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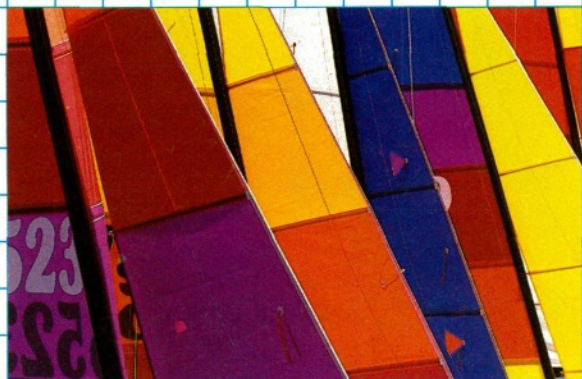
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HOBIE Hot-Line

July/August
1982

Volume 11, Number 4 Single Copies \$1.50



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ON THE COVER

Another honorable mention photo from the *Hot Line* photo contest—Michelle Watson caught this one on a wild day at Lake Lopez, California.



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Letters

Demolition Derby?

I participated in the Midwinters East in Clearwater Beach, May 1-2. Mine was one of several boats that suffered damage at this event: I was on a starboard tack at the start and was broadsided by a boat on a port tack. I yelled, "Starboard!" when the boat was six to eight boat lengths away, but the skipper never even cut his main loose.

His starboard hull went through my port hull, cutting 2/3 of the way through the deck and the port side of the hull, narrowly missing my crew and myself. This effectively put me out of the race and the series, though I was able to sail to the beach with a hull full of water.

When I confronted the skipper of the other boat, he admitted hitting my boat and said he would *consider* paying for *half* the damage. I went to the protest committee, and this skipper was disqualified from the race.

When I spoke to him the next day, he said he had spoken with some of his friends, and that they agreed one takes one's chances on the race course. I have always been under the impression that if one damages someone's boat and is obviously at fault, one is responsible for the repairs.

My weekend was certainly ruined, but it could have been worse. I feel there should be some sort of legally binding agreement of responsibility, to be signed by race participants, or maybe requirements for insurance. If people are allowed to be this irresponsible, all the fun could go out of Hobie racing.

Have a Hobie Crash?

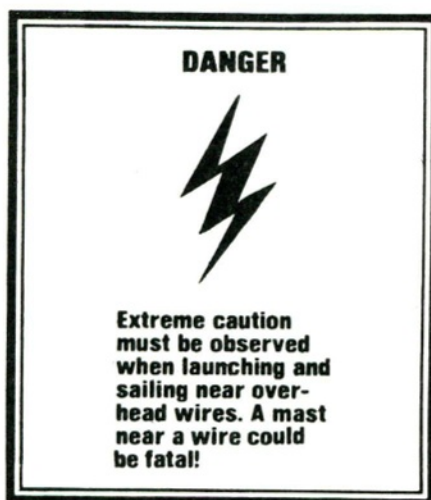
Bob Warringer
Sarasota, Florida

Editor's note: It is unfortunate that a skipper, when found to be at fault, will not do the sportsmanlike thing and accept responsibility for damage done to another boat. The Hobie Class echoes the view of the USYRU, that "the question of damage is a legal matter outside the scope of the racing rules." Perhaps a change is necessary.

Going Underground

On behalf of Fleet 34 and our commodore, Scott Baker, I would like to express deep appreciation to the Florida Power and Light Company for their recent placement of cables underground at Lake Mangonia. This favorite sailing spot will be enjoyed even more now because it's a safer place to sail.

We would also like to send a special thanks to our former commo-



dore, Jenny Jackson, for being instrumental in obtaining the cooperation of the Florida Power and Light Company in this matter.

Fleet 34 is very active, and we are proud of our many members, who continue to work toward improving conditions for our sailing community.

Cynthia Bucholtz
Fleet 34, Division 8
Palm Beach County, Florida

Editor's Note: Fleet 34 has demonstrated that their interest and support does make a difference in making sailing safe for all sailors.

In Favor of Fleets

I'd like first to direct this to those of you who have not yet joined a fleet. You've had some reservations

about joining, heard some talk, but for some reason, have not yet gotten acquainted with the fleet.

Contrary to some people's opinion, we are not snobs, not a clique, a clan or any other type of social order. We're just people who like to sail and have a good time. We don't care where you come from, what you do, how old you are or even if you own a boat. If you like to sail and have a good time, you're wanted and welcome to join us.

Secondly, we do *not* just race and drink beer. Well, ok, some of us do drink a lot of beer, and it's no secret that we're looking forward to a successful series of summer races, but we also plan a lot of social functions and family days through the year. Don't let yourself get turned off to the idea of belonging to the fleet until you give yourself the chance to get turned on by it. Hobie people are just people who have found an enjoyable pastime and like to share it.

To those of you who feel you've already paid your dues (I'm not talking about membership fees), I'd like to make this point: This fleet—or any other club—can only be as successful and desirable to belong to as its members make it. Get involved—participate—you'll get much more from it.

Also, try to remember that your officers are not mind readers. If there's something bugging you, speak up. Don't sit there in silence and start complaining on the way out of the meeting. It's your club—make your feelings known.

Our fleet has a lot to be proud of. Our accomplishments have brought us nationwide recognition. Even more important are those good feelings and words of admiration from those who come to sail with us, those sailors who go home and say they wish they were more like Fleet 80.

Linda Heyse
Fleet 80
Daytona Beach, Florida

(Submitted by Amalie Ash-Duvan.)

Hobietorial

Creating the Hot Line

The *Hot Line* staff is slowly expanding, and we're looking to bring you more of what you want. Our readers have stayed in close communication with us over the years—the great and not-so-great features have been discussed.

A year ago, the mail we got was heavily in favor of more technical articles. Then it was, "We want to see Hobie sailing in other areas." Lately, it's been, "Hey, what about the beginners?" We strive to bring something that each Hobie sailor wants to read about, plus a little more.

Due to the fantastic response to our photo contest, we've been able to bring you more international and local sailing photos. Expert Hobie sailors have sharpened their pencils to share their knowledge and experience with you. In this issue, Phil Berman completes his discussion on tuning the Hobie 18.

For new sailors, we have beginning sailing and an article by Phil Brown describing his first racing experiences—enough to encourage any hesitant competitor to give it a try.

The national and world competitions are dear to those of us who race, and even to those who race from an armchair vantage. In future issues, World Champion Ian Bashford will let us in on the Aussies' techniques for tuning and sailing, while we continue to cover the events as they happen.

When political issues affect Hobie sailors, the *Hot Line* is there to unravel them. This month, Rikki Mitman takes a look at beach access problems and what can be done about them.

We realize we can't please everyone, but we look for and welcome your input: criticism, suggestions, questions, hot sailing photos, whatever. Our job is to put together an exciting and useful *Hot Line* each issue, and we're counting on you to continue assisting us in creating "the best *Hot Line* ever."

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1982 Midwinters East

Plagued by light winds and love bugs, sailors from the east battle it out in Florida

by Peggy Manrodt

Saturday morning broke hot and sunny over Clearwater Beach, a bright welcome for the 292 participants in the 1982 Midwinters East. Throughout the morning, four-wheel-drive vehicles hauled boats, gear and participants down to the beach in front of the new Holiday Inn Surfside.

Ron Hood, commodore of Fleet 5, called everyone to attention for the skippers' meeting to hear the usual race instructions, thank yous and warnings to keep out of restricted city areas with open beers. Then we were down the beach and on to the races.

The B course was directly in front of the hotel, and the A course was approximately four to five miles down the beach. There was some initial confusion on the A course when the early arrivals of A fleet boats zeroed in on an anchored sailboat flying a race committee flag. My skipper and I, one of the first to reach this boat, heard, "Oh s___! Can we drop the RC flag?" We had outsailed our own committee boat; the boat we had mistaken for our RC boat was on station for the finish of a Clearwater Yacht Club long distance race. The sight of nearly 100 Hobies converging on their finish line must have upset these normally staid sailors. They quickly informed us of our error and told us to keep going (as did the somewhat excited finishing yacht racers).

The winds were light during the sail out to the course and during the first race. The second race was a little better, and by the third race it had picked up to 10-15 knots. We were finally trapezing. In this last race, the engine on the dinghy behind the committee boat took a beating when Richard Karran and Spencer Manrodt were forced into it while double trapezed at the finish (the engine was not on the boat the next day).

B course was first to hit the beach (and the beer), but our good friend at Miller Beer, Mike Pirolo, saved some cold beer for the rest of us. A Tampa Bay area rock station, 98 Rock, showed up with speakers and music later on Saturday evening. Except for some complaints from non-Hobie visitors to the hotel (including a high school prom) that the music was too loud, a good time was had by all.





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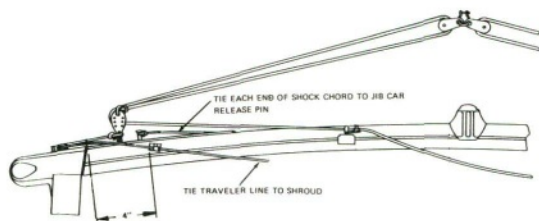
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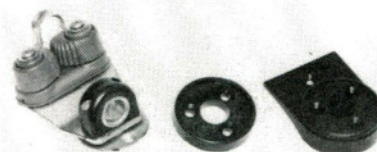
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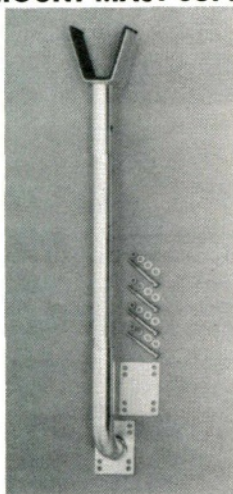
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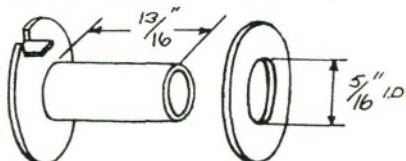
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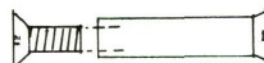
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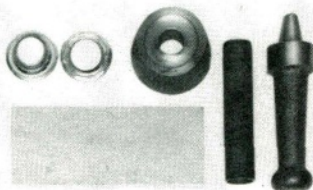
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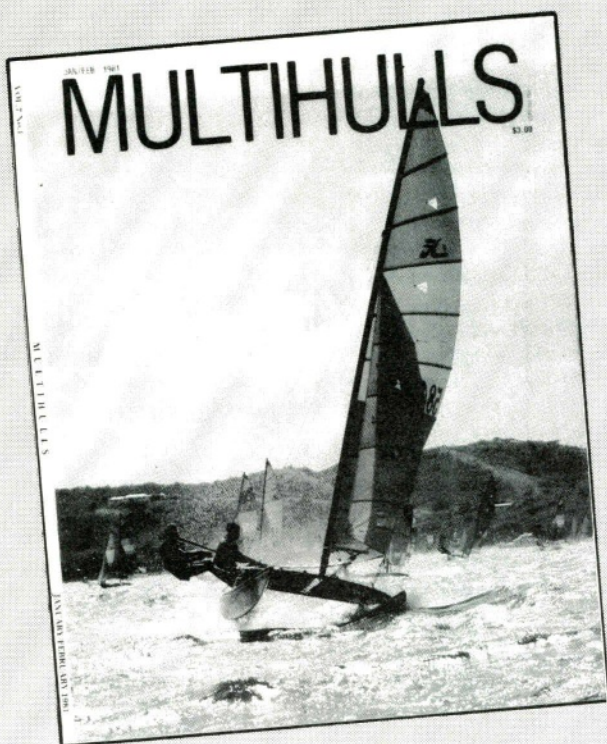
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At Sunday morning's skippers' meeting, the question was, "Has anyone seen Carlton Tucker's snook?" This particular snook assaulted Tucker and his crew Rick Bennett, flinging itself onto their boat between races on Saturday. The two bravely combated and subdued this menace and, since snook is a highly prized game fish in Florida, they entrusted their trophy to the race committee for safekeeping. Somehow, the hapless snook was fileted, and at this writing, is still missing and presumed eaten.

Sunday morning was again hot and sunny, starting with light air that got lighter. The first race on A course was a long drifter with chop that made it frustrating. The second race was cancelled after most of 18A, all of 16A and most of 14A were in irons at the A mark. I knew we were in trouble when we got to the line late and there were still some 18As there. We were still there when the gun went off for the 14As.

The lucky boats grabbed a chase boat and were towed to the beach, leaving the others to sail, drift or paddle in. In addition to the heat, humidity and lack of air, thick clouds of disgusting love bugs (Florida's annual spring and fall nuisance) coated boats, sails, shrouds, lines and people on the way in. As has happened to everyone who has drifted around a race course, the sea breeze finally filled in when we were on the beach, taking the sails down. B course managed to get in five races for the series, but A course competitors were stuck with only four.

**I knew we were in trouble when we
got to the line late and there were still
some 18As there. We were still there
when the gun went off for the 14As.**

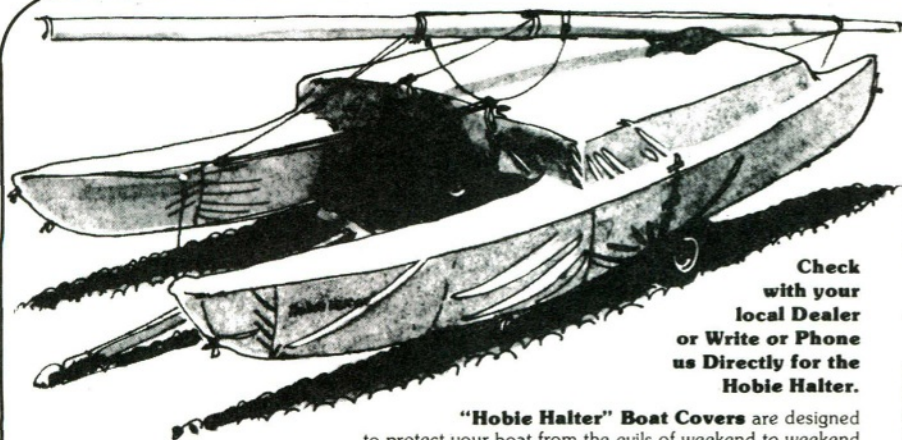
John and Margaret Curtiss of West Palm Beach climbed from third place in 18A on Saturday to first overall with a third on Sunday. Anthony Duchatel (from Australia) and his crew Patricia moved from a three-way tie for third on Saturday to first overall on Sunday with a first place in 16A, moving Carlton Tucker back to second. Bob Curry, the 1980 14 National Champion, moved up to beat out Bob Vail for the first overall. John Federico of Jacksonville, the winner of 18B, moves up to A fleet with a third for a throwout and a perfect series of 1-1-1-1, as do David and Joyce Meyers of Cocoa Beach with their first place in 16B.

Dave German and Bob Smith of Tampa were in fourth overall on Saturday, but moved up to win 16C with two first place finishes on Sunday. Rick Ludeman held on to first place in 16N to win the event overall with a first and a third on Sunday. Randy MacPherson moved away from Kathy Mahugh after being tied on Saturday to win first place in 14B.

Sherri Shaw of Ft. Myers Beach came from second place to win overall in 14C fleet. The new Turbo 14 class went to the Hobie dealer from Cocoa Beach, Don Shannon.

As everyone who has ever tried to plan a major Hobie regatta knows, there were some good spots and some rough spots, but we all look forward to Fleet 5's next regatta. *XL*

*Peggy Manrodt lives in Florida, where she writes
and sails Hobie 16s.*



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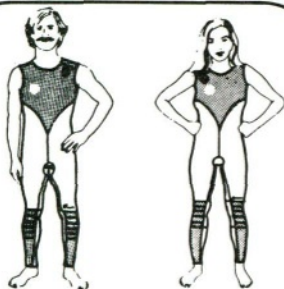
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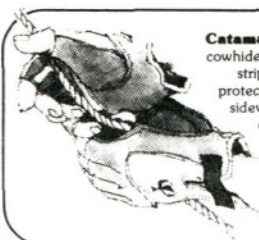


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HOBIE 18 NATIONAL CHAMPIONSHIPS

October 24-30

Key Biscayne, Florida

ENTRY FEE:

All teams, whether pre-qualified or not, will be required to pay a \$100 entry fee.

LOCATION:

Key Biscayne is just eight miles from downtown Miami, 14 miles from Miami International Airport. It's a beautiful, sub-tropical island with palm trees and miles of sandy beaches.

BOAT DAMAGE DEPOSIT:

A \$200 refundable boat deposit will be required upon registering at the event. Do not send this deposit in prior to the event. This deposit is to be refunded in the event no damage is done to your boat by you. The money will become your deductible in the event of damage or loss of equipment.

TRANSPORTATION:

All transportation needs can be taken care of with one toll-free call to Sports Tours. They have arranged special hotel and rental car rates for this event. They can also arrange the lowest possible airfare to Miami. For all your transportation arrangements, call 1-800-854-1011.

SKIPPERS ARE REQUIRED TO BRING:

Life jackets, throwables, weights (if necessary) and trapeze harnesses. Skippers may want to bring their own bridle flies, protest flags and tiller extension.

HOST HOTEL:

THE SHERATON ROYAL BISCAYNE HOTEL

Situated on beautiful Key Biscayne, the hotel overlooks the Atlantic Ocean and boasts 1/4 mile of private beach, ten tennis courts, two restaurants, two bars, two swimming pools and a poolside barbeque.

THE RACES:

Qualifying races will be held Sunday and Monday, Oct. 24-25, with the round robin series Tuesday through Thursday. Friday and Saturday will be the finals. Qualifying races will be sailed on Hobie Class Association supplied boats only.

HOBIE 18 NATIONAL PRE-REGISTRATION

NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
CREW _____ CREW'S HOMETOWN _____
WEIGHT (SKIPPER & CREW COMBINED) _____

() I AM PRE-QUALIFIED FROM DIVISION _____
() I WISH TO ATTEMPT TO QUALIFY FROM DIVISION _____

MAIL YOUR PRE-REGISTRATION TO: HOBIE CLASS ASSOCIATION
P.O. Box 1008
OCEANSIDE, CA 92054

ALL PRE-QUALIFIED SKIPPERS MUST PRE-REGISTER BY OCTOBER 10

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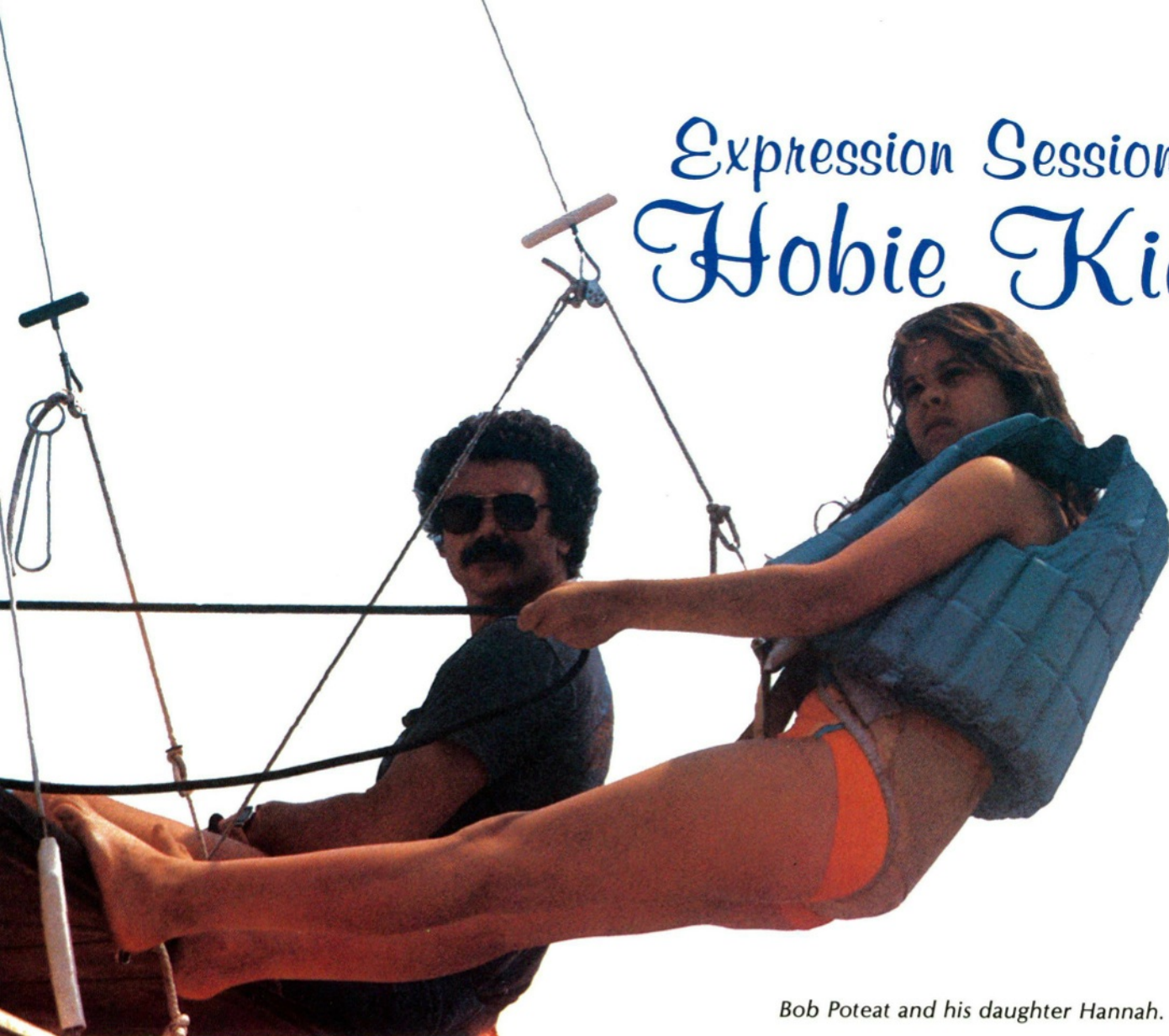


AIRLINE

FOR INFORMATION ON FLIGHTS AND FARES,
CALL 1-800-854-1011
(IN CA, (714) 755-1515 COLLECT)

MAIL TO: SPORT TOURS, INC.
HOBIE 18 NATIONALS
P.O. BOX 747
DEL MAR, CA 92014

Expression Session: Hobie Kids



Bob Poteat and his daughter Hannah.

I magine racing in the Hobie 18 Worlds with your eight-year-old son at the helm, or winning the Atlantic Coast Championship with your nine-year-old daughter as your crew. Skeptical? Hobie sailing—racing or cruising—is a great way to spend time with your children. Beyond that, kids are quick, enthusiastic and just the right size to climb around on a cat.

Four-year-old Michael Whittington sails with parents Rob and Cathy out of Brownsville, Texas. In fleet races, Michael's 38 pounds bring his parents up to minimum weight. He's been going to the beach since he was three months old—he knows if it isn't a school day, it's a Hobie day.

Afraid he might slip through one of the leg holes of Rob's harness, Cathy is making Michael one of his own from an old sail.

During points regattas, when he's not aboard their Hobie 16, he asks the important questions: "Are you in first? How deep are the trophies?" Although he's a good sailor, taking his turn at the helm as they sail downwind into the harbor, Michael sometimes gets impatient for a cookie or a drink during a race, which is why he's not yet sailing in points regattas.

Glen Soares' first big race at the helm was the 1981 Division 15 Championship. It's one of Glen's most-told sailing stories: "We would've won, except

Dad's trapeze broke and we came in third." Glen also took the tiller in the last race of the 1981 18 Worlds at Daytona Beach, steering the Hobie 18 through a course seven.

One of nine-year-old Glen's greater pleasures in sailing is beating Carlton Tucker, who sails in his division. Would Glen like to have his own boat? "Nope. I only like to sail with my Dad."

John Soares says putting son Glen on the tiller has benefitted them both: John has both hands free for the sheets and can concentrate on tactics; Glen, who tends to daydream on the course, is necessarily more attentive.

One of John's favorite stories about Glen's days as crew concerns the Mid-

winters East in Miami. The wind started to blow and there was a heavy chop. John went to tack and found his crew asleep on the tramp, with a death grip on the boat.

Hannah Poteat, of Raleigh, North Carolina, has captured the Atlantic Coast Championship with her dad. Hannah has been sailing for seven years, having started when she was three.

Sailing with her dad, Bob Poteat, Hannah tends the jib off the wind, gets the lines for her dad and gets out on the trapeze. Sometimes her dad gets "steamed," but she knows it's because he likes to win, and that it's not her fault if he doesn't.

Younger sister Morgan Poteat (five years old)



Gilles Lhote

"Uh-oh!"

Hobie kids catch the spirit at an early age.



Douglas Brooks



Cathy Whittington

Four-year-old Michael Whittington hanging it out there.

started her racing career with a win this year. She likes singing songs at the starting line and sitting in her dad's lap when he's out on the wire.

Dad Poteat says there are two reasons he likes to sail with his girls: their light weight and the time he gets to spend with them. Though there are disadvantages, if the wind is heavy or on a screaming reach, when Hannah doesn't have the strength to work the jib, he feels they are minimal.

Besides, there's still little

Hubie who, at two years old, is looking forward to his first Nationals in 1990.


Trey Sunderland, who lives in Atlanta, Georgia, started sailing on Hobies at six months and began racing when he was four years old. At the ripe age of nine, Trey controls the jib, gets out on the wire, finds the marks and calls starboard tack boats. He is starting to know a lay line and some tactics. His favorite sailing story is about the time he and his dad port-tacked 47 boats on the starting line during

the 1980 16 Nationals—and made it.

Regattas are especially fun for Trey, because he gets to see new places and things like the seals in California and the big water slide in Charleston, South Carolina. His dad just got an 18 (they'd been sailing a 16), and Trey likes the gadgets but thinks the trapeze is hard—he can't find the best place to stand.

Trey's dad, Stan Sunderland, also likes the chance that sailing with his son gives them to get better

acquainted. "It requires patience to teach your child to sail," he says, "but the child will do his best and will greatly benefit from the experience. Trey performs the same tasks as a small adult."

Stan recalls an incident at the Atlantic Coast Championship: he and Bob Poteat had set up their boats and it was time to head out to the course, but they couldn't find their crews, Hannah and Trey. They finally found them down the beach—building sandcastles. 



Suarez

Glenn Suarez and his father John sail together.



Stan Sunderland

Trey Sunderland readies his boat for the race.

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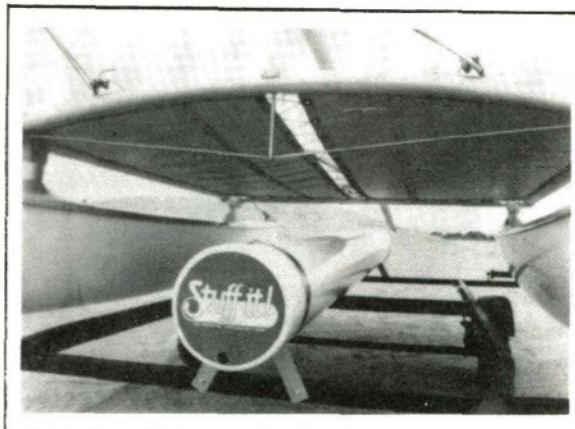
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HOBIE WOMEN'S AND OPEN 14 NATIONAL CHAMPIONSHIPS

**STROH
LIGHT**

BEACH & RACQUET CLUB ISLE OF PALMS, SOUTH CAROLINA

WHEN: SEPT. 22-25
WOMEN'S NATIONALS

Two pre-qualified women from each division will compete.

SEPTEMBER 27-OCTOBER 2
OPEN NATIONALS

Monday will be the only day of qualifying. Tuesday through Thursday will be round-robin competition. Friday and Saturday will be the finals with the top 36 skippers competing.

WHERE: This year's event will be held at the Beach & Racquet Club, Isle of Palms, South Carolina, just 12 miles from historic Charleston and 25 minutes from the airport. This 1,500 acre island hideaway offers such amenities as golf, tennis, bicycles, a 25-meter pool and more.

How: Flights are available daily to Charleston via Atlanta on Delta, Eastern and Piedmont Airlines. Rental cars, airport limousines and taxis are available at the airport.

WHY: The Beach & Racquet Club was chosen as the site of the 1982 14 Nationals because of all it has to offer. Two and three bedroom villas and cottages are available to Hobie skippers. In addition to the excellent facility, this site was chosen because the host for this event will be Time Out, the local Hobie dealer. Time Out hosted the Hobie 18 Nationals in Charleston in 1979 and all that attended will tell you it was a great event!

WHAT: Each unit has a fully-equipped kitchen and a washer and dryer. Maid service is provided daily, along with 24-hour security.

THE RACES:

All skippers, whether pre-qualified or not, will pay a \$40 entry fee. All pre-qualified skippers must pre-register by September 10th. Skippers will be required to bring: Life jackets, weights (if necessary), bridle flies and protest flags.

BOAT DAMAGE DEPOSIT:

A \$100 refundable boat damage deposit will be required upon registration at the event. This deposit will be refunded at the event if no damage is done to your boat by you. The money will become your deductible in the event of damage or loss of equipment.

One night's deposit must be received by September 1. The Beach & Racquet Club reserves the right to assign individuals to specific units. The two-bedroom units are limited.

HOBIE CAT NATIONALS

RESERVATION FORM

BEACH & RACQUET CLUB

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ADDRESS _____ CITY/STATE/ZIP _____

TELEPHONE NUMBER _____ (WORK) _____ (HOME) _____

ARRIVAL DATE _____ DEPARTURE DATE _____

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Mail To: Hobie 14 Nationals c/o Isle of Palms Beach & Racquet Club, Box Y, Isle of Palms, SC 29451 (800) 845-8880

HOBIE 14 WOMEN'S AND OPEN NATIONALS REGISTRATION

NAME _____ WEIGHT _____

ADDRESS _____ CITY/STATE/ZIP _____

TELEPHONE HOME _____ OFFICE _____

I AM PRE-QUALIFIED FROM DIVISION _____

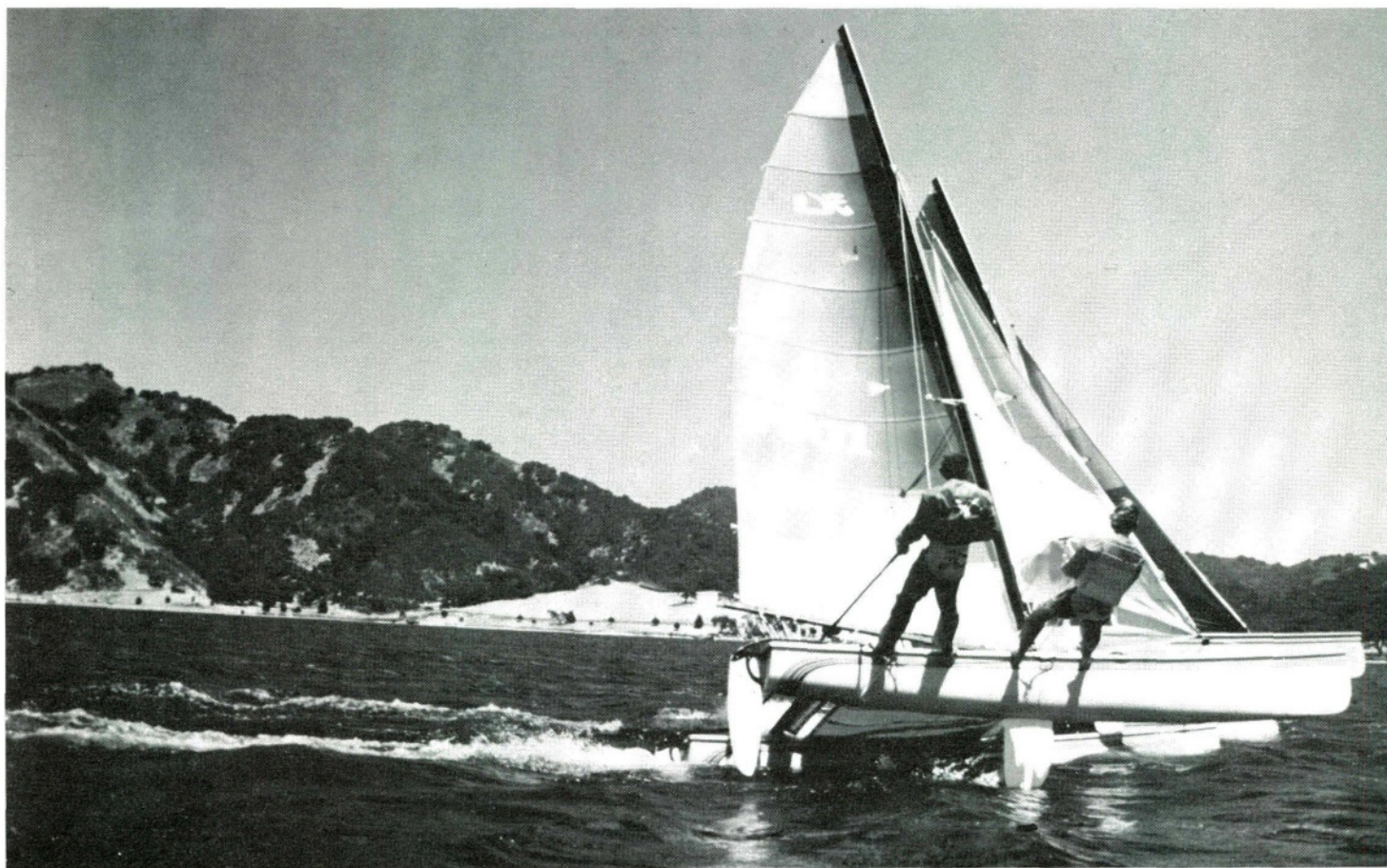
I'D LIKE TO TRY TO QUALIFY. I SAIL IN DIVISION _____

ALL PRE-QUALIFIED SKIPPERS MUST PRE-REGISTER BY SEPTEMBER 10TH!

MAIL TO: Hobie Class Association
P.O. Box 1008
Oceanside, California 92054

WOMEN'S NATIONALS ()
OPEN NATIONALS ()

Racing Clinic



In the May/June *Hot Line*, we looked at land-based gearing: setting the battens, spreaders, diamond wires, shroud tension and mast rake to match well with the 3Ws of wind, weight, water. Before actually sailing out to the race course, these gears must be set—now you have to live with what you’ve done either for an entire race or an entire day of racing.

While those were a lot of adjustments to make, the work of tuning (or gear shifting) is far from complete. You will need to set the outhaul and the downhaul, the jib luff tension, the jib leads and the travelers and choose a mast rotation that is optimum for each point of sail. Also, you will need to trim the sheets correctly so the sails can get the very most from the good tune and the amount of wind available. Before these adjustments can be made wisely, you need to learn about sail shape and how it can be altered.

Sail shape, on catamarans as well as monohulls, is altered by changing tension on any one of a sail’s three

sides: luff, foot or leech. When an edge of a sail is tightened, the cloth near that area is pulled into a straighter line. As a result, the sail becomes flatter nearest the area where the most cloth is drawn from it. This is why mast bend flattens the mainsail: A bent mast draws the luff further from the leech, stretching as well as flattening the sail. Keeping that in mind, let’s take a more detailed look at mainsail draft control. Luff tension is a good place to begin.

Luff Tension

Luff tension, which is controlled by the downhaul, adjusts the fore and aft location of draft. The tension is altered by moving the whole boom up or down on a sliding gooseneck, or by keeping the boom in a fixed position and adjusting the tack, as it is done on the Hobie 18. If the draft in the sails drifts aft of the correct spots (about 35 percent aft of the leading edges) due to an increase in wind, it can be moved forward again by increasing tension on the downhaul. If the draft is too far forward, which often happens if there’s

a drop in the wind, the downhaul tension needs to be eased.

As a basic rule, downhaul tension should be increased as the wind picks up. This is for three reasons:

- 1) With an increased wind, the mast will bend aft more. The more the mast bends, the further aft the draft will drift.
- 2) Sheet tension has a major effect on draft position. Tighter sheeting, which is needed in heavier air, moves the drafts aft. (Sheet tension will be discussed later in more detail.)
- 3) In heavier air, the sails will stretch more and the pockets will move aft.

As always, there will be a point in a heavy air situation where you can “pull the string, but it won’t budge another inch.” In fact, because of the above mentioned points, I find it extremely difficult to keep the draft set correctly on my Hobie 18 in anything blowing over 15 knots. If this is the case, simply pull it down as hard as you can and be satisfied that you did your best. Nevertheless, the downhaul must be



Part II Tuning the Hobie 18 for High Performance Sailing

World Champion Hobie
sailor Phil Berman
discusses on-the-water
tuning.

given serious attention in all other conditions. When the wind picks up on the race course, don't hesitate to ask the crew to increase the downhaul. This applies before and during a race. This simple shifting of gears can make a significant difference in how well you perform. The same is true of the outhaul.

Outhaul

The outhaul controls foot tension, foot tension controls the amount of draft in the lower half of the mainsail. When foot tension is eased, more draft is allowed to form; when it's tightened, draft is reduced.

On the Hobie 18, the mainsail is rigged to the boom loose-footed—its foot is attached to the boom only at the track and clew. A loose-footed rig makes the outhaul an important and effective adjustment.

On offwind legs, the outhaul should be eased as far as possible to gain additional power. When going upwind, it needs to come in tighter, but certainly not as tight as it can be set.

In fact, if the outhaul is pulled too tight on the Hobie 18, a large and rather ugly wrinkle can appear in the bottom of the sail—this of course is undesirable. Again, the 3Ws need consideration. If the winds are light to moderate, your overall weight heavy or the waters rough, easing the outhaul just a bit is not a bad idea upwind—it puts the sail at a wider angle to the wind, allowing for more power. As always, experimentation is a must.

Mast Rotation

The turn degree, or rotation of a mast, serves two important functions: Mast rotation is both a draft control device and a sail trim device.

As a draft control device mast rotation does two things that diamond wire tension cannot. More mast rotation not only accentuates the amount of bend at mid-mast (which is set by tensioning the diamonds), but gives you great control over the top, unstayed portion of the mast. If the mast is well rotated, even a slight amount of sheet tension or wind

pressure against the leech will cause the mast to bend aft a great deal. This flattens the top of the main, frees its leech and provides a faster heavy air sail shape.

For upwind sailing, mast rotation should be set between 30 and 70 degrees over from the straight back position. In moderate air, choppy waters or with a heavy crew, rotation should be kept to a minimum, since less mast turn allows more usable draft to remain in the sail. In heavier airs, flatter waters or with light crew, more rotation is often desirable. On the Hobie 18, with its thick mast section and powerful rig, extra rotation is often essential. I have seldom found it beneficial to rotate the mast less than 40 degrees.

In some instances, the need to control draft by mast rotation is superseded by the need to put the sail at the correct angle to the wind. When sailing offwind the matter is simple: The mast should be rotated between 80 and 90 degrees to gain the best aerodynamic wind flow over the sails. Upwind the matter is more

complicated because there are two concerns to balance. On one hand, the mast must be rotated according to power needs. On the other, the mast must be rotated so that optimum wind flow across the sails is achieved.

In winds below 15 knots, when one is seldom overpowered, it's best to rotate the mast for the highest aerodynamic efficiency. This is done simply by mounting the sail with a number of tell-tales and working to get them all flowing aft at once. Naturally, sheet tension plays a major role, but if sheet tension cannot correct a wind flow problem, mast rotation often can. Mast rotation has a tremendous effect on draft position and depth as well as up on the slot.

In winds over 15 knots, when you are often overpowered, it is best to rotate the mast so the cat is manageable. In such conditions it is quite difficult to keep all the tell-tales flowing aft because you will need to carry a necessary, but windflow-disruptive luff in the main. In any event, however the wind may be, don't be afraid to have the crew readjust the mast rotation angle during a race if you think a change, however slight, may improve speed.

Jib Draft Control

The principles of draft control for the jib are much the same as for the main. With both sails, luff tension controls the fore and aft location of the draft, foot tension controls the degree of draft in the lower portion and leech tension (which is controlled by sheet tension) manages draft at various heights along the sail's after edge. The big difference between the main and the jib is that the jib's foot and leech tension are controlled by just one line—the sheet. This complicates matters somewhat since you can't change foot tension without changing leech tension and vice versa. The secret to proper jib trimming then is to be able to effect a change in such a way that you can emphasize the tensioning of one side as opposed to the other. In this case, proper jib lead adjustment can be a great help.

Sliding the jibsheet leads aft increases tension on the foot, similar to tightening the outhaul on the mainsail. A lead set further aft will flatten out the lower portion of the jib. When this is done there is a corresponding decrease in tension on the jib leech which causes it to fall off more. This adds twist to the sail and flattens it aloft. The converse is true if the jib leads are positioned aft. The leech



becomes tighter and draft increases in the sail's upper sections while the foot has less tension and allows more draft to form in the lower portion of the sail.

Setting the leads correctly is a key secret to going fast on any point of sail in a catamaran. If the leads are positioned too far forward, the jib gets so full at the bottom that it luffs there well before it shows a luff aloft. If the leads are too far aft, the top will luff first. Either way, the entire sail is not drawing at maximum efficiency. At all costs, avoid either of these situations by altering the jib lead settings until the whole jib draws from head to foot. This is done by carefully observing the tell-tales on the jib. If the lower windward tell-tale(s) are not flowing, but the rest of the tell-tales on the sail are, the lead must go aft. If the top luffs first, the lead must go forward.

Jib leads must also be set according to power needs. If you need power, the sails need to be set fuller and set to operate at a wider angle to the wind. As a rule, if a main is set up for fullness, the jib also needs fullness since the two sails must draw evenly and the slot be sympathetically set. Hence in choppy waters or with heavy crew weight, the situation may call for jib leads set forward, whereas very heavy air, light crew weight or a flat sea may call for leads set further aft.

Different points of sail may also require a change of lead position. As a rule, the leads need to go forward more as one drops down the sailing circle from a beat toward a run. When tacking downwind, for example, I push the leads on my Hobie 18 as far forward as they will go.

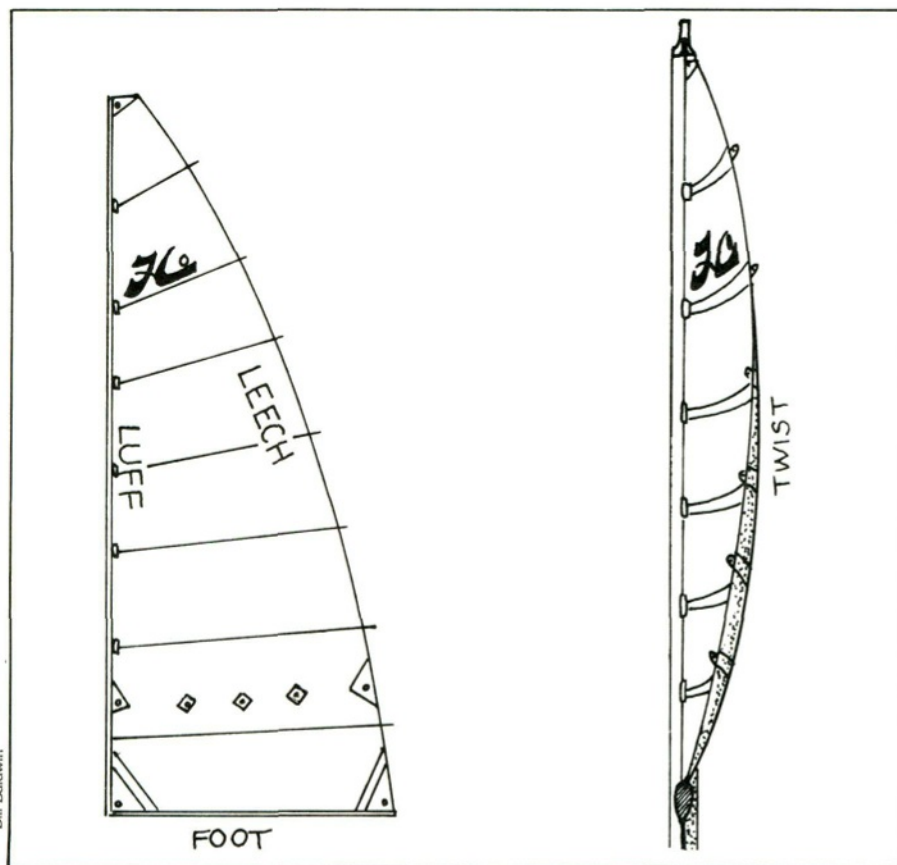
Jib Luff Tension

Jib luff tension, like the downhaul on the mainsail, adjusts fore and aft location of draft. Jib luff tension is altered by pulling down the tack since the head is set in a fixed position aloft. For the most part, jib luff tension follows the same rules as mainsail luff tension, and for the same reasons. The heavier the breeze the tighter the tension needs to be set. This is done to keep the jib's draft in the same basic position at all times, i.e. a spot slightly forward of the main's because the jib operates in clear air and its slight overlapping of the main narrows the main's apparent wind angle.

As with mainsail luff tension, jib luff tension should only be set when out on the race course. It is, however, somewhat more difficult to adjust jib luff tension during a race; you or your crew must shimmy out on the bow to make the change. For this reason, luff tension must often be set with a forecast in mind. If you are going to sail a very long race and a wind increase is likely during its negotiation, it is wise to set the tension tighter than the present wind might call for. If you expect the conditions to remain the same, then the optimum setting need only be chosen and set.

Up to this point, little has been said about sheet tension and sail trim. Gear shifting via draft control has dominated the discussion. While having the draft in the right spot and with the right amount of fullness is important, it is just as important to have that shape angled correctly at the wind at all times.

Draft control and sail trim are not, however, two separate subjects



without an interrelationship. Draft control devices can have a great deal of effect on sail trim devices and vice versa. Some of these devices overlap more than others. The mast rotation adjuster and sheet tension controls are good examples of such overlapping equipment—both affect the sail's angle of attack and both affect draft position and depth. This is not the case with the downhaul, which functions mainly as a draft control device, or the mainsail traveler, which functions mainly as a sail trim device. With regard to the overlapping adjustments, sheet tension is the least understood and the most important element for speed.

Sheet Tension

As a draft control device, sheet tension fills the function of adjusting the aft portion of the three-sided sail triangle called the leech. A sail sheeted loosely produces a free or open leech, while a tightly sheeted sail produces a more cupped or hooking leech. A leech that is too free (as a result of not enough sheet tension) removes the draft curvature from the after portion of a sail. This decrease in the total amount of remaining draft also allows the pocket to shift further forward. These results are desirable in a situation where depowering (downshifting) is essential, but in most

conditions a lack of curvature in any portion of a sail can render that area relatively useless. Nevertheless, there are dangers to avoid with an over-sheeted sail as well. A leech that is set too tightly can overfill the after portion of a sail, making it difficult for the wind to flow off in a smooth and non-turbulent fashion. The goal of leech tension is, of course, to avoid either of these extremes. In each case, proper aerodynamic flow is disrupted.

Proper leech trim is gained by

Proper leech trim is gained by sheeting the sails according to the telltales.

sheeting the sails according to the telltales. Such tell-tale observation is the secret to getting the most from a catamaran's sailplan. If the entire sailplan is drawing well from head to foot, as observed by the telltales, you're going to be fast. To get the telltales to draw like this, the concept of twist must be understood.

Twist will always, to some degree, exist in a sail: it is the natural fall-off or curvature of a leech. Twist is necessary in a sail because wind speed gradually increases with height above

the water due to decreased surface contact, or friction. This means that the relative wind angle becomes more abeam at the top of the sails. Hence, slightly different sail trim angles are needed for sails at different heights. Putting twist in a sail can be a big help. To align tell-tales, sheets, travelers and barber haulers must be set so that the sails take on the right amount of twist—never an easy task. Balance is the key to success.

If all the tell-tales on the sails are flowing nicely except one or two leeward sets positioned up high, the sail needs more twist in it. To do this, sheet way out, or pull in the traveler or barber hauler and sheet out less. The travelers or barber haulers need an intrimming only if, when putting the correct amount of twist in the sail up high, the sail begins to luff down low. If, on the other hand, the upper windward tell-tales will not flow correctly, there is too much twist. Twist is reduced by sheeting in or by traveling out and sheeting in even more. The traveler or barber hauler must go out only if, when putting the correct amount of twist in the sail up high, the sail starts to stall (when leeward tell-tales go haywire) down low.

When actually sailing, it is a constant task to keep the proper amount of twist in a sail. Wind velocity variations and course changes of any kind usually call for a readjustment of the sheets, traveler or barber hauler. A failure to make such adjustments swiftly and correctly is certain to cost you ground—this type of gear shifting really matters.

To conclude, tuning is neither complicated nor mysterious. The fundamentals of tuning should now be clear. This information alone will not necessarily bring speed to your cat. Speed comes only to those who view tuning as an ongoing process of constantly changing variables in an interdependent flux. The catamaran must be seen as an ecosystem. It is easy to disrupt the essential balances by carelessly overemphasizing or failing to consider just one or a few of the cat's many parts. To tune a catamaran well, it must be understood as a whole. No one adjustment can be made without the entire boat feeling the effects. Keep practicing and good luck.

Phil Berman

Phil Berman was the Hobie 14 World Champion in 1979 and finished second in the 1981 Hobie 18 Worlds. He is co-author of Multihull Racing: The Hobie Cats, author of Winning in Catamarans and of the recently released Catamaran Sailing From Start to Finish. All his books are distributed by Murray's Marine.



You Can Race

With persistence and practice,
you can even win

by Phil Brown

You've sailed your new Hobie until you've gotten the hang of it. You're thrilled with the flat-out speed—the quick response to the slightest puff of wind. You'd like to try racing, but you hesitate. *That racing crowd must be awfully good, you think to yourself. You don't want to be embarrassed.*

Read about my early racing blunders. Study the principles I had to learn to win and discover that you can do it, too.

The first time I trailered my 14 to a local regatta, the butterflies were having a convention in my stomach. However, the friendly Fleet 80 crowd at Daytona Beach, Florida soon put me at ease. As I assembled my boat, a stranger introduced himself. He was wearing a big green straw hat made of palm fronds.

"Let me help you with that mast," he said. "I'm Gaulden Reed."

"My name's Dan Heyse," said another tanned sailor. "Glad to have you with us. You new to sailing?"

"Oh, I've sailed some," I replied. Actually I'd sailed monohulls for years—even won the yacht club

Dangling on their plastic clips, the drain plugs flip-flopped back and forth like lures at the end of a fishing line.

championship back home. Butterflies or not, I figured I'd give these Hobie jockeys a sailing lesson. I pulled my boat into the water, hopped aboard and took off.

A short distance out, the boat began

to feel sluggish. She didn't leap ahead in the puffs; she just sort of mushed. I scratched my head. I leaned over the stern. Those lousy drain plugs! Dangling on their little plastic clips, they flip-flopped back and forth like lures at the end of a fishing line.

I plowed back to the beach and dragged my water-logged boat up on the sand. No time to get this dead weight onto the trailer for a good draining; I had to hurry. I lifted the bows as high as I could without breaking the rudders and held them up while some of the water slowly gurgled onto the sand.

My half-full Hobie and I finished dead last that day.

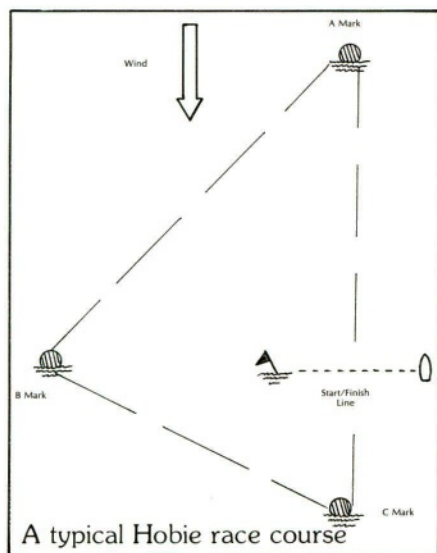
"You'll catch on after a few races," said Mike Wiley, another new-found buddy.

Some of those guys had been members of Fleet 80 since Ponce de Leon sailed these waters in 1513.

Nevertheless, they were willing, even eager to help a neophyte.

You don't have to make silly mistakes like leaving your drain plugs out. Tape this checklist inside the trunk of your car, and run through it every time you set up:

- ☐ Drain plugs tight
- ☐ Mast chip bearing in place
- ☐ All shackles tight
 - ☐ Bridle wires—both ends, three shackles
 - ☐ Vang
 - ☐ Sheet blocks (jib clew and boom)
 - ☐ Don't forget the big shackle up the mast
- ☐ All pins and rings secure
 - ☐ Shrouds-to-chainplates
 - ☐ Forestay-to-adjuster
 - ☐ Main sheet ratchet block pin
- ☐ Battens tied
- ☐ Main and jib sheets running free—no tangles
- ☐ Traveler line threaded through car and tied
- ☐ Righting line aboard
- ☐ Throwable flotation aboard (Required on 16 and 18)
- ☐ Life jackets for skipper and crew (Wear them—don't stow them)
- ☐ Electric power lines in the area? *Keep Mast Clear!*



A properly assembled Hobie won't let you down. With everything shipshape and secure, it's up to you to get the speed she's capable of achieving.

To weather, you've got to drive your boat for all she's worth. Hang out on the wire, double trapeze in stonger winds. Hobie 14 sailors, tuck your feet under those hiking straps and lean all the way back.

Using your body as ballast, you can hold the sheets tight and keep those sails pulling. As the weather hull rises in a puff, ease the boat to weather, keeping the hull just slapping the waves. Ease the main, if you must, to avoid a capsize.

With practice, driving to weather will become second nature.

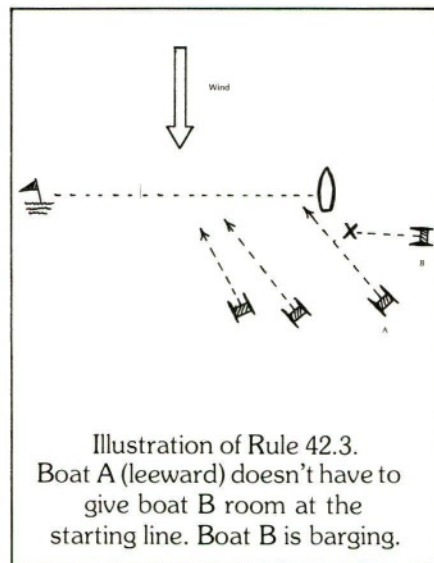
Traveler and sheet settings for all points of sail and all wind speeds are explained in every Hobie racing book. Get one and study it.

Tacking a 14 can be tricky, especially when the winds are blowing 15 knots or more. Foot off to get moving fast to weather, then ease the tiller down smoothly. Hold the rudders at a 20 degree angle all the way through the tack. Don't let them straighten.

As the boat comes into the wind, release the mainsheet and move to the rear crossbar. Stay on the new leeward side until you feel the wind catch the sail on the new tack. Then, and only then, scramble to the weather shroud, straighten the rudders and haul in your main. Practice until you can do this all in one motion.

Tacking a Hobie 16 or 18 is actually a little easier. Again, get the boat moving as you sail to weather. Begin your tack by turning the boat into the wind, easing the mainsheet a foot or so and holding the tiller over until the jib backwinds. Backwinding the jib ensures the tack will be made—it helps push the bows around. Let the wind blow the bows over for a few seconds before having the crew release the jib and haul it around to the other side. Sheet in the main and take off.

As you gain experience, you'll find yourself keeping up with the crowd. Now it's time to get a rule book from your friendly Hobie dealer.



First, learn Rule 42.3, an important rule at the starting line. Rule 42.3 says that a leeward boat has no obligation to allow a windward boat room at the starting line.

I learned this rule the hard way. One day, I zipped up to the line on a reach, planning to barge in ahead of everybody else, right at the weather end. At the line, I met a Hobie barreling up to leeward of me on a course close by the committee boat. There was no room to squeeze in. I didn't think quickly enough to veer behind him. Mesmerized, I kept coming until we slammed together, bridle wires crossed and rigging stretching like guitar strings. By the time we untangled the mess, the other boats were long gone.

I had to pay the penalty—two 360s before I could start (*Hobie Class Association Rules*, 360 Rule, Part II). That was small consolation to the other sailor, who was battling with the leaders that day. I had cost him a chance to win.

Another basic rule (36) states that a boat on starboard tack has the right of way. I have a spot on the side of my boat that doesn't quite match the original blue, where a crack in the fiberglass has been repaired—but that's another story.

The starboard tack rule applies all over the course, before and after the start, with two exceptions. You have no rights whatsoever, even on starboard, if: (1) You are across the starting line early, and have to come back, or (2) you are doing 360s to correct a rule infraction.

Know the starting flags. Rule 4.4(a)(ii) is most commonly used. Classes are started at five-minute intervals, with the red flag coming down one minute before each start.

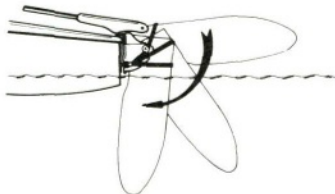
Starting Flag Sequence

Time to Start	Flag	Signal
10 min.	Warning (white) goes up	Gun or Horn
6 min.	Warning comes down	None
5 min.	Preparatory (blue) goes up	Gun or Horn
1 min.	Preparatory comes down	None
Start	Starting flag (red) goes up	Gun or Horn



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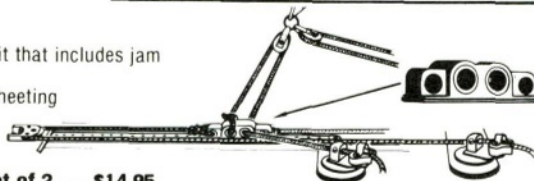


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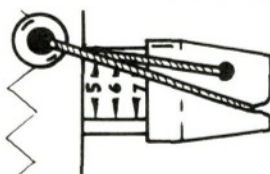
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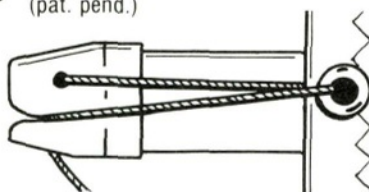
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Know the course—know where you're going. Don't count on following someone else that you think is wiser than you. I've seen expert sailors cross the finish line on the wrong side, round the wrong marks and even round marks backward. If you follow them, you'll be disqualified right along with them. On the other hand, you can win a race once in a while by sticking to the correct course while a better sailor goofs up.

The usual course is triangular, with flag or buoy markers on the three corners. The start/finish line lies across the leg that's oriented to the wind direction.

Marks are identified as A, B and C. A mark lies upwind from the start/finish line. B mark is next. You'll reach to B and jibe around it. C mark is the leeward mark, downwind from the start/finish line.

SABCF (or ABC) describes the basic, once-around the course. Translated, this means: Start, round marks A, B and C in that order, and finish. Sometimes other courses are sailed, such as SABCACF. Where would this course take you? Think about it.

On a course with more than one lap, never cross the start/finish line except to start or finish. When traveling from C to A mark or vice versa, always go around the line. If you cross it, you'll be disqualified.

Courses will be described for you at the skippers' meeting. Pay careful attention. Ask questions if you don't understand.

Before I won my first trophy, I had to learn one more thing—downhaul tension. For some reason, I hadn't realized that you're supposed to run the downhaul through the center of the cleat and back up through the gooseneck ring before you cleat it down. The Hobie is equipped with a little pulley system that had escaped my attention.

The first Sunday I tried downhauling, the sail popped into a beautiful airfoil shape. It looked like a wing! Out on the course, I could feel my boat pointing higher. I took a first and a second in the first two races.

I got a good start, but Fonzie (Alphonse Simmons) was right with me. Fonzie is a native of the Bahamas, with a lifetime of experience on offshore boats. He was winning most of the races in the 14 fleet at that time.

Driving for A mark, spray flying, I hiked far out. Only my big toes, clinging precariously under the straps, kept me from falling overboard. Every time the weather hull started to fly, I eased the tiller down without letting up on the mainsheet. I worked two tacks to perfection, beating Fonzie to A

Continued on page 37

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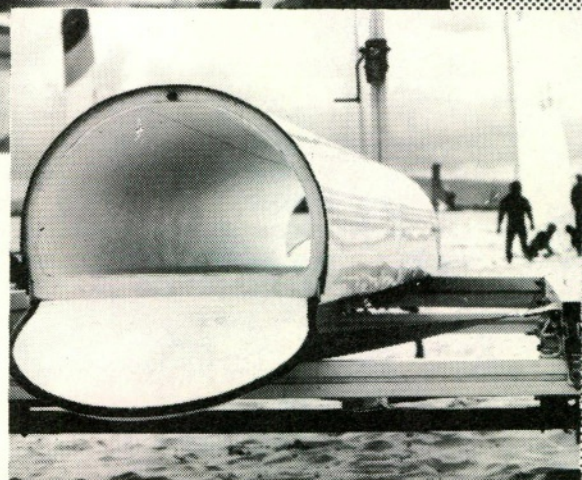
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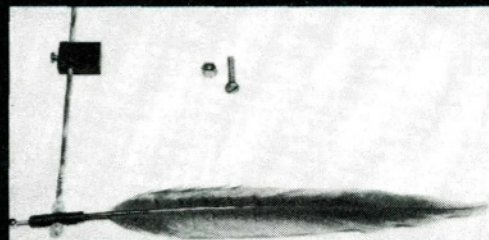
- More than 100 pages of parts, accessories, gifts and goodies—all the latest items are included with all the old standards.
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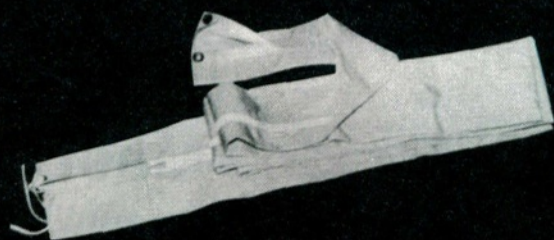
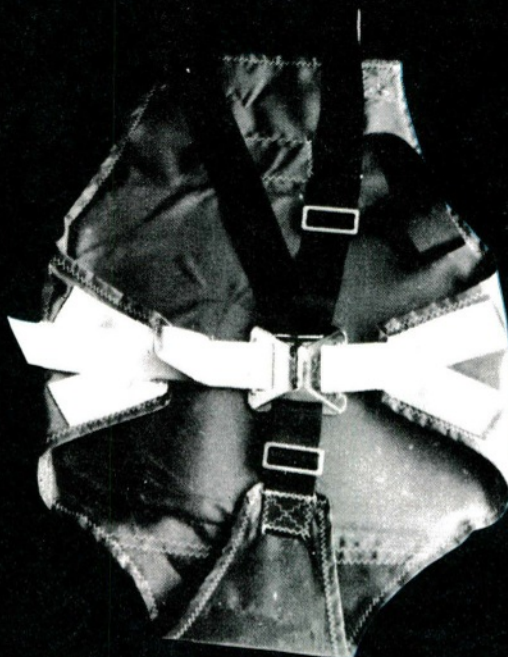
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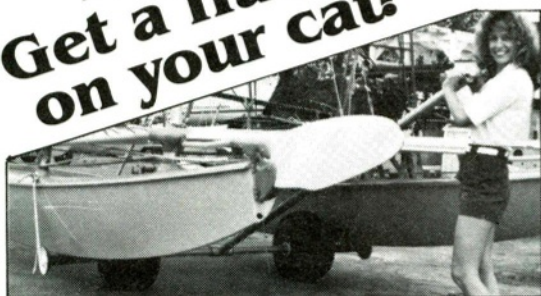
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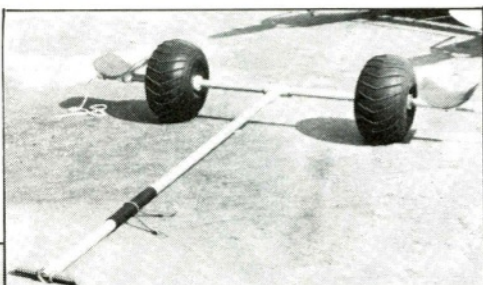


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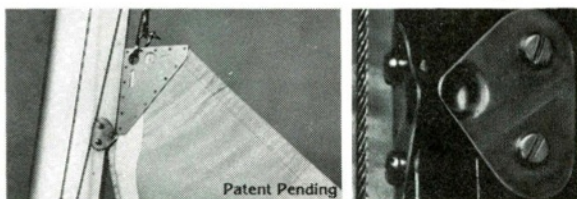


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Sailing Tips for the BEGINNER

Many people get into Hobies after having sailed other types of boats. However, there are also a lot of people for whom the Hobie Cat is the first sailing experience. If this applies to you, read on.

Sail Power

To get maximum power from the sails, pay close attention to their trim. Sit facing the sails and keep an eye on their shape.* The sails must be adjusted whenever the wind shifts. To make sure the sails are trimmed properly, find the point at which the sails begin to luff (flop), then tighten it just a little. The more the sails luff, the more speed is lost, so watch them at all times.

Approximately 90 degrees of the full 360 degrees are dead area, in that you cannot sail directly into the wind (see diagram). The sails will luff powerlessly and the boat will be in irons (stalled in the wind; the boat will not respond to the tiller). The remaining 270 degrees you can sail in: 135 degrees on each tack—port and starboard.

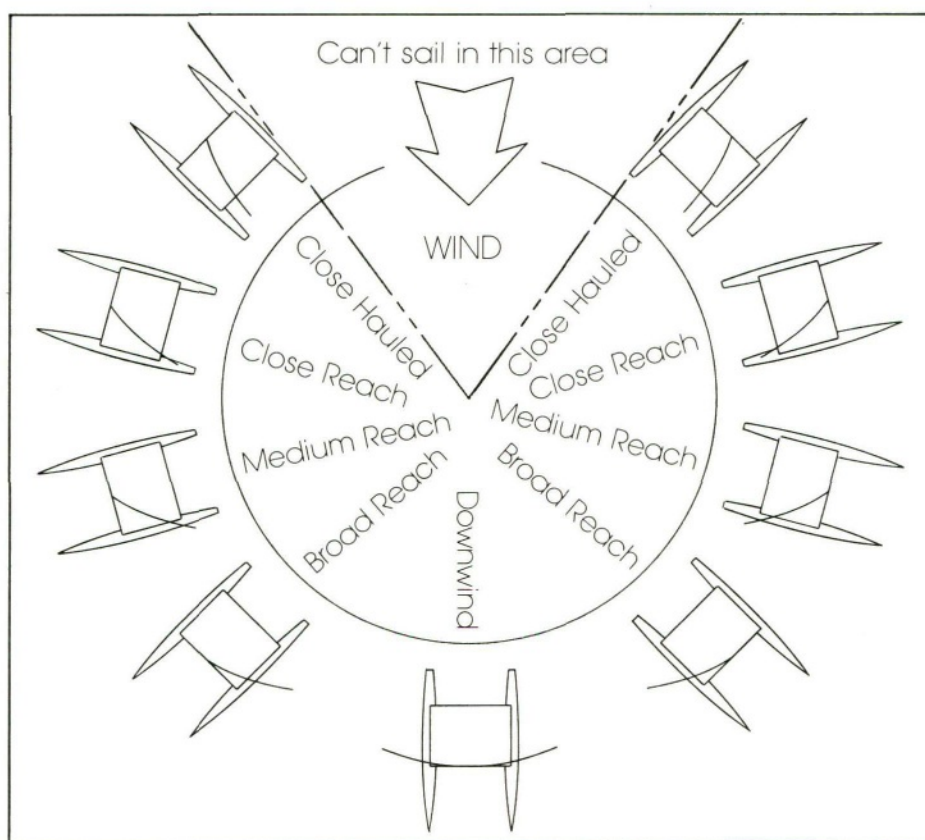
Heading Up and Falling Off

It's important to know how to head up or fall off in order to veer away from oncoming boats or other potential obstacles. Heading up is done by pushing the tiller toward the sails. The boat will then head up into the wind. The sails do not change sides.

Avoid getting into irons by having enough boat speed before starting the tack.

Pulling the tiller away from the sails will cause the boat to fall off, away from the wind. Again, the sails do not change sides. In general, the sails are sheeted in as the boat heads up into the wind and let out as the boat falls away from the wind.

*Hobie 14 sailors need only disregard references to jibsails to apply this information.



Changing Course

The preferred way of turning the boat around is called coming about, or tacking. First push the tiller smoothly but firmly all the way over toward the sail. Change sides as the sails change sides. On a 16 or 18, the crew's maneuver includes uncleating the jib sheet, pulling it around, making sure the jib gets around the mast and sheeting in until the jib isn't luffing. It's a good idea to duck your head as the boom swings across. Change hands on the mainsheet, so your forward hand holds the sheet and your aft hand holds the tiller. When the turn is completed and you're facing your new destination, straighten the tiller. Avoid

getting into irons by having enough boat speed before starting the tack, pushing the tiller firmly enough and following through.

When it's inconvenient to tack, such as when there's a boat above you or you want to go in the opposite direction, you may want to jibe. Like falling off, jibing requires the tiller to be pushed away from the sail. As the stern of the cat crosses the wind, the sails will change sides, as in tacking. In windy conditions, the tendency to tip over (endo) is greater when jibing, and the sails may whip suddenly across. For this reason, it's best to tack whenever possible.

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While sailing is essentially a safe sport, carelessness or ignorance can create dangers.


makes the boat difficult to right.

If the hulls are taking on an appreciable amount of water, check the foam plugs in the pylons by removing the trampoline frame. If leakage continues, check the through-hull fittings (screws) and apply silicone rubber sealant, if necessary.

Check the rudder pins, tiller arm connections and tiller extension swivel. If these become worn and sloppy after continued use, a little preventative maintenance can save trouble from a failure on the water.

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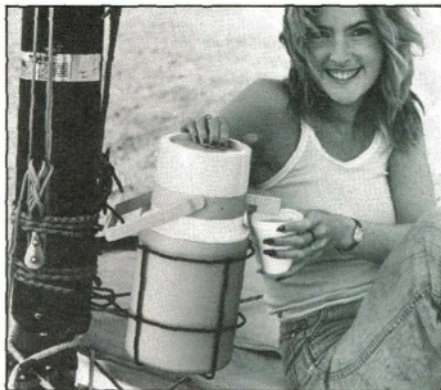
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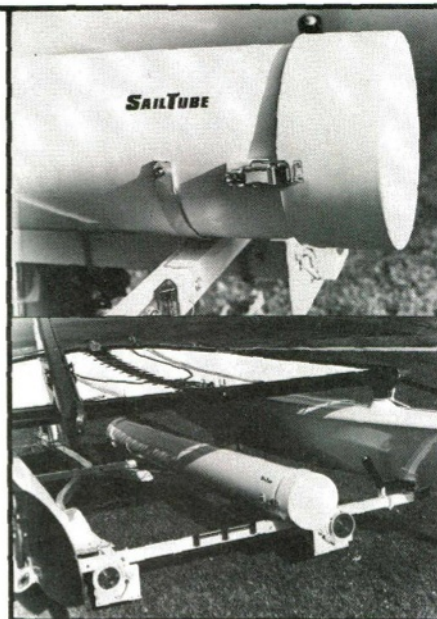
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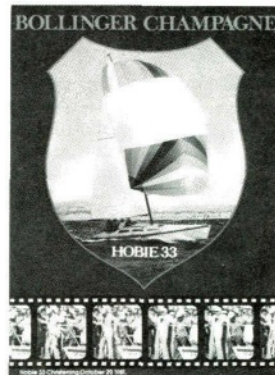


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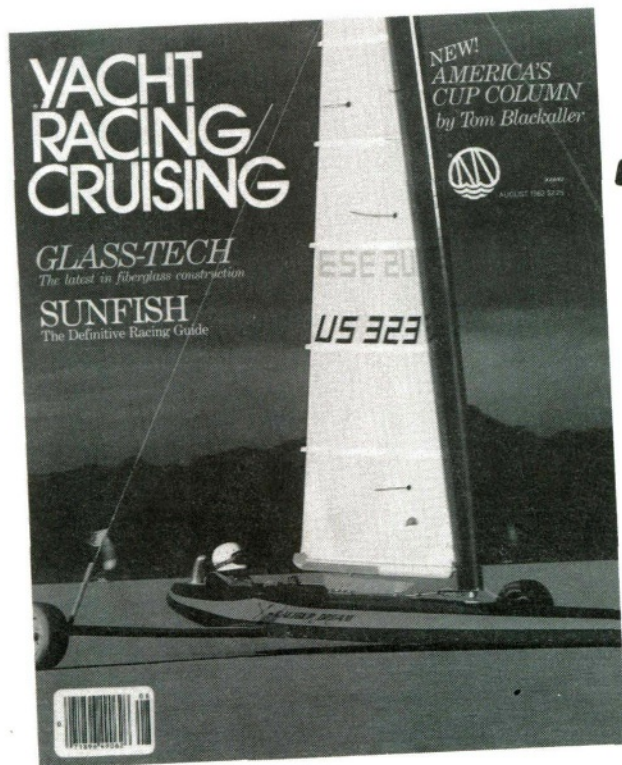
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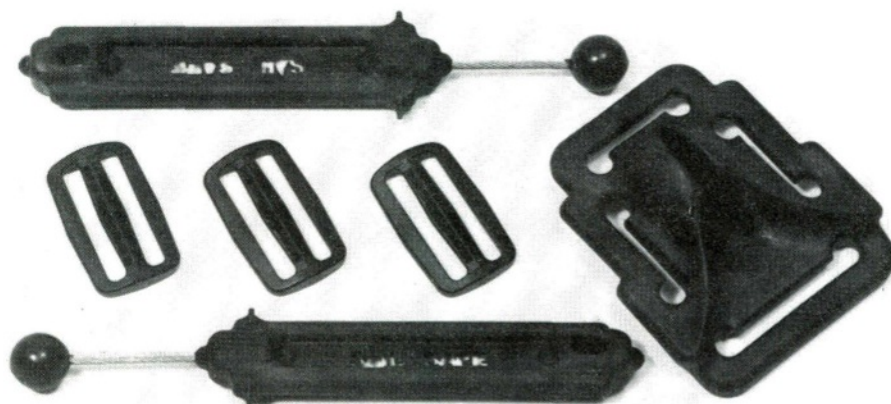
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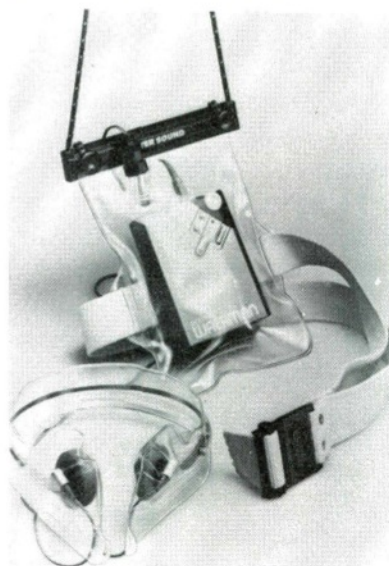
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Continued from page 26
mark.

One the reaching and downwind legs, I held my lead, but I could always hear the swish, swish of Fonzie's bow wave—that's how close he was following.

At C mark, I hauled in the main, jammed my feet under the straps once more and leaned back.

Fonzie was charging after me. *One bad tack and he'll have me*, I thought.

I managed to tack onto the layline without getting in irons. the finish line loomed ahead. I knew Fonzie couldn't catch me. "Hey!" I shouted. "He's running out of real estate!"

A nearby 16 sailor gave me a funny look.

As I crossed the line, I received a blast from the horn on the committee boat. Alright! Not bad for a guy who forgot his drain plugs.

Back in my car, with my red hot 14 trailing behind and my little brass sailboat on the seat beside me, I

As you gain experience,
you'll find yourself
keeping up with the
crowd.

reflected on all the things it takes to win. Tightening my downhaul did it that day, but I couldn't have won without the other principles I've discussed. I couldn't have won if the boat had come apart, or if I hadn't known how to drive her to weather. I couldn't have won if I had gotten a penalty for some dumb rule infraction.

You can race, and you can win. Start now. Enter all local races and a few points regattas. Make the mistakes—get them out of your system.

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Between races, study your Hobie racing book and your rule book until their pages are dog-eared. You'll be in A Fleet before you know it.

Phil Brown is a member of Fleet 80 in Daytona Beach, Florida. He began sailing monohulls in the 1940s and discovered Hobies in the 1960s. He enjoys sailing and racing, as well as lending a hand with fleet races.

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Firestone Tarp Mfg. will send any of the above boat size tarpaulins to any reader of this publication who reads and responds to this test before midnight, Aug. 8. Each tarpaulin lot (#Z-18, PVC) is constructed of high density fabric (with virgin grade ingredients, supplied by Gulf Oil Co., Dow Chemical Co. and Union Oil Co.) with nylon reinforced rope hems, double lock stitched hems, electronically welded seams, 100% waterproof, #4 (1/2" dia.) metal grommets set on 3 ft. centers with reinforced triangular corner patches and are recommended for all heavy duty use, all yachts and sailboats and all bulk or pallet riding materials, and will be accompanied with a LIFETIME guarantee that it must perform 100% or it will be replaced free. Add \$7 handling and crating for each tarp ordered. Firestone Tarp Mfg. pays all shipping. Should you wish to return your tarpaulins, you may do so for a full refund. Any letter postmarked later than Aug. 8 will be returned. LIMIT: Fifty (50) tarps per address, no exceptions. Send appropriate sum together with your name and address to: Tarp Test Dept. #295J, Firestone Tarp Mfg. Inc., 6314 Santa Monica Blvd., L.A., CA 90038, or for the fastest service from any part of the country, call collect before midnight, 7 days a week (213) 462-1914. Ask operator for Tarp Test #295J, have credit card ready.

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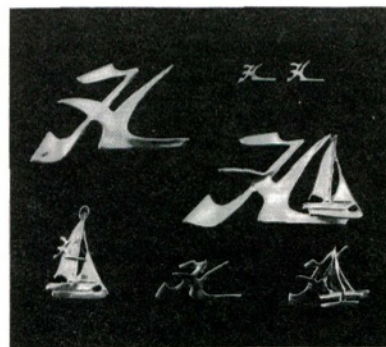
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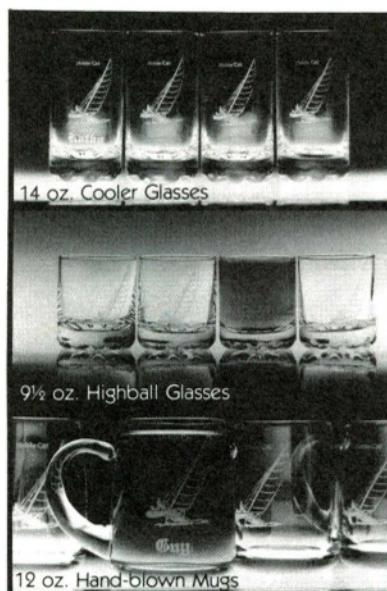
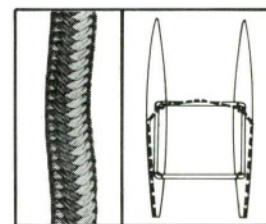
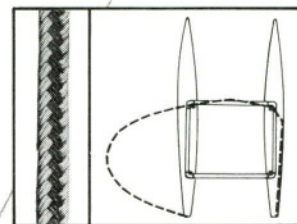
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by Rikki Mitman

Avenues of Access

Beach sailors are facing heavier crowds and more restrictions than ever. Raging tempers won't solve the problem—what will?

In Wrightsville Beach, North Carolina, launching and landing for beach sailors was shut off daily from 11:00 a.m. until 4:30 p.m. Local sailing interest groups (Hobie Catters and others) got together, elected attorney Bill Cameron their mutual spokesman and met with the Board of Aldermen to fight this ruling.

The problem, it turned out, was largely that some sailors were being careless about where they beached their boats—masts and sails were blocking the lifeguards' critical view of swimming areas. Beyond this, people were storing their boats on the public beaches, which made for congestion and bad feelings among non-sailors.

Cameron and the beach sailors looked into the solutions other East Coast towns had found to similar problems and were able to present the board with some constructive counter-proposals. The ultimate arrangement was an ordinance that required a permit for beach launching and landing from April through September. The permit costs \$10—it's a permanent, non-transferable registration that

Lake shores, river banks and salty beaches alike are seeing more people in search of a good time every year.

generally only local sailors would be willing to pay. Such fees help balance the costs of enforcing regulations and keeping up the beaches. The ordinance further prohibits launching or landing within 750 feet of commercial fishing piers and within 200 feet of either side of lifeguard stands, as well as from sailing (except to launch or land) within 50 feet of the high water mark of the beach, thus clearing areas for swimming and surfing.

Scenarios like that of Wrightsville Beach are growing more common (primarily in the eastern portion of the country) as sailing areas become more crowded. Lake shores, river banks and salty beaches alike are seeing more people in search of a good time every year, and the potential for problems multiplies accordingly.

In the areas themselves, trash and trampling are damaging the delicate environmental balance—dunes are eroding, wildlife is disappearing. Those problems alone are upsetting enough to local residents to make them want to close the areas off.



Chuck Trafford

If the sailors are not considerate of other beach users, a whole new set of problems enters the picture. A Hobie (or any other boat) coming in on a screaming reach to a beach full of Saturday swimmers can be mighty frightening to an elderly wader or the mother of two eager paddlers as she watches from the umbrella.

Continued on page 45

The fortune cookies told it all: *Bright days ahead* was the message in one Chinese biscuit. *Determination will make you succeed* read the strip of paper inside the other.

Miles Wood and Hobie Alter, Jr. cracked up when they found those slogans in the lunches they ate aboard their Hobie 16 about 40 miles southeast of Cape Hatteras, North Carolina. It was about 2:00 a.m. on the fifth day of the Worrell 1000 when they cracked open those cookies, and the two Team USA sailors (in rotation with Carlton Tucker) had built up an almost unbeatable lead on the remaining eight teams, with only 200 miles to go.

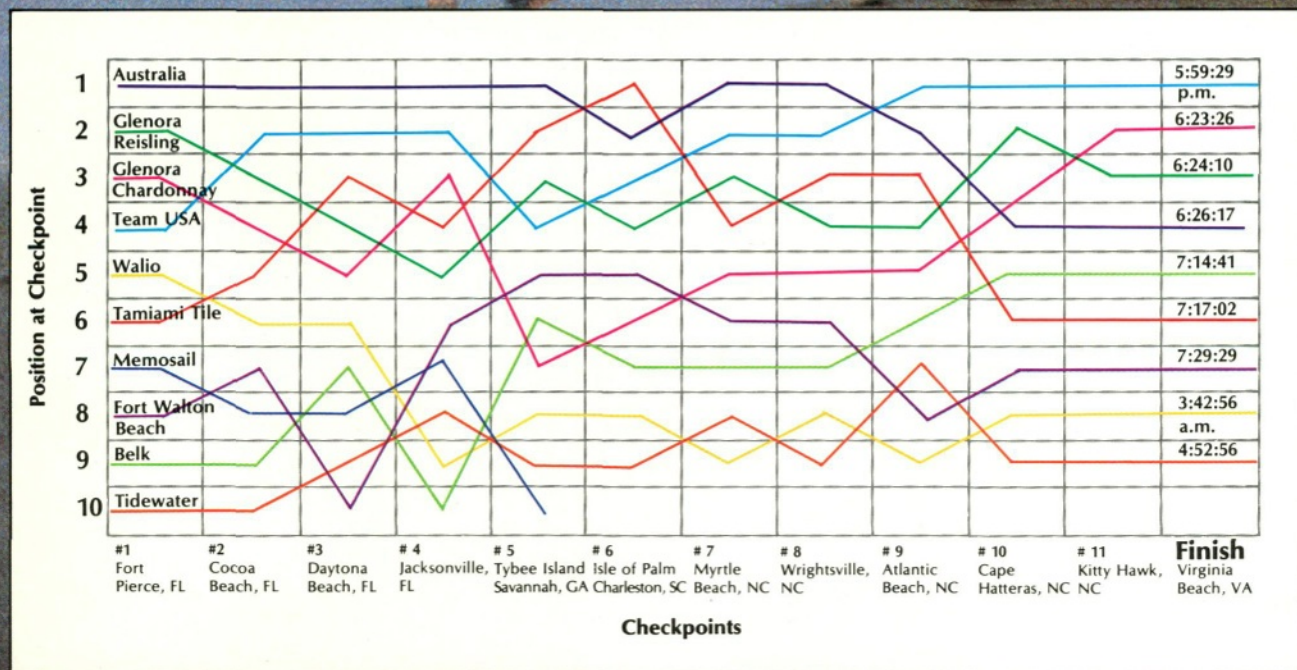
However, you could've gotten long odds on Team USA or nine of the ten boats that started the 1982 Worrell shortly after the boats pushed into the Florida surf to start the race on May 14. Team Australia, which shook up America's best Hobie sailors by winning this event on their first try in 1981, was the pre-race favorite. They showed why by taking a five minute lead at the first checkpoint at Fort Pierce, Florida, 85 miles up the coast from Fort Lauderdale.

The race started in 13-20 knot southeasterlies; the Aussies took the lead within 10 minutes of the start. Alter and Wood, the starting sailors on the Team USA boat, got a less than auspicious omen when they nearly capsized in a puff just after they cleared the surf line. When they finally got squared away and headed north, they were running ninth.

Those blustery breezes at the start all but marked the last time the Australians would see the heavy air in

The Worrell 1000

by Eric Sharp





From Fort Lauderdale
to Virginia Beach,
a madman's race.



Bruce Stephens



Carlton Tucker (Team USA) encourages teammate Hobie Alter, Jr. during one of the required 10-minute safety check landings (top).

Enrique Figueroa and Eric Witte prepare their boat as Team Reisling, theirs was one of two teams sponsored by Glenora Winery from upstate New York (top right).



Three teams quickly check their boats at the 10-minute safety check in Atlantic Beach, North Carolina, after having sailed 745 miles (bottom left). Australian teammates Bret Dryland and Ian Bashford, assisted by two members of their ground crew, push off for another leg of the course (bottom right).

which they excel; when they did see it again, it was only 60 miles from the finish, with Team USA over the horizon ahead.

The Worrell is the world's toughest small boat race, a zany event that combines the navigational skills of ocean racing, the endurance of a six-day bike race and the logistics of moving a small carnival from town to town. The navigation rules are pretty simple: keep the continent on the left. Other than that, it's up to each team to decide on a course. The boats sail anywhere from a few yards to 20 miles offshore, depending on where the wind is.

Alter says one of his favorite things about the Worrell is "the dolphins. They play between the hulls at night, and when there's phosphorescence, they look like streaks of green fire. Also, the stars offshore are great."

Not all the sea critters are so amusing. Alter remembers Wood



At the checkpoints, each team tried to beat the fastest pit stop time. Above, the Australians astonish the crowd by breaking the 14 second record by five seconds. Records were short lived in this Worrell 1000 race as Team Tidewater, although the last boat to complete the race, did an eight-second stop at Cape Hatteras, North Carolina.

sitting on the forward crossbar with his feet on the starboard pontoon one sunny afternoon.

"I heard Miles go 'Oooooo-ooooo-ooooo!' and he pulled his feet onto the tramp real fast. Then I saw the fin rise up between the bows," Alter says. "That was the biggest shark I ever saw. When I looked back, I could see its tail behind the rudders. It was longer than the boat!"

Each Worrell team has three sailors (two aboard at a time), backed up by a beach crew of four or more support personnel who travel in motor homes and usually haul a spare Hobie 16 to be cannibalized for parts. The motor homes also served as mobile hotels for sailors off watch, providing them with food, hot showers and a warm, moving bed.

The boats must put ashore at 11 checkpoints between Fort Lauderdale and Virginia Beach. Two of the checkpoints are mandatory 10 minute stops where safety gear is inspected by race officials and beach crews go over every screw, line, shroud and shackle. The other checkpoints are run like Indianapolis pit stops. The average time for a boat to be pulled onto the beach, change sailors and gear and be heading back out through the surf is about 30 seconds. The record checkpoint turnaround was the eight second mark set by Tidewater, whose sailors pulled their boat through the flags marking the checkpoint gate at Cape Hatteras and shoved it right back into the surf without stopping.

Most of the legs between the checkpoints are about 85 miles long (the addition of new legs in 1982 eliminated two 160-mile grinds along the Florida coast). The shortest leg is the 60-mile dash from Kitty Hawk, North Carolina to the finish at Virginia Beach. The longest is the 110 miles between Jacksonville, Florida and Tybee Island, Georgia.

The Jacksonville-Tybee Island leg also causes the most problems, since it's run along an uninhabited, mangrove-clotted coast with very few navigation aids and no place to go ashore for help. It was on this leg that Team Chronosport-Memosail sailed into a bay south of the checkpoint, got caught in the surf line and was scratched from the race when the boat fell more than 12 hours behind the leaders.

In years past, the teams brought their own boats, but this year 10 brand new Hobie 16s, still in their boxes, were supplied by Coast Catamaran (Hobie Cat). The boats were shipped from California April 11 and were to be available to the sailors five days before the race started. When they didn't arrive on time, a frantic search was begun. They were found aboard a train headed for Atlanta. The boats were taken off the train and trucked overnight to Fort Lauderdale, arriving the morning of May 13. Some teams were still drilling holes, fastening radios, compasses and other gear to the boats 30 minutes before the start.

The sophistication of a team's effort in the Worrell is directly related to its experience and finances. Team Fort Walton Beach, for example, put together by first-timer Larry Frazen, a 36-year-old engineer from that Florida Panhandle Community, spent about \$4,000 on the race. They had a borrowed motor home that kept breaking down, four people on the beach crew and food for both crew and sailors that consisted largely of three trays of frozen manicotti that Franzen's secretary made. Their spare Hobie was borrowed from a friend—Franzen says he was glad they didn't need any parts from that boat, "because he's supposed to sail it in a regatta back home the weekend after this race is over."

The Aussies dropped about \$18,000 on their effort, more than half of which

went to airfare. They had a rented motorhome and survived mostly on a monotonous diet of canned soup, ham and cheese sandwiches on white bread and a yeast-based food supplement which the Americans who sampled it decided was a mixture of axle grease and kangaroo excrement. The three Australian sailors were backed by a beach crew of four.

Team USA was one of the class acts of this traveling circus. Team manager Dan Mangus, a California developer, says the team was put together specifically to beat the Aussies. The sailing "crew" consisted of Alter, Tucker and Wood, who finished first, second and third, respectively, in the Hobie 16 Nationals. The eight-person beach crew traveled in a plush motor home and was accompanied by a rental truck converted into a rolling supply shed/workshop.

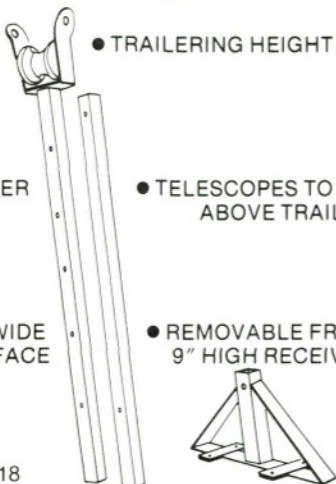
Team USA borrowed or had donated much of the gear they used in return for promotional benefits to the donors, including \$30,000 worth of radios from Motorola and \$3,000 worth of foul weather gear and underwear from North Sail and Patagonia. Mangus agrees that the generosity of the sponsors may have given the team that extra edge.

The other big budget effort was put on by Team Glenora, sponsored by a winery in Elmira, New York. Glenora had two boats in the race, Chardonnay and Reisling. Former Hobie 14 and 16 champ Dean "Sly Mongoose" Froome headed the Chardonnay effort, while Enrique Figueroa, current Hobie 14 world champ, led the troops on Reisling.

The Glenora mob had a beach crew of 12, travelling in a land-bound flotilla that included a huge motorhome, two oversize station wagons towing spare Hobies and a van. Glenora's investment paid off with a second place for Chardonnay, 24 minutes behind the winner and a third place for Reisling, Continued on page 47

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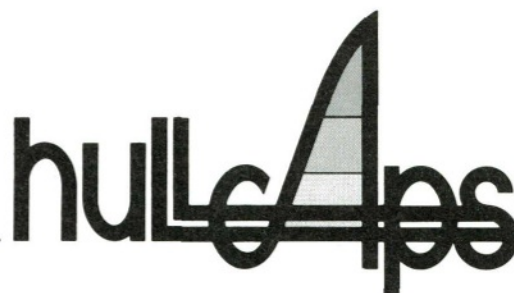
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If the launch/land area is too small for the demand, tension can easily build between the sailors themselves. In Fort Lauderdale, for example, conflict sprang up between boardsailors and catamaran sailors when the boardsailors got into the habit of dropping their boards in the landing area. Landing catamarans would come flying in to their only access area and run the boards over. Talking it over could have saved everyone a lot of grief.

The best way to deal with such problems as these is to prevent them. Start with the fleet: Take a good look at your sailing areas and discuss any potential or existing problems. Approach local authorities as a responsible group and offer to work with them on these problems. Don't forget to consider others who use the area. A good way to further ensure a cooperative attitude from authorities is to make your fleet an asset to the community by sponsoring beach clean-up days, big brother projects, wildlife assistance drives, charity regattas, etc.

If there is already a problem with beach access in your area, the first thing to do is to get organized. No one will

take a haphazard group of angry, yelling people half so seriously as they will an orderly assembly with a calm spokesperson. Get the fleet together. Get the boat dealers in the area and fleets of other boats to work with you as well. Get specific information on the problem and what's causing it.

When you're ready, go en masse to the town council meeting, armed with signed petitions and concrete counter-suggestions. If tourist-oriented advertising for your area shows Hobie Cats as part of the local ambience—as is the case in Galveston, Texas where a chamber of commerce publication features beached Hobies on the cover—be sure to include the fact of that commercial draw in your presentation.

The point is to cooperate. It may be necessary to initiate registration and fees to make things work. It may be necessary for local fleets to take more responsibility for the care and regulation of the area. It definitely is necessary for all of us to consider the needs and pleasures of others who use the same areas—it's all part of the Hobie way of life. *XL*

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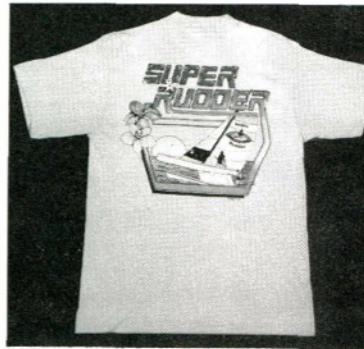
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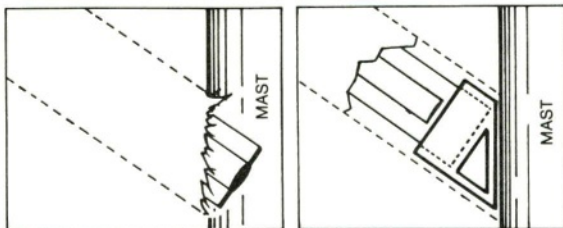
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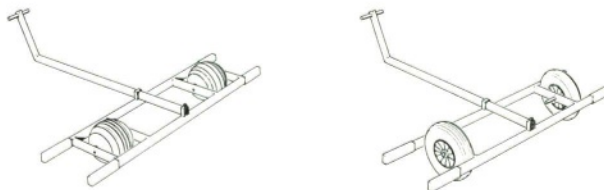
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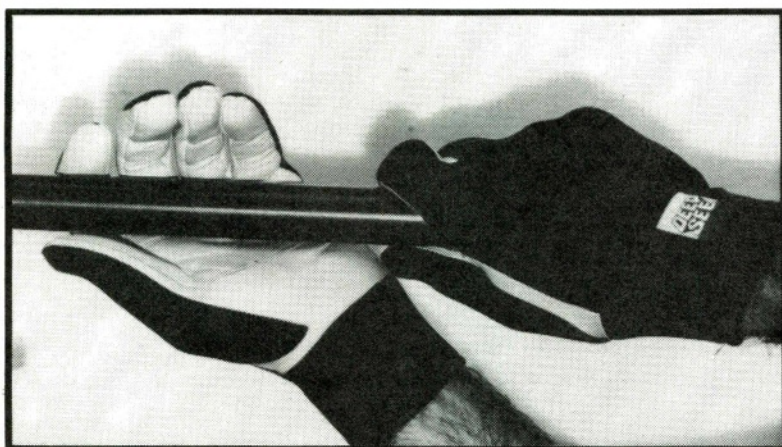


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Figuerola came ashore about 2:00 a.m. on the third day of the race complaining of an ailment that afflicted many of the sailors: a terrible neck ache from staring ahead while staying on the same tack. Figuerola's discomfort was aggravated by a cut on his neck, inflicted by a shroud a few minutes after the start.

The Aussies had a five minute lead on Reisling and eight minutes on Team USA when the boats reached the first checkpoint at Fort Pierce, Florida, after covering the first 85 miles at an average speed of 12 knots. Things slowed down from then on, but the Aussies held the lead through Cocoa Beach, Daytona Beach and Jacksonville, Florida and Tybee Island.

Team Tamiami Tile, led by six-time Worrell veteran Ron Anthony of Fort Lauderdale, grabbed a brief lead at the Isle of Palms (Charleston), but the Aussies were ahead again by Myrtle Beach, South Carolina. Two stops later, at Atlantic Beach, North Carolina, Team USA had a four minute lead, which they extended to nearly an hour at Cape Hatteras. When an exhausted Wood came ashore at Hatteras after 22 hours aboard, he said Team USA had sailed past the checkpoint but was in position to take advantage of a slight wind shift and reach back into the beach. The other boats had either stayed inshore and fallen behind or were caught by current further offshore and faced the prospect of sailing dead downhill for the checkpoint in dying winds.

"We got around Hatteras first, and that was it," a happy Hobie, Jr. said after Team USA hit the sand at Virginia Beach, five days, seven hours, 25 minutes and 29 seconds after the race began. "Nobody could catch us after that."

Hatteras was almost millpond calm this year, a far cry from the 1981 race, when a 40-knot gale at the feared cape caused the race to be halted for 36 hours; the only time that has happened in its seven years.

Last year, Hobie Jr. rounded Cape Hatteras with 12-foot seas breaking around the ears—not because he wanted to, but because once he got underway, he was too scared to tack the boat to try to take it ashore. He managed to beach the boat about a mile north of the cape after tacking in a lull, "and nothing on earth could have made me go out there again under those conditions. I was just glad to be alive."

"The 1982 rounding was a snap. We stayed in so close we could almost touch the beach and went around on current that was going our way," he says.

After the cape, the boats put ashore at the new checkpoint at Kitty Hawk. Then it was off for the finish in a rising southeaster that had the Hobies scooting across the waves at 20 knots.

Team USA sailor Tucker, known in some circles as the bridesmaid of Hobie sailing for his numerous second place finishes, drove the boat to the limit during the final hours of the Worrell in his thirst for a major first place finish.

"I was riding with a madman," said Alter when he came ashore at Kitty Hawk, leaving the last leg for Tucker

and Wood. "Carlton kept trying to go faster, faster, and all I wanted to do was keep the boat from pitchpoling."

Four hours later, the madman came hooting and hollering his victory onto Virginia Beach, where a crowd of several thousand had gathered to see the finish.

"I needed that," Tucker grinned.



Eric Sharp is the boating writer for the Miami Herald. He was part of the Australian team's ground crew in this year's Worrell 1000.

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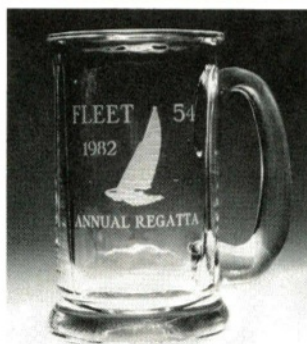
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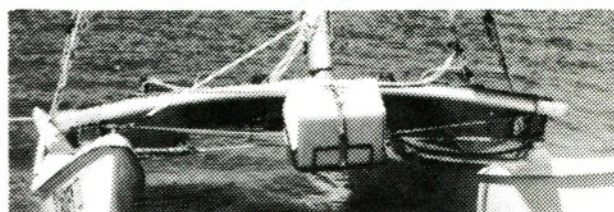
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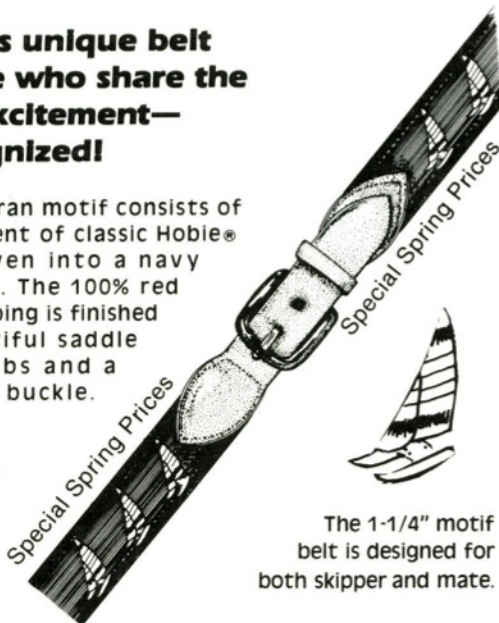
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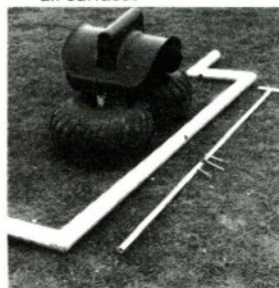
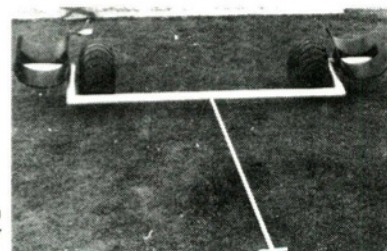
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Hobie Briefs

User Fees Follow-Up

Yet another draft bill for user fees to support the Coast Guard was submitted in late May. The new fee schedule reflects the third downward revision since the initial proposal last year.

Search and rescue operations in life-threatening situations have been dropped from the cost recovery program. Smaller annual fees for recreational boats are proposed. Furthermore, the fees would not apply to boats used exclusively on waters under state jurisdiction, and boats of less than 20 feet in length would not be assessed annual fees at all. Boats 20 feet to less than 26 feet would be charged \$25, boats 26 to less than 40 feet would be charged \$50, boats 40 feet to less than 65 feet would be charged \$100 and boats 65 feet and longer would be charged \$200. Fees for commercial vessels and mobile drilling operations would also be authorized.

The services the fees are intended to help pay for include: short-range navigational aids, radio navigation systems, port safety and security, recreational boating safety, commercial vessel safety and documentation, some domestic icebreaking operations and marine environmental protection.

This most recent draft of the proposal would be expected to recover \$440 million per year, or 30 percent of the Coast Guard's annual operating budget.

Lost, Strayed or Stolen

We have three reports of stolen boats this month. These boats could turn up anywhere, so please keep your eyes peeled.

A Hobie 18 disappeared in the Baltimore, MD area. She has sky blue hulls with blue stripes, a blue trampoline and Blue Streak sails. The whole boat is done in clear anodized aluminum. The hull number is CCMH4155M81H; the sail number is 1232. Her owner, John Hancock, will accept a collect call from anyone with information on the whereabouts of his boat. Dial (301) 628-0965.

Another Hobie is missing from the Seattle, WA area. This one's a Hobie 14 with a blue trampoline and an all blue sail. Her hull number is MB7254MAD, her sail number 29713. She was stolen along with a home-built trailer of two-inch square tubing on Volkswagen front running gear with plywood fenders. You can reach her owner, Lois McNally, at (206) 632-0160 or (206) 543-9181. Her address is 1715 N. 47th, Seattle, WA 98104.

The third one was stolen from Dan Reynolds' home in Plant City, Florida. He's offering a \$200 reward for information leading to the return of his beloved 16, which is done in the Keoke colors of gold, yellow orange and brown. He didn't give us the hull number, but his sail number is 50322. If you have any info, you can reach Reynolds at (813) 754-6672 (home) or (813) 754-3711 (work). His address is 1311 Bethlehem Rd., Apt. 3A, Plant City, FL 33566.

Hot Line Welcomes Rikki Mitman

E.S. (Rikki) Mitman, the new assistant editor of the *Hot Line*, brings a string of experience to the position. She was copy editor for *San Diego* magazine and, more recently, associate editor for *Seacoast* magazine. Mitman's interests include writing, tandem hang gliding, growing vines and crewing on Hobie Cats.



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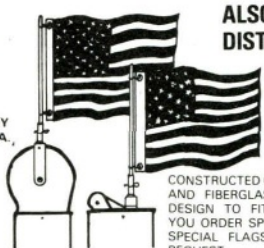
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Send just \$11.95 along with the word "catamaran" to:

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U.S. Patent 4,278,472



As a staff member of the *Hot Line*, Mitman's duties include writing, copy editing, ad design and research. "I look forward," says Mitman, "to a long and pleasant association with the Hobie way of life."

Drop Them a Line

Due to complaints from special interest groups, the Forest Service is planning to close Huntington Lake in California's High Sierras to sailboats for the month of August each year. Unfortunately, August is the best month to sail there: The water has warmed up and the wind is good. August is also when the annual Mile High Regatta is hosted on the lake by Fleet 62.

The month of June sees several other regattas in the area, and by September, things are cooling off again. The fleet has held their regatta there in August for the last 10 years, cooperating with authorities, making sure the area is clean when they're through and even bringing in restroom facilities this year. In fact, Fleet 62 has had several commendations, including one from the Forest Service, for how well they handle their regatta.

Members of Fleet 62 are asking for support from the rest of the Hobie sailing community in a letter-writing campaign requesting they keep Huntington Lake open at least one weekend in August for the popular Mile High Regatta. Let's all take a few minutes to help our Western buddies save one of their finest events. Address letters to:

The Sierra National Forest
1130 O Street
Fresno, CA 93721
Attn: John Kruz

Answered Briefly

Reading About the Hobie 18

Konrad Ringler writes all the way from Singapore to ask where he can find specific information on trimming and sailing his Hobie 18. His question is well-timed, as we have Phil Berman's expert advice on tuning the 18 in a two-part article, which is featured in the May/June and this, the July/August issue.

The updated edition of *Hobie Cat Sailing* by Jake Grubb boasts a special section on the Hobie 18. This book is available through Hobie dealers.

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Hobie 16 Nationals

South Padre Island, Texas
October 10-16, 1982

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This sub-tropical resort features a flowing lagoon, tennis courts, shops, two restaurants with lounges and two swimming pools. It's right on the beautiful sandy beach of the Gulf of Mexico. There is a 12-story, 200-room hotel and more than 100 one, two and three-bedroom condominiums.

LOCATION:

South Padre Island is near Port Isabel, Texas, 20 miles from Brownsville and 35 miles from Harlingen. This was the site of the 1978 Hobie 16 World Championships.

THE RACES:

Qualifying races will be held Sunday and Monday, October 10-11, with the round robin series Tuesday through Thursday. Friday and Saturday will be the finals. The qualifying races will be sailed on Hobie Class Association supplied boats only.



ENTRY FEE:

All teams, whether pre-qualified or not, will be required to pay a \$80 entry fee.

SKIPPERS ARE REQUIRED TO BRING:

Life jackets, throwables, weights (if necessary) and trapeze harnesses. Skippers may want to bring their own bridle flies, protest flags and tiller extension.

BOAT DAMAGE DEPOSIT:

A \$200 refundable boat deposit will be required upon registering at the event. Do not send this deposit in prior to the event. This deposit is to be refunded in the event no damage is done to your boat by you. The money will become your deductible in the event of damage or loss of equipment.

TRANSPORTATION:

All transportation needs can be taken care of with one toll-free call to Sport Tours. They have arranged special hotel and rental car rates for this event. They can also arrange the lowest possible airfare to South Padre Island. For all your transportation arrangements, call 1-800-854-1011.

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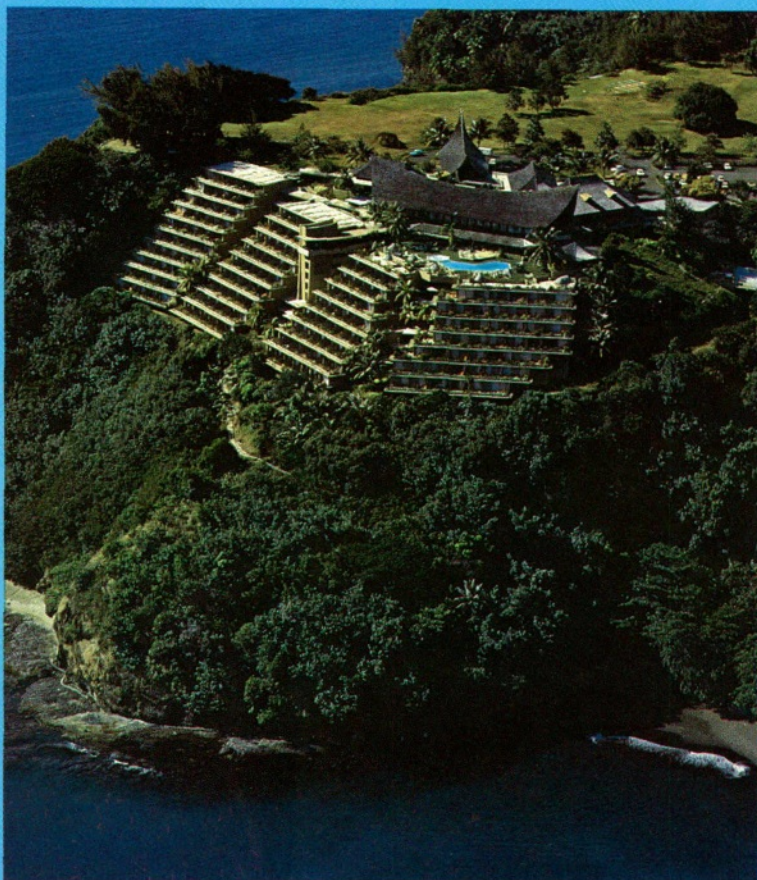
NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
CREW _____ CREW'S HOMETOWN _____
WEIGHT (SKIPPER & CREW COMBINED) _____

- () I AM PRE-QUALIFIED FROM DIVISION _____
() I WISH TO ATTEMPT TO QUALIFY FROM DIVISION _____

MAIL YOUR PRE-REGISTRATION TO: HOBIE CLASS ASSOCIATION

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OCEANSIDE, CA 92054

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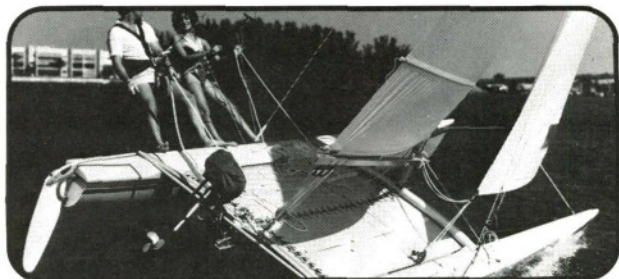
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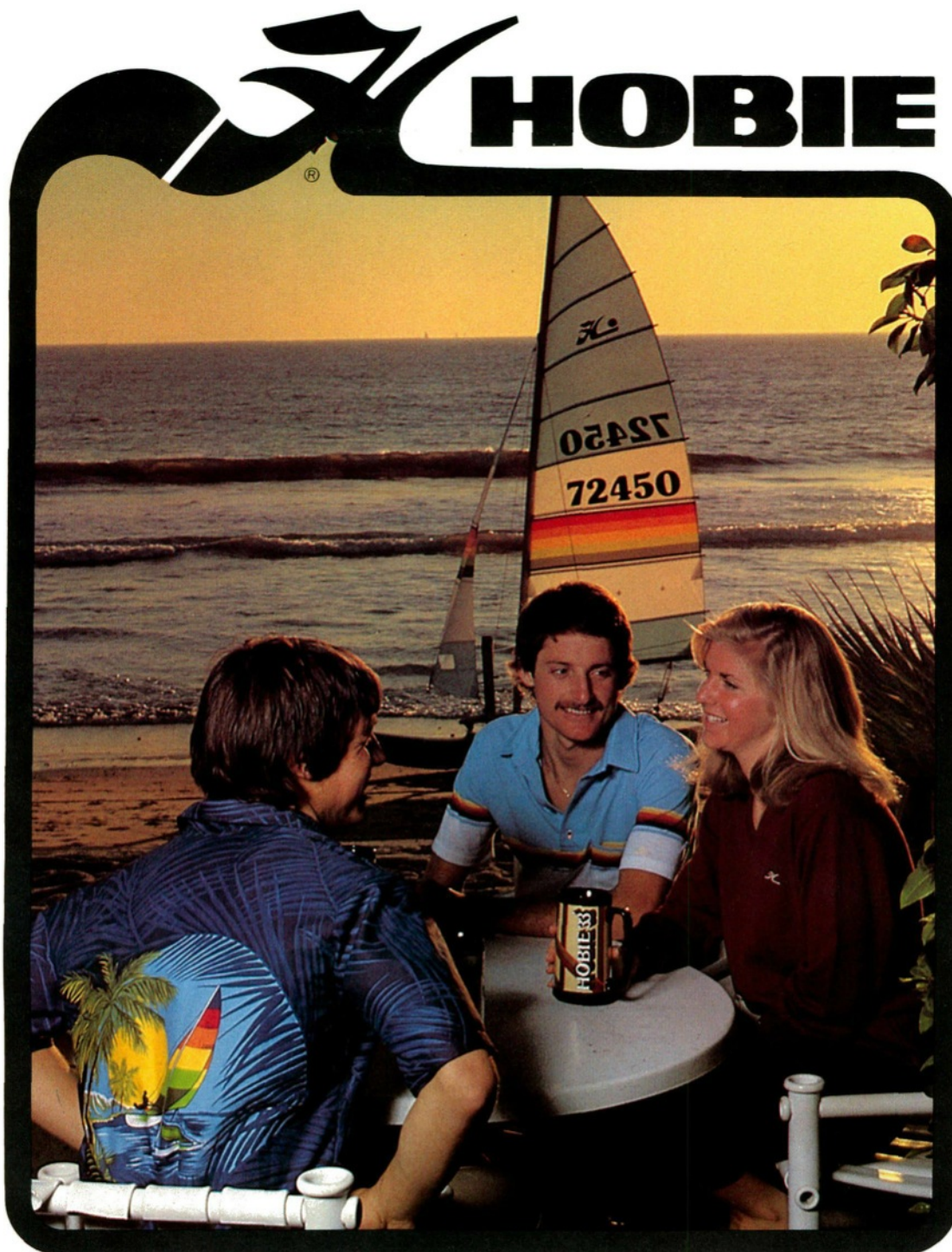
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