Just like leak checking the hulls, getting the correct pressure inside the mast can be tricky. A lot depends on the size of the leaks and where they are. In [9], you can barely see the bubbles forming around the rivet on the mast cleat. Either the pressure is too low, or the leak is very small. In [10], on the other hand, the pressure is just right and she's blowing bubbles like a little kid. Experiment until you get the right pressure. You know the leak is there - you know there are only a few places it can be - concentrate on those places until you find it. The leak at the Comptip joint [11] was especially hard to find. I think I felt it with my hand before I confirmed it with the soapy water mixture.

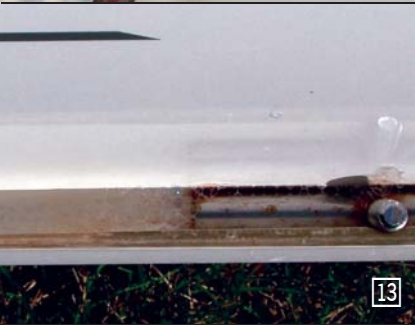




## Fixing the Leaks

Once you know where the leak is, fixing it is fairly straightforward. Just plug the hole with resin, silicone or a pop-rivet.

A hull-deck split (12) is repaired by widening the crack a bit with a screw driver, cleaning it out as best you can with a hacksaw blade, then vacuum and clean with acetone. Brush thickened resin inside and clamp it shut. To give it the “factory seal” - clean off all the old silicone on the edge and drizzle a bead of resin along the entire length of the hull-deck seam.



For a shroud anchor, (13, 14) remove the hardware, roughen up and clean the area with acetone then brush resin in the area. A little negative pressure with the shop-vac can help pull the resin into the cracks. Reinstall the hardware before the resin cures to seal it up tight. If the leak is in the through-deck hole, you may need to completely fill it with thickened resin and re-drill the hole to get it sealed properly.



Cracks in relatively inaccessible areas, like 17 wing tubes (15) are tricky, since there’s usually some structural damage along with the cosmetic gel coat damage. You can put in an inspection port to repair them from inside the hull, or you can do an “outside” job.



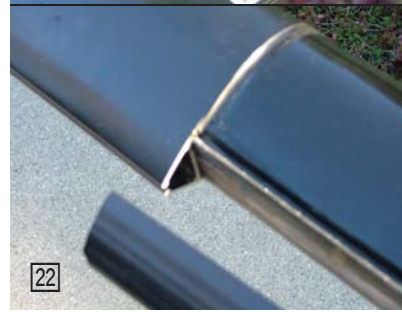
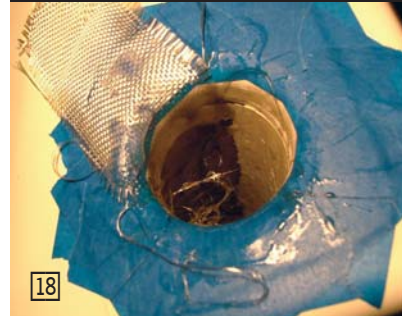
Start by sanding off the gel coat in the areas of the cracks with a drum sander mounted on a drill extension. Vacuum and clean the tube out with

acetone (a rag on an old batten works well for this (16)). Once the hole is clean, tape off the deck to reduce the mess you’re about to make (18). Cut some appropriately-sized lengths of two-inch wide fiberglass tape (17), wet them out with resin on a piece of wax paper or polyethylene, then drape them on to the areas you sanded away inside the wing tube (18). A small foam brush taped to an old batten will help smooth the tapes out and can be used to add more resin if necessary. One or two layers is all you need. Once the resin had cured, trim off the fiberglass tape, sand the interior smooth and remove the protective tape on the deck.

For mast leaks around rivets, the best way to fix them is to replace the rivets with new and make sure to use rivet sleeves (19). On my 17’s mast, I had some holes left from removing the Sport model’s hardware (20). I used a piece of electrical tape over the holes to provide a “gasket” seal for the rivet sleeves and used flat-head traveler track rivets so they would be flush underneath the downhaul cleats (21). For rivets that are exposed (like the vent hole on the front of the mast), I made them invisible with a piece of electrical tape. Round the piece’s corners, make sure the surface is clean and don’t stretch the tape when applying it.

The Comptip leak was so minor, I didn’t want to have the major production of re-doing the joint, so I popped the plastic track off and sealed the area with silicone (22).

Happy leak hunting!





Save the dates:

**August 22–26, 2016**

**Hobie 17**

North American Championships

Carlyle Lake, IL

Drop on in!



feature

HOBIE CAT  
*Wave*



Youth North American  
Championships  
Sail Sand Point, Washington

STORY BY KADEN GLENWRIGHT  
PHOTOS BY CHRISTINA BRADSHAW

**O**n the 25<sup>th</sup> of June, twelve sailors and their families traveled from Comox on Vancouver Island, Canada across the border to Sail Sand Point in Seattle, Washington for the Youth Wave North American Championships. From the 7:45am hotel lobby meetings to assembling, launching and disassembling of the boats, both parents and kids had quite an adventure.

*“I’ve been sailing for a long time, but never have I been able to experience something as fun and exciting as the North Americans”* -Kaden



These kids, ranging from 12 years of age, still elementary students, to 18 years and graduated, trained all winter long for this event. Some have been training and sailing for nine years. We learned strategies like talking to the locals about wind conditions and others like perfecting the five minute start sequence. We trained hard and we trained well.

*“I think we all pictured something totally different from what happened”* -Brayden



Immediately after the first race, a whole book shelf of knowledge got dumped on us. We all started figuring a lot of things out that we didn’t know before. We learned about dealing with the heat; dunking our hats in the lake, drinking weird coconut water and applying *waterproof* sunscreen. We learned what it was like to sail on a lake; shifty wind conditions that require a whole lot of patience, waves from motor-boats and a big, big lack of current!

But one of the most important lessons we got was from our competition. When we came back from an awful race, our coaches would help us find out why the other guy beat us, what tactic he used and how to outsmart him next time. Things like covering, downwind angles and luffing, things better learned by experience than taught, somethings that sometimes you can’t learn in practice. All of the sailors improved their skill tremendously over that weekend. Everyone learned something really important

*“I learned that you must always hydrate and wear lots of sunscreen or you can get sick”* -Sam



Some of us learned that too late and got some pretty nasty heat stroke ... Part of the experience though, right?



One last thing that really made the experience worthwhile was how much closer we all came as a group. Some of us only vaguely remembered everyone's names prior to this weekend, now we could probably guess each other's favorite television shows. Some of us know for sure! Both the parents and kids enjoyed the event; not only because of the races, but of the great time we were able to have together. We'd go through it all again if we could.

Lastly, a huge and overwhelming thank you to Sail Sand Point for hosting the event!

*"The event was organized well; the course and the marks were well placed. The food was great!"* -Will

Thank you so much to all the sponsors, Hobie Cat, Helly-Hansen and others!

*"The prizes for the draw [raffle] were great!"* -Amy

*"The enjoyment I felt while competing was above and beyond any other sailing that I've done before"* -Paul

## 2015 Hobie Wave Youth NAs

### Sail Sand Point, Seattle, WA

Results are final as of 19:57 on June 28, 2015

#### Overall

Sailed: 15, Discards: 1, To count: 14, Entries: 24, Scoring system: Appendix A

Rank	Fleet	Competitor	Rating	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	Total	Nett
1st	1-Gold	Will Nelson		2.0	1.0	0.0 DNC	6.0	2.0	0.0 DNC	2.0	5.0	0.0 DNC	5.0	1.0	0.0 DNC	1.0	(11.0)	0.0 DNC	36.0	25.0
2nd	1-Gold	John Ped		(12.0)	0.0 DNC	3.0	1.0	0.0 DNC	4.0	5.0	0.0 DNC	1.0	3.0	0.0 DNC	6.0	2.0	0.0 DNC	2.0	39.0	27.0
3rd	1-Gold	William Comeau		4.0	0.0 DNC	5.0	2.0	0.0 DNC	2.0	3.0	0.0 DNC	6.0	2.0	0.0 DNC	4.0	3.0	0.0 DNC	(9.0)	40.0	31.0
4th	1-Gold	Brian Cherry		7.0	0.0 DNC	6.0	3.0	0.0 DNC	3.0	8.0	0.0 DNC	3.0	1.0	0.0 DNC	2.0	(9.0)	0.0 DNC	4.0	46.0	37.0
5th	1-Gold	Jennifer Hoag		8.0	4.0	0.0 DNC	4.0	4.0	0.0 DNC	1.0	1.0	0.0 DNC	7.0	6.0	0.0 DNC	6.0	(10.0)	0.0 DNC	51.0	41.0
6th	1-Gold	Kaden Glenright		1.0	6.0	0.0 DNC	8.0	1.0	0.0 DNC	6.0	4.0	0.0 DNC	6.0	(10.0)	0.0 DNC	8.0	4.0	0.0 DNC	54.0	44.0
7th	1-Gold	Alex LeBlonde		6.0	0.0 DNC	4.0	5.0	0.0 DNC	6.0	7.0	0.0 DNC	(9.0)	4.0	0.0 DNC	5.0	4.0	0.0 DNC	6.0	56.0	47.0
8th	1-Gold	William Thompson		11.0	3.0	0.0 DNC	9.0	5.0	0.0 DNC	4.0	3.0	0.0 DNC	(13.0)	4.0	0.0 DNC	10.0	2.0	0.0 DNC	64.0	51.0
1st	2-Silver	Amy Ball		3.0	0.0 DNC	7.0	10.0	0.0 DNC	1.0	(12.0)	0.0 DNC	11.0	8.0	0.0 DNC	9.0	5.0	0.0 DNC	1.0	67.0	55.0
2nd	2-Silver	Daniel Tarleton		0.0 DNC	8.0	1.0	0.0 DNC	6.0	5.0	0.0 DNC	10.0	2.0	0.0 DNC	8.0	7.0	0.0 DNC	12.0	(13.0)	72.0	59.0
3rd	2-Silver	Alex Roberts		0.0 DNC	12.0	9.0	0.0 DNC	(14.0)	11.0	0.0 DNC	14.0	5.0	0.0 DNC	2.0	3.0	0.0 DNC	1.0	7.0	78.0	64.0
4th	2-Silver	Geoffrey Hynds		0.0 DNC	10.0	8.0	0.0 DNC	7.0	10.0	0.0 DNC	11.0	4.0	0.0 DNC	3.0	(13.0)	0.0 DNC	7.0	5.0	78.0	65.0
5th	2-Silver	Brayden Wentz		14.0	0.0 DNC	2.0	12.0	0.0 DNC	7.0	(15.0)	0.0 DNC	10.0	11.0	0.0 DNC	1.0	11.0	0.0 DNC	3.0	86.0	71.0
6th	2-Silver	Paul Steffox		5.0	2.0	0.0 DNC	7.0	3.0	0.0 DNC	9.0	2.0	0.0 DNC	(17.0 DNS)	17.0 DNS	0.0 DNC	17.0 DNS	17.0 DNS	0.0 DNC	96.0	79.0
7th	2-Silver	Sam Comeault		(15.0)	5.0	0.0 DNC	14.0	10.0	0.0 DNC	10.0	9.0	0.0 DNC	10.0	5.0	0.0 DNC	13.0	3.0	0.0 DNC	94.0	79.0
8th	2-Silver	Sarah Isaak		0.0 DNC	(14.0)	14.0	0.0 DNC	8.0	9.0	0.0 DNC	8.0	12.0	0.0 DNC	7.0	10.0	0.0 DNC	5.0	8.0	95.0	81.0
1st	3-Bronze	Issac McClelland		9.0	7.0	0.0 DNC	(13.0)	9.0	0.0 DNC	13.0	12.0	0.0 DNC	9.0	11.0	0.0 DNC	12.0	9.0	0.0 DNC	104.0	91.0
2nd	3-Bronze	Tawnya Dahwn-Fox		0.0 DNC	13.0	10.0	0.0 DNC	11.0	13.0	0.0 DNC	7.0	7.0	0.0 DNC	13.0	(15.0)	0.0 DNC	6.0	12.0	107.0	92.0
3rd	3-Bronze	Kailey Jones		0.0 DNC	(15.0)	13.0	0.0 DNC	12.0	12.0	0.0 DNC	6.0	8.0	0.0 DNC	15.0	8.0	0.0 DNC	13.0	10.0	112.0	97.0
4th	3-Bronze	Eli Forchuk		13.0	0.0 DNC	11.0	11.0	0.0 DNC	8.0	(14.0)	0.0 DNC	13.0	12.0	0.0 DNC	12.0	7.0	0.0 DNC	11.0	112.0	98.0
5th	3-Bronze	Teagan Parkin		10.0	9.0	0.0 DNC	(15.0)	15.0	0.0 DNC	11.0	13.0	0.0 DNC	14.0	9.0	0.0 DNC	14.0	8.0	0.0 DNC	118.0	103.0
6th	3-Bronze	Sean Powell		0.0 DNC	11.0	12.0	0.0 DNC	13.0	15.0	0.0 DNC	(17.0 DNS)	17.0 DNS	0.0 DNC	12.0	11.0	0.0 DNC	17.0 DNS	17.0 DNS	142.0	125.0

# Training is the Key to Success at Youth Events

by Peter Nelson

photos by Laura Sullivan

A key ingredient to having an epic weekend of sailboat training is to have epic-type wind. And the solstice weekend of June 21-22 provided just that at Sail Sand Point in Seattle as two Division 4 youth Hobie teams took to the water to practice for the Hobie 16 Youth North American Championships.

John Ped & Alex LeBlond drove up from Portland to join Will Nelson (Seattle) and Tawnya Fox (Chilliwack, BC) for two days of training on the Hobie 16. The two teams were under the watchful eye of US Sailing instructor Tim Webb and Kelly Havig, as the two coaches put the two youth teams through series after series of drills that refined their boat handling skills.



Some classroom instruction in the morning of both days gave time for the wind to build while discussing strategy, tactics, rules, and racing technique. After lunch the teams hit the water while coaches took to chase boats and set marks for a short course. Long-



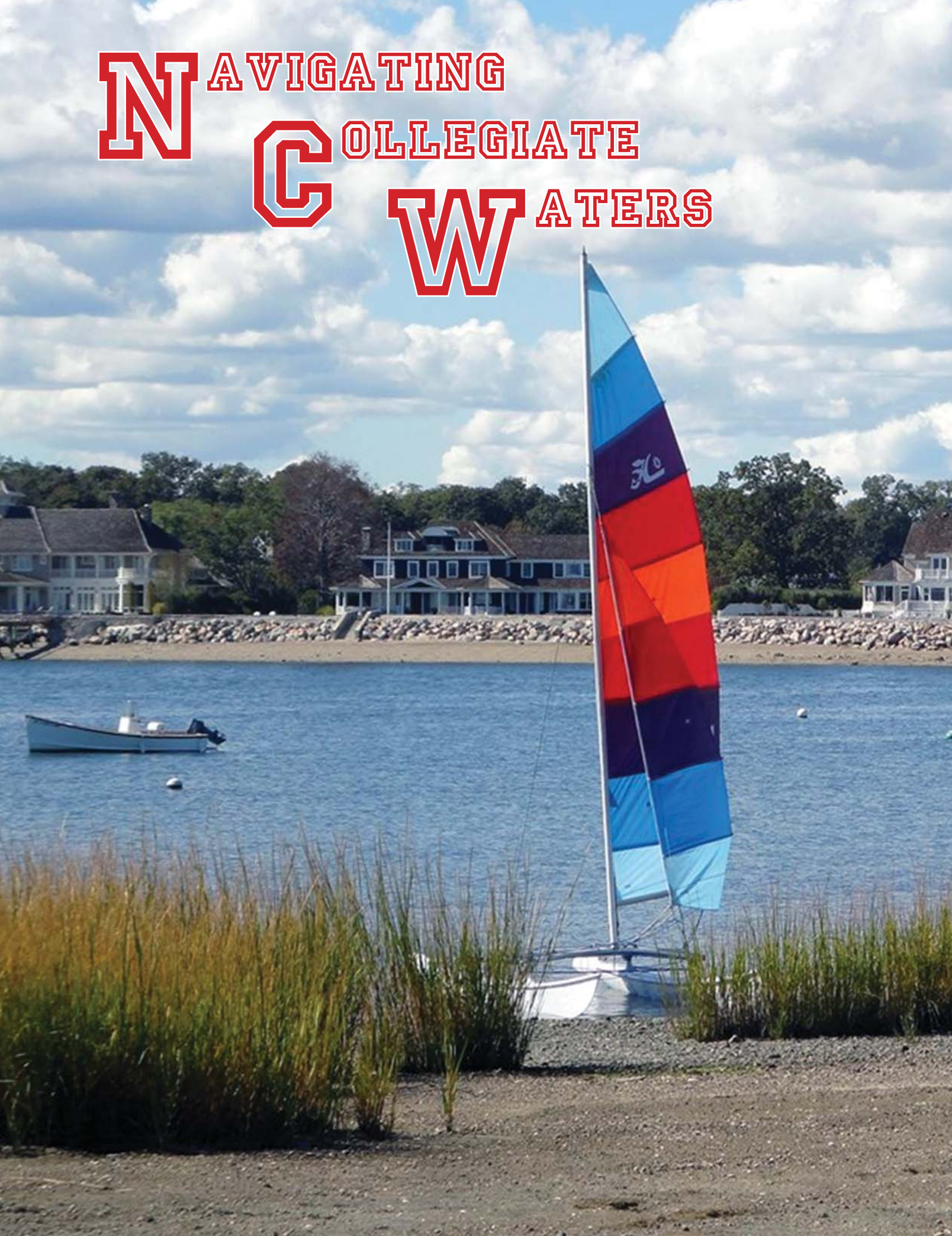
time Division 4 sailors Caleb Tarleton and Peter Nelson joined the action on the water.

Hobie Division 4 has been actively recruiting teenage sailors anxious to feel the “need for speed” that catamaran sailing delivers. “We had four teams travel to California for the North Americans in 2013,” said Laura Sullivan, Division 4 Chairman. Laura has been the primary impetus to the Hobie youth movement in the Pacific Northwest. “Between local fund raising and the youth grants the teams are receiving, the teams will be heading to New Jersey for what amounts to a free, week-long vacation. They will be re-uniting with friends they made at last year’s event.”, Sullivan continued.

The excitement from the North Americans is starting to build momentum. At a recent Hobie regatta at Sail Sand Point six youth teams showed up and got their own start! Any youth interested in learning Hobie racing should contact either Hobie Division 4 at [www.hobiediv4.org](http://www.hobiediv4.org) or Sail Sand Point.

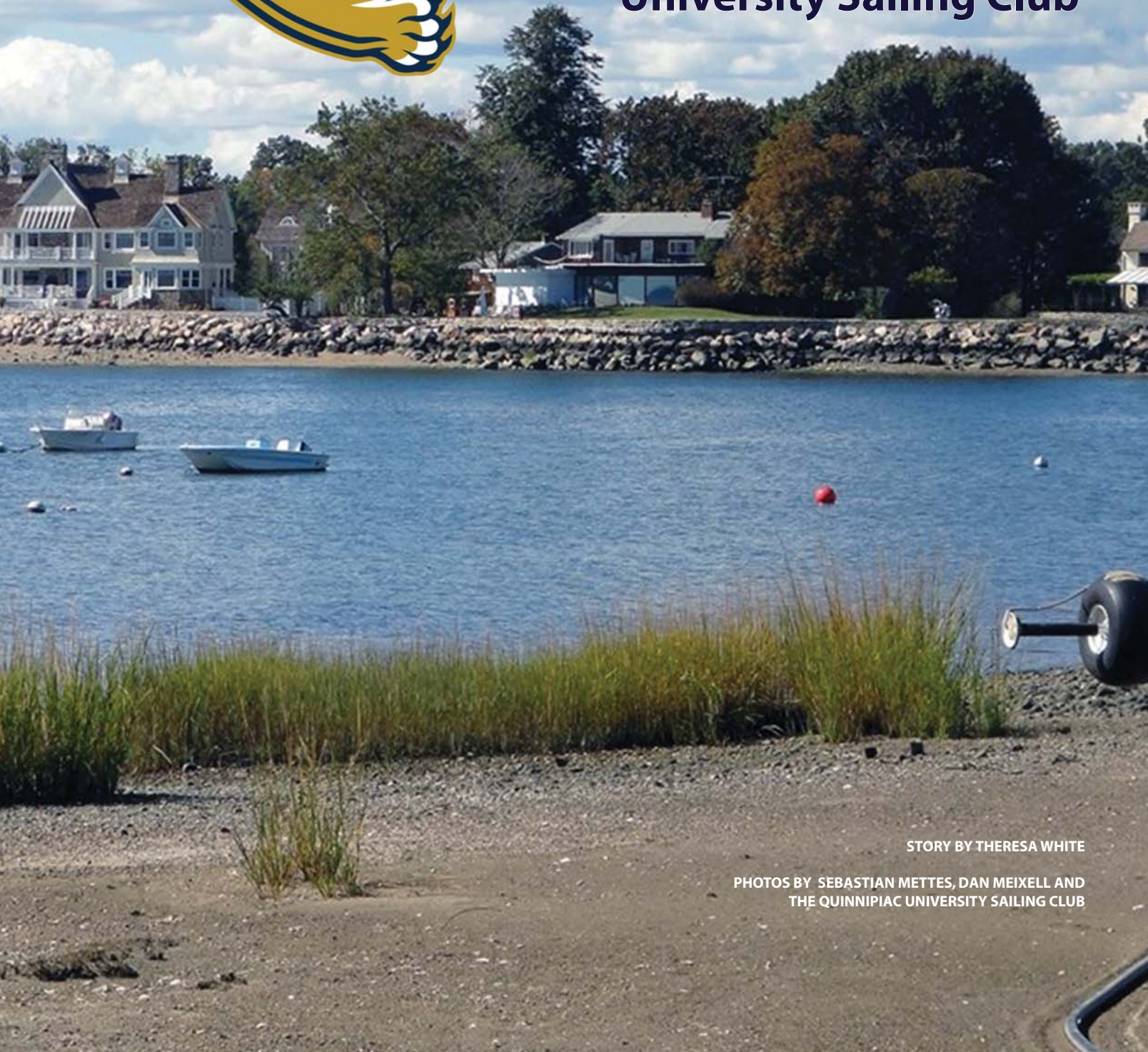


# N AVIGATING C OLLEGIATE W ATERS





## The Birth of the Quinnipiac University Sailing Club



STORY BY THERESA WHITE

PHOTOS BY SEBASTIAN METTES, DAN MEIXELL AND  
THE QUINNIPIAC UNIVERSITY SAILING CLUB



Sebastian sailing his Hobie 16 in Corpus Christi, Texas.

**I**t's hard to start new things. That's true for everyone. But just imagine moving completely across the country to study and work with people you didn't know. What would be important to you? What one thing from home would you wish you could take with you?

For Sebastian Mettes, the answer to both of those questions was the same: sailing Hobie Cats.

Although he is originally from Holland, Sebastian grew up near Denver, Colorado. For the first few years after high school, he attended the University of Colorado and enjoyed racing with Fleet 61 in

Dave Heroux helps Dana try on a trapeze harness



Division 5. Then, for a number of reasons, he wound up transferring across the country to Quinnipiac University in Connecticut. As he began his junior year at his new school, he found that Quinnipiac had a very nice marina, but no boats and no sailing.

So, when he moved, he contacted all the local Hobie fleets in the area. Fleet 448 in Rhode Island, especially Dave Heroux and Barbara Powers, responded and agreed to help Sebastian getting back on the water however they could. However, Sebastian decided that the best solution was not just to get him sailing; it was to offer that opportunity to all of the students at

Quinnipiac. He decided to try to create a sailing club. He had trouble getting the university administration interested in the idea. They felt that sailing was a dangerous sport, and definitely didn't want students racing and competing. So, a racing team was right out, but Sebastian thought that a sailing club, where students could sail for fun whenever they wanted, was possible. And, because a club rather a competitive team was under consideration, there was no obligation to race the typical dingy boats found on the collegiate circuit. So, he decided that the club might as well have fun on Hobie 16s. The university administration still didn't feel that the club was viable, but Sebastian disagreed. He had met a number of other students

who really liked sailing, and felt that the club would have a strong group of interested members. So, between classes his junior year, he wrote the constitution and completed the other administrative obstacles that stood between him and sailing at Quinnipiac.

The sailing club was building momentum and gaining interest.

At the end of the school year, Sebastian wound up volunteering on a committee at a Fleet 448 event and met Steve and Lisa Kravitz, who lent him an old Hobie16 for the summer. He sailed the boat that summer, even taking it to Syracuse to race Madcatter 37, where he got second place in B fleet. Since he had the boat for about three weeks after school started in the fall, he was able to take students out on his boat. Early that fall, too, his hard work the previous year paid off and the sailing club became official at Quinnipiac.

For the club's first official event, Fleet 448 came down on a perfect Hobie day and took 30 students out sailing, many of whom had never sailed before. As you



The Quinnipiac University Sailing Club



can imagine, the club REALLY gained momentum after that. For their second event, Bob Keyes from Sprite Island Yacht Club in Norwalk CT invited the club to sail Hobie 16s and Getaways. At this event, the students in the club sailed themselves, rather than someone taking them out. Fleet 448 also assisted in their third event that year, which involved setting up a Hobie 16 on the quad and just answering questions about the boat and the club. Next year, the club hopes to have 11 different events, six in the fall and five in the spring.

Sebastian Mettes is now a new graduate of Quinnipiac University. Even though he skipped his graduation to be at Madcatter (priorities!), he left his

alma matter with the gift of a sailing club that will hopefully endure. Next year's club officers came from people who attended the Sprite Island event. Jen Dziura is the Commodore-elect, and the Vice Commodore is Dana Meixell,

an upcoming junior who also attended Madcatter. Student club members with approval in the club can take out boats that are leased by the club with a budget provided by the university. Although Quinnipiac doesn't allow the clubs to purchase property for the university, it is possible for people who lease the boats to the club to donate to them to the University at the end of the lease. The donation is tax deductible for the owner that way, too. Right now, the club is leasing two Hobie 16s, but is hoping to increase the number. Because it's still new, the club still needs support from anyone who can give it, whether it's donations or taking students sailing.

Sailing is only possible for a short time period in the academic year, but the students at Quinnipiac

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

University have showed that they could make it happen. With the support of a strong local fleet and a number of like-minded sailors, these students were able to ignore the nay-sayers and keep going in the process until they were able to get the club that they wanted. They are willing to share any paperwork or information that might help someone else get a sailing club started at their university. Just get in touch via email at one of the following addresses:

- [sailingclub@quinnipiac.edu](mailto:sailingclub@quinnipiac.edu)
- [dana.meixell@quinnipiac.edu](mailto:dana.meixell@quinnipiac.edu)
- [sebastian.mettes@quinnipiac.edu](mailto:sebastian.mettes@quinnipiac.edu)



University math: Hobie Cats = Smiles



Club members get shore instruction on the fine art of trapezing



# And the Award Goes to . . .

Steve Murray receives the Carlton Tucker Sportsperson of the Year Award

Submitted by Scott Erwin, *Hobie Fleet 259*

Steve Murray has contributed his time and effort to support the Hobie Community, local and national regattas and has provided insight and development of numerous products to make our sailing experience an excellent one. Steve's qualifications have been earned over forty years of sharing the adventure and love of the sport of Catamaran sailing.

Steve Murray grew up in Los Angeles working and living at his parents' swim school. As the Murray's Swim School grew, Steve and his brother Doug began running it and looking for areas to grow the business. Steve and Doug were always up for an adventure and always looking for the "Next Best Thing." Little did Steve know at the time, that his enthusiasm for adventure and his desire to share his experiences would define his life and professional career. Steve's way of life would soon become what we all know now as the "Hobie Way of Life."

In 1965, Steve Murray's interests were snow and water skiing. Shortly after Mammoth Mountain ski resort opened, the brothers began their own business of running bus loads of friends and clients up the hill to the resort during the winter and trips to nearby lakes in the summer. Always having an eye for need, these brothers would eventually open a ski shop and rental business out of the Murray's Swim School.

One day, a friend came into the Murray's shop and offered to trade a sail boat for some snow skis. Steve wasn't a sailor, but he thought the proposed trade was fair, so he struck a deal. This whetted Steve's interest in sailing. In 1968, Steve found a Hobie 14 and he never looked back. Steve jumped on the Hobie 14 early to compliment his water skiing adventures on lake trips. Soon Murray's water ski boat was a common sight at sailing regattas as Steve's interests were turning to sailing. He would stack his Hobie 14 on top of his ski boat so that they could always play, with or without the wind.



Steve Murray (left) receives the Tucker award from Scott Erwin (right) at the Hobie 18 / 20 North Americans

In the late '70s to mid '80s, Murray's Marine sold boats out of the old downtown Carpinteria location. Murray's Marine was also an official Hobie parts distributor into the late '80s helping the Hobie company fill parts orders to dealers. They were regularly invited to set up their booth at the Hobie dealer meetings and show their wares. They were producing dozens of products and working with the sailors to improve and innovate on the boats they loved.

Murray's Marine started building Hobie Cat parts in the mid-70s starting with the Super Traveler, tiller connectors kits, rudder stiffening kits, rigging, non-skid kits, sail repair kits, Coffey Marine wind vanes and Cool Cat Coolers. Eventually, Murray's branded harnesses, wetsuits, bags and spray tops as well as many more products designed to meet sailors' needs. Nowhere else could anyone find someone more dedicated to the Hobie line of products than Steve Murray.

Steve has always been personable and supportive; he listens to people and wants to help. He is innovative, pursuing the next best thing to go faster or be more comfortable while sailing. Many developments came about through talking and playing with friends - experiencing the "Hobie Way of Life."

In the '80s, Steve set off in new directions by organizing ski / sailing adventures in Nebraska, Colorado, Utah, and Mexico. Steve is a community builder and a networker, organizing his ski trips and water ski/sailing adventures. Murray's Marine sponsored thousands of regattas, mostly up and down the West Coast. He hosted the Cachuma regatta from the late '80s to the mid '90s, which was largely known for its generous BBQ dinner on Saturday night.

Murray's crew would attend thousands of regattas over the next 30 years with a road booth filled with spare parts. Murray's wasn't just another sponsor at these events, they were a permanent fixture. When Fleet 259 hosted the California State Multihull Championships, the majority of its fleet members did not own a boat of their own. The fleet owned some Hobie 18s and 16s and kept them on the beach to introduce sailing to the public. While the fleet owned these boats, Steve Murray was instrumental in keeping these boats in repair and ready for use. Steve supplied all the parts necessary, and the fleet supplied the labor to keep the boats maintained and safe.

By the late '90s and 2000s, Murray's sold the majority of their sailing products online. Unfortunately, the Hobie Cat Company's policies precluded any dealer from selling online, so Murray's reluctantly gave up their Hobie dealership to maintain the online business which has proven vital to their survival. Murray's continued success hinges on multiple product lines including kite boarding, wind surfing, SUPs and marine safety.

Steve Murray favored a fund raising regatta in Santa Barbara years ago. Steve spent countless hours in front of City Council and Water Front Department meetings sacrificing many nights to get this plan approved. Steve was instrumental in making sure that the Santa Barbara Beach was available to catamaran sailors. To this day, Santa Barbara is one of the few places in California that allows catamarans to be stored

and sailed right off the beach, all because of Steve.

At the first fund raising regatta for the Santa Barbara Cancer Society, 130 teams showed up. The fleet donated over \$8000. Over the next three years, checks close to the same amount were given to the American Cancer Society.

The Santa Barbara Charity Regatta is now called Wine and Roses and still donates \$2000-\$3000 every year to the Make-A-Wish Foundation. Steve and Murray's regularly donate thousands of dollars to this charitable Regatta.

Steve officially retired in 2014, but not before inspiring another Hobie Fleet to take its wings in California. In 2011, Steve met a wayward sailor from San Luis Obispo that had somehow sadly missed out on the previous 20 years of the "Hobie Way of Life." Steve's generous donations renewed Hobie Fleet 259 in the form of equipment for raffles and his personal participation in club events. This provided a group of new sailors enough momentum to take flight. Steve Murray (now accompanied by his son Dray), are regular Hobie 18 sailors that actively sail in Fleet 259 fun sails. Steve and Dray travelled to the 18 NACS in the past 3 years as well as Mexico and other local events.

I have known Steve for a few years, but I really got to know him in Mexico in 2013. In a dinner setting over fish tacos and beer (Steve now 71 yrs. old), we were discussing Murrays Marine with a group of sailors. One of the young men at the table asked Steve about the success of his business. Steve's statement was one that could have been predicted. Steve said, "I made a lifestyle choice. If I wanted to be wealthy, there were far more opportunities than the small catamaran industry." He continued, "This is what I wanted to do, these are the people are who I wanted to be with."



*A much younger Steve Murray poses with some of the signature Murray's Marine trapeze harnesses.*

# That 70's Boat

A Bit of Murray's Marine History

By Dray Murray

When looking for various odds and ends here at Murrays, I have come across some classic Hobie parts and memorabilia that many would think to be long extinct. And after some inquiry yesterday I unfolded a bit of classic Murrays history. We have a Hobie 14 here that is adorned with the 1st Murrays production product which was a sand cast aluminum base plate for the traveler control cleat. It improved upon the original Hobie model in that it was a single line, center-sheeting control of the traveler position. It also was large enough so you could use it as a foot-hold when hiking out. This was paired with Murrays 2nd



product the "Super Traveler Car", which the traveler control line to pass through so the traveler car was able move with less binding in the track. Steve Murray "packaged" this pair in brown paper lunch sacks, on which he would write "Super Traveler", and then proceeded to sell a thousand or more to shops and individuals all over the country.

Digging a little more I found out that one of Steve's friends, Steve Turton made the original sand casting mold for the traveler control base plate as a class project. Then he employed the help of a notorious Kim Crawford and possibly some of his high school shop class students to make the traveler cars, by machining them out of 3" Nylatron rods. It wasn't high tech but it was all made in the USA, and even kind of eco-groovy as they were known to sweep up the Nylatron shavings and melt them into a 3" pipe to make more rods, sorry if you got one with wood-chips or metal shavings.

Pictured here is the Murrays Super Traveler on our Hobie 14 with one of the really early Lewmar main sheet blocks made from Tufnol, a reinforced phenolic resin composite.

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# History of the HCANA Carlton Tucker Sportsperson of the Year Award

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

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

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

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

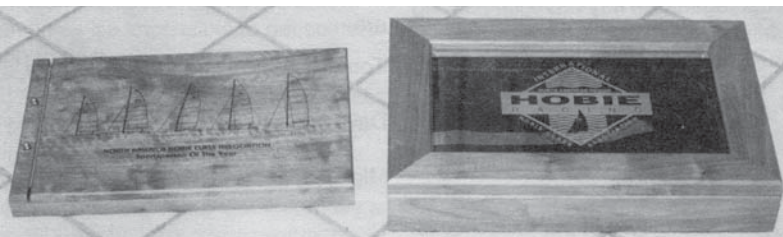
## Nomination Guidelines

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

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

## Honorees

- 1995 Steve Latham (deceased), Division 12
- 1996 Kitsy Amrhein, Division 10
- 1997 Marvin Gantsweg, posthumously, Division 2
- 1998 Carlton Tucker, posthumously, Division 15
- 1999 Armando Noriega, Sr., Division 13
- 2000 Stoney Douglas, Division 2
- 2001 Cindy Phipps, Division 7
- 2002 Doug Skidmore, Division 2
- 2003 Phil and Beverly Collins, Division 14
- 2004 Susan Korzeniewski, Division 16
- 2005 Lori Mohney, Division 10
- 2006 Todd Wilson, Division 7
- 2008 Rick Buchanan, Division 2
- 2009 Ted and Sue Lindley, Division 2
- 2010 Max Hinnenberg, Division 5
- 2011 Kelvin Tellinghuisen, Division 7
- 2012 Bruce "Wrinklie" Fields, Division 2 / 14
- 2015 Steve Murray, Division 2 / 3





# 2016 Membership Form

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

## Primary Member Information PLEASE PRINT LEGIBLY

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

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

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

## Boats Owned / Sailed CHECK ALL THAT APPLY

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

## Membership Categories

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

**TOTAL ENCLOSED**  
**(MAKE CHECK PAYABLE TO HCA-NA)**

--

## 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.

_____ <b>SIGN</b>	_____ <b>DATE</b>
----------------------	----------------------

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*

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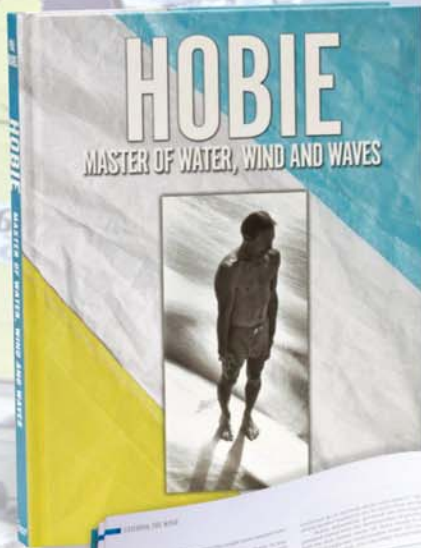
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