HOBIE HOTLINE

WINTER 2013 VOLUME 42 NO. 1

The Official Publication of the
Hobie Class Association of North America

# 2013 HOBIE 17 NORTH AMERICANS

## JUNE 9-14
## YANKTON, SD

## NOTICE OF RACE

**Organizing Authority:** Hobie Class Association of North America, HCA Division 7 and Yankton Hobie Fleet 291

**Venue:** Lewis & Clark Resort and Marina, Yankton, SD. Racing will be on Lewis & Clark Lake, a 12 mile long, 2 mile wide reservoir west of Yankton.

**Rules:** The regatta will be governed by rules as defined by the 2013-2016 Racing Rules of Sailing. This will be an International Event, therefore, pursuant to the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 is deleted.

**Classes:** The regatta is open to the International Hobie Cat 17.

**Eligibility:** Per IHCA Class Rule 26, all competitors must be 2013 Hobie Class Association members.

**Insurance:** Each team must show proof of $100,000 USD liability coverage.

**Entries:** $250 early / $300 late. Late registration applies after 5/15/2013. $50 social package (three dinners). Individual dinner tickets available. Register through Regatta Network. www.regattanetwork.com

**Measurement:** Boats wil be **not** be weighed or inspected for class rule compliance at this event. Competitors are responsible for ensuring their equipment is class legal according to the IHCA class rules. During the competition any boat may be subject to inspection and or pretested for non-compliance with the IHCA class rules.

**Schedule**

Saturday, June 8
- 3:00-7:00 PM - Check In / Registration at the venue

Sunday, June 9
- 10:00 AM - 6:00 PM - Check In / Registration at the venue
- 1:00 PM - Practice Racing

Monday, June 10
- 8:00 AM - 9:30 PM - Final Check In / Registration at the venue
- 10:00 AM - Competitors' meeting
- 11:30 AM - 1st warning signal

Tuesday - Thursday, June 11-13
- Racing Continues - first warning TBA

Friday, June 14
- Racing Continues - first warning TBA
- 2:00 PM - No warning signal after this time.

**Trophies:** Will be awarded at the awards dinner Friday evening.

**Accommodations:** Camping available **on site**. RV / Campers **must** preregister with Chris Wessels. Motels / Cabin information, contact Dave Rice

**Information:** Dave Rice (mdrice3@cox.net) Andy Larson (larsona@iw.net) Chris Wessels (xanderwess@yahoo.com)

HOTLINE
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**WINTER 2013**
**VOLUME 42, NUMBER 1**

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

**HOBIE CLASS ASSOCIATION *HOTLINE***
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# thecommondenominator

My parents took my brothers and me camping every summer. We learned the joys of the outdoors and the complexity of performing simple tasks; of preparing meals and making a place to sleep. I was taught by the best. My father came from Detroit and had never been off pavement in his life. My mother, on the other hand, was raised on a ranch in Stockton, CA. During the depression, she camped all over the western states, traveling with her father as he searched for work as a ranch hand.

I loved camping during high school and college. I spent my summers in the mountains of California, camping whenever I could. I would get off work, grab my sleeping bag and food and head for the woods and lakes. The next morning I would race home in time to go back to work. It was at this time working at a marina that was also a Hobie dealer that my world was about to change.

I sailed whether there was wind or not. When I wasn't working I was either on the boat or on the beach next to it. So what did my new found addiction have to do with camping? I was so into sailing that I wanted to meet and race with those Hobie people that had to have the most exciting and romantic lifestyle. I searched to find an organized Hobie regatta. I was fortunate to find a regatta at a lake about three hours away. Camping in the "improved" sites was $3 a night and there would be a Saturday night dinner that could be paid for at registration. All right! Camping and sailing; it couldn't get any better! I was so excited about sailing that my list of weekend necessities was boat, sleeping bag and a coffee cup. I met my girlfriend/crew at the regatta and she was just as well-equipped with a sleeping bag and coffee cup. Let the weekend begin! The sailing part of this story is for another time, but the camping part set the standard for years to come. Instant coffee, hot dogs and a sleeping bag.

Having children forced us to modify this perfect lifestyle. We continued to sleep in the car and the kids and babysitter slept in a tent alongside the car. This basic program is still how it works today. The difference is that my wife and I have become a little softer. We added a travel trailer to the program and the kids stayed in their tents. As the kids got older, we needed to pull more than one boat so the travel trailer was put away and a cheap motorhome appeared. The kids still stayed in their tents. The motorhome has since improved but the lifestyle hasn't changed.

Sailing locations have changed but the camping lifestyle continues. Almost every event has included some form of a camping venue. We have camping in parking lots and on yacht club lawns, parks and, of course, campgrounds. Our national events usually will have camping available. Come to think of it, some of the hotels we've stayed in at World Championships were pretty much camp outs.

Camping is just one more thing that adds to the Hobie lifestyle. We are fortunate.

Pat Porter

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Juan I. Maegli

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## on the cover

***The Black Boat*** *– Andy Larson charges upwind in his custom-colored Hobie 17 on Lake Mohave. Photo by Ellie Martin.*

**NOTICE OF RACE**

**REVISED 02-16-2013**

**Organizing Authority:** Ocean Springs Sailing Squadron, hosted by Ocean Springs Yacht Club (OSYC)

**Venue:** OSYC, , Ocean Springs, MS

**Rules:** The regatta will be governed by rules as defined by the 2013-2016 Racing Rules of Sailing. This will be an International Event, therefore, pursuant to the US Sailing prescription to RRS 88.2, the US Sailing prescription to RRS 40 is deleted.

**Classes:** The regatta is open to all Formula 18s and all Hobie Cat one-design classes. Starting groups will be determined after all registrations have been received.

**Eligibility:** Per IHCA Class Rule 26, one crewperson on each Hobie Cat brand boat must be a 2013 Hobie Class Association member.

**Insurance:** Each team must show proof of at least $100,000 USD liability insurance.

**Entries:** Singlehanded - $75 / Doublehanded - $125. Register through Regatta Network at the link located on the event website (www.osyc.com).

**Measurement:** Boats wil not be weighed or measured at this event. However competitors are responsible for ensuring their equipment is class legal according to the appropriate class rules. During the competition any boat may be subject to inspection.

**Schedule**

Thursday, April 11, 2013
- 3:00-7:00 PM Check In/Registration
- 7:00 PM Welcome Party

Friday, April 12, 2013
- 8:00 AM Breakfast at the Club / Registration
- 9:30 AM competitors' meeting
- 11:30 AM 1st warning signal

Saturday, April 13, 2013
- 8:00 AM Breakfast at the Club
- Racing Continues - first warning TBA
- 7:00 PM **Mudbug Mania Dinner Party**

Sunday, April 14, 2013
- 8:00 AM Breakfast at the Club
- Racing Continues - first warning TBA
- 2:00 PM no warning signal after this time.

**Trophies:** will be awarded ASAP after the last race on Sunday.

**Accommodations:** Limited RV parking and camping on-site for a modest fee. Holiday Inn Express (group rate code **HMG**) 7301 Washington Ave., Ocean Springs, MS 39564. Book online (www.hiexpress.com) or call: 877-834-3613

**Information:** Judi Altman– crzymnd@yahoo.com (228)365-4169

# MID-WINTERS WEST / SW AREA CHAMPIONSHIPS

## FORMERLY HOBIE WAY OF LIFE REGATTA

## APRIL 5,6, & 7 2013 LAKE MOHAVE NEVADA - USA

FLEET 51
Team
LAS VEGAS
Est. 1972

# NOTICE OF RACE

**ORGANIZING AUTHORITY** Hobie Class Association of North America/HCA Div. 2 and Hobie Fleet 51

**RULES:** The regatta will be governed by the rules as defined in the 2013-2016 Racing Rules of Sailing (RRS)

**ADVERTISING:** Advertising is allowed in accordance with RRS-80 and ISAF Advertising code (regulation 20). Boats maybe required to display advertising chosen and supplied by the organizing authority.

**ELIGIBILITY AND ENTRY:** This event is open to all class legal Hobie Cats. All crew must be 2013 HCA-NA members. Membership forms will be available at registration.

**RACING SCHEDULE:** Registration and check in will take place on 4/5/13 from 1300 to 1700. & 4/6/13 from 0800 to 0900. Practice races may be held in the afternoon of 4/5/13. This event will have 2 days of racing (4/6 & 4/7) with the objective of 3-5 races per day back to back. First warning signal will be at 10:00 on 4/6.

**REGISTRATION FEES:** All boats Pre-registration by March 15 - $70.00. Late registration $100.00. To register go to www.Regattanetwork.com Must be registered by 3/15/13 to avoid late fees

**SOCIAL SCHEDULE:** Welcome party and dinner on 4/5 at 1800.Dinner on 4/6 also at 1800. Breakfast to be served on 4/6 & 4/7 Time to be announced

**MEASUREMENT:** Boats will not be weighed at this event. Competitors are responsible for insuring their equipment is class legal. Crew members will be weighed in accordance with the class rules. During competition any boat may be subject to inspection.

**SAILING INSTRUCTIONS:** The sailing instructions will be available at registration.

**VENUE:** On Lake Mohave based out of Six-Mile Cove.

**INSURANCE:** Each participating boat shall have third party liability insurance with a minimum coverage of not less than $100,000. P roof of this insurance must be presented at registration.

**HOST HOTEL:** This event has no host hotel. Dry camping only.

**ALTERNATE A CCOMODATIONS:** Cottonwood Cove Resort & Marina 702-297-1464 (10 mi. from regatta site) or El Ray Motel (702) 297-1144 located in Searchlight NV (13 miles from regatta site).

**CONTACT INFO**: Dave & Ellie @ 702-301-6210 or H16music@cox.net

# justinoffthewire
## News and Notes

### 2013 US Sailing Multihull Championship (Alter Cup) Announcement - Sausalito YC in Hobie 16s

2012 was a very challenging year for the US Multihull Championship Committee (USMCC). The year started off with a huge challenge – learning that multihull manufacturers were no longer able to provide boats for the event. This announcement dictated a Bring Your Own Boat (BYOB) event. This was a significant change in direction from all previous years and challenged everyone on the team to come together, to head in a new direction, with few options.

Simultaneously, sailors across America responding to the sailor survey felt the boat type should be rotated through three disciplines – double-handed, single-handed, and spinnaker. Data from class national championships indicates that there are roughly equal numbers of boats spread throughout those three categories. In addition, respondents felt the event should be opened up to more sailors and rotated throughout the country. We incorporated this feedback into the strategic plan.

ROD BAUER

Adhering to the rotation strategy, the 2013 US Multihull Championship for the Alter Trophy will be sailed on a double-handed boat. 2014 will be sailed on a single-handed boat. 2015 will be sailed on a spinnaker boat.

In looking at sailor , team attendance data at the Nationals / North American events for the various boat classes, the largest North American attendance in the double-handed class is the Hobie 16. The USMCC voted on 1-17-2013 that the Hobie 16 has been selected as the boat of choice for the 2013 event. The Sausalito Yacht Club submitted a bid to the USMCC, requesting to become the host for the event. USMCC accepted the bid in late 2012.

It is with great pleasure, we'd like to announce the United States Multihull Championship for the Alter Trophy will be sailed on the Hobie 16, hosted by the Sausalito Yacht Club in Sausalito, CA. The dates being planned for are September 3rd through September 8th, 2013. The dates are in the process of being firmed up, working to integrate some added excitement of the Louis Vuitton – Americas Cup. For now, pencil in those dates and prepare for some exciting sailing and fun times ahead.

### HCA Board Changes

Mike Madge has a new email address - themadges@tbaytel.net

Gordo Bagley has resigned as the Junior Program Chair and Christine Bradshaw has volunteered to take over that position. The search is on for someone to take on the vacated Women's Representative position. For the time being, Chris' contact information is listed for both positions on page 11. The HCANA would like to thank Gordo for all his help with the Youth Program over the past few years.

Dan Williams has resigned as Division 1 (Hawaii) Chair and since there is no Hobie one-design racing scheduled this year, the division has been placed on "inactive" status.

Division 7 has a new chair:
Ryan Richardson
1214 W. Robinson St.
Knoxville, IA 50138
fleet475inst@gmail.com
(641) 820-0502

Division 9 has a new chair with a familiar name:
Mark Van Doren
201 Triplett Lane
Knoxville, TN 37922
markwvandoren@gmail.com
(318) 458-591

## 2013 Hobie 16 Women's NAC Announcement

Fleet 434, located on Lake Arrowhead in the San Bernardino Mountains and National Forest, has offered to host the 2013 Hobie 16 Women's North American Championships. Pending HCANA Board approval, the event is scheduled for Sunday, July 21 through Thursday, July 25th. Lake Arrowhead Yacht Club has a reputation for taking care of the sailors, as was proven at the 2010 Hobie Youth NACs. Contact Chris Bradshaw to reserve your free charter boat – mark your calendars and plan to attend!
*hobiewomen@gmail.com*

## Welcome Back Fleet 94!

Fleet 94 (Redmond, Oregon) has been an inactive fleet - close to extinction. But Bill Groesz has been buying up Hobie 14s, 16s - pretty much whatever looks good on Craigslist, then fixing them up and getting all these new people out sailing. **Fleet 94 is now officially an active fleet.**

People are re-discovering Hobie Cats for the inexpensive, great environmentally-sound fun boats that they are. Regattas are even more family-friendly now and the emphasis is currently on enjoying what you brought instead of trying to buy the latest, expensive go-fast.

Bill has been fielding questions regarding Hobies, going out for recreational sails and helping with repairs. He gives a lot of credit to Kelly Havig who has always been very gracious to prospective sailors. Bill says that if it wasn't for her, his family wouldn't have gotten into the sport.

They are planning a potluck soon and their goal is to get people excited about this year's events. It's the Hobies themselves selling for next to nothing on Craigslist and the fact that they are such well-built boats that seems to be driving the resurgence.

## Hobie Cat Announces Apppointment of Michel Corigliano as Director General of Hobie Cat Europe

Following the acquisition of Hobie Cat Europe by Hobie Cat Company, Doug Skidmore, President of Hobie Cat Company, has announced the appointment of Michel Corigliano, who has 21 years of Hobie experience, to the newly created position of Director General for Hobie Cat Europe. Michel will be responsible for managing Hobie Cat Europe, out of the company headquarters in Toulon, France. He will represent Europe in unifying Hobie's worldwide brand image, accelerating market expansion, focusing product offerings and enhancing Hobie's strong position in the European sailing, kayaking and fishing markets.

Effective this past September 1, Hobie Cat Company, based out of Oceanside, California, acquired Hobie Cat's business in Europe. The agreement gave the sailboat and kayak company worldwide trademark rights and brought the operation of Hobie Cat's business in Europe directly under the control of Hobie Cat Company. Michel's appointment completes the transition cycle. For the past 15 years, he has been Sales and Marketing Director and liaison between Hobie Cat Europe and the main worldwide sailing associations such as ISAF and the IHCA International F18 Association.

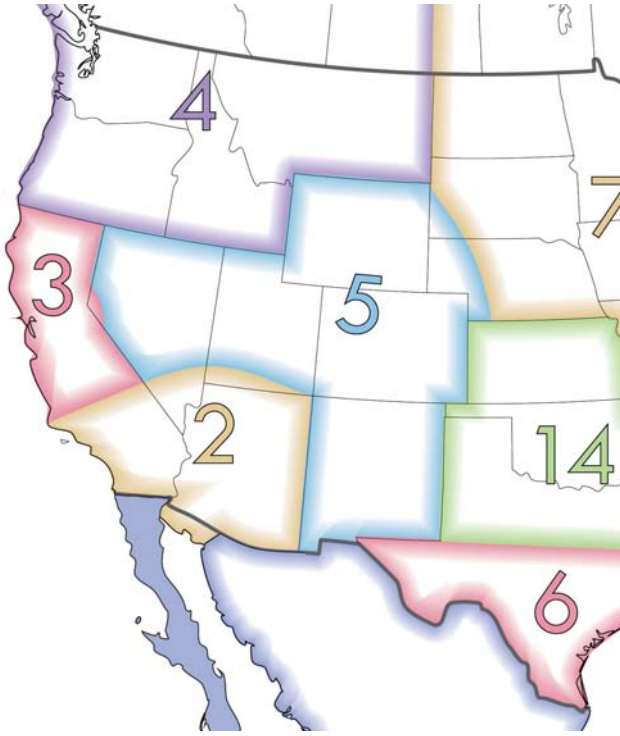
"Through the process of uniting Hobie worldwide, Michel has demonstrated his ability and knowledge of Hobie Cat business that he needs to take over the helm," commented Doug. "His understanding of our dealers, Hobie products and the necessary infrastructure for manufacturing boats make him uniquely qualified for this position. These are all important elements of our market vision and we are excited to add a well-respected leader to our team."

Michel has a proven track record in business, but he also understands the soul of the company that is behind the "Hobie Way of Life." He has a passion for watersports including sailing and surfing and is currently getting indoctrinated into kayak fishing as the sport becomes more and more popular in Europe. He first started working for Hobie Cat Europe in 1991 and since then has worked in every department including production and logistics, product development and regattas. Prior to joining Hobie, Michel studied commerce and management.

# 2013 regattaschedule

## DIVISION 4

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E–MAIL |
|---|---|---|---|---|
| 95 | May 11 | **Youth Clinic / Hobie 101** Sail Sand Point, Seattle, WA | Jerry Valeske | 425•432•7749 gvaleske@verizon.net |
| 95 | May 12 | **Boat Weigh-in / Fun Sail** Sail Sand Point, Seattle, WA | Lynne Rickard | 425•485•3303 lynne@microsoft.com |
| COSA | May 18-19 | **Spring Time Regatta** Kelowna, BC | Gillian Thomson | 250•764•1104 cosa@okanagan.net |
| 95 | May 25-26 | **Splash Regatta** Kirkland, WA | Lynne Rickard | 425•485•3303 lynne@microsoft.com |
| EYC | June 8-9 | **Living on the Edge Regatta** Fern Ridge, OR | Roeland Kapsenberg | thekapsenbers@comcast.net |
| 214 | June 15-16 | **Jericho Classic** Vancouver, BC | Benoit Sonrel | 604•787•4017 bsonrel@yahoo.com |
| | June 15-16 | **Desert Cup** Ice Harbor Dam, WA | Miles Moore | info@funtosail.com |
| 95 | Aug 3-4 | **Lake Quinault Regatta Northwest Area Championships** Lake Quinault, WA | Al Jones | 360•249•3388 atkjones@century.net |
| 72 | Aug 10-11 | **Smoke on the Water** Skamokawa, WA | Jim Wood | 360•892•3813 jwood5star@gmail.com |
| 72 | Aug 24-25 | **Yale Lake Regatta/Fun Sail** Cougar, WA | Jim Wood | 360•892•3813 jwood5star@gmail.com |
| 72 | Sept 7-8 | **Lake Chelan Regatta** Chelan, WA | Mark Sele | 509•670•6898 teamsele@charter.net |

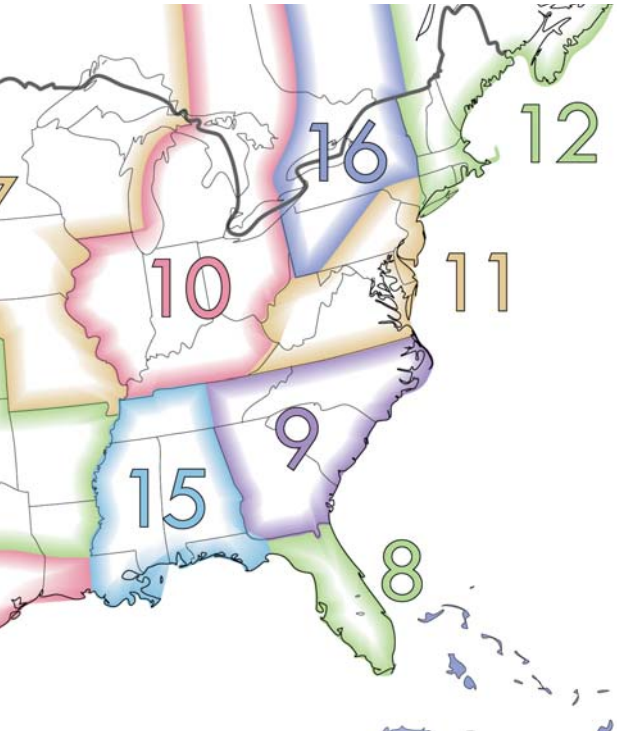



## DIVISION 3

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E–MAIL |
|---|---|---|---|---|
| 259 | April 20-21 | **Hobie Days Regatta** Lake Lopez, CA | Scott Erwin | 805•610•7812 wscotterwin@yahoo.com |
| 240 SCYC | May 4-5 | **Kick–Off** Santa Cruz, CA | Dwight Manning | 408•229•9303 dwight916@earthlink.net |
| 20 | May 18-19 | **Wet & Wild Regatta** Woodward Reservoir, CA | Mike Little | 209•640•3755 mlittle@attglobal.net |
| 62 FYC | June 22-23 | **Commodore's Classic** Huntington Lake, CA | Sean Tomlinson | 559•284•0165 h16@comcast.net |
| 20 | July 6-7 | **Union Valley Fun Regatta** Union Valley, CA | Mike Little | 209•640•3755 mlittle@attglobal.net |
| 281 | July 13-14 | **Round Treasure Island** Alameda, CA | Bill Boyd | keboyd_4@yahoo.com |
| 240 SCYC | July 20-21 | **Summer Multihull** Santa Cruz, CA | Dwight Manning | 408•229•9303 dwight916@earthlink.net |
| HCANA Div 3 FYC | Jul 30-Aug 1 | **Hobie 16 / Wave Youth North American Championships** Huntington Lake, CA | Dafna Brown | 650•996•5855 dafnabrown@gmail.com |
| 62 FYC | Aug 3-4 | **Mile High Regatta** Huntington Lake, CA | Sean Tomlinson | 559•284•0165 h16@sbcglobal.net |
| SBYC | Aug 17-18 | **Wine & Roses Regatta North/South Challenge** Santa Barbara, CA | Steve Leo | 562•547•9092 steve@infocuspromo.com |
| 418 | Aug 31 - Sept 1 | **Redwood Regatta** Eureka, CA | Mike Marriott | 707•444•5070 simon7126@sbcglobal.net |
| US Sailing | Sept 4-7 | **US Sailing Multihull Championship for the Alter Cup** Sausalito, CA (Hobie 16s) | Laura Sullivan | 425•432•7749 mslauras@hotmail.com |
| RYC | Sept 21-22 | **Richmond Multihull** Richmond, CA | Gene Harris | 510•612•2036 gene@pedrick.org |
| Div 3 MPYC | Oct 5-6 | **Turkey Regatta / Divisionals** Monterey Bay, CA | Mike Montague | mike@teevax.com |
| 281 CPYC | Nov 9-10 | **Coyote Point Fun Regatta** Eureka, CA | Bill Boyd | keboyd_4@yahoo.com |

## DIVISION 2

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E–MAIL |
|---|---|---|---|---|
| 88 | Mar 9-10 | **HAVAMEGA Regatta** Lake Havasu, AZ | Gordo Bagley | 702•427•7328 gnbii@msn.com |
| MBYC | Mar 16-17 | **Catfight I** San Diego, CA | Mission Bay YC | mbyc.org |
| 464 | Mar 23-24 | **Fish Taco Cup** San Felipe, MEX | Barb Perlmutter | Skipperbarb36@hotmail.com |
| 51 | April 6-7 | **Midwinters West** Lake Mojave, NV | Dave & Ellie Martin | 760•301•6210 h16music@cox.net |
| 66 | April 27-28 | **Cinco de Mayo** Puerto Peñasco, MEX | Roger Hensler | twohenslers@aol.com |
| MBYC | May 4-5 | **Catfight II** San Diego, CA | Mission Bay YC | mbyc.org |
| ABYC | May 25-26 | **Memorial Day Regatta** Long Beach, CA | Alamitos Bay YC | abyc.org |
| 941 | June 1-2 | **Sand Hollow Classic** St. George, UT | Raul Hevia | 435•634•8106 raulh7814@msn.com |
| 4 | June 15-16 | **San Diego Classic** San Diego, CA | Rex Miller | rextreme99@hotmail.com |
| ABYC | July 20-21 | **ABYC Multihull Regatta** Long Beach, CA | Alamitos Bay YC | abyc.org |
| SBYC | Aug 17-18 | **Wine & Roses Regatta North/South Challenge** Santa Barbara, CA | Steve Leo | 562•547•9092 steve@infocuspromo.com |
| ABYC | Aug 31 - Sept 1 | **Labor Day Regatta** Long Beach, CA | Alamitos Bay YC | abyc.org |
| 434 | Sept 7-8 | **Lake Arrowhead Regatta** Lake Arrowhead, CA | Chris Dunn | 909•336•6769 dunndl@charter.net |
| 434 | Sept 28-29 | **Big Bear Lake (tentative)** Big Bear, CA | Chris Dunn | 909•336•7679 dunndl@charter.net |
| 514 | Oct 12-13 | **Piñata Regatta** Puerto Peñasco, MEX | Barb Perlmutter | Skipperbarb36@hotmail.com |




**REGATTA LEGEND:**

**Points Regatta** | **Area Championship**

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

## DIVISION 5

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| DSA | May 18-19 | **Rocky Mtn. Shootout & Hornblower Regatta** Cherry Creek Resv., CO | Curtis Rist | commodore@denversailing.org |
| 61 | June 8-9 | **Three Peaks to the Wind** Union Res., Longmont, CO | Len Dolhert | ldolhert@alum.mit.edu |
| 61 | July 13-14 | **Tropical Dreams Regatta** Lake McConaughy, NE | John Cox | abctherapy@aol.com www.HobieFleet61.org |
| 61 | Aug 23 | **Hobie Fun Day W/Craig Hospital** Cherry Creek Res, Denver | Max Hinneberg | Hinneber@JM.com |
| 61 | Aug 31-Sept 2 | **Mac Attack** Lake McConaughy, NE | John Cox | abctherapy@aol.com www.HobieFleet61.org |
| DSA | Sept 21-22 | **Colorado Governor's Cup Regatta** Cherry Creek Resv., CO | Curtis Rist | commodore@denversailing.org |

## DIVISION 6

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| PAYC | April 6-7 | **Spindletop Regatta** Port Arthur, TX | Daniel Tatum | 409•474•1300 tatum.daniel@ymail.com |
| HCANA | Oct 20-25 | **Hobie 16 / 18 / 20 North American Championships** Poretto Beach, Galveston Is., TX | Chris Wessels | 641•357•4577 xanderwess@yahoo.com |

## DIVISION 7

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| 475 | June 1-2 | **Storm Lake Regatta** Storm Lake, IA | Andy Larson | 712•732•1532 larsona@iwnet.net |
| HCANA Div 7 291 | Jun 9-14 | **Hobie 17 North American Championships** Lewis & Clark Lake, Yankton, SD | Chris Wessels | 641•357•4577 xanderwess@yahoo.com |
| 52 | June 29-30 | **BEYC Green Lake Regatta** Green Lake, MN | Ted Jagger | 651•429•1950 jaggerted@msn.com |
| 291 | July 20-21 | **Lewis & Clark Lake** Yankton, SD | Dave Rice | 402•639•4361 mdrice3@cox.net |
| 84 | Aug 10-11 | **Saylorville Regatta (8/9 Youth Big Creek)** | Roger Taha | 515•262•9497 rtaha@mchsi.com |
| 10 | Aug 24-25 | **Clear Lake Regatta** Clear Lake, IA | Chris Wessels | 641•357•4577 xanderwess@yahoo.com |
| CRAW | Sept 14-15 | **Madtown Throwdown** Madison, WI (16s and 17s) | Daniel Hearn | 608•692•4007 danielhearn@tds.net |
| 297 | Sept 28-29 | **Frayed Knot** Clinton Lake, KS | John Eaton | 785•748•0100 sailflatlands@gmail.com |

## DIVISION 10

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| CRAM | May 18–19 | **CRAM / CSYC Regatta** Crescent Sail YC, Detroit | Chris Tuckfield | www.cramsailing.org |
| 519 | June 1–2 | **Sail 'n Soak Regatta** Austin Lake, MI | RJ Bregenzer | 269•569•4312 alcaregatta13@gmail.com |
| BCYC | June 8–9 | **Mark Madness Regatta** Boyne City, MI | | www.boynecityyachtclub.com |
| NCYC | June 22–23 | **North Cape Regatta** NCYC, LaSalle, MI | | www.cramsailing.org |
| CRAM | July 12–14 | **Caseville Regatta** Caseville, MI | | www.cramsailing.org |
| NCYC | July 27–28 | **North Cape Regatta** (tentative) NCYC, LaSalle, MI | | www.cramsailing.org |
| CRAM | Aug 10–11 | **Muskegon Regatta** Muskegon, MI | | www.cramsailing.org |
| CRAM | Sept 7–8 | **Tawas Regatta** Tawas, MI | | www.cramsailing.org |
| CRAM | Sept 21–22 | **Higgins Lake Regatta** Roscommon, MI | | www.cramsailing.org |

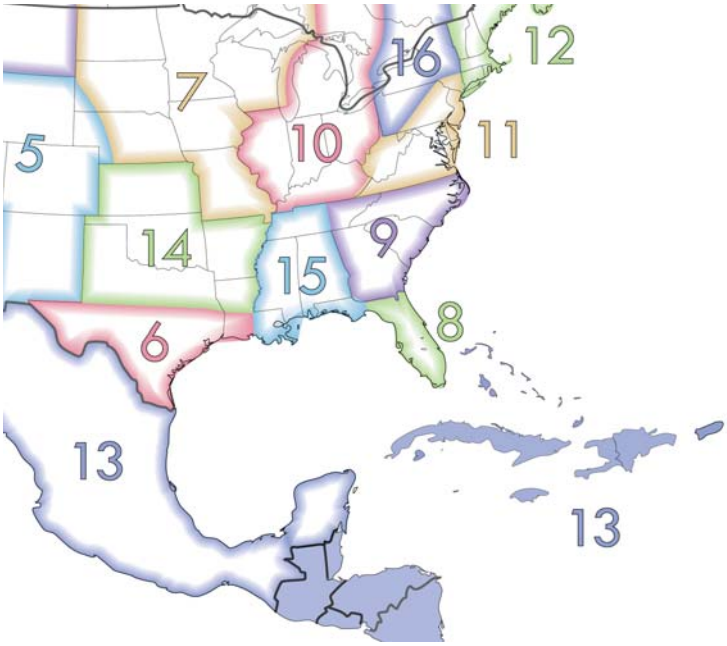
## DIVISION 14

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| 297 | April 27-28 | **Point for Points** Clinton Lake, Lawrence, KS | Ron Holm | 913•284•6571 ronholm@hotmail.com |
| 23 | May 11-12 | **Corinthian Heritage Cup** Dallas, TX | Kevin Marple | 214•616•2892 kevin@kevinmarple.com |
| 23 | May 25-26 | **40th Mid Americas** DCYC, Lk Lewisville, Lewisville, TX | Laurie Cronan | 972•814•9070 LaurieCronan@gmail.com |
| 251 | June 22-23 | **Okie State Champs** Lk Lawtonka, Lawton, OK | Jimmie Smith | lawtonkarvpark@tds.net |
| 297 | Sept 28-29 | **Frayed Knot** Clinton Lake, Lawrence, KS | John Eaton | 785•748•0100 sailflatlands@gmail.com |

## DIVISION 15

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| 70 OSYC | April 12-14 | **Midwinters East** Ocean Springs, MS | Judi Altman OSYC | crzymnd@yahoo.com 228•365•4169 |

# 2013 HOBIE RACING regattaschedule




## DIVISION 13

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| 236 | Feb 2-3 | **Copa Scappino** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 236 | Feb 16-17 | **Copa Zarco** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 236 | Feb 22-24 | **Copa Bilin Bilin** Cancun, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 133 | Mar 1-3 | **Puerto Rican Nationals** | Pedro Colon | kcrio@caribe.net www.hobiecatpuertorico.com |
| 236 | Mar 2-3 | **Copa Modelo Izar** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 138 | Mar 15-17 | **H16 Campeonato Nacional** Atitlán, GUA | Juan E. Maegli | jemaegli@tecun.net.gt |
| 236 | Mar 16-17 | **Copa Portobravo** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 236 | April 13-14 | **Copa Palacio** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 133 | June 1-2 | **Regata de la Marina** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 904 | July 12-14 | **Copa Cummins** Progreso, MEX | Alberto Ponce Andrea Mier y Teran | 52•999•930•1300 aponce@megamak.com.mx |
| 904 | Aug 17-18 | **Copa Allianz** Progreso, MEX | Alberto Ponce Andrea Mier y Teran | 52•999•930•1300 aponce@megamak.com.mx |
| 236 | Aug 24-25 | **Regata Jose Mabarak** Veracruz, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 236 | Sept 14-15 | **Regatas de la Independencia** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 236 | Oct 19-20 | **Regata Oktoberfest** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 236 | Nov 2-3 | **Copa Marinazul** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 236 | Nov 16-17 | **Regata de la Revolución** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |
| 138 | Nov 16-24 | **Juegos Centroamericanos / Regional Games** Los Sauces, Amatitlan, GUA | Juan E. Maegli | jemaegli@tecun.net.gt |
| 236 | Nov 30-Dec 1 | **Regata Pro Valle** Valle de Bravo, MEX | Armando Noriega | 52•55•5631•5555 hobiemex@hotmail.com |

## DIVISION 16

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| 204 NAF18 | May 18-19 | **37th Madcatter** Syracuse, NY | Tom Korz | tkorz@twcny.rr.com |
| WRSC | June 22-23 | **Toronto Regatta** Toronto, Ontario | Steven Hoke | www.waterrats.ca |
| 183 | Aug 24-25 | **Flying High Regatta** Toronto, Ontario | Dan Borg | 416•254•8882 dborg@toyota.ca |
| CYC | Sept 21-22 | **Canandaigua Multihull** Canandaigua, NY | Sue Bennett | 585•469•6161 sharkoops5@aol.com |

## DIVISION 11

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| 54 | May 4-5 | **Gunpowder Regatta** Gunpowder, MD | Dan Flanigan | 410•821•6761 dfp135@msn.com |
| 106 | May 11-12 | **Lewes Regatta** Lewes YC, DE | Ron LaPorta | 610•384•8443 ronlaporta@verizon.net |
| 250 | June 1-2 | **Sandy Hook 17 Divisionals** Sandy Hook, NJ | Greg Raybon | 732•747•4327 graybon@verizon.net |
| RHYC | June 15-16 | **Rock Hall YC Open** Rock Hall, MD | Harry Murphy | 610•717•8207 harrymurphey@yahoo.com |
| US Sailing | June 29-30 | **USA Junior Olympic Sailing Fest. Chesapeake Bay Open** Baltimore Cnty Sailing Center | Harry Murphy | 610•717•8207 harrymurphey@yahoo.com |
| 250 | July 6-7 | **Statue of Liberty Race** Sandy Hook, NJ | Greg Raybon | 732•747•4327 graybon@verizon.net |
| 416 | July 20-21 | **Barnegat Breezer 18 Divisionals** Barnegat Bay, NJ | Tom Burnley | 610•389•2605 Tom.Burnley@Comcast.net |
| 54 | Jul 27-28 | **Special Olympics** St. Marys, MD | Dan Flanigan | 410•821•6761 dfp135@msn.com |
| 250 | Aug 3-4 | **Blue Water Regatta** Sandy Hook, NJ | Greg Raybon | 732•747•4327 graybon@verizon.net |
| SBYC | Aug 17-18 | **Spray Beach** Spray Beach, NJ | Ron LaPorta | 610•384•8443 ronlaporta@verizon.net |
| SAYC | Sept 14-15 | **Shore Acres YC Regatta** Shore Acres, NJ | Garret Hogan | 732•778•7960 ghogan@dsant.com |
| 54 | Sept 28-29 | **Rock Hall YC Regatta** Rock Hall, MD | Harry Murphy | 610•717•8207 harrymurphey@yahoo.com |
| 106 | Oct 5-6 | **Fall Classic 16 Divisionals** Rehoboth Beach, DE | Bill Colgan | 302•475•9083 hobie106@speakeasy.net |

## DIVISION 9

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| EMSA | Mar 16-17 | **Pee Dee Classic** Lake Robinson, Hartsville, SC | Buzz Moore | buz.moore@pgnmail.com |
| EMSA | Mar 29-31 | **Spring Fever Regatta** Lake Hartwell, GA | Ernie McFadden | Mr.Ernie@TwinHulls.com |
| EMSA | April 20-21 | **Bare What You Dare** Seneca, SC | Rick Harper | rmharper@bellsouth.net |
| EMSA | May 4-5 | **Keowee Cup** Lake Kepwee, SC | | |

## DIVISION 8

| HOST FLEET | DATE | NAME / LOCATION | CONTACT | PHONE / E-MAIL |
|---|---|---|---|---|
| CHYC | Jan 31-Feb 1 | **Charlotte Harbor Regatta** Punta Gorda, FL | Brian Gleason | gleason@sun-herald.com 941•206•1133 |

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Hobie Cat Company
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Hobie Cat Community Forums
www.hobiecat.com/forums

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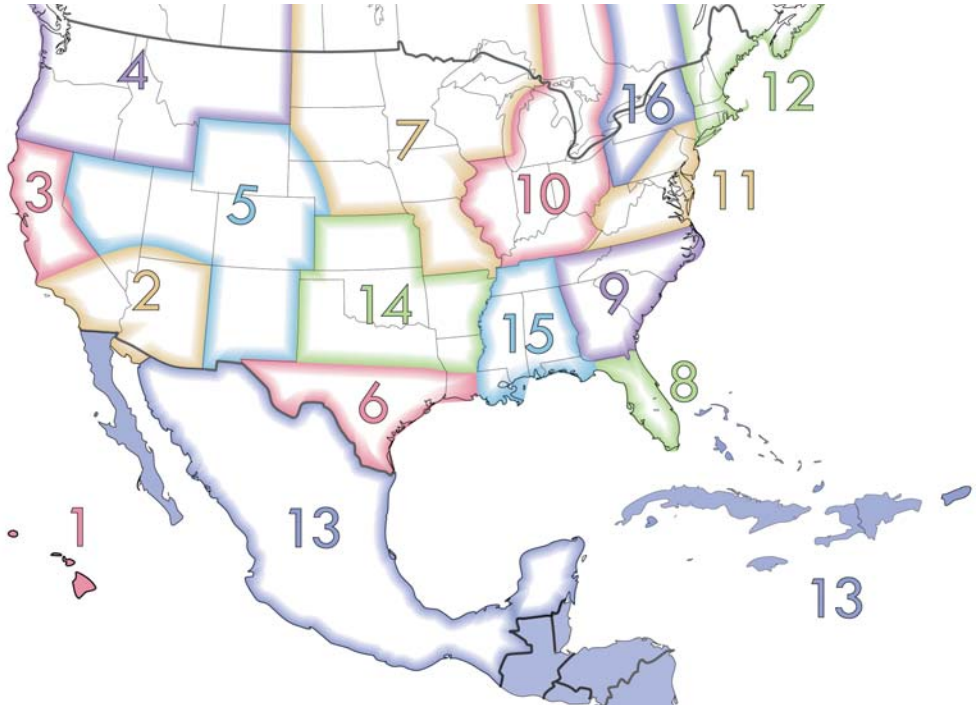


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# FromtheArchive

## Puerto Rican Flashback

Disneyland claims to be the "Happiest Place on Earth," but can you look at this photo and not think that Puerto Rico is really the place?

There's a newly crowned world champion and two future Olympians in this photo. Can you identify them?

We'll give you a few hints:

Year - 1985

Venue - Isla Verde, Puerto Rico

Event - Hobie 14 Worlds

HCAHotline@comcast.net

## Where is It? What Event?

We honestly don't know.

Since everyone is heading out, we're pretty sure it's the morning. From the shadows, that would make it an east-facing beach, but notice there's land along the top of the top of the photo. Florida somewhere?

As for the time period, if you look closely, there are a couple of Hobie 17s in the photo with the early horizontal-cut sails. That would make it 1986.

Any old-timers recognize anybody? How about that 007 Blue Hawaii boat? Send us an email at HCAHotline@comcast.net!

# 40th Annual MID AMERICAS

## 2013 SOUTH CENTRAL AREA CHAMPIONSHIPS

## HOBIE CLASS ASSOCIATION ★ NORTH AMERICA

**DALLAS CORINTHIAN YACHT CLUB ★ LEWISVILLE LAKE, TX**

**May 24 - 27, 2012 (Memorial Day)**

**Benefitting:**

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

### ★Organizing Authority

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

### ★Venue

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

### ★Schedule (Central Daylight Savings Time)

| | | | |
|---|---|---|---|
| 5/24 | Friday | Texas Taco Party & Reg. | 6-8 pm |
| 5/25 | Saturday | Registration | 8 – 10 am |
| | | Competitor's Meeting | 11 am |
| | | First Warning Signal | 12 noon |
| | | Dinner / Party | ~ 6:30 pm |
| 5/26 | Sunday | Breakfast | 7-9 am |
| | | First Warning Signal | 10 am |
| | | *Award presentation ASAP after last race on Sunday* | |
| 5/27 | Monday | Casual Holiday Sailing | |

### ★Registration Fees

Check the website for details: www.hobiefleet23.com
On-line registration provided by Regatta Tech® via Fleet 23

### ★Classes

Classes will be determined after all registrations have been received.

### ★Sailing Instructions (SIs)

Sailing Instructions will be made available at registration.

### ★Rules

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

### ★Hotels / Motels

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

### ★Camping / RVs - FREE

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

### ★Directions

Dallas Corinthian Yacht Club
www.dcyc.org)

1399 Yacht Club Rd.
Oak Point, TX 75068

### ★Contact Information

| | |
|---|---|
| Further Details | www.hobiefleet23.com / www.dcyc.org |
| Or contact: | Laurie Cronan |
| | lauriecronan@gmail.com |
| | 972-814-7090 (c) |

### ★Eligibility & Insurance

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

Proof of current liability insurance is required.

# womenonthewater

2012 Annual Report

*by Chris Bradshaw, HCA Women's Rep.*

## Annual Women's Meeting

There were 25 women present at the Annual Hobie Women's Meeting in Rehoboth during the Championships. While we enjoyed delicious cupcakes, many items were discussed and shared. For details you can review the attached minutes. Most importantly, the meeting was an opportunity for these ladies from all across North America to come together and connect, building community. The energy and enthusiasm was contagious and all of us walked away from the meeting motivated to just get out there and go sailing!

## Hobie 16 North American Championships Highlights

This year's Women's North Americans competition was an incredible success. With fifteen women's teams competing against each other for three days in Rehoboth Bay, Delaware. This event made Hobie history as we have not had 30 women competing in a North American Women's Event in over 20 years! It was also a noteworthy event due to the number of youth ladies that participated in the event, with three youth skippers (two on the same boat, alternating) and a handful of other youth gals crewing on teams.

## 2012 North American Youth Event

The 2012 North American Youth Championships took place in Annapolis in July. Yes, it was a youth event and not a women's event but it deserves recognition in this Annual Women's report for the number of young ladies that participated in the event. Out of the 30 youth individuals (fifteen teams) that sailed in the event, eleven of them were youth ladies and four of them on all girl teams! Even more exciting to note, eight of these eleven young ladies regularly skipper themselves during fleet races or regattas! Watch out guys, our 2013 youth event may have a different flavor as these young ladies start to take the helm more often!

## At the Division Level

After being in the position of the North American Hobie Women's Representative, it has become clear , if not blatantly obvious, that one person cannot move our class forward by themselves. Following the example of Division 16, I'd like to move forward and begin to identify active ladies in each of our Divisions, eventually creating Divisional Women's Reps who can better focus on their local needs and encourage their local ladies to continue sailing! Divisional Reps will allow the HCA Women's Rep to be more in tune with the activity and interests at the local level, which of course is where it matters most!

## The Plan for 2013

What's coming up for 2013? At this point there has not been a bid placed for the Women's Hobie 16 North American Championship. However, there is much enthusiasm and interest in finding a good venue. There are a few options currently being discussed and we'll continue to pursue possibilities and see what would be the best venue. If you have any interest in putting on a Women's event in 2013 or future years, please let me know!

## Women Participation in North American Championships Over The Years

On the adjacent page, you can see plotted the Women's Participation in North American Championships over the last 22 years, starting in 1990 with 22 teams in Myrtle Beach. It's interesting to note that in 1991 and 1993, there were no Women's

BRUCE KRUPKE

North American event as the Worlds took place in the USA. The number of teams in these Worlds events are not included in the participation graph below because it was a different level event, but it's definitely worth noting the incredible turnout of 33 teams in 1991 (21 on Hobie 16s and 12 on Hobie 18s) and 28 teams in 1993 (21 on Hobie 16s and 7 on Hobie 18s).

Being aware of the history and past patterns of women involvement is important in order to understand our Class's growth, and growing pains. It's also important so we can strive to understand and identify the different aspects that effect sailing involvement of women. I strongly believe that our women sailors are still out there! This year's North American event gave us a glimpse of that. And though participation in large scale North American events is not always a possibility for our women sailors, they still want to sail and develop their skills.

In order to best support women sailors, each member of the Hobie Class Association, and especially those in leadership positions, need to remember that, "Local involvement, local opportunities and local participation is KEY"

Not only does this point need to be remembered, but our decisions and planning must reflect this. We each have the responsibility and the opportunity to effect the development of our local fleets!

## Women North American Championships Participation Numbers (in teams)

| Year | # of Teams | Location | Other info |
|---|---|---|---|
| 2012 early October | 15 | Rehoboth Bay, DE | Paired with Wave and 14 class; good turnout due to right time of the year |
| 2011 mid June | 7 | Ocean Springs, MS | In conjunction with Youth and 14s |
| 2010 | N/A | No event | Women Worlds in China in August; Oneida Lake Women's event; year of the oil slick and venue changes |
| 2009 July | 8 | Kingston, ONT | CORK In conjunction with Youth |
| 2008 mid September | 3 | Clear Lake, IA | In conjunction with Youth, H14 the weekend before H16 Opens |
| 2007 late July | 16 | Lake Geneva, NY | In conjunction with Youth, H14 the weekend before H17 & H18s |
| 2006 late July | 10 | Sandy Hook, NJ | In conjunction with Youth |
| 2005 late July | 13 | Ventura, CA | In conjunction with Youth and open qualifier; the weekend before the H16 open; boats provided for event |
| 2004 mid September | 12 | Syracuse, NY | In conjunction with Youth and 14s |
| 2003 mid September | 13 | Rehoboth Bay, DE | In conjunction with Youth, the weekend before the H16 open |
| 2002 early October | 14 | Ft. Walton Bch, FL | In conjunction with Waves & H14, youth - weekend before Mega event |
| 2001 | N/A | No event | No sponsoring club willing to take on the event with low attendance. |
| 2000 | N/A | No event | |
| 1999 | 7 | Kingston, Ontario | In conjunction with 17s |
| 1998 | ?? | Rehoboth Bay, DE | Lead-in to 16 open event. |
| 1997 late June (18s) mid Sept (16s) | 17 / 7 | Vancouver, BC (18s) Syracuse, NY (16s) | H16 (17 boats), paralleled 17 open event. H18 (7 boats), lead in to 18 open event. |
| 1996 mid Sept (18s) | 12 / 14 | Santa Cruz, CA (16s) La Salle, MI (18s) | H16 (11 boats), lead-in to 16 open event. H18 (8 boats), lead in to 18 open event. |
| 1995 | 11 / 8 | Storm Lake, IA (18s) Daytona Bch, FL (16s) | H16 (11 boats), lead-in to 16 open event. H18 (8 boats), lead in to 18 open event. |
| 1994 | 16 | Sonora, Mexico | Hobie 18s only |
| 1993 late August | 21 / 7 | Wildwood, NJ | H16 (21 boats) & H18 (7 boats) women's world's. Lead-in to H16 open event. |
| 1992 late September | 18 / 5 | Bear Lake, UT | H16 (18 boats) & H18 (5 boats) women's worlds. Lead-in to H16 open event. |
| 1991 late September | 21 / 12 | Coronado, CA | H16 (21 boats) & H18 (12 boats) women's worlds. Lead-in to H16 open event |
| 1990 late September | 22 | Myrtle Beach, SC | Lead-in to H16 open event. |
| 1989 mid September | 29 | Chicago, IL | Women's Wolds, lead-in to H16 open event; boats provided by Hobie Cat |

feature

# This Old Hobie

## Hobie 17 Centerboards - Part 1

*Text and Photos By Matt Bounds*

Pivoting centerboards had been around for decades, but leave it to Hobie Cat to invent a lightweight centerboard with a single control line that naturally sheds weeds and retracts when it hits something. It also solves a real problem on the 17 – a raised daggerboard would interfere with the extremely low boom. The 17 boards do have their quirks, though. They are engineered structures, with tight tolerances and stringent construction requirements. They also take a lot of abuse, hanging out the bottom of the boat as they do - even when "fully" retracted.

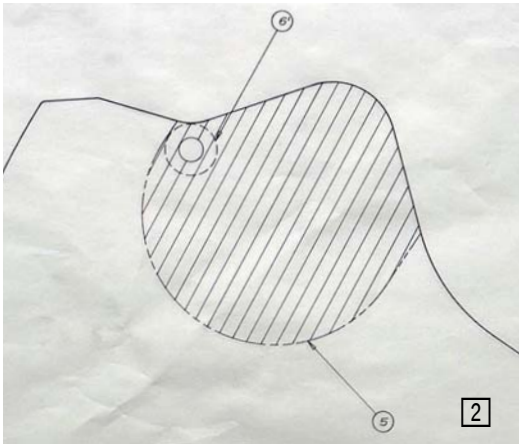
In this first of two articles, we'll go over how they're made, some preventive maintenance and how to rebuild a broken hook. In a later article, we'll fine tune them for racing.

### How They're Made

The Hobie 17 centerboard construction process is similar to that for other fiberglass foils (Hobie 18 and 20 daggerboards for example). Construction starts with the molds [1]. There are two molds for each board, one for each side. The molds are cleaned, polished and mold release wax is applied. Polyester gel coat is sprayed into each mold. Once the gel has mostly cured, two layers of fiberglass – a ¾ oz. chopped-strand mat first, then a 10 oz. cloth – are laminated in place with polyester resin. The mat prevents the cloth pattern from printing through to the board surface. A unidirectional fiberglass reinforcing patch is laid into the horn (lined area in the diagram [2]). The horn is what supports the sideways force on the board when sailing, so this area needs extra strength. Half-inch diameter fiberglass ropes are laminated in to reinforce the hook and the rope pull hole (the circle in the diagram [2]). The perimeter edges are rough trimmed while the resin is still green (semi-hard).

A putty made of polyester resin and phenolic micro balloons is spread throughout the mold and a 4 lb/ft$^3$ foam "cookie" is placed on top. The cookie is made in its own mold beforehand. More putty is spread on top of the cookie. The two centerboard molds are brought together and clamped while the resin putty cures. Once cured, the molds are separated, the edges given a final trim and the centerboard is ready for use. Photo [3] shows a cross-section of the board, about seven inches from the tip. You can see the four distinct layers of gel, glass, putty and foam. The result is an incredibly stiff structure that weighs less than nine pounds.

1



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## The Pivot Hook

Because the geometry of the pivot hook is so different that the rest of the board, it's tricky to build right [4]. Construction quality is critical because it's a high-stress area. The hook gains most of its strength from the glass cloth in the shell and the glass reinforcing rope. The gel coat and putty do not contribute significantly to its strength. A cross-section through a hook apex illustrate inconsistent laminate layering [5]. The problems are almost invisible until a collision or some other stress on the board breaks the hook [6]. A broken hook will end your day on the water and while field repairs are possible, they are less than optimal. Therefore, to improve reliability, it's better to install some preemptive reinforcing before the hook ruins your day.

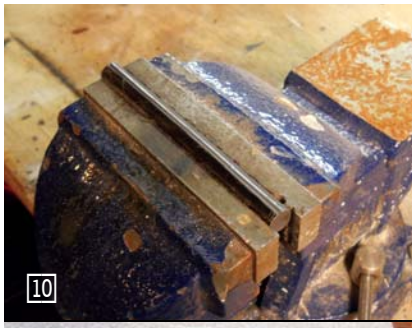
## Preemptive Repairs

Knowing the propensity of the hooks to fail – and that Murphy's Law dictates they will fail at the worst possible time – it's a good idea to thoroughly inspect your boards for trouble. A magnifying glass [7] was useful in finding very small cracks on my board's hooks. Time for some deterrent engineering. The objective would be to reinforce the "backbone" of the hook using the least intrusive method. This is a perfect application for carbon fiber rod reinforcing. I figured the largest hole I could drill through the hook, going back along the upper edge was 3/8". So, I ordered a 3/8" diameter x 12" long carbon fiber / epoxy rod from McMaster-Carr (www.mcmaster.com) [8]. The carbon fiber rod alone has over double the flexural strength of the stock hook.

From a dissection of another board, I knew that the putty only extended back about three or four inches [9], and it would not be useful to extend the rod further into the foam, so I cut the rod into three, four inch long pieces. Small grooves were cut on the edges of the rods with a hacksaw to provide a way for air and glue to escape when inserted in the holes [10]. One end was rounded and the surface scuffed with coarse sandpaper to ensure a good bond with the board [11].

To drill the holes for the CF rods in the centerboards, I first cut a flat on the hook using a Dremel tool with a high-speed cutter so that the drill bit wouldn't wander [12]. Then using a 3/8" center point bit, I carefully drilled the hole for the carbon rod, following along the top edge of the board [13]. The hole was thoroughly cleaned out with a blast of compressed air and paper towels / acetone, then left overnight to allow the acetone to completely evaporate.

Anticipating a mess with the epoxy, the area around the hole was masked off with tape [14]. Using a small applicator, I used Gougeon G-Flex epoxy to completely coat the interior of the hole [15] and a thin coat on the outside of the rod. Then the rod was inserted and the bulk of the mess wiped off. After the resin had cured overnight, the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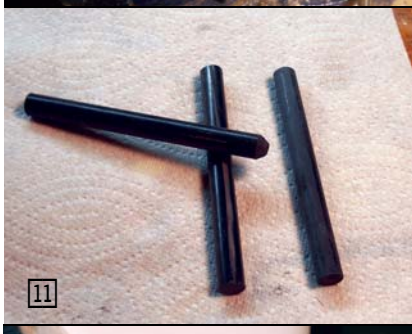
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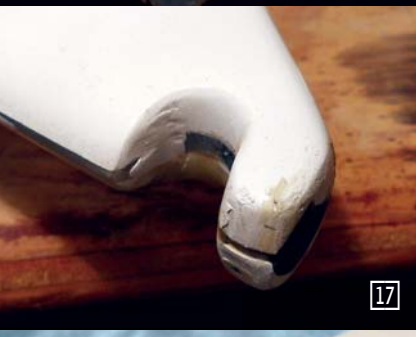
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rod was smoothed off with a disc sander [16]. The inside of the hook was smoothed with a rat-tail file [17].

## Repairing a Broken Hook

The typical break on a centerboard hook is a tension failure [18] due to insufficient glass reinforcing at the hook apex. The hook is forced open and fails at the apex, then propagates aft, following the line of higher glass content in the remainder of the hook. To repair the break, the plan is to create a carbon fiber structure that will take the loads and then build up the shape of the hook, most of which is just a cosmetic covering for the interior structure.

The first order of business is to remove the broken bits of hook and get a clean edge (only one side of the board has been trimmed in [19]). A rotary rasp is used to remove the gel coat from the remaining interior curve of the hook [20]. The centerboard pivot pin has a diameter of ½", so I used a scrap of ½" I.D. carbon fiber tube left over from a tiller extension project to create the interior curve of the hook. The carbon tube is glued to the board using Gougeon G-Flex epoxy. A scrap of fiberglass dowel (from an old tent) is used to help align and weight it down while the epoxy cures [21]. It's very important to align the tube axis at a right angle to the center line of the board. If it's not, then the board will not sit evenly on the pivot bar, creating a stress concentration that could break the hook again. In a later step, the outer edge of the tube will be trimmed off to reproduce the shape of the original hook.

A 4" long, 3/8" diameter carbon fiber rod "backbone" is inserted similar to the preventative repair, making sure it is in contact with the carbon tube so that the load is transferred from the tube to the rod [22]. The board was left overnight for the epoxy to cure.

To start rebuilding the basic shape of the hook, I took unidirectional carbon and chopped it into ¼" pieces, then mixed it with Gougeon 105 / 205 epoxy to make a really sticky, strong filler [23]. This was slathered on and around the tube / rod structure. Try to minimize trapped air bubbles in the filler when you spread it on. The gooey mess was forced into a rough shape with tape and mixing sticks [24]. In retrospect, I should have tapered the joining surface further back on the board to get better adhesion with the filler, but the carbon rod will tie everything together. Again, the mess was left to cure overnight. When the tape was peeled off, you can now see the rough shape of the hook [25].

Using a full-size template of the hook [26], I filed down the excess material until the shape was right. The side of the tube is filed to open it up and provide the proper shape [27]. (**Note:** sanding carbon fiber produces an electrically conductive dust that will

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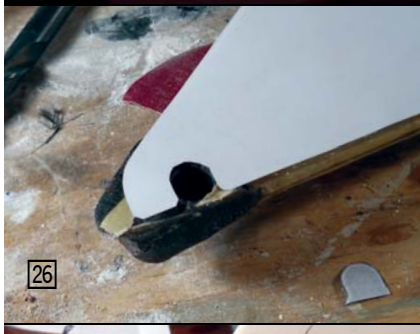
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destroy power tools and vacuums. Don't ask how I know this. Use hand tools when shaping the hook and clean up the dust promptly.)

You could stop here and have a fully functional board, but I wanted to have a board that was all but indistinguishable from a new one, which meant I would need to apply gel coat over the rebuilt hook. Gel coat doesn't stick well to epoxy, so now that the structural repairs were done, it was time to transition to polyester resins for the finishing touches.

Because I didn't taper the join back between the filler and the board, I decided to laminate some fiberglass cloth across the joint to improve its strength. This also would provide a good joining surface for the gel coat. I started by removing the gel coat on the front of the board and filling the air bubbles left in the carbon fiber filler with 3M Marine High Strength Repair Filler (a vinylester / glass fiber filler) 28 29. Two-inch wide fiberglass tape was laminated in place using polyester resin 30. Once that cured, the area was cleaned up with a file. Several applications of 3M Marine Premium Filler 31 were used to build it out to its original shape 32, 33 (the filler shrinks when curing).

The hook is now ready for gel coat, but since it's winter in Michigan, that will have to wait until warmer weather – spraying gel inside would not go over well with the other occupants of the house. Until next time . . .

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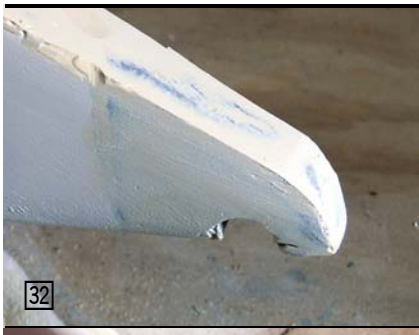
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# Quick Fix

I was just about to shove my Hobie 16 off my lawn and into beautiful Oneida Lake. The sails were rigged, the Hotstick was in place, and the breeze was freshening. Last step—make sure the plugs were in tight. When I went to check, one of the plugs was mysteriously missing. We scoured the lawn, but no luck. I didn't want to disappoint my daughter's boyfriend who was all ready to serve as crew, so I quickly brainstormed and discarded alternatives. Duct tape? (Is it really waterproof?). Powerboat plugs?. (Too large.)Buy another plug? (Boatworks is 30 minutes away).

My wife then suggested, "What about a cork?" Brilliant! She fetched a handful of corks from an assortment of empty wine bottles. Surprisingly, all were too large. Then she produced a cork from a bottle of Patron, our favorite tequila. Perfect! I squeezed that baby in, shoved the boat in the water, and spent the rest of the day on the water.

The lesson? Always have a spare plug—or a bottle of Patron—on hand!

John Harmon
Hobie Fleet 204
Cicero, NY

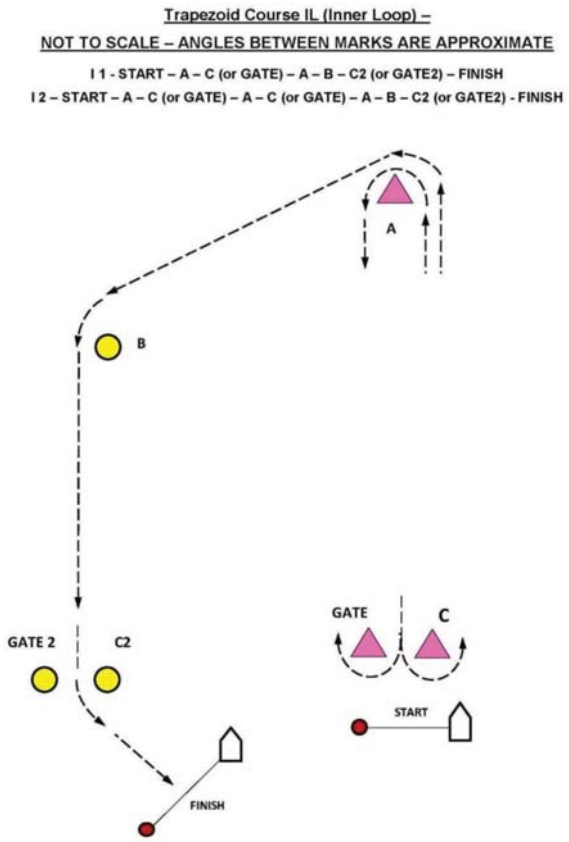
# Trapezoidal Trials

## The 2012 Hobie 14 / Hobie Wave / Hobie 16 Women's North American Championships

Hobie Class Race Director Mark Santorelli had a problem. Running a three-class North American Championship wasn't it – he had done it last year with the same three classes (16 Women's, Hobie 14, and Hobie Wave). No, the problem he had was running a regular Hobie points regatta **at the same time** he was running a three-class North Americans. One could only imagine the colorful language when contenders from different classes – some vying for a North American title – converged at a single gate rounding. The starting sequence would be a minimum of 35 minutes long – if there weren't any general recalls or postponements. This was going to be a mess unless he did something innovative. So Mark reached deep down into the bag of race management tricks and came up with something that had never been done before at a Hobie North Americans – the trapezoid course.

PHOTOS BY BRUCE KRUPKE, LAURA GOWRON, DAVE RAUGHLEY, AND BARB DOTY

Trapezoid courses are used a lot in junior sailing when there are many boats of varying speed potentials on the course. They're essentially two race courses side-by-side that share separate starting and finish lines. Two weather marks, two gates, separate start and finish lines and something we haven't seen in a while at a major event – reaches. They had worked reasonably well at the F-18 worlds in California only a few weeks before, but would they work in Rehoboth? Rehoboth Bay is a perfect spot to try them. It's very shallow (less than 10 feet in most places), allowing for quick mark sets and changes. There are really no geographic restrictions (it's large and very open) and there's not much boat traffic in October. But trapezoids take a lot of equipment and manpower. Would Mark and the Rehoboth Bay Sailing Association volunteers be up for the task? There was only one way to find out . . .



## Thursday, Oct. 4 – Set Up Day

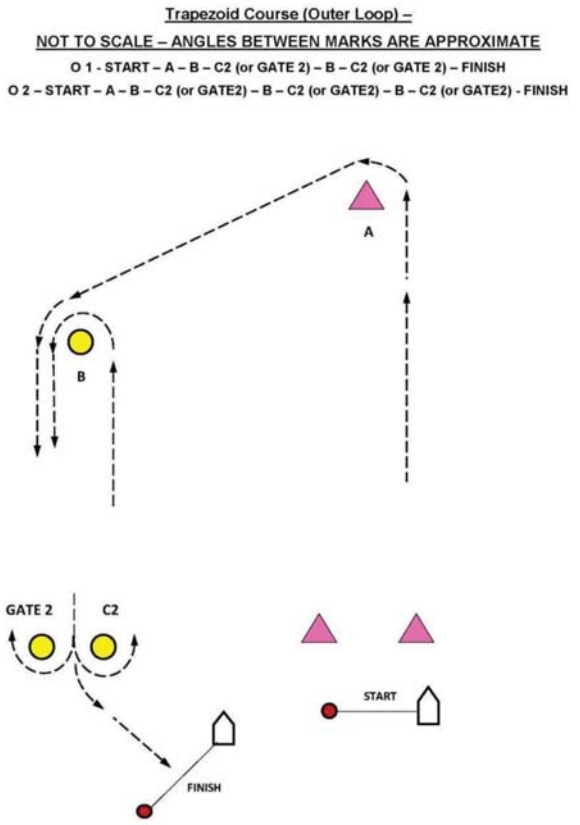
A cold, grey drizzle welcomed competitors arriving early at the venue. There wasn't much motivation to move quickly as the wind was hiding too. Trailers were unloaded, boats were washed from their long travels and Mark ran around trying to marshal people, boats and equipment. Gradually, the sun came out, the temperature moderated and the wind filled in a bit. A few souls ventured out in the afternoon, but the activity level was still low. People were saving themselves for the morrow. Well, some of us were. The rest of us descended on the Dogfish Head brewery in Rehoboth Beach and tuckered in.

## Friday, Oct. 5 – Training Wheels

A bright, sunny and warm day greeted competitors on the first racing day of the championships. After the requisite competitors' meeting, where Mark tried to explain the strange courses to a bewildered audience, he gathered up an impressive quantity of equipment, people and boats to set his first trapezoid course. The wind was light, and not predicted to increase significantly. Light air is both a blessing and a curse to a race officer. Things happen more slowly, but the wind is also unstable and prone to oscillations. Unstable air can make you prematurely gray, especially when you're running a complicated course – like trapezoids. On the positive side, the courses are shorter and mark boats don't have far to travel to reset marks.

Fortunately, the wind shifts weren't too bad and only the Hobie 17s were joining the championship fleets, so the starting sequence was shorter and race course congestion was manageable. The mark boat operators were up to the tasks at hand, even executing a course change in the first race when the wind went right. The fleets intermingled a few times, but by and large, it was a good experience. Three races were run in conditions that never got over eight knots. Jim Glanden was definitely staking out his territory in the Waves with a string of bullets, Matt Bounds was leading the 14s and a pitched battle was brewing in the 16 women between Sue / Erika Korz and Annie Gardner / Kathy Kulkoski, with Sue and Erika holding a slim five-point lead due to Annie's 7th in the last race. That score would be thrown out as soon as a fourth race was run. Chris Begrow was looking awfully strong in the 17s.

**Full results a**
**Regatta I**
*www.regatta*




**available on**
**Network:**
*network.com*

## Saturday, Oct. 6 – The Wheels Come Off

It was game on. The wind was up and expected to increase throughout the day as a frontal system approached. Another start was added to the sequence – the open 16s had come to play. The courses were longer to account for the increased wind and competitors were slavering to go at it in the breeze.

Two more races were held without much incident. Matt Bounds, Mark Modderman and Nicholas Liebel were trading the first three spots in the 14s, while Annie and Kathy were starting their comeback in the Women's. Jim Glanden continued to dominate in the Waves, but his perfect string of bullets was broken by Chris Wessels in race 5.

Early in the afternoon, the 14s lined up to start for the third race when the wind went hard left, making the start very pin favored. General Recall. Then postponement to allow a course reset. The competitors waited . . . and waited . . . and waited. Some waited much more patiently than others.

Unbeknownst to the sailors, a cascading series of events had derailed the course reset and demonstrated a weakness in the trapezoid course configuration. You've got to have enough resources to manage the course, especially when bad things happen.

It started when the weather mark boat's engine didn't – start that is. It was the only mark boat at the top of the course, and there were no spare boats. It was eventually towed down to replace the anchored finish boat, which was then re-tasked as the weather mark(s) boat. In the course of switching boats and equipment around, the finish boat dragged anchor. The women were racing this whole time, and the finish boat ended up out of position for their finish, which caused confusion. It took the better part of an hour for things to get sorted out. You could almost see Mark's hair turning grayer by the minute. Some days, you eat the bear and on others, the bear eats you.

Despite the long delay, Mark managed to get in five races for the Women and Waves, four for the 14s, but only two for the 17s and 16s. After a long day, the visibly approaching frontal system chased everyone to shore to secure their boats for the coming storms. The protest committee heard redress requests on the fumbled Women's finish and unfortunately, a couple of 16C-fleeters were DSQ'd for sailing the wrong course

(another result of the trapezoid). That night, there were some gripes about the delays and the lack of races in breeze for the non-championship fleets. But once sailors learned what was going on with the mark boats, they pretty much kept it to themselves.

## Sunday, Oct. 7 – Rolling Along

Rain. Cold. Wind. Those three words pretty much sum up the last day of the championships. Racing in the rain sucks for both competitors and race committee alike. Tell-tales stick down and you can't read the wind on the water. For the race committee, it's hard to hide from the water that desperately wants to find that gap in your foulies and trickle down your back, especially when you're bending over, yanking anchors. A lot of people didn't bother to suit up or go out. Most of those that did were wearing drysuits.

By the time races started, the wind had backed off to about 10 knots, leaving behind a nasty chop. The weather was so thick that at times, you couldn't see the weather mark. You just had to go in the general direction and hope you didn't sail past the layline. Matt Bounds was struggling to hold off the much lighter Nicolas Liebel in the 14s. It didn't help when Matt's tiller extension hit the committee boat in the first start. After his circle, he was trailing badly, but he had a throwout to give.

The wind more or less behaved itself and there were no repeats of the previous day's shenanigans with mark boats. Mark got off two races and called it a day with a bunch of wet, cold and tired competitors and volunteers. Matt held off Nicolas to win by only two points in the 14s. The rain and cold didn't slow Annie / Kathy or Jim Glanden down much. Both won their titles by comfortable margins.

So how did the trapezoid courses work? When the wind is relatively steady and you have enough mark boats to manage the course, they work well to separate traffic. They allow a continuous flow of starts, without waiting for all fleets to finish. But when the wheels come off, they come off hard, and the delays are going to get competitors annoyed – quickly. The resources required to run trapezoids are nearly the same as running two separate courses. It was a learning experience for everyone. With more classes being added to major championships, we haven't seen the last of trapezoid courses.

*Kathy Kulkoski and Annie Gardner*

*Matt Bounds*

*Jim Glanden*

Championship events can't happen without volunteers, and trapezoid courses require a lot of them. Thanks go to RBSA for the use of their facility, Mark Santorelli for his race management experience and the majority of the Division 11 Hobie 18 fleet who put down their tillers for the weekend and hopped on to mark boats for this event. Thank you all for a memorable experience!

# THE STRANGE CASE OF *Dr. Jekyll and*

# 2012 HOBIE 17 / HOBIE 18 NORTH AMERICAN CHAMPIONSHIPS

## LAKE MOHAVE, NEVADA

STORIES BY DAVE MARTIN, CLAY OSTROM AND BARB PERLMUTTER
PHOTOS BY ELLIE MARTIN AND DARCY PORTER

Like the fabled nineteenth century doctor, the wind in the desert has two very different personalities.

One is a friendly, sociable soul who treads softly upon the cool waters of Lake Mohave.

The other is a mean, brutish creature, free of conscience, breaking boats, people and spirits with glee.

For a week last October, Hobie 17 and 18 sailors took on the baleful Mr. Hyde and survived. Others were not so lucky . . .

# TWISTER HYDE

# A Survivor's Tale

*by Barb Perlmutter*

Wow, what a variety of events I experienced at Lake Mohave this year. I thought I'd be trying to earn a trophy spot with my highly talented H18 skipper, Denny Osburn. Instead we had a few challenges.

I arrived on Saturday to enjoy tequila with chili pepper and cucumbers. Don't knock it till ya try it; it got better by the glass! The view of the stars from the top of the houseboat decks was clear after sundown but got blurrier as the evening progressed. There wasn't a cloud in the sky, perhaps the blurriness came from the tequila??

Sunday started out great. No hangover and lots of wind. A good day to spend setting up our boat. A few guys went out to test the water but the RC held no practice races. Instead, it seemed everyone had this funny looking "rotator thingy" rigged in between their hulls. Of course Denny and I had to figure out what we needed to make our boat like everyone else's. Finally, at sundown our boat was set up and we were ready to race. Tomorrow's racing would be fun.

Monday, it was howling. We managed to roll our boat over to the paved boat ramp/launch area. We thought that would be easier than launching in the muddy-muck we saw over on the main Hobie Beach. As it turned out, that wasn't such a great idea. It was muddy over there too. We managed to get the cat wheels through the muck. As I held the boat, while Denny put the wheels up on the beach, a huge gust of wind came and the boat exited the launch area. I hopped on so we didn't lose her. Then I realized I had never skippered a Hobie 18 before. I headed her up into the wind and yelled to Denny to start swimming to me, "I can hold her in irons." Well, he thought differently and said, "Come get me". So I attempted to steer the boat back to the beach (in high wind) only to find rocks in every possible landing spot. So I kept going north until I found a beach area with no rocks. After Denny walked ¼ mile to get to the boat, we started sailing to the start line in the North Basin area

Barb gets her Monday morning game face on.

Look, Matt - isn't the scenery just beautiful?

(that's where the race committee thought it would be smoother sailing). **NOT!** It was wicked. We saw boats flipping over left and right. In fact, one Hobie 17 sailor (and I shouldn't mention his name but it will be fun to say it was Matt Bounds!) was turtled. We asked Matt if he needed any help and he said to stand by. We waited and waited and he wasn't having any luck righting his boat. All the safety boats were helping other folks so eventually, I jumped in to help Matt right his boat. The water was warmer than I expected. We fought the current a bit, but she finally came up to her side and then her mast was upright in no time. I think at the end of the day (by the way, racing was cancelled due to too much wind and swell - the committee boat was taking on water, too), I was the only competitor that could say they sailed on a Hobie 17 and a Hobie 18 in a North Americans on the same day!

**Wow, what a day.**

Tuesday, it was howling. But we were still in first place (along with everyone else). We left the beach a bit late. As we hustled to the South Basin my jib got stuck in my block on a quick tack which turned into a quick capsize and then into a quick turtle. Uggghhhh. We got her upright and in doing so, I became separated from the boat and the current swept me down river. Denny rescued me a few minutes later but we were really late for the start now. We missed the first race. Oh well, we said that was now our throw out. We finished the second race and I was cold. The wind continued to howl and we were both tired and chilly so we decided to call it a day. As we headed back to the Marina, another gust hit us and **poof** the boat was upside down again. We righted it quickly but this time Denny got separated from the boat. I climbed back on the tramp and figured out how to sail upwind to pick him up. My first successful rescue as a Hobie 18 skipper.

**Wow, what a day.**

Wednesday, I really dressed warmer; I didn't want to be shivering again. We left the beach an hour early so not to be late. By the time we finally got out to the start line there was NO WIND. Go figure ... We bobbed around for five hours only to be towed back into the marina. I was very overdressed and shed many layers of clothing throughout the day. It was so

Denny, I don't think your bow is supposed to look like that.

nice to hear the music of Mark Mulligan after a tasty dinner. He sang my favorite song, 'Coastal Kid.' That song talks about Hobie Cat Sailing and loving the Sea of Cortez.

Thursday, it was howling again. I decided to wear my dry suit and we were gonna kick some butt today. We got out to the start line early to practice some of our new de-powered settings. I was out on the wire when we crossed the start line area (before any races had started). We were really heating her up to go fast when all of a sudden I was under water being drug by the boat. As I surfaced, I hollered "What happened?" Denny answered with a BIG FROWN on his face he said, "The boat broke." I said, "I know the boat broke, but what happened?" He said, "Go take a look." So I swam up to the front of the starboard hull and looked over at the port hull and **IT WASN'T THERE**. What the heck???? Sure enough, the hull had broken off at the front crossbar. So much for any chances of a trophy now, dang it. The safety boat was there within minutes and towed our wreckage to the nearest shore. **Wow, what a day.**

Friday, it was howling - again. Racing was cancelled early and everyone began packing up for their trip home. I'm anxious to sail there again because I'm sure that this stuff couldn't happen to anyone twice, right? **Wow, what a week.**

## BARBARA WAS NOT

Wayne Mooneyham

Brett & Abby

Steve & Dray

Paul's boat . . .

Mike's bimini top . . .

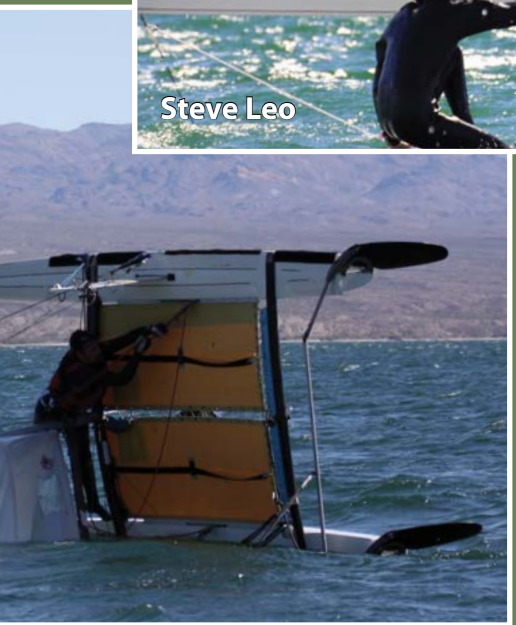
Tom and Brittany

Don't worry, Barb . . . there's always next year . . .

# MY ONLY PREY . . .

Rex & Lydia

Steve Leo



Alas, Dave and Jonesy escaped me . . . barely.

# Of course, all was not mayhem and madness on

They say that if you put the right people in the right place to do the right things you will get the right results and that's exactly what happened when Fleet 51 hosted the Hobie 17 and Hobie 18 North American Championships at Lake Mohave, a hidden gem in the desert just south of the lights and glamour of Las Vegas

Cottonwood Cove Resort, the host venue, is located in the Colorado River corridor on Lake Mohave, approximately 14 miles east of Searchlight, Nevada.

There is a motel, an RV park, a small general store and even smaller café. There is little or no dependable cell phone service and even less dependable wireless internet access. Some may say this is not the place for an event of this sort, however, we truly believe that the lack of contact with the outside world and all the participants being located in the same small are exactly the things that draw the sailors to the venue. All these things bring into play a very "Old School" type of event that cannot be found in most other places, this and the almost guaranteed wind that is here in either the early spring or late fall.

Greg & Colette Carter, the managers of the resort and marina, bent over backwards to help us in our endeavors. They and their staff made the party meals, race committee lunches, and provided support for on the water difficulties by furnishing boats, and basically anything we asked for to ensure the event would go on. The staff was friendly and always smiling and a pure pleasure to work with. In short, the resort turned itself over to the sailors for seven days, catering to our every need. They are absolutely some of the best people we have ever had the chance to work with.

Championship events are required to provide that little something extra in order for it to not be just a weekend regatta that last five days. We had Mr. Rex Mitchell of Fleet 51 fame for entertainment on Monday night welcome party. He brought with him all his funny songs and antics that we locals may know, and now have been passed on to the rest of our sailing community.

Thanks to the suggestion made by our Fleet 51 Commodore, Clay Ostrom, we hired an entertainer for the mid-week party. Clay contacted Mark Mulligan, a recording artist that went to Mexico twenty years ago and forgot to come back. He plays and sings what is referred to as "Tropical Rock." Mark was brought up with Hobie sailing in his younger years and actually writes and performs songs

operator/Fleet Commodo
joining the Conga line? I
for myself, probably becau
directly behind me, but h
saw him limping around
(Sorry Clay, this little mo
mention.)

We also upgraded the
guards; using the backgro
by Matt Bounds and the
of Richard McCreedy, we
into a rash guard that wil
memorable trophy of the

# Mohave.

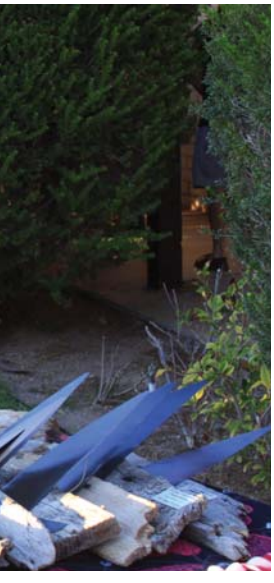
## There was a lot of good racing, too.

that are about Hobie sailing. Mark immediately accepted our invitation and we knew at that point that we would have a great Midweek party.

Great music, free beer, dancing and a Conga line - what could possibly go wrong with this? How about your rescue boat

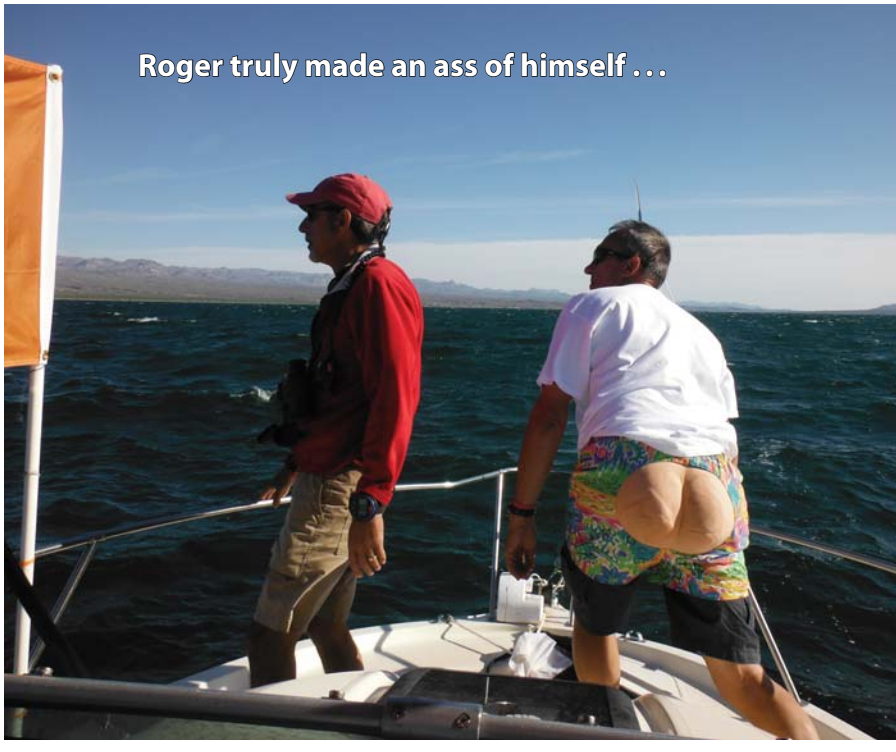
ore twisting his knee
I didn't actually see this
use he joined the line
ave heard the stories and
for the rest of the week!
ve was too good to not

event shirts to rash
und artwork provided
computer design artistry
e transformed the art
l at the very least be a
event.



The actual event trophies we made by "My Metal Nature," owned and operated by one of Fleet 51's founding members, Terry Fulbright. The Championship trophies were beautifully done scale models of the 17 and 18, hand made and brazed from tin and mounted on weathered wood flying a hull. The detail in the trophies was spectacular right down to main sheet blocks and rigging. Perhaps the 1st place Championship trophies were a bit large, especially if you traveled by plane, but we figured, "What the heck, this is a diverse group, they will figure it out."

**We** counted ourselves as being quite lucky with volunteers, one of the most important parts of the event. Mark Santorelli (the PRO), Becky Ashburn, Roger & Patti Hensler, Darcy Porter, and Bob Fecowicz were all on the committee boat and are all experienced with their individual jobs. They did a flawless job and are very much appreciated for giving up their time in order to make this an event to remember. Without our originally planned signal boat (a Hobie 33), Fleet 51 did what it does best – improvise. The marina gave us the use of a 21' deck boat, but with waves crashing over the bow and committee people shrieking, it was soon discovered this was not going to work either. So, back to improvising. The boat we ended up using turned out to be the one lent to us by the Nevada Yacht Club. With the Race Committee all taken care of in a dry boat, let the racing begin!



Roger truly made an ass of himself . . .

Twenty-seven Hobie 18s and nineteen Hobie 17s showed up from all over the country and Canada to battle the winds, waves and each other and the competition was fierce. After the aborted first day, the winds moderated a bit (but only a bit) for day two. The average wind speed was in the high teens, and there were some gusts in the high twenties. With the wind from the south, the fabled "4x4" (four feet high, four feet apart) waves were very much in evidence. They made it a rough go for most of the competitors.

In the 17s, Phil Collins was untouchable that first day of racing, putting up a string of five bullets. The best that Matt Bounds could do was five seconds. At the end of the last race, he remarked to the race committee, "I'm really tired of looking at his sterns." The rest of the fleet was fighting for third place.

Mark and Tiffany Lewis were looing to add the Hobie 18 title to the Hobie 20 North American title they had won in Sausalito earlier in the year. They were doing a pretty good job of it, putting up what looked like four firsts and a second, but one of those firsts turned into an OCS in the last race. The dark horse in the 18s were the team of Steve and Lauren Myer from New Jersey who were a close second. Jim Sohn and Becca Krause, the 2011 champions, were plagued by breakdowns which took him out of two races.

Wednesday, the wind pattern was shifting from southerly to northerly, which meant that we had very unstable conditions. After many hours waiting, Mark Santorelli and his RC crew did their very best to get things going, even starting a race, but the wind didn't hold up long enough to complete it. It was a long tow back to the marina with nothing to show for the day.

Thursday was a repeat of Tueday, except the wind was out of the north instead of the south. This cut down on the wave action considerably. Another five races followed in big breeze. People were getting ragged by the end of the day. Most of the carnage happened on Thursday.

Matt Bounds was starting to find chinks in Phill Collins' armor, winning three of the five races, but Phil was always right there, picking up the other two races and getting seconds when Matt won a race. Pretty impressive that both their throwouts would be second place finishes. Stephen Acquart had solidified his position in a very distant third.

Mark and Tiffany Lewis had another fantastic day, putting up four bullets in five races. They only race they didn't win was the first one of the day, when Steve and Lauren Myer stole one away. Scotty McIntosh/ Floyd White, Mike Montague/John Schultless and Pat / Kat Porter were all fighting for third place, with Scotty and Floyd eventually taking it.

Friday was a cold, nuclear day out of the north. Nobody, except Rex Mitchell, was interested in sailing. They were still nursing their bruises from the prior

day. Mark Santorelli called it early and the process of packing began in earnest. Congratulations to North American Champions - Phill Collins in the Hobie 17 and Mark / Tiffany Lewis in the Hobie 18!

The official judges for the event were Wally and Patti Cook. These are the same judges that volunteered for the 2010 16 NACs and the HAVAMEGA. They are a joy to have at the event. Sorry that you actually had to hear a protest this year!

The Gate & Pin boats were manned by Mike Silic, Dave Armstrong, Nino Silic, & Craig Parsons. On the weather mark boat were Richard McCreedy, & John Ziolkowski, Marcus Richards, Annie Marinosa, all of whom are experienced Hobie Cat racers and/or sailors.

We also had a Roving Rescue Boat - very busy guys at this event, especially on Tuesday, with wind gusting up to 29 mph! This boat was operated by the Fleet Commodore Clay Ostrom and the jumper was Johnny Ray, or as we have chosen to dub him after watching him work "ANIMAL." They had a total of five rescues of from the turtle position on Tuesday alone. Clay and Johnny would talk about the best manner they could help in each case, and before Clay was actually in position there would be a splash, and the next thing was Johnny, climbing on to the capsized boat with tow rope in teeth, like a Navy Seal - or at least a trained seal, because he did work for food. Great Job Johnny – if we should ever be in need of rescue, we hope you are near by.

As the event drew near and most of the hurdles were jumped, we started to wonder why we ever stood up and said, "We would like to put on a North American Championship Event." Really, we must need our heads examined for thinking such things!

*Phil Collins*

*Mark & Tiffany Lewis*

Then, as we started seeing boats being built, old friends getting re-acquainted, and the enormous smiles on everyone's faces, we realized that this is the reason. There is no better feeling than to see 75 happy sailors all gathered together for the same purpose – a week of fun, sun & sailing. To everyone who has so profusely thanked us along with Fleet 51, the pleasure was ours. Thank you for attending!

Dave & Ellie, Event Co-Chairs

http://www.hcana.hobieclass.com/site/hobie/hcana/downloads/2012/17-18Results.htm

# Personal Profile

## Guatemala's Juan Ignacio Maegli

*by Mike Madge*

*Editor's Note: The Maegli family has been a staple of major Hobie events for many years. Juan Maegli, Sr. introduced his son Juan, Jr. (Juani) to sailing at an early age. Juani raced Hobie 16s throughout his youth, attending many North American and World Championships. In 2005, he was the highest placing (9th) North American sailor at the Hobie 16 Worlds. He came to the United States to attend the sailing powerhouse school College of Charleston and shifted gears to monohulls. He represented his native Guatemala in the Laser class at the past two Olympics. Mike Madge caught up with him via e-mail after his return from the London Olympics in August.*

Juan leads the fleet around the course in the first race of the 2012 Olympic Laser Competition.

**MADGE:** First off congratulations on your Olympic accomplishments. How would you rate your Olympic experience, both in China and London?

**MAEGLI:** Thank you. They were both very different and good experiences in their own way. For me, qualifying to China was a big accomplishment because I had just started sailing Lasers a few months before the qualifiers (after the Pan Am games in Rio), so I was able to enjoy the experience and I tried to learn as much as I could from it. London was completely different because I was in a position to medal until the last day, so I was little disappointed with my result at the end because I thought I could have done a bit better. But overall, they were both very positive experiences and I am looking forward to the next Olympics in Rio.

**MADGE:** I understand your father was also an Olympic sailor. How much of an influence has he had on your sailing?

**MAEGLI:** He has always been very supportive. He helped me out a lot when I was starting because he understands what sailing and performing well at the Olympics meant to me.

**MADGE:** Is your Father still an active sailor?

**MAEGLI:** Yes, he still races Hobies every other weekend and hopefully

next year we can convince him to do Finn Master Worlds.

**MADGE:** You grew up sailing Hobies. How did you get introduced to them?

**MAEGLI:** My dad was an ex-Finn sailor so when he started sailing Hobies he needed a small crew, he sailed with my mom for a while but I guess it wasn't working out. So I started sailing with him when I was five years old.

**MADGE:** Although you are in a pretty intense Laser campaign, do you still get a chance to sail and compete on your Hobie 16?

**MAEGLI:** I have a couple of times, but I wish I could do it more. It's hard for me to find a crew because I have gotten heavier since I started sailing Lasers, but whenever I'm in Guatemala I compete on the weekend Hobie regattas.

**MADGE:** Guatemala has produced some excellent Hobie sailors – yourself, Jason Hess, Cristy Guirola. What do you attribute the success to?

**MAEGLI:** We all started sailing Hobies at a young age. I think that what's helped the most is that while we are sailing Hobies, we also sail other one-design classes as well. Normally we have monohull (Optimist, Laser, Sunfish) regattas on Saturdays and Hobie regattas on Sundays.

**MADGE:** How big of an adjustment has it been coming from a catamaran to adjust to sailing the Laser?

**MAEGLI:** The hardest part was getting into shape for hiking out. I didn't enjoy sailing Lasers that much because I had never hiked before. Once I got into shape, it was easy because I sailed Optis growing up. It's a similar class tactically because races tend to stay much more compact than in catamaran sailing.

**MADGE:** Having competed in the Pan Am Games and a couple of worlds championships on the Hobie 16, did you find that level of competition prepared you well?

*Juan shows sheeting form at the 2008 Olympic Laser competition in Beijing.*

**MAEGLI:** I think the most important thing I've taken from Hobie sailing into Laser sailing is that I try to enjoy it and have as much fun as I can. When you are in a serious campaign for four years, you better be enjoying what you do because if not, it would not be worth doing.

*Juan and Enrique Arathoon roll to a second place at the 2006 Hobie 16 North Americans*

ONNE VAN DER WAL

*Jauni and Enrique catch their breath after a tough race at the 2006 Hobie 16 North Americans*

**MADGE:** Having sailed both the Laser and Hobie 16, do you ever find yourself on those long upwind legs sailing the Laser wishing you were hooked up trapped out going fast on your Hobie as opposed to hiking off the straps?

MAEGLI: I did find myself in that situation a lot when I was starting, but I guess now, I like that aspect of Laser sailing. I like the fact that if you are doing well, it's both because you are sailing well and working harder that the rest.

MADGE: Now that catamaran sailing is back as an Olympic discipline, have you entertained thoughts of switching classes, or will you continue to concentrate on the Laser for 2016?

MAEGLI: I will concentrate on Lasers for 2016 and maybe then try to do a catamaran campaign with my sister for 2020. Once I get tired of hiking, I will definitely like to get back on the trapeze!

MADGE: Will we see you at the next Hobie 16 Worlds?

MAEGLI: I've wanted to do Hobie worlds for a while now because I think it's the best event I´ve ever done. I will most definitely look into it and if it doesn't interfere with any Laser stuff I will try to go!

# 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*

# 2012regattasinreview

For the 14th year in a row, Pennsylvania Hobie Fleet 416 united to host another excellent regatta on the Barnegat Bay in New Jersey – The Barnegat Breezer. This is the same site as last year's Northeastern Championships. A mid-summer nor'easter greeted early arrivals on Friday, July 20th with what would best be described as "Victory at Sea" conditions. Bands of heavy rain and strong winds out of the East-North-East gusting in excess of 30 mph swept the coast and kicked up three to four foot chop on the bay forcing all of the Hobies to remain firmly strapped to their trailers. In spite of the rough conditions, a daring crew braved the water in order to motor the race committee boat north to the regatta site at Trixie's Landing and thus ensure that the regatta would be held. For most of the evening, folks simply hunkered down in their campers to ride out the storm. However, as is often the case at Hobie regattas, a few small groups of die-hards, being undaunted by the weather, gathered together to get the festivities started early.

On Saturday, sailors awoke to mostly cloudy skies with cool blustery winds from the East averaging in the upper teens with a few gusts over 20 mph. Boats continued to arrive throughout the morning and at the skipper's meeting it was announced that a total of 40 teams were in attendance, many of which came from outside of Division 11. This event was also slated as the Division 11 Hobie 17 championship regatta and drew a healthy turnout of 12 Hobie 17s ready to duke it out for this prestigious title.

We hit the water shortly after 11:00am and double trapped across the bay to the race course in time to make the 11:30 start. The first race was run in a solid 15mph breeze, but as the day progressed, the wind steadily dropped and became more variable while simultaneously, the notorious Barnegat Bay power boat chop grew. The racing proved to be true test of sailor skill as maintaining boat speed in the light wind and steep chop requires constant focus and attention. In spite of the dying breeze, PRO Mark Santorelli and his team of volunteers managed to rattle off four solid races in the challenging conditions. By the end of the day, we had exchanged cloudy skies and moderate wind for clear skies and a gentle breeze.

As expected, the Saturday evening party was a blast. Bob and Anne Bergstedt, owners of Trixie's Landing marina once again graciously allowed the fleet to use their yard and facilities for camping and hosting the party. This included the use of their large grill which was made available to all the sailors for cooking dinner. Additionally, many guests brought salads and desserts to share for the potluck dinner. After most folks had finished eating, a 50/50 raffle was held in support of the Randy Payne Fund. In true Hobie spirit, the raffle winner, Gerard Blom, generously donated all of his winnings to the fund as well. Thank you to all who contributed and also to Gerard for that truly benevolent gesture. The rest of the evening was spent socializing and enjoying a great mix of classic rock

tunes performed by the Tye Dye Sky band.

On Sunday morning we arose to clear sunny skies, warm temperatures, and zero breeze – a vast change from the previous two days. The forecast was for the wind to gradually veer from East to South-East and max out in the low to mid-single digits. This looked like it would be an excellent day for sunbathing, not sailing. At 10:00, the AP flag went up on the beach and the prospect of getting in any racing looked pretty dismal. However, at around 10:30, the race committee took an excursion out to the race course to check for wind and shortly before 11:00, the AP flag was lowered. We reluctantly geared up and prepared for an afternoon of bobbing.

On the sail out to the race course we were pleasantly surprised to see that there was already at least 5mph of breeze. While this certainly isn't a lot of wind, it is enough for competitive racing. Throughout the afternoon, the wind slowly veered to the South-East and a sea breeze gradually built so that by the third race, most teams were double trapping. This was a welcome surprise- clear sunny skies and a warm, moderate, southerly breeze. It was just what we'd been waiting for and a perfect way to end the weekend.

After two days on the water, seven well run and competitive races had been completed in a variety of conditions. Mark and Grace Modderman won the Hobie 16 A fleet with Doug and James Mitchelli winning the Hobie 16 B fleet. Trey James and Emily Nuss won the Hobie 16 youth fleet. Jim and Barbie Doty won the Hobie 18 fleet and Paul Garlick won the Hobie 17 fleet with Bill Kast being titled the Division 11 Hobie 17 champion for 2012 as the highest placing Division 11 racer.

Many thanks go out to all the volunteers who helped to make this regatta a success. Without their support, events of this caliber would not be possible. Also thank you to all the competitors who travelled from outside of Division 11 to attend this regatta. It's always a pleasure to enjoy the company of fellow Hobie sailors from other parts of the country. On behalf of Hobie Fleet 416, we thank everyone who attended the 2012 Barnegat Breezer and look forward to seeing you again in the years to come.

Steve Myer

BILL SICKENBERGER

## 2012 Northwest Area Championships

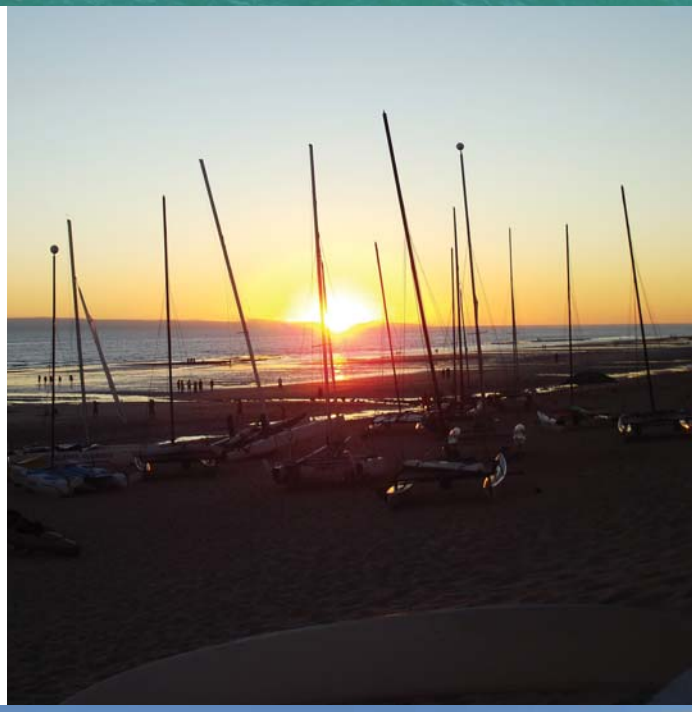
# 28th Annual Piñata Regatta

The 28th Annual Piñata Regatta, held October 13th & 14th, was definitely one of the best Division 2 Championships held to date.

The Wind Gods cooperated on Saturday and Sunday. Most cats had both skipper and crew double trapped from 11am-3pm. Dolphin crisscrossed the race course and pretty seashells washed up on the shoreline. Everyone enjoyed watching the colorful sunsets. During our Saturday night fiesta we counted 64 hulls sitting softly on the sand. A successful potluck dinner was enjoyed by ~150 sailors, their families and friends. Our annual Salsa Contest was a hit. Four salsa prizes were awarded before the infamous Fleet 514 raffle and breakage of the Piñata. Generous donations from 46 sponsors made this year's raffle a complete success. Thanks to abundant raffle ticket sales, Fleet 514 earned enough money to pay for all of their regatta expenses.

Our event photographer earned his wings by taking his camera up on an ultralight ride over the race course. He took some great aerial shots of the 16A and 18A starts on Sunday. Check out [www.fleet514.com](http://www.fleet514.com) or our Facebook page (Tucson Hobie Fleet) to see all of the weekend photos.

Hope to see you all on October 12-13, 2013. Sail with no wetsuit in our 85 degree water on the beautiful Sea of Cortez. Many West Coast Sailors are using Piñata as a warm up to the 2013 NAC's in Galveston, (which are one week later). Come join us!



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# 2013 Membership Form

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

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## Primary Member Information PLEASE PRINT LEGIBLY

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| | |

| CITY | ST / PROV | ZIP / POSTAL CODE |
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| | | |

| 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: ☐ MALE ☐ FEMALE |
|---|---|---|
| | | |

| FAMILY MEMBER NAME (YOUTH) | DATE OF BIRTH | GENDER: ☐ MALE ☐ FEMALE |
|---|---|---|
| | | |

| FAMILY MEMBER NAME (YOUTH) | DATE OF BIRTH | GENDER: ☐ MALE ☐ FEMALE |
|---|---|---|
| | | |

## Boats Owned / Sailed CHECK ALL THAT APPLY

| | | | | |
|---|---|---|---|---|
| ☐ Bravo | ☐ Getaway | ☐ Hobie 18/M/SX | ☐ Hobie 20 | ☐ SUP |
| ☐ Wave | ☐ Hobie 16 | ☐ Tiger | ☐ Hobie 21 | ☐ Other |
| ☐ Hobie 14/14T | ☐ Hobie 17 SE/Sport | ☐ Wildcat | ☐ Adventure Island | |

## Membership Categories

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

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

## Release of Liability - Waiver of Claims

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

**SIGN** _____ **DATE** _____

Send completed form with check or money order to:

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**3798 Damas Dr.**
**Commerce Twp., MI 48382**
**248-980-7931**
*hobiemembership@gmail.com*

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