

Annual Reports for the year 2019 – sum-up

February 2020

Austria:

Austria has a small but stable group of HC16 who go racing. The Tiger/Wild Cat class had an significant drop in members, many sold their boats, but remain as members. The Class Association is going to raise their membership fees this year. At the same time they offer a reduced fee for young members, and the Youth are offered reduced entry fees at regattas.

Belgium:

The Belgium Hobies are organized through the Belgium Multihull Organization, and does not yet have their own independent Hobie Cat Fleet or Class Association. It's still a bit of a struggle to get sailors travel to events away from their home base.

Denmark:

The Danish Association is very satisfied and happy about the overall results and the level of activities / participation of Danish Hobie sailors on local and foreign waters. Although they experienced some decrease in number of members the Association is looking towards the coming season 2020 – convinced it is going to be as rewarding as last year. At the Worlds in Florida 4 out of 5 teams made it to the Finals, 3 teams were in the top 15 and 1 team reached a podium position.

2/3 of the HC16 skippers are present on the RL and many teams travel from event to event both in Denmark and the rest of Europe.

The Danish Fleet 333 is going to celebrate their 40th anniversary this year.

France:

Steady number of members with a balance between youth and adult teams. Also balance between mixed and male teams. They experienced a raise in HC16 teams using SPI at the National Cup. They had a slight decrease of HC14s and a significant drop of Tiger and Wild cat crews. A big job is made to encourage and develop female crews.

Greece:

The progress for Hobie sailing in Greece is very slow but still existing. They remain as members in the hope that time will bring more raise in activities.

Spain:

Slowly better and growing numbers in Spain. 6 teams went to France for the Europeans. The Association hope for more members in 2020 due to the upcoming Europeans at Costa Brava. Unfortunately they don't have any Youth crews.

Germany:

The German Nationals for HC16 at the Baltic Sea was a full success with 43 competing teams. Also the HC14 Nationals at Lake Zülpich was well visited, 21 skippers competed. The TIWI class racing is not existing in Germany any longer. The Youth group has stable numbers, and with a new person taking care of the young sailors the Association expects in increase in members.

The new DHCKV publication the "Jahrbuch" is very well regarded, and the Class Association plan to publish a second newsletter before start of the sailing season. The many problems with their homepage and RL is hopefully solved now.

Switzerland:

Not much going on, and there are almost no activities in Switzerland. However they want to remain as paid-up Nation and to be part of the Hobie family in case the situation changes in the future.

Italy:

As they had expected Italy suffered a small decrease in the Youth HC16 SPI and Dragoon classes due to increase of Nacra 15 activities. Nacra crews mainly came from Hobie classes.

The Class Association believes the situation to be better in 2020. Many young Dragoon teams and teams from sailing schools are changing to HC16 because the Nacra is an very expensive boat – not suitable for most young people.

Italy has good signals from the HC16 Classic sailors, who usually were sailing locally only. Many of them are now planning a comeback and are very interested in joining the Italian Nationals at Lake Garda.

Sweden:

Throughout the year the Swedish Association grew slightly but ended-up having doubled their number of members at the end of the Year. Most sailors are situated in the Stockholm area and only HC16s – sailing without SPI – are organized in the Association. They did not have a Youth program in 2019. Their Swedish Cup consisted of 8 regattas.

Holland:

The Dutch Association discourage HC16 teams to use the SPI in order to build a stronger fleet. Only a limited interest in the class for using the SPI. For youth teams the Association sees a purpose of keeping the SPI available at training events for sailors transiting from the Dragoon to high performance classes.

The Association is disappointed of the number of competitors at Dutch events, especially at their Nationals last year – even though the organizing club did a great job. Most sailors wants to stay at their home waters and don't travel.

A lot of interest is observed from youth sailors to stay in the Hobie Class. The Dutch Sailing Federation only focuses on the Nacra15 and monohulls so all work is left to the clubs, and most clubs along the coast and the only commercial sailing school promotes Hobie sailing on Dragoon and HC16. Several clubs joined forces to set-up a Youth sailing Calendar. Good numbers of Youth competitors at the Nationals.

KZV Wassenaar is going to organize a HC14 event again, and the Association is working on making it their Nationals.

Jersey:

Another successful year for Jersey. They did around 52 races spread throughout many regattas and other events. They have 3 main classes: Dragoon, HC16 and the Wildcat/Tiger class, all well represented at the Islands race events. HC16 remains the largest class, split into an A and B-fleet, where the B-fleet works so well introducing entry level people to the sport and racing with regular training provided, which works very well to sustain and build the local fleet.

Jersey organized 2 "open-days" events, which were very well attended. Those interested were invited to a drink and a chat at the RCIYC and pictures from the day were shown on a big screen. New-comers were informed how to proceed and given the opportunity to join the B-fleet.

Portugal:

In October 2019 the Portuguese Class Association celebrated their 35th anniversary. Around 60 members joined a nautical tour on one of the most emblematic traditional sailing vessels in the Tagus river estuary.

The APCHC organized 15 tours, 1-2 each month to increase skills and number of sailing days. New-comers with little sailing skills are usually sailing with experienced members either as skipper or crew on these days. The tours are highly appreciated and gives members opportunity to socialize with other Hobie sailors. Portugal has a stable number of members, and most of their fleet are located at Algés.

UK:

Just before the EHCA AGM the British sailors organized the first UK AGM since many years, and they decided to revived the British Hobie Cat Class Association (BHCCA). Andrew Boyd was elected as President and we welcome them all back among the Hobie family.

Poland:

Since the beginning of 2019 the PHCA has been struggling to solve some national problems. The new board is working hard to straight everything. The PHCA expect to have all formalities down by March this year. At their Nationals 2019 they gathered 24 HC16 and 5 HC14 teams.

Overall:

The Class Associations in Europe are doing a fantastic job keeping Hobie activities both on and off the water at a high level, and even a couple of small nations with only few or none events remain as members of the EHCA. Although the individual membership numbers varies to some extent from year to year the overall number of active sailors is pretty stable and has for many years counted around 750-800 EHCA members from 14-15 European nations in total.

One regrettable thing though is that we seemingly have sad goodbye to Hobie Wildcat and Tiger traditional racing in Europe. For the second year in a row we had to cancel racing at the Europeans for those two classes due to lack of competitors.

The European Championships and the Worlds for HC14 and Dragoon organized by the SRR, La Rochelle in corporation with the EHCA/IHCA had a total of 243 entries; and again this year we were very happy to welcome teams from as far away as Canada, Brazil, Tahiti, South Africa, Australia and Tanzania.

This big event had following number of competing teams:

HC14: 23, Dragoon: 15, HC16 Youth: 32, HC16 Women/Masters: 12, HC16 SPI Cub: 14, HC16 Qualifiers: 52, HC16 Silver fleet: 39 and HC16 Gold fleet: 56.

EHCA region:

The 14 Nations in good standing and their membership numbers

Austria	35
Belgium	5
Denmark	47
France	80
Germany	280
Greece	5
Holland	44
Italy	162
Jersey	36
Portugal	26
Spain	34
Sweden	19
Switzerland	8
UK	5
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Poland will join again in March or April after having solved their problems

