

August 2013

Club Calendar	COMMODORE'S CORNER
<p style="text-align: center;"><i>Beach Clean-up</i> Saturday August 24th 9am</p> <p style="text-align: center;"><i>Fleet meeting</i> Saturday September 7th 8pm</p> <p style="text-align: center;"><u>RACE</u></p> <p style="text-align: center;"><i>Down the Beach Distance</i> Sunday September 1st</p> <p style="text-align: center;"><i>Youth/Women's Race Buoys</i> Labor Day September 2nd 12pm</p> <p style="text-align: center;"><i>Fleet Race #10 Buoys</i> Sunday September 8th 12pm</p> <p style="text-align: center;"><i>Fleet Race #11 Buoys</i> Sunday September 22nd 12pm</p>	<p style="text-align: right;">Vic Simon</p> <p>We have made it through the summer of 2013 and I want to thank everyone who has helped get the club away from the devastation that Sandy threw at us. We have made some great strides to get through this year. We still have three items to finalize our misfortunes and that we will take care of going into 2014. We are up to 132 boats and that is very positive after what we have been through.</p> <p>Moving on with the rest of the year still includes many events. This includes the Labor Day w/e of events along with 4 more fleet races. We have tried to set up a cook-out at the island, but unless it is low tide, there is a small piece of island left. We might shift over to Horseshoe Cove for this to happen and August 24th looks like a good day to have it. Talk to either Greg Raybon or Mark Brady if you can be of any assistance.</p> <p>Also coming up will be the election of officers for next year. Right now I have an opening for Beach Commodore and three board positions if anyone is interested. Please contact myself if you feel committed. A BIG thanks goes to Scott Rathburn for getting us in the right direction from the recovery of Sandy.</p> <p>We have been very fortunate with the weather this summer, but there is still much sailing left. Remember that the bay is as warm as your bathtub right now going into the fall and the winds do become steadier over the next two months. Come on down and still take advantage of what we offer at the club. I'm still trying to squeeze in one more instructional so pay attention to the web-site for info concerning this. Please remember to respect everyone's space at the beach and help-out with the little details at the club. ie; correct garbage container, closing of doors, turning off water when done, and bringing wheels above high water when not in use. Keeping this short and sweet, hoping to see you at the club, here's to much wing and great weather.</p> <p style="text-align: right;">Vic</p>

Matt Raybon and Grace Modderman take 4th Place at the Hobie 16 Youth North Americans

The 2013 Hobie 16 Youth North Americans took place from July 30-August 1 at Huntington Lake California. 16 youth teams from all over the country participated in what was one of the bigger Youth events in recent history. Huntington Lake is a very unique venue where the wind comes up every day at 11:00 am in the same direction. It typically blows in the 10-15 knot range but the youth sailors saw some days with gusts over 20 knots. The Lake is a long 5+ hour drive from San Francisco and sits at 7,400 feet. The air is thinner and walking up stairs becomes a bigger chore let alone, double trap racing all day. The courses were not your typical windward-leeward races. The marks of the course are fixed buoys near the shorelines because the lake is so deep it is difficult to set marks in the middle of the lake. The teams typically had to tack on average 5 to 10 times up the left side of the lake before crossing the lake on the port layline to round the weather mark. Then they headed downwind again on the left side of the lake jibing many times to stay on the favored side. You can imagine that there were lots of port starboard interactions and the youth's had stay on their toes. The only unfortunate aspect of the whole trip was the smoke that filled the air that was caused by a major forest fire in the next valley. We were assured that the fire was under control and that racing could continue.



In the end, two local teams from California took the top two spots: Nate Brown and Ryan Lee were first narrowly beating out his younger brother Ben Brown sailing with Casey Larsen for Iowa. Trey James and Gabe Longo from fleet 204 in Syracuse was third and Matt and Grace came in a solid 4th with no real challengers behind them.

Matt said: "We can't thank the Hobie Class Association and Fleet 250 enough for their generous support that made this event happen for us. The Hobie Class Youth Grant program is second to none in promoting youth sailing with real financial support and without that we wouldn't be able to have a 16 boat fleet. Also, we have to thank the great people from Div 3, who generously loaned us boats to participate in the event without hauling our boats across the country. And a very special thanks to MaryAnn and Paul Hess, whose boat we used and whose hospitality was awesome."

As an added special treat, we were able to take 2 days in San Francisco to watch the Louis Vitton Cup (Americas Cup Challenger series) match racing on the foiling 72 ft catamarans. If you haven't seen this stuff on youtube yet, I highly recommend you have a look. It was a spectacular site to see in person.

Road Warriors



A few fleet members have taken their boats on the road recently. Wolfgang Kornwebel won the Hobie 17 division at the Spray Beach Regatta and Tommy Butler sailed with Aaron Loichle in the competitive Hobie 16 fleet placing 11th.

Mark and Grace Modderman finished 5th. Mike Evans took first in the Hobie 16 fleet with Wally Myers at the Barnegat Breezer Regatta on Aug 10/11. Mark and Grace Modderman finished in 5th and Grace was seen at the helm for at least 2 of the races. Looks

like Mark is going to need another boat soon. Greg and Nancy Kornblum finished in 6th. Mark and Grace also took 3rd at the 40th anniversary of the Mile High Regatta at Huntington Lake following the youth regatta.



FROM THE WINDY SIDE

Jenna Meyer

August and the good sailing winds are upon us as the seasons start their cyclical changes and my inner clock feels the shift to fall coming. I could almost feel Indian Summer a few recent cool days signaling the natural change that won't be denied. I must be sure that I grab these good sailing winds and make the best out of the remaining season.

I had some interesting conversations with members of the club about my last article with Mike Ohara. Some of them with new members and some of those Ole Salts who were there way back when. I must repeat that these are Mike's recollections and not those of others of that time. Time has a way of changing things or our perception of how things occurred and sometimes it's better to leave some things out. I can relate this to telling one person a story and it gets repeated down the line to a half a dozen folks and the original isn't quite the same as the first as it continues to grow and morph. Or maybe that hull fly of a quarter mile that became almost two miles later at the club yurt. But there is no harm done by this just the way it is with us human types. Greg Raybon and Nick both offered more pieces of the past and I appreciate their sharing. Greg fessed up that Gary Butler, Dan K, Bernie Villa and Jacques along with Justin helped keep the race program afloat. Each in their own unique way they contributed. Jacques secured the yellow stiff we use still today. I cannot add all of these remarks to this column but please feel free to chat them up. I for one found their additions to the story interesting. Let us continue with Mike's interview.

Mike, the new club facilities are so much better today than in the eighties. There were no campers and we used tents or we slept on or under our boats if we partied a bit too hardy. All you needed was a blanket and maybe some bug spray. Today you have a/c in the clubhouse that would have been an argument doing that back then. We only had porta potties and one wooden stall to shower in. The water was hot but it certainly was basic in nature. Your amenities are very nice today. Vic spent money wisely and thought out on priorities and spending for so many years. The culture of the members demand and expect these amenities and he and the officers made it happen. Even with Sandy the recovery work was performed just wonderfully. It gave you the chance to learn and prepare for future storms that will certainly happen.

The interpersonal riffs existed early on and they still do today. They will always be there but our membership size is good. Our numbers as I said in the past were slim at times and we didn't know if we would survive. Before the yurt we would gather on Friday nights with chairs and sit in a circle and party. It was a different social dynamics and we would tell stories and socialize as a group. It was near the club bulletin board that would offer a little bit of shade to some. We had kiddy pools and water spray bottles to beat the heat at times. The advent of the camper has changed all that. The dynamics of the social interaction and different groups gather away from a central spot. I see that as a loss of communal sharing with each other but sharing still does go on but differently.

It is very encouraging that sharing with each other as a helpful community still exists. We still want your day to be good so we share our help and experience with others so they to enjoy this lifestyle. The sharing of food and drink still goes on at those times it become a pleasurable experience. The sharing of "lies", you know that 12 inch fish that became 36 inches. The stories grow and others are encouraged to share their own stories. It was really fun times with great like-minded people. We came and tent camped for the weekend. Hardly anyone left until the end.

As a lifestyle there will always be those attracted to cat sailing. This continues as folks are here for friends, fun, sailing fast or racing. Those people will always be attracted just like those from the ski clubs. Cat sailors are people that enjoy life and activities that enhance life. They want and need excitement.

We had to insure there was fun and days like Danger Days became a way to bring exposure to the club. We had Shark Racing were you drug a inflated shark behind your boat kind of close and the idea was to collect other boat sharks while not losing your own shark. Boats didn't get damaged often but let's say they got awfully close to each other.

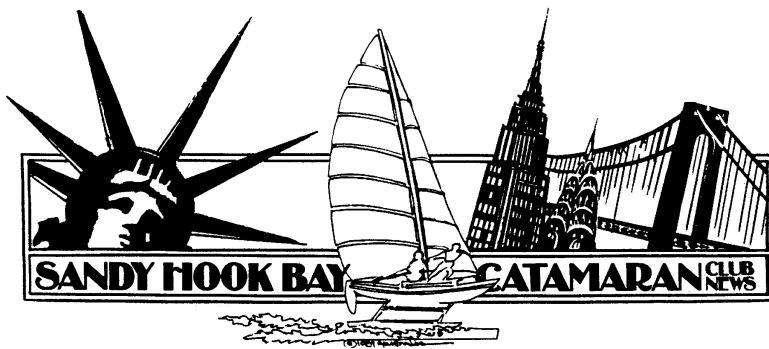
We also had a bare food beer race in the parking lot on the stones running with a tray of beer. It was a lot stonier then your lot is today and fun to watch.

One of the funnier events was hull driving contest over at the Hook. You sailed into the island at full speed and saw how far you could drive your boat up onto the island. The mark was made and the next boat attempted to better it. When it started to happen at the club beach it stopped folks. (This writer cringed at the thought of my F18 thin hulls doing that and the fact that I did it once with my old boat and I had to break the main sheet and traveler before I hit Wayne's new red I20 that was broad side on the beach at speeds approaching what seemed like Mach6. The look on his face was priceless though as Mark and I came very close to hitting him. That was the end of my Hull Driving). We also did the hull flying stuff you still do today and fun events were common form of entertainment.

I never really had one single defining moment that made my time with the club better then another but what did happen and it did happen often was this. The help one person would give to another still happens. Gary Butler was putting his boat together when I was here this time. John Sullivan said, Ohara is here he can help you take care of that. That I am welcome here and you remember me in a positive way. I am home when I am here and you can come home again...

That you are Mike

Jenna



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Security

We are coming into the storm season, high winds and storm surges. Keep an eye on the weather reports. Some members come and move their boats to a higher elevation, possibly drop your mast or loosen your trampoline. Again, if your boat will remain on the beach, then make sure it's well tied down to a minimum of two lines. Remember, that if your equipment does any damage to another, you are responsible.

In the past, we have recovered boats from the stone wall, the swamp and out of trees. The giant storm, Sandy, should still be fresh in our memory.

Also make sure your jib is tied down well and that there is a sock on it. We always lose a couple of jibs to the high winds. If you move your boat to a safer location or to your trailer, again, make sure it's well secured. We have had boats and trailers slip over together as one unit. Good Luck!!

Questions?

Nick