

January 2014

Club Calendar	MEMBERSHIP
<p>Membership Application due February 15 To keep your current boat spot</p> <p>Early Sign-up at the Beach Saturday February 22 To get a better spot</p> <p>Beach Opens Saturday March 1!!</p> <p>Fleet Meeting Saturday March 1st 8pm</p> <p>Beach opening work party Saturday Apr 5th</p>	<p><u>2014 Membership Application Schedule</u></p> <p>Please be reminded that your mail in applications along with your check for 2014 fees and any past dues, assessments must be filled out and sent to:</p> <p style="text-align: center;">Sandy Hook Bay Catamaran Club PO Box 187 Atlantic Highlands, NJ 07716</p> <p>The application should be postmarked no later than 2/15/2014 in order to maintain your current boat spots. Failure to do so will put your spot up for grabs at the February 22nd in person sign-up.</p> <p>Membership will not be granted and boat spots will not be assigned if money is owed to the club.</p> <p>In person early sign up is scheduled for Saturday, February 22, 2014 at 8:00AM sharp for those wishing to select a different boat spot. On Friday, February 21, 2014 at 7:00PM a beach map of spots available and sign-up sheet for Saturday morning will be posted on the Cathouse door. The beach map will also be posted on the web site at the same time. Those attending early sign-up must remain at the beach from the time you add your name to the list until 8:00 AM on Saturday, 2/22/14. Selection will begin at 8:00 AM sharp. The first person on the list will have first choice of available spots and so on through the sign up list.</p> <p>Within a few days after early sign up, all members will be mailed a beach map showing boat spot assignments for the 2014 season. It is important that you check the map to insure you have the correct spot. If there are any discrepancies and/or if you wish to change your spot to another if available, you must call Al Dewan at (732) 521-2518 anytime or Nick Aristovulos at (732) 872-1719 between 8:00PM and 10:00PM.</p> <p style="text-align: center;"><u>Important Note:</u></p> <p>We will not pull your information from last year's application you must complete a new application in full. Please print and insure it is legible. Don't forget your e-mail. Double-check your math when filling out the check.</p> <p>See you at the beach.</p> <p style="text-align: right;">Al Dewan Membership. adewan@comcast.net</p>

My First Hobie 16 North Americans

Mike Evans

Great people, sailing, and memories made the North Americans 2013 a great event. With my birthday falling on the first day of the event, October 21, I was surprised with a cake by Nancy Kornblum (Greg's crew), Isabelle Strasser (Div 11 sailor), and Grace Modderman. I also won't forget the many times that "happy birthday" was sung, thanks to Mark M. and Greg. Though this day was great, it wasn't my favorite day of the event; the following was my favorite. As we got to the beach we could tell it was going to be a good day with 15-24 knot winds and moderate waves. With these conditions, Eric and I knew it was going to be fun. In the first two races, we managed to come in seventh and fourth, not too bad in a forty boat fleet. When race three started, we had a great start with clean air, and were going toward the favored side; what more could you ask for? There was only one problem, we were really pushing the line and the x-flag for individual recall was up. This meant that a competitor was over the line early and would be disqualified from that race. Eric and I thought it might be us, but after some consideration we decided we had to keep going. We went out to the right side of the course and tacked on the port layline. As we rounded the weather mark, in ninth place, we were doing pretty nicely. We managed to hold our position downwind, and as we neared the gate, we had a pretty big decision to make. Everyone ahead of us took the right gate, leading them inshore again. After a small discussion, we elected to take the left gate, leading us offshore and away from everyone else.

Only Jason Hess, followed us, and he tacked fairly soon after the mark. We were on our own, so to speak. About a quarter of the way up the weather leg, the sun shone down on us on a day that was previously completely cloudy. It had to be a sign of some sort. With this, we continued to charge upwind. With nice wind and the shift going our way we were looking great. When we tacked, we were on the mark and looking at the rest of the fleet, we seemed to have a nice lead. As we neared the mark, to my amazement we were in first. All I could think about was how to maintain this lead. We gybed onto port early and then back to starboard just to cover the fleet. We held onto our lead downwind and took the left gate again. After we rounded the mark and were blasting along upwind, I looked back and saw Enrique Figueroa the many time national champ, world champ, and Olympian behind us. All I could think about was how this memory would be engrained in my memory forever, and how excited and scared I was. Excited



Happy Birthday Mike and Congratulations!



Eric and Mike preparing for battle

that we might win, but scared that we might lose it. At this point, it took everything that I had in me not to say something to Eric, because I knew how mad he would get because of what I was thinking. As we rounded the weather mark, all I could think about was how we might pitchpole. We were having none of that though and took it nice and slow. We again gybed to port and back again to hedge our bet a little. The downwind leg was filled with nerve-racking gusts, the thought that maybe we had the wrong course number, and the fact that the x-flag had never gone down. As the committee boat came into view, I could see Mark Santorelli shaking his head. This to me was a sure sign that the x-flag was for us. As we came into the finish though, a horn blasted, meaning we had just won the race. As we crossed the finish line, Mark said "happy birthday, Mike". Although it wasn't my actual birthday, it

was still the best birthday present that I could ask for, so thank you Eric. Soon after finishing Eric went to give me a high five but there was no way that a measly high five would suffice, and I immediately went in for the bear hug. I later learned that as Enrique came into finish, he said that he would protest us because there was no way that we could have sailed the correct course due to how far ahead of him we were. In addition to that, it wasn't Eric and I who were over early, but to my dismay, it was Enrique. Due to this, the score sheet does not recognize that we beat him, because he technically wasn't racing since he never exonerated himself.

North Americans was a great experience and I want to take the chance to thank Greg for giving me the opportunity to go to the event at all, and to thank Eric for teaching me the ways: to become a hippie who just likes to sail.

Big Breeze and Barb-B-Q in the Lonestar State

Hobie Fleet 250 and Division 11/16 rule at the 2013 Hobie 16 North Americans, Galveston Texas

Greg Raybon



Don't let go of that jib....Ooops.
Big rainsquall on Monday



Mark and Grace tacking on the layline
in a lot of traffic.

in just for fun. Tommy Butler sailing as crew for Division 11 newcomer Jesse Ridge, managed a 16th in the first race on Friday before wiser heads prevailed. Other Division 11/16 sailors (our regional Hobie divisions) did very well placing 9 teams in the top 16.

The 2013 NA's were a lot of fun complete with another epic road trip with stops at the Waffle House at 5:00 am (everyone's favorite), Subway too many times and Bourbon Street in New Orleans for for the



Jesse and Tommy: How big was that wave?

Led by the second place finish of Mark and Grace Modderman, seven Members of Fleet 250 made the trip to this years Hobie 16 North Americans held in the Gulf of Mexico just off of Galveston Texas. If only the "streakin' Rican", Enrique Figueroa and crew Carla Malatrasi did not show up to this years Hobie 16 North Americans, Mark and Grace would have been crowned North American Champs. Sooo close. Enrique and Carla have been dominating the Hobie 16 for many years and Mark and Grace and Eric and Mike pushed him as hard as they could with Eric and Mike winning the only race Enrique did not. The event provided very challenging and changing conditions over the 5 days in October with the final day showing us how angry the Gulf of Mexico can be. After two days of light wind and sailing till dark, we were greeted by 20-25 knots onshore breeze. The breeze also kicked up some big, steep waves which launched our Hobie 16's from wave to wave. Eric and

Mike had to sail to the beach before the first race to repair a broken jib halyard, but managed to make it back in time to start 5 minutes behind the fleet. I think they still be Nancy and I. Conditions were so severe that by the 2nd race most of the competitors had sailed to the beach and only 15 of the 44 registered boats were on the water. We all know how Mark and Eric love these conditions and Mark and Grace scored a 2,4,2 while Eric and Mike a 11,6,6 that day. There were broken crossbars and broken masts, but fortunately no broken bones. Nancy and I managed to stick out for the third race until we got hit hard by a 10 ft wave and flipped for the 2nd time. We called it quits then but managed to flip it one more time on the way



Greg and Nancy sailing to the finish near sunset

lucky ones. The only disappointment was that we didn't have enough time to sample Texas Bar-B-Q. Good Times, Good times.

How did they do?

2nd: Mark and Grace Modderman

7th: Eric Raybon and Mike Evans

16th: Greg Raybon and Nancy Kornblum

35th: Jesse Ridge and Tommy Butler

FROM THE WINDY SIDE

Jenna Meyer

Snow in the forecast tomorrow yet again. I can safely say I had enough cold weather for a life time. I must be getting old because in days long gone I liked the change of the season. I enjoyed Indian summer, the smell of the leaves as they turned, skiing and walking in the deep forest in fresh powder snow. These days my bones beg for warmth and heat but I still do enjoy the solitude of big quite woods without humans to break the peace it provides. Clears the mind and allows thought juices to flow freely as you keep an eye out for natures creatures big and small going about with their lives in that circadian rhythm. But it is time to shake off the dull greys and damp chill of winter and look forward to another season.

Spring is finally coming upon us quickly and the days continue to get longer minute by painful minute. We are only 6 weeks out until the season officially begins with weekends being open daily soon after open seven days a week follows. The officers have been working regularly now getting ready for that opening day. I am sure Clay and Rob are itching something terrible to get on the water. Budgets needed to be put together for the membership to review and vote upon. Last minute tweaking always needs to be done and issues of concern addressed. The work projects planned to complete our recovery from Hurricane Sandy have been decided along with new continued improvements. For us taking these early season footsteps is an exciting time knowing how close we are getting.

I myself have been busy with making upgrades for my boat and ordered new sails to get her ready for the beach. Still, I want much more but financially some things will have to wait for extra cash to come my way. It is wise to keep doing annual maintenance so the big hits are not as painful and you are not risking damage to your boat or someone else's property. But for the most part my boat maintenance is on target for the day she hits the beach. I am soooooo looking forward.

Speaking of maintenance it would be prudent and smart of us all to spend that something extra to avoid those emergency visits from Seatow. The old Good Wrench line of pay me now or pay me later applies here also ten fold. It is even more important because you just don't breakdown open the door and walk to a phone to call a wrecker. I have seen those Seatow bills and they more than double a car wrecker or what some maintenance parts might cost. I encourage everyone to do a thorough look over of the whole boat package. That said, I know we will be watching someone being towed in through our binoculars and hopefully they aren't injured. It happens every year and there is no good excuse for it.

Moving on it was an interesting year for catamarans and the America's Cup really drove that point home. I rooted for the Kiwi's, yes I am a traitor, and I was happy for those that won or even got to compete. AC72's are absolutely incredible cats and are a technological wonder of pure joy, power and adrenalin rush if ever there was. You got it bad if you spent time pondering how you

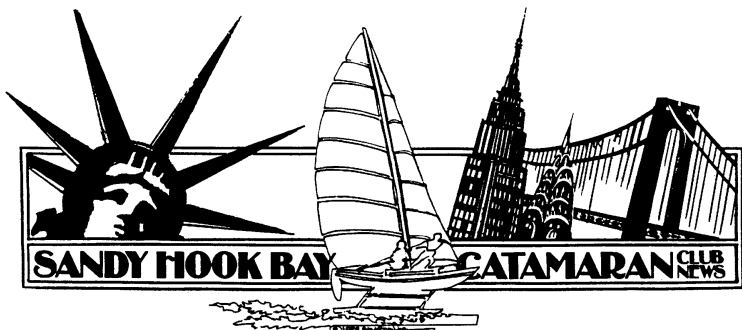
might land yourself on one for a day as I was one of those folks. My mind was whirling with how to get an invite myself (connive). This changes the sailing game forever and hull flying doesn't mean just one hull anymore. I mean that not that some crashes of our current boats didn't fly two hulls because they in fact did and although it was a short flight and it was normally right before a pitch pole or violent something other. We would all sit on the beach soaking up the sun listening to tall tales getting taller with each repeat of the life changing event. I like to compare it to the movie scene from Avatar when Jake Sully is explaining to his Na'vi girlfriend Neytiri his flying technique with his hands after they got away from the killer reptile bird that was hell bent on them for a meal. "You went like this and I went like this", in our world of cats "you flew like this into the side shroud and I turned like this and landed on the boom and sail destroying both." Oh yes the theater of the mind when I see that part of the movie. I could have that dubbed right in.

There have been a lot of articles since the race series and one that really caught my eye as it pertains to us. It was written for Sailing World by Chris Love entitled the Trickle Down Effect. There was a nice picture of a Hobie 16 skipper exchanging hand waves at Team Oracle skipper Jimmy Spithill as the passed by each other. What a meaningful exchange that has shown an opening in the way cats sailing is developing if there ever was. The author points to the fact that this race has opened the eyes of youth sailors and has acted as a magnet for those that might not have entered the sport before. The technology that is following with wings, and foils to our future is already attracting young sailors. Sarah Newberry is the top rank Nacra 17 sailor and she is paying close attention to these new cats. They have already entered the C class cats and they are captivating modern young sailors. The technology of those AC72 boats will trickle down into the smaller cats most certainly and this will serve as a change that will peak interest outside our small world. This may someday lead us forward as did the innovation to sailing that the first Hobie Cats did back in the early seventies. It appears our future may be bright indeed if the pricing can be made affordable for the weekend speed junky that exist today. Please look into this small article because it really will stir your juices of what is possible and headed our way in the not very distant future. Scott, I think Emily really needs a C-class catamaran to lead the way so you better cancel that order for another down under boat. The last sentence in the article was, "After all, if they can do it with boats that look like skyscrapers, surly you can make any cat fly."

You betcha they can,

See you on the water.

Jenna



P. O. Box 187, Atlantic Highlands, NJ 07716

HELLO AND WELCOME!!

Hello and welcome to the 2014 sailing season. The days are getting longer and the temperature will begin to warm up. This winter has been nature's payback from last summer. We are getting ready to get into our schedule so follow the newsletter and web-site. A race meeting will soon happen so we hope to see you there. More fun races are coming so I hope to see most of you down at the club enjoying what we have to offer. We do have a budget and the applications are available thru the newsletter or online so don't miss that date or you will miss your spot. Some small projects will take place and we will open the gates March 1st. Keeping this short and sweet, here's to much wind and great weather.

Vic