

Hobie HOTLINE

JANUARY/FEBRUARY 1993

\$3.50 U.S./\$5.50 CANADA



NEW JERSEY
A SHORE
PLEASER

GOING FAST
DOWNWIND

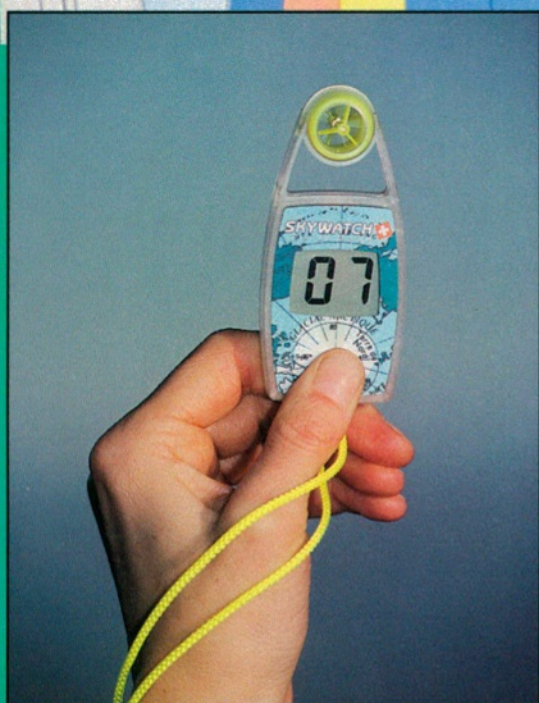
WOMEN SAILORS
WORLDLY WISE



If You Want The Wind In Your Corner ... You Need SKYWATCH® In Your Hand.

SKYWATCH

Determines Precise Wind Speed In One Easy Step



- Swiss Made
- Guaranteed Accurate And Waterproof
- Simple To Use
- Large LCD Readout
- Conversion Chart Included
- Weighs One Ounce
- Measures 1-1/2" x 3-1/2" x 3/8"

The Edge You Need

Finally: the ideal wind meter for catamaran use. Let SKYWATCH get soaking wet. Even immerse it. It still will tell you the precise wind speed almost instantaneously.

Every SKYWATCH has a lifetime service rate of over 250,000 10-second measurements. That translates to a lot of races.

Simple And Smart

To win the race, you must control the wind. To control the wind, you must know the wind speed. It's that simple. Thanks to SKYWATCH, it's easy to do.

An Ounce Of Pleasure

The compact SKYWATCH is designed for convenient operation. Wear it around your neck or in another close-at-hand location, using the attached lanyard.

Knowledge Is Power

The race is not only to the swift, but to the knowledgeable. Now you can get the wind velocity knowledge you need in the palm of your hand ... for the special introductory price of \$79.95.

Just speed on over to your Hobie Cat dealer, or contact:

Laylin Associates, Ltd, 10413 Deerfoot Dr.
Great Falls, VA 22066
Phone (703) 759-0511 • Fax (703) 759-0509

SKYWATCH

*May the wind speed
be with you.*

Hobie HOTLINE

JANUARY/FEBRUARY 1993 • VOLUME 22 NUMBER 1



DEPARTMENTS

4 HOBIETORIAL

6 LETTERS

8 WAVELINES

10 ASK THE EXPERT

Dear John. The hole story on leaks; how to find and fix them.

12 CAT TALES

Andrew's Aftermath. Miami's Fleet 36 members counter the chaos of Hurricane Andrew with compassionate assistance.

14 IN TUNE

Handle It! Pull some strings, and prepare to honk!

23 HOBIE RACING

30 RACER'S EDGE

Winning Strategies. An inside look at winning racer Alan Egusa's downwind tactics and techniques.

FEATURES

18 SHORE TO PLEASE

Wild times are promised at the Wildwoods.

REGATTA REVIEW

24 BLUES SISTERS

Looking for a few good women? They were at Bear Lake's 1992 Women's Worlds.

26 JUST LIKE OLD TIMES

Hobie 16 National competitors learn lake sailing is a hull different ball game.

28 OPPOSITES ATTRACT

Hobie 20 is top Cat at two top Tahoe events.

On the cover

The Hobie 20 bids Hobie Cat a "Happy 25th Anniversary" in 1993. Photo by Guy Motil.

Although HOTLINE photos may show models or sailors not wearing a personal flotation device, this magazine and Hobie Cat Company in no way condone or recommend sailing without life vests either on or in easy reach of every sailor, no matter what the level of experience.

© COPYRIGHT 1993 HOTLINE PUBLICATIONS, HOBIE CAT COMPANY. ALL RIGHTS RESERVED. REPRODUCTION WITHOUT PERMISSION IS STRICTLY PROHIBITED.

PUBLISHER

Bonnie Hepburn

EDITOR

Marilyn Campbell

EDITORIAL ASSISTANT

Kelly Mesko

CIRCULATION MANAGER

Jean Stein

FULFILLMENT

Pat Powell

**DESIGN DIRECTOR**

Miles Burke, Da Biz Grafix

COMPUTER DESKTOP

Don Richmond, DBG

**CONTRIBUTORS**

GUY MOTIL • JOHN HACKNEY
LARRY MONDRAGON • TERRI LUSK
RICK WHITE • BILL BALDWIN
RICH MCVEIGH • MARK SANTORELLI
WALTER CHOROSZEWSKI • SHIRLEY PALMER
DONNA MATERNA • JAN KETTERMAN
PAT MCDOWELL • HANNAH POTEAT
DAVE SHEARER • WICK SMITH
ALAN EGUSA • RON PALMER

**INTERNATIONAL HOBIE CLASS
ASSOCIATION**

Jeff Alter, Director Hobie Racing

**NORTH AMERICAN HOBIE CLASS
ASSOCIATION**

Gigi Moore, Chairperson

**PRINTER**

American Web, Denver, CO

The Hobie HOTLINE is the official publication of the International Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December. The basic subscription rate is \$25 in the United States, \$48 in all other countries. Send check or money order to HOTLINE Subscriptions, P.O. Box 1008, Oceanside, CA 92051, or to subscribe by credit card, call (619) 758-9100 X600. Subscribers with change of address should include their old mailing label and allow eight weeks for processing. The publisher welcomes stories and photographs on a contribution basis. Send only typed, double-spaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material. The HOTLINE cannot accept responsibility for unsolicited materials. Advertising rates available upon request. Insertion orders must be placed seven weeks prior to cover date. Advertisements of items in the HOTLINE does not imply endorsement by Hobie Cat Company or the International Hobie Class Association. Use of the stylized H trademark, the words Hobie and Hobie Cat on ads herein are with the express permission by license or otherwise of Hobie Cat Company. Any other use is strictly prohibited by trademark law. Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Hobie Cat Company's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.



25 Years And Still Sailing Strong

As a baby boomer, I remember it well. 1967. The war in Vietnam was raging. Families were divided: pro and protestor. Racism was rampant. Public figures recently had been or soon would be assassinated. Berkeley was in a state of siege. Hair was long and tempers were short. The United States was becoming less united every day.

But in one small corner of the world, an idea of beautiful simplicity was taking shape. The place was Capistrano Beach, California. The shape consisted of two hulls and a mast. The man behind the idea was Hobie Alter, Sr. The company and product? Hobie Cat.

This marks the 25th anniversary of this company of which I am so delighted to be a part. Not knocking the fact that everyone has to make a living, or that sometimes we are forced to participate in jobs or projects we find unsavory simply to survive, I am so gratified to work within an organization that has such a positive effect on so many people.

I don't want to become effusive or sound too much like I'm auditioning for a remake of the movie, "Pollyanna," but I really believe we're in the happiness business, helping to make the days in the life of everyone who sails a Hobie Cat a little brighter. And that makes me very happy, too.

Our country and this company have come a long way over the past 25 years. Both have made some mistakes, and both have enjoyed many triumphs.

They both share something else very special — a concern for the human spirit. And just as I am proud to be an American, I am very proud to say I am associated with one of the most spirited forms of entertainment and excitement around.

Happy anniversary, Hobie Cat. May the good times continue to roll!



Hobie

IN MAUI: LAHAINA & KIHU. IN HAWAII: KONA. IN CALIFORNIA:
DANA POINT, LAGUNA BEACH, IRVINE, & DEL MAR. AND VISIT
OUR NEWEST AT WHALER'S VILLAGE, MAUI.



Hobie

HOBIE APPAREL • 2191 WEST OLIVE, BURBANK, CA 91506 • 818-841-2665
APPAREL, SUNGLASSES, SURFBOARDS & OTHER FINE PRODUCTS

BACK ISSUES

LETTERS

HOTLINE

1983	Jan/Feb	Rules for the Beginner Rudder Maintenance
	Nov/Dec	Sailing Strategy Reefing the 18 - Heavy Air
1984	May/Jun	Understanding Rules I
	Jul/Aug	Understanding Rules II
	Sep/Oct	Understanding Rules III
1985	Jan/Feb	Formula for Success More to Sailing than Tuning
	Mar/Apr	Flying the Magnum Blocks
	Jul/Aug	Tuning the 14
	Sep/Oct	Flying the Super 18
	Nov/Dec	Evolution of Hobie 17 Tuning the 16 - Beginners
1986	Jan/Feb	Tuning the 14 Rules Before the Start
	Mar/Apr	From Last to First 18 Performance
	May/Jun	Hobie 17 Primer Staying Ahead
	Sep/Oct	Anatomy of a Roll Tack
1987	Jul/Aug	Hobie 14 Tips Regatta Management
	Nov/Dec	Hobie 21 Introduction
1988	May/Jun	Inside Hobie Hulls
	Jul/Aug	21 Spinnaker Tips
	Sep/Oct	Notes for 16 Performance
	Nov/Dec	New Sailor Dictionary Successful Trapezing
1989	Jan/Feb	Winter Sailing Spots
	Mar/Apr	Hobie 18 Tuning
	May/Jun	Pleasure Sailing Hobie 21 Update
	Jul/Aug	You Just Bought a Hobie. Now What?
1990	Mar/Apr	Spinnaker Pole vs. Bridle
	Jul/Aug	Sport Cat Anatomy of an 18
	Nov/Dec	16 Setup and Tuning
1991	Jan/Feb	Boat Refurbishing
	May/Jun	Miracle 20 Hobie 17 Tuning - Part 1
	Sep/Oct	Setting Your Sights to Win
	Nov/Dec	Hobie 16 - Part 1: Setup
	Jan/Feb	Hobie 16 - Part 2: Tuning
	Mar/Apr	Hobie 16 - Part 3: Sailing
	May/Jun	Hobie 20: Setup, Tuning and Sailing
	Jul/Aug	Sail Camping Starting Techniques
	Sep/Oct	Rick White, Tuning: Part 1 Heavy Air Sailing
	Nov/Dec	Rick White, Tuning: Part 2 Boat Speed

BACK ISSUES: \$4.25 per issue (Foreign: \$6.25 per issue). Circle desired issues. CA residents add 8-1/4% sales tax.

NAME

ADDRESS

CITY

STATE

ZIP

Mail form along with a check or money order to: **HOTLINE Back Issues**
P.O. Box 1008, Oceanside, CA 92051.

01/93

LOVES THE HOW TO'S, WANTS MORE WHAT NOT TO DO'S

Thanks to your editorial staff for the super article by Wick Smith "Blowin' In The Wind" (September/October 1992). After reading his article several times and even outlining it for future reference, I realized that even though it is geared to racing, this was just the information the cautious non-racer needs.

A novice can read any learn-to-sail book and find out how to get his boat moving, but the points missing in most publications are those explaining what NOT to do in rough conditions. Smith's article pointed out several of those nots very well. They are extremely important to keep in mind, since "not knowing" invariably is what gets you into trouble. Then, a whole new body of information must be called upon to get yourself out of the problem. The old adage, "Knowing what NOT to do is as important as knowing WHAT to do," never holds truer than when you sail.

But, wait!! Smith's article dealt with only half of the situation — wind. What about the NOTS of dealing with surface conditions? Many of us landlocked sailors spend 90 percent of our time on protected lakes. Once a year (if we're lucky) we take our Cats to the ocean where surface conditions are dramatically different than those to which we are accustomed. This predicament accounts for the "dry mouth syndrome" that sets in at launch time.

Since surf, currents and waves aren't a normal part of my sailing day, the question arises: What big mistakes should I avoid to make it a smooth sail?

Could we coerce experts such as Wick Smith or Rick White to address this aspect of Cat sailing as expertly as Smith presented in his recent article? This type of information would do much to reduce major anxieties among those of us who wish to learn more about Cat sailing on the "big pond," but don't understand the major mistakes to avoid.

Thanks!

Jacob Samuelsson
Jeannette, PA

We agree wholeheartedly with your great topic for discussion. Look for an article in an upcoming "Racer's Edge."

A SAILOR SAYS THANKS

I wanted to take time to thank Tony Wilson, president of Hobie Cat, for coming out to Bear Lake, Utah to address the

NAHCA annual meeting. Tony's personal warmth and sense of ethics put to rest some of the concerns many sailors had about the company and its response to us. I just wish everyone had been able to hear him speak and to understand this is a man who cares deeply about many things, not just the bottom line.

In these economic times and with the questions generated about the role of Hobie Cat in our NAHCA organization, Tony's straight up answers to the issues were welcomed. Details of his address will be presented in the published minutes of the meeting.

We are feeling very good about the future of the company that makes these boats we love.

Hannah Poteat
Raleigh, NC

LOVES THOSE FAR OUT ARTICLES

We're what you (HOTLINE) would call recreational sailors. By that, I mean we have never been to a fleet event or participated in any kind of race.

For the last year or so, we've been reading with interest the travelogues you've been featuring in your magazine, and have been what I would call "drooling" over the great photos.

Our family loves to travel, and, we're now looking at a sailing vacation, possibly to where one of your events will be held -- if there are going to be good spots this year.

Oh, by the way, even though we'd never get to visit the Red Sea or sail around Cape Horn (not that I'd want to), I loved both articles.

Kim and Ken Kinman
Fallbrook, CA

Glad we could oblige your interest in exotic locales. Now that you're ready to go from reading about them to visiting them, there are some great spots coming up for future regattas. You may have just missed Guadeloupe, but not to worry: you can review upcoming events listed in the Hobie Racing section of each issue.

Send your letter, with your name, address and daytime phone number to: Letters, HOTLINE, P.O. Box 1008, Oceanside, CA 92051 or fax to (619) 758-1841. Letters may be edited for space or clarity requirements.

Dealer Menu



HOTLINE

ARIZONA

Sailboat Shop Inc.
Tempe (602)894-5494
Ship's Store
Tucson (602)795-4857

CALIFORNIA

Sailboats of Bakersfield
Bakersfield (805)322-9178
Seabird Sailing
Berkeley (510)548-3730
Pine Knot Landing
Big Bear Lake (714)866-2628
Action Water Sports
Newport Beach (714)673-5774
Hobie Sports Center
Dana Point (714)496-1251
Sail Away
Eureka (707)443-0125
Sailing Center
Friant (209)822-2666
Action Sailing Center
Marina Del Rey (310)827-2233
The Sail Shop
Redding (916)221-7197
Inland Sailing Co.
Sacramento (916)454-3966
Wind and Sea Sports
San Diego (619)276-1244
O'Neill Beach
Santa Cruz (408)476-5200
Wind Toys
Santa Rosa (707)542-7245

COLORADO

Rocky Mountain Boatworks
Englewood (303)790-8033

CONNECTICUT

Candlewood East Sailing Center
Brookfield (203)775-2253

DELAWARE

Spirit Marine
Milford (302)422-7835

FLORIDA

G.R. Sailboats
Bonita Springs (813)947-4889
Performance Sail & Sport
Cape Canaveral (407)868-0096
Playground Sails
Ft. Walton Beach (904)244-2722
P & J Marina
Gainesville (904)468-2080
Caribbean Watersports
Key Largo (305)451-3113

Tropical Sailboats

Key West (305)294-2696
Nautical Ventures South
Miami (305)255-3292

Sailing Store

Orlando (407)291-2345

Key Sailing

Pensacola Bch (904)932-5520

Tackle Shack

Pinellas Park (813)546-5080

Ultimate Sail

Pompano Beach (305)946-2080

The Cycle Shop

Tallahassee (904)576-6326

GEORGIA

Weathermark Inc
Buford (404)945-0788

Ocean Motion Surf Co.
St. Simons Island (912)638-5225

HAWAII

Windward Boats Inc
Kailua (808)261-2961

IDAHO

Boise Marine
Boise (208)342-8985

ILLINOIS

Carlyle Sail and Surf
Brees (618)526-4770

Sailing World Inc
Fox Lake (708)587-2916

Hedlund Marine
Wilmette (708)251-0515

INDIANA

King Marine
Indianapolis (317)872-7845

Doyle's Marine Service
Portage (219)762-7622

Wawasee Boat Co., Inc
Syracuse (219)457-4404

Sailboats, Inc.
Westfield (317)896-2686

IOWA

Jim's Sailing Center
Des Moines (515)255-4307

KANSAS

Action Marine Inc.
Andover (316)733-0589

C & H Sailcraft
Chanute (316)431-6056

KENTUCKY

Wooden Wave Beach Shop
Gilbertsville (502)362-4271

LOUISIANA

The Backpacker
Baton Rouge (504)925-2667

Sea Chest Inc.
New Orleans (504)288-8431

MAINE

Sebago Hobie
North Windham (207)892-4009

MARYLAND

Backyard Boats
Annapolis (410)263-2900

MASSACHUSETTS

Cape Water Sports
Harwichport (508)432-7079

MICHIGAN

Wolf's Marine, Inc.
Benton Harbor (616)926-1068

Sail Place
Cedar Springs (616)696-0250

Yachts, Ltd.
Mt. Clemens (313)463-1234

Midwest Aquatics Group
Pinckney (313)426-4155

Torch River Bridge
Sailboat Shop
Rapid City (616)322-6180

Gull Harbor Marine
Richland (616)629-4507

Abbotts' Trail & Sail
Shelby (616)861-4992

MINNESOTA

Duluth Marine Ltd.
Duluth (218)525-2176

Hi Tempo Ski and Sail
White Bear Lake (612)429-3333

MISSOURI

St. Louis Sailing Center
Bridgeton (314)298-0411

Sailing the Wind
Springfield (417)865-4230

MONTANA

Quiet World Sailboats
Kalispell (406)755-7245

NEVADA

W.I.T.W. Boat Works
Boulder City (702)376-4485

NEW HAMPSHIRE

New Hampshire Hobie Cat
Seabrook (603)474-3661

NEW JERSEY

Cranford Boat and Canoe
Cranford (908)272-6991

Dosil's Sport Center
N. Middletown (908)787-0508

South Shore Marina
Hewitt (201)728-1681

MEK Company
Lake Hopatcong (201)663-2100

Bayview Marina
Somers Point (609)926-1700

NEW YORK

Obersheimer Sails
Buffalo (716)877-8221

Beipat Marine
East Patchogue (516)286-8368

Boat Works
North Syracuse (315)458-8523

Sailaway International Inc.
Riverhead/The Hamptons (516)727-4600

Electra Sport
Schenectady (518)393-9363

NORTH CAROLINA

Skyland Sailcraft
Arden (704)684-2296

Ships Store
Wilmington (919)256-4445

1-800-292-9283

OHIO

Strictly Sail, Inc.
Cincinnati (513)984-1907

Sailing, Inc.
Cleveland (216)361-7245

One Design Yachts
Westerville (614)882-5955

OKLAHOMA

Tulsa Sailcraft
Tulsa (918)663-2881

PENNSYLVANIA

Wind & Water Boat Works
Butler (412)586-2030

Reimanns Marine Service Inc.
Conneaut Lake (814)382-2485

Clews and Strawbridge
Frazer (215)644-3529

PUERTO RICO

Beach Cats
Santurce (809)727-0883

RHODE ISLAND

Megrews Boats
Charlestown (401)322-1150

SOUTH CAROLINA

Timeout's Sailing Center
Charleston (803)577-5979

1-800-768-7245

The Sailing & Ski Connection
Myrtle Beach 1-800-868-7245

TENNESSEE

Rooke Sails
Memphis (901)744-8500

TEXAS

Sailboat Shop
Austin (512)454-7171

Houston (713)645-5010

San Antonio (512)657-2222

Mastercraft of Corpus Christi
Corpus Christi (512)992-4459

Mariner Sails
Dallas (214)241-1498

Sanford Part Sales
Odessa (915)363-0014

UTAH

Milo Sport Windsurfing
Salt Lake City (801)487-8600

VERMONT

Chiot Marine
Burlington (802)862-8383

VIRGIN ISLANDS

Sailboat Supply Co.
Christiansstedt St. Croix (809)773-3666

VIRGINIA

Backyard Boats
Alexandria (703)548-1375

Trafton Marine
Virginia Beach (804)460-2238

WASHINGTON

Sports & Sail
Kennewick (509)582-8662

Hobie Cats NW
Kirkland (206)827-8080

or (206)822-1947

Sports Creel
Spokane (509)924-2330

WISCONSIN

Spitzer, Inc.
Middleton (608)831-7744

Aquarius Sail of Wisconsin
Pewaukee (414)691-3794

INTERNATIONAL

AUSTRALIA

Coast Catamaran Australia
Erina 61.43.891085

BARBADOS

Willies Watersports Ltd.
St. James (809)432-5980

CANADA

Chinook Winds Watersports Inc.
Calgary, Alb. (403)244-7666

National Sailboat Hardware
Kelowna, B.C. (604)764-8280

Southwest Sailboats
Morpeth, Ont. (519)674-0231

Fogh Marine Ltd.
Toronto, Ont. (416)251-0384

Sextant Marine, Inc.
St. Luc, Que. (514)359-0859

Kits Marine Ltd.
Vancouver, B.C. (604)687-3293

Northern Sail Works
Winnipeg, Man. (204)957-0770

FRANCE

Hobie Cat Europe SA
Toulon 33.94.08.11.88

ISRAEL

G.E.T.S., Ltd.
Tel Aviv (03)25-74-76

JAPAN

Cat Park
Tokyo (81)3-440-6770

MEXICO

Veleros S.A. De C.V.
Mexico D.F. (905)540-3047

Caribbean Watersports

c/o Sheraton Key Largo Resort
Mile Marker 97 Overseas Hwy.
P.O. Box 781
Key Largo, FL 33037
(305)852-4707
(305)451-4095 FAX

Complete watersports center.
Parasail, Waverunners and the
full line of new Hobies to sail,
Hobie 14-21. Dive, tour and fish
at nearby Pennekamp State and
Everglades National Parks.

West Maui Sailing School

2805 Highway 30
c/o Maui Kaanapali Villas
Lahaina, Maui, HI 96761
(808)667-5545

Hobie 16, Alpha 160 and 230.
Rentals, lessons and rides.

Key Sailing

500 Quietwater Beach Rd #14
Pensacola Beach, FL 32561
(904)932-5520

Hobie, Hobie One, Alpha,
Waverunners, Jet Skis.
Instructions available.



Carlyle Sail and Surf

P.O. Box 144
Brees, IL 62230
(618)526-4770
(618)594-2161

Hobie 16s, Hobie Ones and
sailboards. Rentals, lessons
and introductory rides.

Rental Operators

Harborside Boatyard

3 S. Water St.
Edgartown, MA 02539
(508)627-4321

Hobie 14, 16, Capri 14.2, Power
Boats. Lessons available. On
Edgartown Harbor, Martha's
Vineyard.

TO ERR IS HUMAN?

Attention all current and prospective owners of the Hobie 20: an editorial mistake occurred in the September/October 1992 HOTLINE "Racer's Edge" article entitled "Blowin' In The Wind." The following diamond wire statement linking the Hobie 18, 20 and 21 is inaccurate.

"Two other adjustments that alter the bend in the mast are the mast rotator and the diamond wires. For the 18, 20 and 21, loosen the diamond wires to allow more bend as well."

This information is incorrect. In actuality, the loosening of diamond wires DOES NOT apply to the Hobie 20. The 20 sail is designed for a prebent mast. Also, in contrast with Hobie 18s and 21s, which can be depowered by increasing the mast rotation, a Hobie 20 is depowered by REDUCING the mast rotation.

For a detailed discussion on this subject in particular and the Hobie 20 in general, please refer to the May/June 1992 HOTLINE "In Tune" article entitled "Speed Reading."

We apologize for the error and hope this clarifies any confusion.

HOBIE CAT RINGS IN THE NEW YEAR WITH THREE GREAT NEW PRODUCTS

Just about the time Hobie sailors stop celebrating the advent of 1993 and start thinking about the great sailing season to come, a trio of Hobie Cat accessories will be making its way to Hobie dealers across the country. Each is designed to make sailing more convenient and enjoyable. All three will be available February 1.

Here's a look at what the groundhog in Hobieland will see shining next to his shadow on the second day of February. For more information prior to that, please call (800) 456-2628.

Hobie 16 One-Piece Trampoline Keeps Your Lines On The Tramp

Hobie 16 sailors who have been lusting after the neat one-piece tramp that laces to the rear crossbar will be pleased to find out this great concept has been applied to their own boat. The design prevents lines washing through the gaps in the tramp lacing and over the rear crossbar. A closed lacing that extends down the left sidebar pre-loads the trampoline frame in the same easy manner as on the standard tramp.

The new one-piece Hobie 16 trampoline, which like all Hobie Cat-manufactured tramps is heat-welded for superior

strength and long life, is available in white or blue vinyl, or in black mesh.

Main Traveler Upgrade Helps 14s, 16s and 17s Live Longer

Enhanced strength and longevity are the reasons behind the re-design of the main traveler car needle bearing unit used on the Hobie 14, 16 and 17. Not only are the bearings 650% stronger in bending than the original units, the wear area of the plastic slide has been increased 20% for added tensile strength and longer life.

If bearings eventually do wear out after years of usage, the upgraded design enables replacement of individual needles as they become worn.

Catamaran Beach Slide Makes Your Ups And Downs More Fun

Cat sailors have long looked for an easy way to pull up their boats onto a rocky or pebble-filled beach. Hobie Cat's new beach slide takes the worry out of the climb.

The equipment is sailor-friendly, and can be easily managed by one person. Starting at the water's edge, just roll out the slide in front of each hull and you can pull any beach cat out of the water. When you're done, roll it back up into a 10-inch by 7-inch cylinder for simple portability.

Constructed of 22-ounce vinyl and heavy wall PVC tubing, the Hobie beach slide's large footprint prevents its sinking into soft sand or loose pebbles. Slides are available in 6-foot or 12-foot versions.

SELLING THE EARTH

The following comment was sent to us by Linda Regester of Fleet 27 in Wichita, Kansas. HOTLINE heartily agrees with her sentiments. We're happy to "recycle" her ideas to the rest of our readers.

As Hobie owners, we spend much of our free time sailing the earth, but in the process are we selling the earth short? As much as anyone, we desire clean lakes and parks, but do we do our part to keep them this way?

At the very least, we should pick up after ourselves. This is expected behavior. But as part of the regatta clean-up crew, I know the sad amount of trash left behind by Hobie sailors.

In addition, we need to do our share of helping the environment by recycling. Canned drinks are common at regattas. I cannot think of a regatta I've attended in Division 14, other than our own (Fleet 27), in which a container for recycling aluminum cans has been provided. In fact, at

our division's largest regatta, when I inquired about a depository for aluminum cans, I was told not to worry about it because someone would most likely come to the lake to sort through the trash looking for cans. Even though this may be the case at some lakes, I think it is our responsibility to separate aluminum (and glass) from the refuse. And what a sorry attitude — leaving our trash for someone else to deal with.

We have a responsibility to our earth. We have a responsibility to future generations. Conscientious recycling does not require much effort. It only requires establishing separate containers labelled "Cans Only" and an announcement at the skippers' meeting to alert everyone to the location of these receptacles.

Some recycling centers, such as ALCOA, provide collapsible containers with specially designed lids and large plastic bags free of charge. Our fleet's container has survived two years so far. And there is always someone willing to take in the cans and turn them into cash. This may be one of the only paying jobs in the fleet!

Let's do our part to keep our great outdoors great. We need everyone's efforts.

NAME GAME CORNER



Recently my wife Lori and I attended our first fleet event with our local Fleet 448. We received half a dozen comments about the play on words in the name of our boat "Blew Bye U." A few said we should send it to you — so here it is.

Doug and Lori Shaker
Tiverton, RI

Keep those names and photos coming to: Name Game, HOTLINE, P.O. Box 1008, Oceanside, CA 92051.

Introducing Two Top Performers

The HS-1, versatile in split suede and foam-backed mesh, is at home in the worst sailing conditions. The HS-2, the ultimate sailing shoe, is made of microporous synthetic leather and offers superb comfort, traction and support.

Both of these top performers have features that will make them your first choice in footwear. Features like flexible soles with the "TRS System", a tri-radial sipe pattern that disperses water to prevent hydroplaning.

Ask for them at your favorite marine store.



1251 E. Wisconsin Ave., Pewaukee, WI 53072
Tel: (414) 691-3320 • Fax: (414) 691-3008

HARKEN

Sleep with us...

Sail with us...

\$213

Bed and Boat
Vacation Package
in the Florida Keys
Beginner-Advanced
Sailors

Sleep with us nights at the Sheraton Key Largo Resort in luxurious accommodations. Sail with us days on a Hobie Cat 16, 17, Sport 17 or 18 SX Hobie One Daysailers 12, 14.

Sheraton CARIBBEAN
Key Largo Resort WATERSPORTS

Call for Information USA (800)223-6728
Reservations FAX (305)451-4095

- Private Sandy Beach
- Two pools • Jacuzzi
- Three Restaurants
- Tennis Courts
- Parasailing
- WaveRunners
- Jetskis
- Windsurfing
- SNUBA under-water Tours
- Paddleboats
- Kayaks

*Total package price \$425. Taxes included. Two guests per room. Exp. Mar. 31, '93.
2 Nights, 3 Days of Sailing • Longer stays available.

The portable

HOBIE

MAST-CADDIE®

TAKE THE GUESS WORK OUT
OF TRANSPORTING
YOUR MAST

We have the ideal way to transport your mast and boom. Stern or bow interlocking carriers clamp on securely and remove easily. Available for all Hobies. Made of polypro, stainless. Safety tie not included, but recommended.

MIDWEST AQUATICS
8930 DEXTER-PINCKNEY
PINCKNEY, MI 48169
(313) 426-4155

MURRAY'S MARINE DIST
P.O. BOX 490
CARPINTERIA, CA 93013
(805) 684-5446

One Year Warranty

STERN CADDIE

BOW CADDIE

- | | |
|---------------------------------------|---------------------------------------|
| • MCCH Hobie 14.16.17.18 only \$54.95 | • MCCB w/trailer bracket only \$46.95 |
| • MCCNR Hobie Sport only \$54.95 | • MCCBX w/o trl bracket only \$34.95 |
| • MCCHM Hobie 20 only \$56.95 | • MCCBH21 Hobie 21 only \$49.95 |
| • MCCH21 Hobie 21 only \$79.95 | |

SEE YOUR LOCAL DEALER or order direct
Shipped via UPS (No P.O. Box #'s please!)

- COD (US only) Please
• CHECK enclosed circle one
• VISA • MASTERCARD

* Please indicate model(s) ordered:

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
Account number _____ Exp. _____

KISME®

Serving Catamaran Needs Since 1983

Virtually
EVERYTHING
For Your Boat!

- ✓ NO Backorders
- ✓ NO Delays
- ✓ NO Uncertainty
- ✓ NO Surprises
- ✓ NO Excuses

The *DIFFERENT* Company with
Simply Better Products & Services

KISME MARINE ENGINEERING

118 MILLRIDGE RD. - UNIVERSAL CITY, TX 78148

(512) 659-4258

8am - 5pm Monday-Friday (CT)



Dear John

BY JOHN HACKNEY

LEAKS IN MY HOBBIE, OR "HONEY, I BLEW UP THE BOAT"

My 1986 Hobbie 17 leaks a lot and I'd like to do something about it. Your advice would be appreciated before I do more harm than good.

First of all: how to identify the leaks? I made a fitting for the drain plug hole; the fitting adapts to my household vacuum cleaner hose. When I turn on the vacuum cleaner with the blower side connected to the Hobbie, the boat creaks and crackles like it's going to explode! I quickly turn off the vacuum cleaner and observe where the air comes from while the inside is still pressurized.

Air comes gurgling up from the two water-filled hull wing holes and from a hole in the deck recess for the forward crossbar. This latter hole looks deliberate, as if it's meant to be there. Also, I have heard deliberate vent holes are down in the hull wing holes. However, in your June '92 "Ask the Expert" article about ice forming in wing holes, no mention was made of vent holes.

My questions are:

- 1. What is the maximum safe positive pressure for Hobbie 17 hulls?*
- 2. Are there deliberate vent holes in Hobbie 17 hulls? If so, where are they?*
- 3. If vent holes are deliberate, what is the rationale for them, and what are the consequences of sealing them off?*

Thanks for your help.

Some people go through life blessed. You know the type, their cars never break down, the big earthquake barely shakes their house, the tornado hits two blocks away in the other mobile home park, the forest fire was one canyon over, the hurricane just turned south. Well there is equity in life, because that blessed person just bought a used Hobbie and it leaks.

Nothing life threatening, just a small annoying leak; about a gallon a day. Although this problem is only bothersome at worst, if you want to stop the leak, locating it sometimes can be quite a problem.

You look at a Hobbie Cat and think how could water possibly get inside that boat,

it looks so water-tight. Water is relentless and will find the smallest of openings into which it may seep.

Water is relentless and will find the smallest of openings into which it may seep.

You know that old real estate axiom — location, location, location? In answer to your question, deliberate vent holes do exist ... where is a different story.

Over the years, Hobbie Cat, in an effort to prevent sailors from sealing the holes, has utilized several locations. Currently, the most likely spot for vent holes on the 17 is underneath the forward crossbeam, approximately three inches in from the in-board side of the hull.

The vent holes enable internal air pressure to equalize with the outside atmospheric pressure. These tiny apertures allow small amounts of water to enter the hull under severe sailing conditions such as high wind and/or waves. Rarely do the vent holes admit more than a cup or two of water into the hulls. However, do not let a used boat salesman tell you after watching your boat drain for three hours, "That's nothing, just water coming in through a vent hole." Changing humidity and temperature cause a slight accumulation of water in the hull that then comes out of the drain holes, but not much.

THE PRESSURE'S ON

If you feel your Hobbie is leaking too much to be the result of vent holes, here is an easy way to locate that pesky leak. The pressure side of a common shop or a properly equipped household vacuum creates sufficient air pressure for the job. First, pressurize the hull using a common shop vacuum cleaner; then apply a soap and water solution to determine the location of the leak(s). The solution leaves telltale bubbles forming at each leak.

Attach the vacuum cleaner hose to the drain hole with a little duct tape, or just have a friend hold the hose tightly over the drain plug hole. Either way should allow enough air in the hull for the soap test.

An air compressor can be used for the pressure and soap test. Although it is more than adequate for the job of pressurizing

the hull, the procedure should be carefully controlled to avoid over-pressurizing the hull. Overdoing the pressure will result in a great deal of boat damage. Less than a quarter-pound of air pressure is required to find leaks; more than that amount exerts undue force on the hulls.

As mentioned, every Hobbie has vent holes to keep the pressure inside and outside your hulls equalized. There is no need to plug the vent hole when pressure-testing your hull, as very little air will escape during the test. Leave the vacuum cleaner on during the leak-finding process to replace the small amount of lost air.

WARNING-WARNING: Please remember, if you use an air compressor to pressurize the hulls, do not allow the pressure to increase above a quarter-pound, or boat damage may occur. An exploding Hobbie Cat is not a pretty sight. The vacuum cleaner exhaust is a much safer and equally effective way to pressurize the hull.

A CHANGE IS GONNA COME

To illustrate the importance of keeping the vent holes open and the pressure in your hulls low while testing, I offer the following information. Three common conditions normally cause an air pressure differential between the inside and outside of your hull: temperature, barometric pressure and altitude. Changes in any of these factors cause high or low pressure inside your hull if the vent tube is clogged or deliberately plugged. Low pressure inside the hulls is rumored to result in more hull damage, but excess pressure in the hulls can cause the deck to come off the hull.

Low pressure inside the hulls is rumored to result in more hull damage, but excess pressure in the hulls can cause the deck to come off the hull.

Temperature changes cause air inside the hull to expand or contract, pushing the hull in and out as often as every day and night. Barometric pressure changes associated with low pressure areas, fronts and passing storms also cause pressure dif-

ferentials from the inside to the outside of the hull. Trailering your boat to the mountains with the associated change in altitude creates pressure changes within your boat hull; again, if the vent hole is clogged.

Here are a few figures in further illustration of the vent hole's importance and of using low pressure when checking for hull leaks. For the sake of argument, these numbers are based on a Hobie 17. They have not been checked by my physics teacher and are based on a few simplifying assumptions.

A falling barometric pressure change of one inch of mercury exerts over two tons of exploding pressure inside your hull. A rising barometer would try to crush your boat with the same two tons of pressure. A trip with your boat into the mountains creates about a ton of pressure building up inside your hulls for every 1000 feet of elevation gained. A trip from San Francisco to Lake Tahoe would create over six tons of pressure inside your boat ... cool!

A trip with your boat into the mountains creates about a ton of pressure building up inside your hulls for every 1000 feet of elevation gained.

Additionally (this one really needs to be checked by Dr. Boring, my physics instructor), a temperature change from 60 to 85 degrees Fahrenheit expands the air inside the hull enough to induce over three tons of positive pressure on your hulls. This same temperature change would apply about 40 pounds per foot of pressure to a Hobie 17's hull/deck joint.

When using air pressure to test for leaks, every psi of air pressure applied to your hull exerts about four tons of pressure to your hull, as it tries to blow your boat apart. In addition, that one psi is trying to lift your deck off the boat with a force of 57 pounds per foot. Although Hobie Cats are thought of as being strong and durable as far as lightweight, fast catamarans are concerned, that much force may cause structural damage to your boat.

Again, caution always must be exercised when using air pressure to check for leaks on any sealed containers, especially Hobie Cats. The moral: Keep vent holes open and use as little air pressure as possible when checking hulls for leaks.

Where's The Leak?

Here are areas with the potential to allow water to enter your boat. They are not listed in any particular order or boat type.

- Rudder gudgeons
- Daggerboard wells
- Access ports
- Gaskets or mounting housing
- Pylons entering hulls
- Drain plug gasket
- Drain plug housing
- Hull/deck joint
- Forestay attachment points
- Shroud attachment points
- Crossbeam attachment bolts, brackets and tubes
- Hobie 18 dolphin striker channel
- Jib track pop rivets
- Pylon foam block

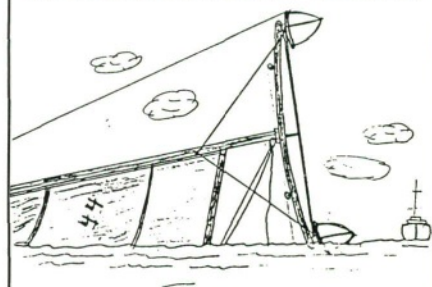
PREPARE TO REPAIR

Repair of most common leaks is just a matter of easily sealing a bolt or pop rivet penetration by bedding the bolts and associated plates with silicone sealant. Most daggerboard leaks may be sealed with silicone, as the vast majority are not structural and merely need something to plug up small pin holes. Even a bigger gap in a hull deck joint can be repaired with silicone.

Another good repair material for small leaks is a urethane adhesive compound made by 3M. It is called "5200" (commonly pronounced fifty-two hundred). The product remains flexible like silicone, but adheres far better to fiberglass and metal parts.

In summary, allow me to leak these final words of advice. Do not plug the factory vent holes. A quart of water in your hull from a day of sailing is not the end of the world. Do not use more than a quarter-pound of pressure to check the hull for leaks. *AL*

REDUCE PITCHPOLING



NEW

ANTI-PITCHPOLE HYDRO FOILS

(Hobie 14, 16)

- Easy on/off (no drilling)
- A must for novice sailors
- Experienced sailors can drive boat harder and faster
- Unbelievable safety feature

KNOWLES PRODUCTS

43 Front Street
Hopkinton, MA 01748
508/435-6042

Only \$69.95 plus \$3.00 shipping and handling.

☐ CHECK ☐ C.O.D.
U.S. PAT. 271582

GRAB A HOTSTICK!

Quick, reliable control makes the **HOBIE HOTSTICK** the world's most popular tiller extension.



The **HOBIE HOTSTICK** ...
When total control is a must!

Available at your Hobie dealer.

Andrew's Aftermath

Fleet 36 Helps Hurricane Victims Begin Anew

BY LARRY MONDRAGON

As the pilot announced we were heading in on our final approach to Miami International airport, the hearts and minds of the passengers had already descended from the clouds. An eerie silence had taken hold of the plane. Each passenger leaned toward the nearest window, straining to make out the expected image of a city in chaos. As the view was obscured by a thick covering of clouds, one could only imagine the horror that existed one thousand feet below.

Only a few days earlier, Andrew's coming had been loudly heralded. Born early in the week as a footnote in tropical weathercasts, Andrew quickly had evolved into a full-fledged hurricane, and a wicked one at that. As the storm took aim directly against south Florida, early nonchalance gave way first to curiosity, then to concern, which in turn spun into fear as Andrew's incredible size and power became known.

As I had recently moved to Arizona after living five years in Miami, my thoughts were with the many friends I left behind in south Florida. Mary Searan met me at the airport with the news that several members of our sailing family had indeed suffered great personal losses, but that no one had been seriously injured.

Mike and Isabel Philips had lost their

Homestead home. Henry Rodriguez and his family had lost most of their possessions and their house was virtually totalled. John McKnight and his family told of a night spent in terror, huddled in a narrow hallway, while their doors blew in and part of the roof and a wall blew away. Brock Pecknoid reported a large hole in the front of his home. Severe damage occurred at Clive and Jan Mayo's house. The residence and business of Hank McDowell, our local Hobie dealer, was seriously devastated. Rick White and Mary Wells, who were in Ohio, had been desperately trying to find out the condition of their family and home in Key Largo, but communications were essentially cut off by the storm.

The list went on and on ...

THE DAMAGE SPREADS

As we left the airport, the power of the hurricane winds became clear. Numerous trees had blown over, and structural damage afflicted many surrounding buildings. However, the worst part of the storm had hit several miles to the south. Virtually isolated with no working communication lines, the National Guard had been posted at all major roads of entry into southern Dade county to prevent unauthorized persons from entering the area. One could only speculate on the true extent of the hurricane's damage.

I felt a sense of great frustration to be in the middle of south Florida during such a crisis, not knowing what I could do to help out. Reports began to surface that many families had lost everything. Mary began donating food, water and baby supplies to the Red Cross. Her efforts certainly were a good start, but I knew there must be other ways we could assist in the recovery process.

THE HEALING BEGINS

Mary and I made a few phone calls to Fleet 36 members who lived outside the area hardest hit by the hurricane. Sharing a desire to do something to assist our friends, we organized a team of people to visit Henry Rodriguez and determine what we could do to help repair his home.

Early the next morning, Mary and I met Henry and a group of fleet members. On hand were Glenn and Debbie Gelatt, Joe Robau, Bobby Bailly and Terri Lusk. Soon,

Dan and Gloria Lawrence drove up in a truck heavily packed with building supplies. Two contractor friends of Glenn's rounded out our work party as we set out toward the area most devastated by the storm.

SCENES OF CHAOS

Normally a 25-minute drive, the journey through South Dade seemed to take forever. Despite the coverage we had seen on television and in the newspapers, we were unprepared for the destruction we saw. Trees stripped bare of bark ... cement telephone poles snapped like match sticks ... people standing in lines to receive food and water ... the beating of giant Chinook helicopters ferrying in emergency supplies to nearby Homestead Air Force Base. A sickening smell of death hung in the air.

In awe, we slowed our caravan as we passed what used to be a mobile home park, but was now just a junkyard of twisted metal, plastic and human memories. Across the road, a former citrus orchard was doing a fair imitation of a Christmas tree grove. The sheer power of the hurricane winds had wrapped pieces of metal and bright plastic around the twisted remains of stumps and branches.

Few natural features or man-made structures had survived Andrew's carnage. As we approached Henry's home, we entered into "ground zero" — a scarred belt of land that suffered the full fury of the hurricane's eye. We passed many demolished abodes, and could only imagine the terror felt by the occupants as their homes were literally shaken from their foundations.

PORTRAITS OF DISASTER

In lieu of the nonexistent power or telephone service, spray paint became a key means of communication in hurricane-devastated south Florida. Without street signs or familiar landmarks to guide even lifelong residents, almost every house had its address and the name of the appropriate insurance carrier brightly painted across its front side. A message of desperation scrawled in spray paint screamed from the walls of one storm-demolished home: **HELP! Send Food And Water!**

In the midst of this great natural calamity, some people bravely found a lighter side. A suburban tract of homes had suffered severe damage, and most homeowners were living in tents in their own backyards. Bristling in light of allegations that construction flaws had caused much of the damage to their homes, one homeowner had erected a large sign in obvious disparagement to the scruples of the wealthy developer.

Many homeowners refused to leave their wrecked homes, fearing loss of their sur-



TERRI LUSK



viving possessions to looters. Their spray-painted creative warnings put would-be thieves on notice: "You Loot, We Shoot."

NIGHTMARE IN HOMESTEAD

Leading our caravan, Henry stopped at an address I did not recognize as his house. The dwelling had been that profoundly changed by the hurricane.

What once was a beautiful home in rural Homestead flanked by nurseries and a lime tree grove now stood out starkly on a barren landscape. All vegetation was gone. Every window was broken or gone. The doors had blown open off their frames, and the roof had been wounded with gaping holes. The interior of the home had been pounded by hurricane-force winds, which ripped apart the furnishings and personal effects, making it difficult for us to maneuver around. The ceiling had collapsed, and a sticky mixture of wet plaster and pink fiberglass insulation covered everything in sight. It was your basic nightmare.

Out in back, we tried without success to visualize the fury of a storm that could make a whole orchard disappear, down to the roots of each tree. Henry's neighbor, who failed to pay heed to both dire warnings and good sense, stayed in his home throughout the entire storm. He told of huddling in a closet while watching several of Henry's lime trees blow right through his front door and out the rear of his home. Worse yet, this man watched while concrete shingles slashed through his walls, made lethal weapons by the sheer power of the high winds.

We were saddened to learn the venerable Fleet 36 committee boat, which Henry had been gracious enough to keep at his home, had finally met its end. You could see the rut where the wind had blown the heavy boat and its trailer 50 yards into a neighbor's field, only to turn right around and blow back into Henry's yard when the wind shifted direction on the other side of the hurricane's eye.

In the midst of the strewn rubble, Terry Lusk came across a bag of baseball gear belonging to some Little League catcher

named David, whose prized possessions must have careened in from a far-away neighborhood.

REBUILDING NEW MEMORIES


After dealing with our curiosity and awe, we set up our equipment and tools and began our efforts to repair Henry's home. Our spirits hit high gear when we peered into Henry's garage and saw his Hobie 18, buried there in the rubble, but miraculously still in-

tact. It was pinned under the weight of the garage door, which had blown in under the pressure of the wind. After removing pieces of the collapsed ceiling and light fixtures to free the boat, we all cheered loudly when we finally pulled the Hobie out to the light of day. We knew Henry's Hobie and we would see better times ahead.

Rain clouds were threatening on the horizon as we did our best to patch the roof. Across the street, we observed other homeowners working frantically to make basic roof repairs before the expected weekend rains arrived. After two days of intense labor, our team successfully drew in Henry's roof with tarpaper and secured the windows and doors.

As we finished our repairs, we realized we had grown closer through our shared effort. We now looked upon our companions in a different way than we had come to know one another during all the years we had spent racing our boats out on the water.

As we quietly passed through the devastated neighborhoods of Homestead and Coral Gables during the long trip back home, each of us knew the task of healing south Florida would take thousands of days just like the last two we had spent together.

Each of us, however, found solace and hope knowing we had shared in some small way in a beginning. 



A Letter of Thanks

Dear Friends,

Like anyone who has worked as a fireman for the past 10 years, my emotions have become a bit hardened in order to deal with the everyday stress and pain I face on the job.

However, Rhonda and I were unable to fight back the tears brought by the joy of seeing our friends showing up at our home bringing fencing and roofing materials, and most importantly, bringing many helping hands, all part of the Hobie family.

Our gratitude to the people who helped can never be fully expressed. It took them two days to string a fence, make temporary repairs to the roof, and secure the windows and doors. However, their greatest contribution was to let us know that the friends we make out on the water will be there for us in the rough times, as well as the good.

Thank you once again.

Henry and Rhonda Rodriguez
Hobie Cat Fleet #36

It's Never Too Late To Help

Donations to the victims of Hurricane Andrew may be sent to the following addresses:

American Red Cross Hurricane Relief Fund
1675 N.W. 9th Ave. • Miami, FL 33136
(305) 326-8888

"We Will Rebuild"
Miami, Florida 33121
(800) 354-3571



Handle It!

How To Get Your Hobie Honking, Part Three

BY RICK WHITE

After you finish this last in a three-part series of articles, we suggest you do what the author advises at the end of his sailing seminars; get out there and practice. All together now: ready, set, HONK!

We have spent the first two parts of this series on getting the "loose nut on the tiller" (the sailor) working properly. Now, it's time to tweak out a little more boat speed. That is accomplished by pulling on a few strings.

THE MAIN

It is difficult to discuss the mainsail without touching on the mast as well. And while we are talking about the mast and mainsail, we certainly can't omit the strings that control them. Those strings come in two categories: standing rigging and running rigging.

Standing rigging refers to the forestay and sidestays, the diamond wires and spreaders — or items that hold up the spar and are permanently attached to the boat. Running rigging refers to the sheets, travelers, downhaul, outhaul, barberhaulers and mast rotation control lines — or devices that control the trim of the sails. All these wires and lines can be used separately or in combination to shape your sails.

STANDING RIGGING Forestay And Sidestays

The forestay and sidestays can be adjusted to allow your mast to lean aft, forward, or straight up and down; and can adjust the rig to be either tight or loose. However, none of these adjustments actually has an effect on the mainsail itself, with one exception.

If the rig is too tight, it will prevent your mast from rotating freely, because there will not be enough slack in the stays to allow them to wrap around the mast when it is rotated. Inability to rotate your mast to at least 90 degrees, and preferably 110 degrees (20 degrees forward of the main beam), definitely can affect your sail's performance when sailing downwind. We'll talk about this situation later under mast rotation.

Don't think that by tightening the rig your forestay will be tighter and therefore allow the boat to point higher. The tightness of a forestay is the consequence of a tight mainsheet. No matter how hard you tighten your rig, when the wind blows, you can look over and see the leeward sidestay flopping around. Tightening the forestay is the job of the mainsheet only.

There is no good reason for having a tight rig. However, you need not go to the other extreme and have a sloppy rig, either.

Mast Rake

If you are sailing a boat with an asymmetric hull (i.e., a Hobie 16), you should rake the mast fairly far aft. Since these boats do not have daggerboards or centerboards to create underwater lift, they utilize their rudders for that purpose. Raking the mast back pulls the center of power aft and puts the lateral water load on the rudders. Thus, the rudders become the boards.

On the other hand, if you are sailing a board boat (i.e., the Hobie 20 or 18), you need not rake the mast at all. A few years ago all the hotshots raked the masts back even on the Hobie 18 and did well. Other hotshots kept the mast straight up and down and also did well. Go figure!

One of the main schools of thought today is rather than using only your boards for lateral resistance and underwater lift and the rudders only to steer, use the rudders in that capacity, too. But not very much. If you load up the rudders too much by pulling your mast back, you also create helm. And helm can mean drag.

It is obvious as the center of power moves aft on the boat, the boat will want to weathervane into the wind. To stop the boat from trying to head up to a weathervane position, the helmsperson must turn the rudders to force the bow back away from the wind, resulting in weather helm or ruddertrack. (See "Helm Vs. Ruddertrack" sidebar.) The latest idea is to rake the mast back, so there will be a slight weathertrack of one or two degrees at most on board boats.

Mast Rake For Stability

Raking the mast aft can be a great stabilizer if you are sailing in heavy air, yet there is evidence it does reduce power. The question is, do we want to rake our mast back and reduce power, and add drag from the rudders when we create helm or ruddertrack? It wouldn't be wise to reduce power and increase drag in light-to-moderate air, but it may be a good move in heavy air, when we are overpowered anyway.

Diamond Wires

Most masts have spreaders and wires called diamond wires. They control the bend of the lower third of the mast. If you slacken the wires, the mast will bend more. If you tighten them, the mast will bend very little.

Why bend at all? Well, bending the mast is what flattens the sail. If you are going to be sailing in heavy air and need to depower the rig, slackening the diamond wires is a good way to flatten and depower the sail, thus making the boat easier to handle.

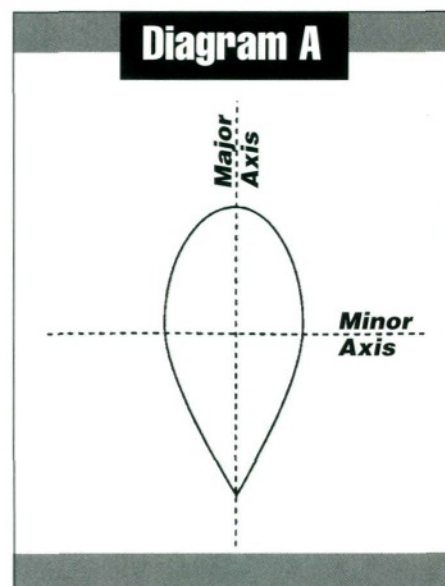
If you rotate the mast more with slack diamond wires, it will bend on its minor axis, and therefore bend a lot more. If you do not rotate your mast at all, it will have a tough time bending at all on its major axis. (See Diagram A.)

Although this over-rotation technique can do the job of flattening out the sail, it has two disadvantages:

1. If you do NOT rotate the mast to 90 degrees, you get less flattening effect and the mast bends into the slot between the main and the jib, interfering with air flow.
2. If you DO rotate the mast to 90 degrees to achieve maximum flattening, the mast presents too blunt an entry into the wind, causing drag, as well as creating turbulence along the windward side of the sail.

Another major problem with loose diamonds is that you are limited in the amount of fullness you can put back into the sail if the wind lightens up.

With tight wires, the mast will stand pretty straight. If the wind is heavy, the sail will stay very full and powerful. Even if you rotate to 90 degrees, you still will get little, if any, bend in the mast, and the sail will not flatten and depower. Thus, you may find



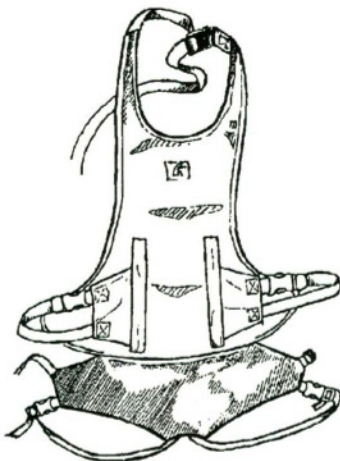
Since 1969

GEAR YOU CAN TRUST



WIND TOP

By Murrays. Wind and spray protection. Hard-core, stylish and comfortable. Colorful nylon shell with neoprene collar and wrist seals. Elastic waist. Made in the USA. Sizes S, M, L, XL.



RACE HARNESS WITH BACK SUPPORT

By Murrays. Comfortable support provided by unique integral back support system. Durability and traction assured by 1000 denier Cordura® seat. Features include; padded leg loops and adjustable hook height control. Color: blue/black, purple/black or black/purple. Sizes: S, M, L.

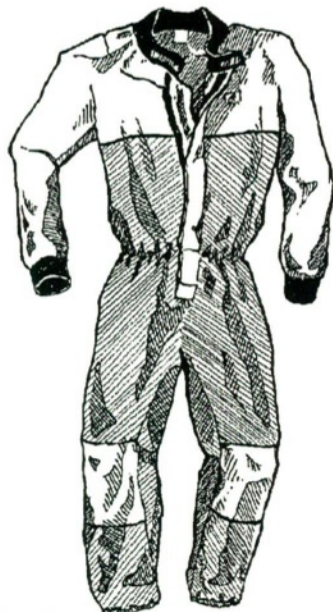
STAINLESS SPREADER BAR

This 10" spreader is the strongest, most comfortable trapeze hook system! Wide hook system greatly enhances comfort by reducing hip squeeze.



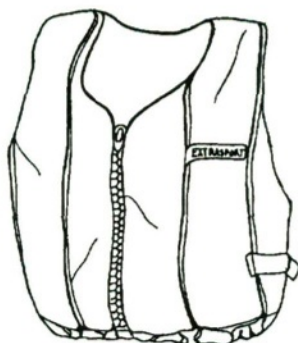
LONG JOHN & JACKET

From Murrays. Designed for sailing a catamaran. New cut, new fit, new features, new benefits, new colors will help to keep you warm, comfortable and looking good for a long time! Men's and women's sizes.



WIND SUIT

By Murrays. Extremely versatile suit to be worn over a wetsuit for added warmth or over light underwear for abrasion, sun and spray protection. Coated nylon material is waterproof. Neoprene collar and wrists seal out wind and water. Knees and seat are reinforced. Elasticized waist and ankles assure a neat and secure fit. Made in the USA. Blue/purple or red/grey. Unisex sizing: S, M, L, XL.



EXTRASPORT CHALLENGER PFD

Short-waisted vest is designed for a comfortable fit and freedom of movement. Adjustable side straps and elasticized waist reduce ride-up and provide a more personalized fit. USCG-approved. Blue, red or yellow. Sizes XS, S, M, L, XL.



COFFEY MARINE BRIDLE VANE

The most popular bridle vane for H-14/16! Adapters available for H-18 and Harken roller furling drums.

WINDSHEAR

Handyman and sailmaker in a tube. Make permanent repairs on

Mylar® and Dacron®

sails. Use as

sealant, threadlock, wetsuit boot sole repair and more... Dries to a clear and flexible thermoplastic substance with impressive adhesive qualities. Usable within 2-8 hours, full strength in 24 hours. 4.5 oz. tube.



From The People You Trust
Your Hobie® Dealer

difficulty depowering in heavy air with tight diamond wires.

And Now The Prebend Theory

For all the Hobie 20 owners, here is how this theory works: By raking the spreaders aft and over-tightening the diamond wires to an extreme degree, you force the mast to bend on its major rather than minor axis. The diamond wires actually are bending the mast only to a small degree; they really are only "prebending" it. They just seem to get things started bending in the right direction.

With the prebend theory, rotating your mast to 90 degrees to facilitate bending to flatten and depower your sail is no longer necessary.

After tightening the wires without the sail on the mast, you should be able to run a tight string between the points on the mast where the diamond wires attach and notice a bend of about 1/8-1/4 inch at the deepest point. That really is not too much.

Downhauling and sheeting actually cause the bending to occur. Rotating your mast to 90 degrees to facilitate bending to flatten and depower your sail is no longer necessary. You can set your mast rotation so the trailing edge of the mast is pointing in the vicinity of the sidestay at the angle which gives the mast and sail the best entry in the wind, and at the same time retaining a smooth transition between mast and sail where they meet.

In other words, without touching your mast rotation to flatten your sail, all you have to do is downhaul and sheet. If you want a fuller sail, simply ease the downhaul and don't sheet quite as hard.

This technique not only takes the fullness out of the sail, it takes it out where the jib overlaps, thereby helping the slot effect. The best part is that no matter how much you bend the mast, it will not bend into the slot. The bowing of the mast is to windward, away and out of the slot. This position allows the jib to come in slightly tighter and enables the boat to point somewhat higher. (See Diagram B.)

RUNNING RIGGING Downhaul

The downhaul has become a major factor in flattening the mainsail. This concept holds true regardless of other adjust-

ments you have made, and whether you bend your mast on its minor or major axis. When trapezing no longer holds the boat down, the first string to pull is the downhaul.

The new rule for the Hobie 18 allows a 6:1 downhaul system, which is helpful, but nevertheless a very conservative step forward in rules for the boat. You can go to a regatta and still see tons of boats with the simple 3:1 system. I believe the ratio should be 6:1, as the rules allow. You need all you can get.

It is best to set up the downhaul so you can pull it from either side and from the trapeze. That way when you see a puff coming, the crew can crank down on the downhaul. Then, when the puff hits and everyone else is wildly flying a hull and not going forward, you are sailing flat and fast.

Off the wind, you want to ease the downhaul to allow the mast to stand straighter and thereby get the mainsail full again.

As you can see, the downhaul is the magic string to pull — the ultimate way to change gears.

Outhaul

On sloop rigs, the outhaul should be tight on all close-hauled courses. You want to reduce any possibility of the jib backwinding the mainsail. So never, ever ease the outhaul on a beat — it only will slow you down.

You might not notice any signs of backwinding. There's a good reason for that. Backwinding shows no signs at all. You just go slower than the other boats. I have heard some sailors assert they can tell they have backwinded when the sail material shows a little luff, or the mast wants to rotate the opposite way. When it is already to that point, that is not just backwinding, that is a disaster. You can be backwinded long before those effects show and not know it, so beware of the backwind effect.

Off the wind, you do want to release the

outhaul. Doing so will allow the lower half of the sail to get a bit fuller. That fullness will not close off the slot effect and there will be no backwinding of the mainsail. Off the wind, you want all the power you can get.

Mast Rotation

There are two reasons for rotating the mast. One is that rotation can help create the most aerodynamic entry into the wind, both upwind and downwind. The other is that when the mast is rotated going to weather, it can more easily bend to flatten the mainsail, if you are not using prebend.

The question is how far to rotate the mast. The best way to determine the ideal rotation is to lay your head right at the base of the mast with your mainsail rigged and sheeted the way you want it. Now, look straight up the leeward side of the mast. You probably will see where the mast/sail junction has an indentation.

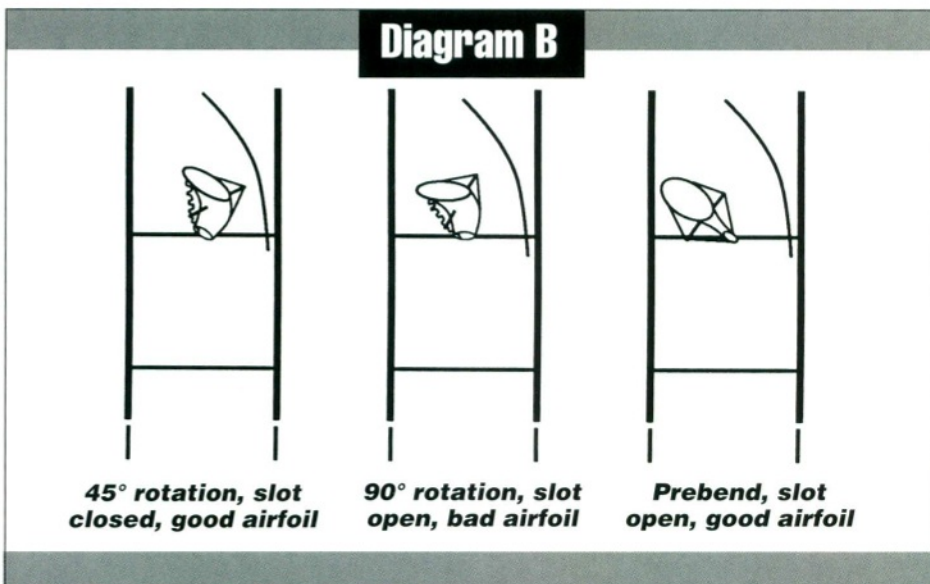
Slowly rotate the mast around close to 90 degrees and then back again. You will see the indentation disappear and reappear as you rotate back and forth.

You want to set your mast rotation so the indentation is totally gone, and the entire mast and sail appear as one piece — like the leading edge of a DC-3 (an old cargo plane that developed more wing lift than most airplanes past and present). Then, mark the place where it is set.

The rules of thumb upwind are:

- For the flattest sail possible, rotate closer to 90 degrees.
- For a fuller sail, rotate only until the trailing edge of the mast points to the sidestay.
- For a mast with prebend, rotate no more than necessary to keep the smooth mast/sail transition. Leave it in that position for conditions upwind.

Going downwind, you are looking for that same smooth transition between mast and sail. That usually translates into rotating the mast to a position forward of the main beam, around 110 degrees.



TELLTALE SIGNS

And How To Use Them

Telltails are aptly named, because they do just that — tell us what we cannot yet see. They indicate what the wind is doing on the sail.

WHERE TO PUT THEM

On your jib, place a pair of telltails (one telltale on each side of the sail) on each vertical third of the sail, approximately 9-12 inches back from the luff. (See Diagram.)

On the main, place telltails on the first panel above the hounds, or the area where the sidestays and forestay join on the upper portion of your mast. (You want these telltails above the jib so they will get undisturbed air.) Place one telltale on each side approximately 12 inches aft of the luff. From that position go about halfway down to the tack, and place another set of telltails approximately 12 inches aft of the luff.

That's it for telltails on the sails. You need no more — these will do it all.

WHAT TALES TELL US

Assuming you are sitting on the windward side of the boat, if the telltale on your windward side or the front telltales act up, they indicate the sail is luffing. If the telltales on the back side act up, the sail is stalling.

Corrections for the luff could be to sheet the sail in tighter, or steer the boat away from the wind. Corrections for the stall could be to ease the sheet for the sail, or steer the boat closer to the wind.

Obviously, there are two options to correct the angle of the wind to the sail; either by trimming the sheet to the sail, or by leaving the trim alone and steering to make the correction.

These are the basic principles of telltales. Following the rules would be easy, except for one thing. We are not dealing with just one set of telltales — we have two sets on the jib and two sets on the mainsail. All four sets must be tuned to each other — like a barbershop quartet.

TUNING THE SAIL BY TELLTALES

Going Downwind

To sail most efficiently downwind, you need to set your sails perfectly and then steer by the telltales, leaving the sails in one position. You have two sets of mainsail telltales, upper and lower. The lower set is controlled by the traveler, and the upper set is controlled by the mainsheet.

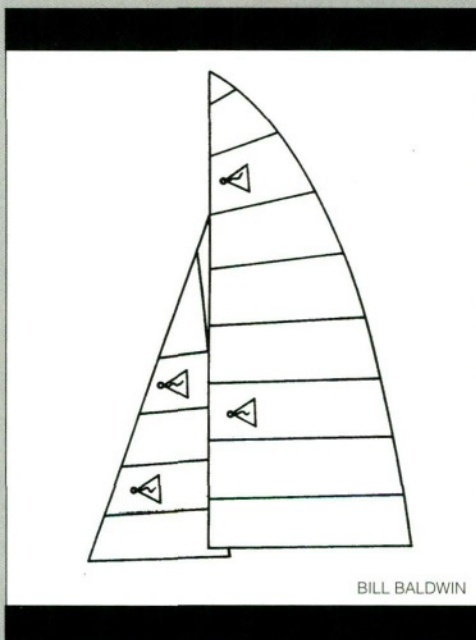
Ready? First, ease all your sails and traveler and begin sailing with the apparent wind at 90 degrees. In other words, keep your bridle fly pointing at 90 degrees to your boat.

Then bring your traveler in until the lower backside telltale on the mainsail is

acting up (stalling). As soon as it starts to act up a bit, ease the traveler off until that telltale begins to flow; then cleat it.

Next, trim in the mainsheet until the upper backside telltale begins to act up; then ease the sheet until that telltale begins to flow; and cleat it. Your main is now set perfectly to get the most power for that point of sail.

Follow the same procedure with your jib. Either by hand-holding the jib or by barberhauler, trim the clew of the jib in until



The four sets of telltales must be tuned to each other like a barbershop quartet.

the bottom backside telltale acts up; ease the tack back out until that telltale flows; then set it. Next, trim down on the jib until the upper backside telltale begins to act up; then ease up until that telltale begins to flow; then set it.

Now your jib is set perfectly also. It should be set exactly the same as the mainsail. That means all telltales, on both the main and jib, either should be flowing all at the same time, stalling all at the same time, or luffing all at the same time. Simply by watching any convenient set of telltales, you in effect watch all of them.

All you have to do is steer by the telltales and keep them flowing. You want to keep them from stalling at all cost, luffing very

little, and flowing all the time. The sails are set uniformly to each other in their most powerful position, so you simply use them.

Going To Weather

The same technique applies to the boat. However, you do not have to worry about the traveler telltales. Simply bring the traveler to center while going to weather (unless you have to ease it in heavy air to depower, of course). Otherwise, the traveler always will be centered.

With the boat sailing close-hauled, trim the mainsheet until the upper backside telltale acts up; then ease the sheet until that telltale flows; and set it. The main is at the optimum power setting. As for the jib, run your travelers in and/or aft until the lower backside telltale begins to act up; then ease it back until that telltale flows; and set it.

The next step is the sheet. Trim in until the upper backside telltale begins to act up; then ease until it flows; and cleat it.

Congratulations — now you have optimum power to go to weather. All the telltales are doing the same thing — luffing, stalling or flowing in unison. What's left for you to do? Simply steer the boat.

TELLTALE HINTS

Steering To Control Flow

- If the windward telltales act up, turn away from the wind (head down).
- If the backside telltales act up, turn into the wind (head up).

Sheeting To Control Flow

- If the windward telltales act up, sheet in tighter.
- If the backside telltales act up, ease the sheets.

Easy Ways To Remember What To Do

- If you are sheeting to control flow, move the sail TOWARD the telltale that is acting up. In other words, if the back telltale acts up, let the sail out (toward the culprit); if the front side acts up, pull the sail in (toward the bad telltale).
- If you are steering to control flow, turn the bows away from the telltales that are acting up. If the back telltale acts up, turn more into the wind (away from the bad telltale). If the front-side telltale acts up, turn the bows away from the wind (away from that telltale acting up).
- In still another variation of steering to control flow, move your tiller toward the side acting up. If the backside telltale acts up, push your tiller away from you; if the front one acts up, pull your tiller toward you.

—Continued on page 37

SHOW

• T O P



ORE

LEASE •



BOARDWALK AMUSEMENTS, NORTH WILDWOOD

THE NEW JERSEY WILDWOODS AREA OFFERS BEACHIN' FUN

BY RICH MCVEIGH AND
MARK SANTORELLI
PHOTOGRAPHY BY WALTER
CHOROSZEWSKI

Looking for a different place to vacation; one that offers natural beauty and exciting night life? Preserved historic sites and white sandy beaches? Snow-covered trails in winter and camping, hiking and exciting water sports the rest of the year? Have you considered New Jersey? Its warm summers and cold winters provide a diverse base of recreational activities. The state is composed of five regions, each displaying a unique environment for visitors and residents.

Five Easy-To-Like Pieces

The Skylands region of New Jersey's northwest features the natural beauty of forest-covered mountains. Abounding in wineries and horse ranches, the area is popular among skiers, hikers and fishermen.



STATE HOUSE GARDENS, TRENTON

IN A RECENT
SURVEY, NORTH
WILDWOOD WAS
RATED AS THE
NUMBER ONE
SPORTS BEACH
IN THE
NORTHEAST.

Directly to the east is the Gateway region, commemorating the entrance point of generations of immigrants to America's shores. The Ellis Island Immigration Museum and Statue of Liberty are two focal points of the area. Theaters and art centers flourish in the Gateway region, which provides a home to many commuters in and around the "Big Apple," New York City.

Just to the south lies the Delaware River region, filled with historic reminders of our country's birth. The state capitol is located here, as are sites of several battles, including George Washington's famous crossing of the Delaware river.

The Northern Shore comprises about half of New Jersey's 129 miles of coastline. This area is made up of numerous small towns clustered on and around a series of barrier islands. These long, narrow islands create the large, shallow and windy bays so common on the "Jersey Shore," and provide the sites of several of Division 11's windier regattas. You can set your watch by the sea-breeze effect. Daily afternoon winds average well over 20 knots.

The Southern Shore is bordered in the south by Cape May's quaint Victorian bed and breakfast inns and Atlantic City's towering casinos to the north. Featuring scenic beachfront hotels and an excellent array of restaurants, the area is the most popular resort destination within New Jersey.

The Southern Shore also is known for its sport fishing, attracting anglers throughout the year. The surrounding waters are inhabited by more than 30 kinds of fish, including bluefish, marlin, fluke and sea trout. Cradled between the Atlantic Ocean and the Delaware Bay on the southern tip of New Jersey, three intertwined communities collectively make up the Wildwoods.

Wild And Woody

The Wildwoods' beaches are the area's best-known attraction, seven miles long and over 1000 feet wide. Appreciation for this coastline's natural beauty dates back to the days when the Lenni Lenape Indians inhabited the island, taking advantage of the refreshing climate and bountiful sea harvest. Beckoned ashore by these tranquil beaches were many a mariner and pirate. Tall tales are still told of the treasures of Captain Kidd said to be buried here.

Holly Beach Station is the downtown shopping area. Along streets lined with bradford pear trees, decorated with a cobblestone walkway and illuminated by Victorian lampposts, are many fine restaurants, nightclubs and specialty shops. A variety of events and festivals designed to amuse the whole family often are staged along this eight-block outdoor mall.

Food and nightlife are both exciting and plentiful on the island. Fresh seafood and gourmet delights from around the globe entice hungry patrons at over 300 eateries. After dining, locals and tourists can enjoy an eclectic mix of music, comedy, dancing and variety shows at more than 100 night spots.

Wildwood Crest is located on the southern end of the island. Although the youngest of the three communities, its beachfront motel strip is the envy of many resorts. Recent developments on this community's leeward coast make for a unique little town. With the Atlantic Ocean to the east and Sunset Lake to the west, this is one of the few communities with two shorelines.

Wildwood, the central hub of the island, boasts the largest amusement-filled boardwalk in the world. Over two



HOBIE RACING, THE WILDWOODS



HOBIE RACING, THE WILDWOODS

miles long, the wooden walkway rests alongside the beach and ocean. Early risers can be seen each morning riding bicycles or enjoying breakfast at seaside cafes. Under the glittering lights, couples and families love to stroll the boards, browse among hundreds of specialty shops, or try their luck at the many games of chance.

Attention thrill seekers! Over 100 dazzling rides pump up the hearts of vacationers every day during the summer. You can ride the east coast's tallest ferris wheel; a twisting, looping, 70 mph roller coaster; or a classic carousel. Practice your mark rounding skills on bumper boats. Hobie Catters who never get enough of the water will delight in the two oceanfront water parks.

Northern Exposure


North Wildwood is situated on the northernmost section of the island. A tiny fishing village called Anglesea marks the beginning of a history dating back hundreds of years. Anglesea still exists today as an integral part of Wildwoods, although the early fishermen's cabins have been replaced by modern luxury accommodations.

Located on the south side of Hereford Inlet, North Wildwood became an important shelter for vessels that plied the coastal waters. In 1872, Congress enacted legislation to finance a "small light-say of the fourth order," which brought the Hereford Inlet lighthouse to life. Operations began in 1874 and continue today. The 49.5-foot light tower and house are listed on the National Registry of Historic Places. A free tour of the building, which has been completely restored by the city, is well worth the stop.

North Wildwood's beaches are a nature lover's paradise. An abundance of unspoiled flora regales visitors to this scenic site where wild bayberries grow in great numbers on the 1500-foot-wide beach. In a recent survey conducted by "Travel Holiday" magazine, North Wildwood was rated as one of the 35 best beaches in the continental U. S. and the number one sports beach in the northeast.

A Great State Of Mind

We would like to issue an open invitation to everyone. Come sample the delights of our beautiful New Jersey shore.

Serenity, history and scenery set the stage for a wonderful vacation along the New Jersey coastline. As they say, one picture is worth a thousand words. The portrait of New Jersey you will get from Wildwoods definitely is "shore to please." 



HEREFORD INLET LIGHTHOUSE, NORTH WILDWOOD

THREE RINGS OF FUN

Division 11 To Host 1993 Women's Worlds and Hobie 16 National Championships

Division 11, home of 15 active Hobie fleets and 10 annual points regattas, has long been a strong Hobie Cat area. It is proud to host next summer's 23rd annual Hobie 16 National and Hobie 16 and 18 Women's World Championships. The events will be held in North Wildwood, New Jersey.

The wide beaches in this area make it possible to run a true beach regatta, including a large circus tent right on the beach. A professional promoter has been hired to assist in raising sufficient funds to make this event affordable for anyone who wishes to attend.

The Women's Worlds will be held August 19-21, followed by the U.S. Open 16 National on August 22-29, 1993. These in-season dates were chosen to allow more people to attend with their families. Ladies, too, are encouraged to bring their families to the Jersey Shore, where "good girls go sailing, and 'bad' girls go racing."

As of this writing, hotel accommodations have not been finalized. Not to worry: Wildwoods offers a complete range of locales, from luxury oceanfront condos to private rental homes.

Late August on the Jersey Shore means warm days in the low 80s, cool nights, and daily sea breezes up to 25 knots. Atlantic Ocean water temperatures range in the mid 70s. Large rolling waves prevail. Together, these ingredients make up the ultimate sailing machine — Jersey's lovely piece of the Atlantic Ocean.

Deals on Wheels

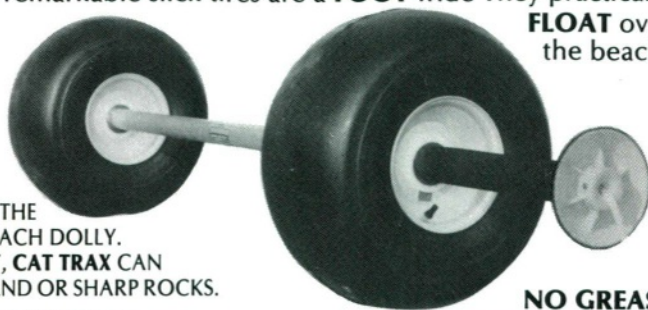
These SPECIAL PRICES Are Good Until February 28, 1993

\$40 OFF
CAT TRAX
WITH COUPON — REG. \$399 + Frt.

FOR 15 YEARS
CAT TRAX HAS BEEN THE
WORLD'S MOST POPULAR BEACH DOLLY.
AMAZINGLY STRONG AND LIGHT, CAT TRAX CAN
ROLL YOUR BOAT EASILY OVER SOFT SAND OR SHARP ROCKS.

— AXLE LENGTHS FOR 8'0" OR 8'6" BEAM —

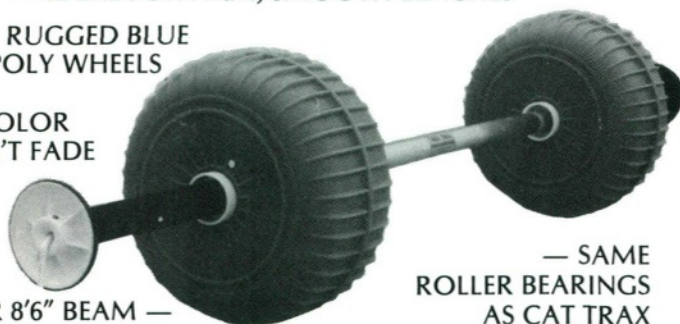
These remarkable slick tires are a **FOOT** wide They practically
FLOAT over
the beach!



NO GREASE
DELTRIN ROLLER BEARINGS

\$30 OFF
TIGER TRAX
WITH COUPON — REG. \$299 + Frt.

— IDEAL FOR FIRM, SMOOTH BEACHES
— RUGGED BLUE
POLY WHEELS
— COLOR
WON'T FADE
— ULTRA-
LIGHTWEIGHT
— AXLE LENGTHS FOR 8'0" OR 8'6" BEAM —

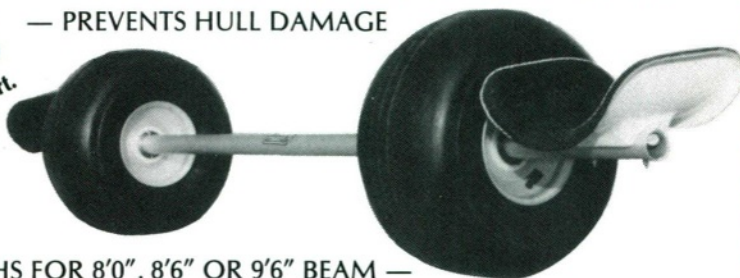


— SAME
ROLLER BEARINGS
AS CAT TRAX

\$50 OFF
CAT TRAX
WITH **CRADLES**
WITH COUPON — REG. \$499 + Frt.

— COMES IN AXLE LENGTHS FOR 8'0", 8'6" OR 9'6" BEAM —

— THE BEST SUPPORT FOR ROUND HULLS
— A PERFECT BOAT HANDLING COMBINATION
— PREVENTS HULL DAMAGE



\$25 OFF
CAT CRADLES
WITH COUPON — REG. \$119 + Frt.

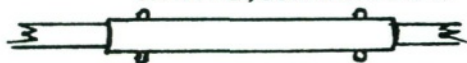
YOU CAN ADD THESE CAT CRADLES TO YOU CAT TRAX, TIGER TRAX
OR TRAILER AND GIVE YOUR HULLS MORE PROTECTION.

CRADLES ARE RECOMMENDED BY THE FACTORY FOR THE NEW
LIGHTER HULLS. Fastening Bolts and Instructions are Included.



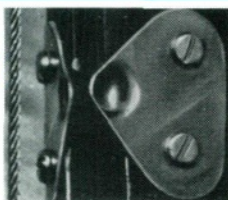
— ALL PRICES ARE U.S. DOLLARS —

\$7 OFF **AXLE EXTENDERS**
STRETCH YOUR AXLE
TO FIT WIDER BOATS
WITH ADJUSTABLE BOLTS.



8'0" to 8'6" BEAM — REG. \$35
8'0" to 9'6" BEAM — REG. \$45
8'0" to 11'0" BEAM — REG. \$55

\$5 OFF **SAIL TRAX**
REG. \$14.95 + Frt.
RAISE
YOUR SAIL
WITHOUT A SNAG!



SAIL TRAX FEEDS SAIL SMOOTHLY
INTO TRACK — PULLS UP EASILY
QUICK INSTALLATION INSTRUCTIONS

TAKE THIS COUPON (or Copy) to your Catamaran Dealer and use it like money on FLORIDA SAILCRAFT products before February 28, 1993. For location of dealers, call us at:

Name: _____ Adrs: _____

City: _____ State: _____ Zip: _____

Date: _____ Phone: _____ Boat Year & Model: _____

FLORIDA SAILCRAFT, INC. 1-800-292-9777 FAX (305) 761-9135 FT. LAUDERDALE, FLORIDA

Mark X by your deal to validate this coupon for discount.
☐ \$40 off CAT TRAX ☐ \$30 off TIGER TRAX
☐ \$50 off CAT TRAX with Cradles ☐ \$7 off AXLE EXTENDER ☐ \$5 off SAIL TRAX

HOBIE RACING



WALTER CHOROSZEWSKI

IN THIS SECTION

- Major Regattas
- 1992 Women's Worlds
- 1992 Hobie 16 National
- 1992 Hobie 20 National
- Racer's Edge
- Race Stories
- Race Results
- North American Region News
- IHCA Report

JANUARY/FEBRUARY 1993

MAJOR EVENTS

MAJOR REGATTAS

1993

Jan. 3-9	Hobie 16 World Championship Gosler, Guadeloupe	Bernadette Loffreda(33) 94.08.11.88
Feb. 4-7	Sail Expo '93 Atlantic City, NJ	Jane Tracy (401) 841-0900
Feb. 26-28	MidWinters West San Felipe, Mexico	Ron Palmer (602) 299-0609 Frank Mardel (619) 277-5152 Stoney Douglas (702) 376-4485
Mar. 20-21	MidWinters East Tampa, FL	Cliff Roche (813) 831-1565
May 29-31	Mid-Americas Area Championship Lake Texoma, TX	Fred Crowley (214) 867-2626 Pete Pattulo (214) 422-0025
July 31-Aug. 2	Canadian Hobie Nationals Gimli, Manitoba, Canada	Chris Aldridge (204) 885-3012
July 31-Aug. 3	Hobie 14 and 18 Nationals Jacksonville, FL	Gigi Moore (904) 335-9054
Aug. 5-8	Hobie 17 and 21 Nationals Jacksonville, FL	Gigi Moore (904) 335-9054
Aug. 19-21	Women's Worlds Wildwood, NJ	Rick McVeigh (908) 469-4770
Aug. 22-28	Hobie 16 National Championship Wildwood, NJ	Rick McVeigh (908) 469-4770

© Copyright 1993 HOTLINE Publications, Hobie Cat Company. Nothing may be reprinted in whole or part without the written permission of the publisher (includes illustrations, logos, photos, cartoons, etc.). Although HOTLINE photos may show models or sailors not wearing a personal flotation device, this magazine and Hobie Cat Company in no way condone or recommend sailing without life vests either on or in easy reach of every sailor, no matter what the level of experience.

SISTERS



PATRICK MCDOWELL

Turquoise Water And Sapphire Trophies Lead Ladies On A Merry Chase At Women's Worlds

INFORMATION SUBMITTED BY
SHIRLEY PALMER, DONNA
MATERNA AND JAN KETTERMAN

It was a Hobie Cat version of "My Blue Heaven" at Bear Lake, Utah September 9-11, 1992, where the AC-Delco/K-Mart Hobbie 16 and Hobbie 18 Women's Worlds attracted leading ladies of the sport from near and far. Motivated to journey from all over the U.S. as well as from Canada, Puerto Rico and South Africa by the uniquely competitive atmosphere and exciting success of last year's female-only event, 23 Hobbie 16 and Hobbie 18 teams competed under the sky-blue setting many called one of the most beautiful spots in the world.

It was a star-studded regatta from start to finish. A number of last year's top contenders, including Annie Nelson, Dorian Goldberg, Anne Tully, Jan Ketterman, Juli Inventasch and Donna Materna, were back ... and back in fine form. Several newcomers were drawn to the events as well; among them, Lisa Holman, who captured third place in the Hobbie 16 Championship.

Hosted by Fleet 67 on what participant Shirley Palmer described as "a jewel of bright blue water reminiscent of the Caribbean," both championships featured hot-and-heavy competition. The racing

was tight, indeed; in each event, only one point separated first from third place.

Follow The Leader

The heavy, gusty conditions that prevailed on Tuesday's practice day did not prepare teams for the extremely light and fluky winds that tested their strategic, tactical and boat-handling skills during the main event. Capsizes were the order of the pre-race day, but by the time racing began on Wednesday, winds were mild.

RC ran one race and sent sailors to the beach for lunch. Local knowledge said the wind would shift and build. Not this Wednesday. After lunch, only one more race was run before chase boats journeyed out to tow boats to shore in the fast-dying breeze.

Here is Hobbie 18 racer Shirley Palmer's eyewitness account of the rest of the series.

"Thursday turned out to be like Wednesday. This time RC suggested racers be fed lunch before going on the water. We were able to get in only three races in the light air. The second race should have been my throwout. First we blew the start. Then we understood A-mark.

"Sailing in third place in spite of all this, we headed for A-mark the second

EVENT SPONSORS

AC-Delco
POWERS THE
WINNERS



AC-Delco
Bear Lake West
Budweiser/Marty's Distributing
Duce Marine
First Security Bank
Ideal Beach Resorts
K-Mart
Milosport
MTA Resorts
Murrays Marine
Stohlquist Drysuits
Surf & Sail

time. As we discussed the layline, I turned to check the mark and nearly fell off the front of the boat. Hanging onto the tiller in desperation with crew Sue Lindley pulling me back on the boat, I tacked unintentionally. Fortunately we were at the layline and all was well.

"As we rounded B still in third and tallying up the damage it would do to our scores, we watched in wonder as the second-place boat headed for the finish. Skipper and crew were both confused and thought they had rounded C-mark. By the time they realized their error, we had passed them to achieve a second-place finish.

"It was getting late and the wind was light, but RC sent us off on a third race. I mumbled about race committees who delight in torturing racers. We rounded A, and the 16s were sent to the beach.

"RC continued to let the 18s race. But wait! We're in front. We rounded C still in first. We knew we had the fleet (all five of them) as no one could out-point us. We concluded RC was brilliant in allowing that third race, since we won.

"Friday was really quiet, with racers hanging out on the beach waiting for wind. Finally, at 4:00 PM, a race was started for the 18s. By the time we rounded A-mark, our race was abandoned. Shortly after, the 16 race was abandoned also and the boats were towed back. Knowing the results of our series, the 18 sailors had a champagne party on the beach provided by the winner, Gillian LaLonde of Canada."

Winners Get To The Point

Right behind Gillian LaLonde and Louise Cramer, who became the Hobie 18 champions with 6.50 points, was the second-place team of Shirley Palmer and Sue Lindley at 6.75, followed by Sarah Burton and Mary Quigley in third with 7.50.

The Hobie 16 series was equally close. Out of 18 teams, Dorian Goldberg



PATRICK MCDOWELL

and Laura Ferris finished first with 5.75 points. Not far behind was the AC-Delco team of Annie Nelson and Lisa Wong, 6.50; Lisa Holman and Stella Baker, 6.75; and Anne Tully and Ramone Stark, 8.00. (See Race Results for final points.)

Girls Just Want To Have Fun

The atmosphere at the Women's Worlds was distinctly female and fun. The warmth was ubiquitous, from the personalized signs near the regatta site greeting sailors by name, to the pool and dart game get-togethers, to the congenial awards ceremony in which exquisite gold and sapphire "Flying H" charms were presented to the top five finalists in each series.

Self-stylized "hippie chicks" Jan Ketterman and Genae Dohner took their ups and downs of the regatta in stride. As Jan related, "Tuesday was the BIG practice racing day. I say BIG because the wind was blowing 20 knots plus. Too bad our boat hadn't arrived, yet. We did get something accomplished that

afternoon. We went SHOPPING. Our slogan for that day was: 'When the wind gets blowin' 20, let's go spend some money.'"

Men Get Into The Act


Bear Lake was not off-limits to the men during the Women's Worlds. Their presence was welcome and their efforts were appreciated. According to Donna Materna, "PGA wannabees" Doug Campbell and Paul Ulibarri led the women in a beach golf tournament. Photographer Pat McDowell entranced his audience with spectacular slide presentations, while Tom Materna shot and showed great videos of the races. Many thanks go also to Dave Shearer, whose expert organizing skills came to the fore in his service as event chairman.

It's A Woman's World

Hobie 16 racer Donna Materna summed up the special ambience of the Women's Worlds as she thanked Fleet 67 organizers of the event: "You have given us great memories of camaraderie, challenging races, raspberry shakes, cows mooing all night, and the turquoise blue waters of Bear Lake."

Shirley Palmer agreed the event was special, saying, "If the lack of wind prevented the sailing from being as exciting as we might have hoped, the racing was certainly competitive. The only sad note was that on Saturday most of the racers headed back to their own parts of the world."

The talented female racers at this and previous years' events have proven women's racing is here to stay. As they (don't?) say, it's a woman's world ... at least once a year at the Hobie 16 and 18 Women's Worlds.

Join the sailing sisterhood next year, at Wildwoods, New Jersey. 



PATRICK MCDOWELL

JUST LIKE OLD

Good Friends Meet And Compete At Hobie 16 National



PATRICK MCDOWELL

EVENT SPONSORS

AC-Delco
POWERS THE
WINNERS



AC-Delco
Bear Lake West
Budweiser/Marty's
Distributing
Duce Marine
First Security Bank
Ideal Beach Resorts
K-Mart
Milosport
MTA Resorts
Murrays Marine
Stohlquist Drysuits
Surf & Sail

BY HANNAH POTEAT

They came northeast through beautiful Logan Canyon and over the Wasatch Mountains crest. They also journeyed westward across the Green river of Wyoming. Some crossed the Wasatch Plateau to the south. Still others trailered their gear from Montana and Idaho to the north.

Who were these intrepid adventurers? Indians? Pioneers? Mountain men?

No, these were the 84 teams bound for Bear Lake, Utah, site of the 1992 AC-Delco/K-Mart Hobie 16 National Championship. They came from all over the United States as well as from Canada and even Guatemala to compete on a sapphire-blue lake rimmed with gold-brown mountains.

They awoke daily to a brilliant sun and tumbled into bed at night under a western

canopy of stars. Most were too tired and worn out to savor the scenery, for along with all the incredible vistas, was also ... WIND!

Racers Bear Down To Face The Wind

And so we were welcomed to Bear Lake for a week-long test of physical stamina, racing tactics and mental perseverance. Three days of racing at 6,000-plus feet in winds ranging from 15 to 22 knots with gusts over 25 made for plenty of excitement and challenges.

After a Monday night welcome party that didn't want to end, the teams gathered Tuesday, September 15, to receive their race assignments and meet the trail bosses of this roundup.

Tuesday's races began soon after the skippers' meeting. Wanting to take advantage of a wind that continued to build, race chairman Paul Ulibarri (P.U.) didn't send the sailors back to the beach until late afternoon. Breakdowns and capsize plagued many competitors as they tried to deal with winds funneling through the canyons, around the mountains and across the lake. Tactics became critical as racers headed from one mark to the next, striving to position themselves to benefit from the very significant wind lines.

P.U. relied on the established format of dividing the competitors into four groups and having two groups start together, with two separate starts for each race. Winners of the six starts on Tuesday were Keith Christensen and Chris Yeneman (CA), Pat Porter and Darcy Blessing (CA), Dan Delave and Linda Leon (CA), Ted and Annette

Jagger (MN), Steve Leo (CA) — who got the award for having the most crew changes, and Mike Shearer and Mary Tuckett (UT).

Tuesday night the event host arranged an authentic western chuckwagon dinner. It was a great success. While a large crowd stayed at Sweetwater Resort for the NAHCA annual meeting, an adventurous group climbed aboard wagons for the trek back into a canyon and a delicious meal, complete with bandits and a shootout! This event was so popular it was repeated the next night for those unable to attend on Tuesday. Although great fun, the ride was a chilly reminder that while you can wear shorts and T-shirts during the day, Utah temperatures do drop dramatically at night.

Tension Mounts

Wednesday's races were sailed in 20-plus winds, with some puffs over 25. Only two races were sailed, however, since the winds didn't come up until early afternoon. Winners on Wednesday were Curt Christensen (watch out for younger brother Keith!) and Shala Youngerman (CA), Tom Materna and Debbie Brown (CA), Alan Egusa and Annette Stucky (CA), and Bob Seaman and Cindy Margetts (CA).

Thursday's racing began in winds close to 20 knots, which quickly fell to nothing. With just one race completed, boats floated to the beach. The standings were on everyone's mind. Egusa and Stucky and John and Linda Hauser (CA) had won their respective starts.

Tension filled the banquet room that night as competitors waited anxiously for the standings to be announced. In first place was the team of

TIMES

Egusa and Stucky, followed by Seaman and Margetts, only 1/4 point behind! Close on their heels were defending champions Keith Christensen and his crew Chris Veneman, only 1-1/4 points out of first. The race for the title most assuredly would be tight. Forty-two boats made the cut.

The second half of the fleet now comprised the silver fleet, which would have its own course and races, run by Sandy ("Let's try a 7 twice around") Banks. To make things more interesting, all silver racers would start with a clean slate.

Friday dawned sunny, warm and still. Racers reclined apathetically on tramps and indulged in half-hearted frisbee games. Tension mounted as the day wore on and the lake remained perfect for waterskiing.

Suddenly, out of nowhere, it came — WATER BALLOONS! An east-coast contingent headed by Mimi Appel and Gigi Moore attacked without provocation those beautiful Californians lounging around looking good on the beach. Of course, just to make it fair, Ulibarri was lured to the beach by a distress call, so he, too, could receive an appropriate dousing.

Tight Finish

On Saturday, P.U. understandably decided the last thing he wanted was bored sailors on the beach, so he sent them off for two races in light and shifty winds. Sailors confronted genuine lake sailing, with wind lines and wind shifts affecting everyone. Mental sharpness was vital. The final race was a tight contest between Egusa/Stucky and Annie Nelson/Shirley Gresham (CA). Egusa had to put four boats between

himself and Christensen/Veneman, who had suffered a poor start. Unfortunately, Egusa headed for the wrong mark after rounding B and dropped out of the chase for the lead.

Meanwhile, Christensen sailed flawlessly and moved up to third. Nelson held on for the win, but Christensen's third place to Egusa's second gave the title once again to the Long Beach team of Keith Christensen and Chris Veneman. (See Race Results for final points.)

Old Friends And New Faces

The finals banquet Saturday night was a festive event with delicious food. There were lots of tall tales told — Texans do not have a monopoly on them!

A special aspect was the presence of so many children, all having a wonderful time playing and dancing around. Two brand-new members of the Hobie family were there — Daniel Forgrave (son of John and Marci) who was only seven weeks old, and Cody Alter (son of Jeff and Laurie), who arrived in Utah all of six days old!

The awards ceremony provided an opportunity to thank the many volunteers and the sponsors. The generous support of AC-Delco and K-Mart was instrumental in making this a wonderful event. Also, many, many thanks for long hours and wonderful organization to Dave Shearer, Steve Phipps, Marie Phipps, Ted Biehn, Kevin Batchelor, Jaye Carlson, Jean Campbell, Bill Ware, all of Hobie Fleet 67, and to everyone who helped put together this week of unbearable fun. Please invite us back. 



PATRICK MCDONNELL

A Class Reunion

BY DAVE SHEARER
1992 HOBIE 16 NATIONAL EVENT CHAIRMAN

This is a letter of thanks from a now-retired sailing event organizer to Fleet 67, the many volunteers and competitors who attended the 1992 AC-Delco/K-Mart Hobie 16 National and North American Area Championships. After 22 years, the Hobie 16 National is still one of the premier sailing events in the United States.

1992 brought many new faces to Hobiedom. For several of the "Old Timers," however, Bear Lake was our class reunion. Many friends returned for the first time in several years. Hobie and Susan Alter made a guest appearance at the event. Watching Hobie give out the trophies at the awards ceremony made everyone feel good to have him back.

Doug Campbell returned to offer his sage judging experience. Also, there was the man who gave birth to the World Hobie Class Association. Sandy Banks came out of retirement to lend his expertise to race management. Although being the haunt of many premature starters, it was a real thrill to see him sighting the line and hear his voice on the radio again. Thank you, Sandy. The Class Association owes you a great deal.

Still around on the race trail was Mother Marie. I say this with the most sincere affection. Marie Phipps was appointed the mother of Fleet 67 a few years back. She advised us, matched us off, married us (fleet marriages hit an all-time high last year) and scolded us for being bad. Mother Marie, in addition to providing wonderful lunches at the regatta, always was there to tell us to bundle up, eat our vegetables and play nice. Oh, and there was hell to pay for curfew violations.

Cat Club Camaraderie

Wind problems (as in not enough and none) midway through the racing turned out to be no problem for anyone ready to venture from the water to the green (make that the brown). Paul Ulibarri organized the first beach golf tournament of the 1992 National, with Annie Nelson, Doug Campbell, A. J. Galway and P. U. himself providing some stiff competition.

Once the winds stiffened up, the golf game broke up, too. The racing continued for a couple days, until another lull brought back the golf.

On a personal level, I really enjoyed participating in this event and I was proud of my brother the sailor, Mike Shearer. I also was impressed with all members of Fleet 67. Although a small and new fleet, the sailors spent two years of planning and thousands of hours to pull off this event. Their time and effort clearly showed.

Being with the boys and girls of old was a kick. Nothing against all you newer guys, either. That's what makes Hobie Catting so enduring ... the ever-changing and yet still-the-same great blend of people and personalities, on and off the water.

Long live the Hobie 16 and all the fun that goes with it!



All work and all play made for a far-from-dull week in September at South Lake Tahoe, site of the 1992 USSA Alter Cup Championship and 1st Hobie 20 National. Directly translated as "lake of the crooked winds," Tahoe set the scene for a straight-out grand time.

"Just like a Hobie event of old," were the words one participant used to describe the ferocious competition amid the full-of-fun atmosphere permeating the two Hobie 20 events. On-the-water feats of sailing brilliance were matched by off-the-water antics and a general aura of boon companionship ... not to mention lots of high jinks and low humor.

Later, to the racing; but first, let's get to the fun!

A Peak Experience

In much more than mere geography, Tahoe is one of the high points in the United States. The area is breathtakingly beautiful 365 days a year, but its grandeur takes on added glory in autumn.

Host hotel Richardson's Resort was the perfect complement to the magnificence of the site, offering comfortable, quaint surroundings. Cozy cabins with wood-burning fireplaces and no phones or TVs provided a nice respite from the real world.

Richardson's and Tahoe have it all — and the sailors attending the two championship events were happy to indulge in everything, from the superb gourmet food to the scenery, shopping, sporting and gambling opportunities just minutes away. The weather obliged, too, with only one below-freezing night amidst daily warm spells, with temperatures climbing into the high 80s.

Even when the weather was not conducive to sailing, the racers had a great time pursuing other pleasures.

Several took to the highway on mountain bikes, rollerblades and horseback. An equal number took the "low" way — straight to the casinos, where the pit bosses found out just how much Hobie Catters enjoy shore leave.

Let's Party

Thursday's Alter Cup welcome party set the tone for the coming week, with great giveaways, gag gifts and tongue-in-cheek awards that followed throughout the Hobie 20 National. In addition to a trophy, the winner and crew of each event received a ski package for two.

Among other prizes were three-day ski packages at Richardson's and Heavenly, OS Systems splash suits, Timex "Victory" watches, a Davis Instruments "Turbo Meter," Harken cooler bags, Roleez beach wheels and Hobie sunglasses. Every Hobie 20 National skipper and crew received a great-looking hooded sweatshirt and a registration packet in the form of a neat tramp bag, compliments of Sunrise Sails.

All the dinners were mouth-watering, providing a wide array of food, from down-home barbecue and chili to upscale pasta primavera and stuffed sole. Hobie Cat supplied the beer, but rumor has it Richardson's famous slurpy-style rum runners went down in Hobie Catting history among more than a few partygoers. In addition, Marie Callender's justly acclaimed luncheon meals kept Hobie 20 National sailors well-fed.

A Fun-Lovin' Crowd

Both welcome parties (sponsored by Corsair Marine) and awards ceremonies were hoot- 'n' -hollering good times. Here are a few of the games people played.

- Party organizers thought this contest would take a long time, but when they

OPPO ATTI

Fun And Competition Merge At Alter

promised a ski package to anyone — male or female — who could display some form of red underwear, one colorful guy (Mark Santorelli, NJ) was up in seconds to show off his scarlet skivvies and walk off unblushingly with the prize.

- The "Great Hobie Blow-Off" gave participants a chance to put their money where their mouth was when it came to blowing the best bubble. The two top blowers (Brian Joder and Gordon Froeb, CA), who didn't bite off more gum than they could chew, splashed down with classy OS Systems suits.

- After several rum runners, this contest's winner was hard to determine, but thanks to audience applause the sailor with the most bloodshot eyes (Wally Myers, NJ) blearily ambled off with a pair of Hobie sunglasses.

- The best mating call competition motivated many to emit a wild cacophony of strange turkey, pig and other noises. One lovely lady (Debra Marshack, OR) demurred, saying, "I can't do that, as I've never had to do the calling." The audience-rated winner (Wayne Mooneyham, CA) rolled away with a Roleez beach dolly.

- Only one crew (let's keep this "winner" anonymous) was "in the running" for the Pepto Bismol award given out at the Alter Cup awards ceremony. Earlier in the day, RC had wondered why a boat suddenly left the race; later, it became known the crew's sudden need for the closest bathroom had forced a quick evacuation to the trees.

And Now For The Racing

Finally, to the sailing — after all, that was the purpose of gathering in Tahoe,

ALTER CUP HOBIE CAT

Cup And Hobie 20 National Events

right? Heavy, fluctuating winds played a major role in both events, but ultimately the best racers dominated conditions to emerge victorious. Somewhat ironically, a non-Hobie racer won the Alter Cup event (named for Hobie Cat founder Hobie Alter, Sr.), while Hobie's son, Jeff, won the latter championship.

Alter Cup Racers Battle Wind As Well As Competition

You don't often hear a lifelong Buick driver praise a Cadillac, but Alter Cup winner and Tornado racer Larry Suter had only kind words for the boat that helped him capture a definitive victory.

"The Hobie 20 is the best production catamaran I have ever sailed," he confirmed. Hobie Cat couldn't have said it better, or more convincingly.

The seven-race series began in wild winds gusting to 40 knots with shifts of 90 degrees. Capsizes plagued many of the contestants, and everyone was happy to see calmer conditions prevail as the event progressed.

New Yorker Larry Suter and crew Nick Scandone from California won a decisive victory, finishing with a total of 11.25 points, well ahead of second-place finishers Wally Myers and Mark Santorelli from New Jersey at 19.75.

Several of the ten best racing teams in the country qualifying for the opportunity to sail off with the prestigious 1992 Alter Cup were not Hobie Catters. Hobie Cat organizers were extremely gratified to hear kind comments from Hobie and non-Hobie participants alike. In turn, organizers heaped kudos upon the sailors, saying, "The quality of competi-



GUY MOTTIL

tion was very high. Severe wind conditions such as these reveal a racer's true talents."

Hobie 20 Sailors Demonstrate National Pride

A socialite's daughter couldn't have asked for a better coming-out party than the official Hobie Cat racing debut of the company's new high-tech boat at the 1st Hobie 20 National. The event attracted an unlooked-for number of teams; 39 from all around the U.S. and Canada.

The hot and heavy battling for best was reflected in the final results, with the top two teams separated by only 1.5 points, and the third through thirteenth teams in close competition as well.

In contrast with the windy kickoff to the Alter Cup, the first day of the Hobie 20 National was cancelled due to lack of wind. When the wind (finally present, but ever shifty) returned to grace the second day of their series, racers stayed out on the water until almost dark. A total of six races were run that day and the next.

Jeff Alter, who has sailed and raced successfully on every model of Hobie Cat, and crew Gordon Froeb captured first with a score of 13 points. Right behind them with a total of 14.5 points was the team of Paul Parizeau and Greg Thomas. (See Race Results for final points).


Although the competition was fierce, the racers were mellow. Interestingly, more protests were filed by one Alter Cup team than were filed during the entire 20 National.

The Inside Story

Participants at the wonderful week in Tahoe took home many warm memories. Several learned lake racing is a far

different kettle of fish than ocean racing. All were impressed with the beauty of the area, as well as of the fragility of our environment, as evidenced by the fire raging over the northern Tahoe area during the running of the 20 National.

The band that played at the Hobie 20 National welcome party was emblematic of exactly what the week did and did not stand for. The country rock sounds brought everyone together in friendship and in fun, while the name of the group — The Outsiders — symbolized everything Hobie Cat events are NOT.

Hobie Catting, by its very nature, is inclusionary, which explains why the non-Hobie sailors at the Alter Cup Championship felt so welcome (comfortable enough to capture the title, in fact). Everyone at a Hobie event is invited to partake of the camaraderie: just being there is sufficient to qualify as a true Hobie Cat "insider." 

A TIP OF THE HAT TO THESE TAHOE SPONSORS

Corsair Marine
Davis Instruments
Harken
Heavenly
Lake Tahoe Visitors Authority
Marie Callender's
OS Systems
Richardson's Resort
Roleez Wheel System
Sunrise Sails
Timex

Winning Strategies

Downwind With Alan Egusa

BY WICK SMITH

Southern Californian Alan Egusa is regarded as one of the top catamaran sailors in the country. He is among the perennial top five in U.S. Hobie national events and has won the USSA Alter Cup. Most recently, he captured second place at both the Hobie 16 and 17 Nationals. Racer's Edge caught up with Alan (figuratively) at the 17s in Virginia Beach to ask a few questions about his downwind style.

R.E. What are the key elements to going fast downwind?

A.E. Generally speaking, the two keys are to keep the boat moving at maximum speed at all times, and to play wind shifts as they affect you. It takes a lot less time to jibe the boat than tack it, so you can take advantage of shifts easier when sailing downwind rather than upwind.

R.E. What are the differences in sailing in waves and chop versus flat water?

A.E. If you have waves, you usually are going with them and can use them to your advantage by surfing them as much as possible. If there is a lot of chop from boat wakes, you have to reach up and power through. If you hold that low line, you are going to stop, your apparent wind is going to go back, and you are going to lose momentum.

Normally, when going downwind, you should keep the apparent wind (signified by your bridle vane) perpendicular to the centerline of your boat (equals beam apparent). If you hit the chop, the bridle vane will point back more, and you must sail a higher line to maintain the proper angle.

Once through the bad chop, you can pull the boat back down to beam apparent. As you approach more chop, reach up slightly (around five degrees), punch through it, and then return to the original course.

R.E. What if you are in very choppy conditions all over the course?

A.E. Apply this technique for the entire leg. Stay high and trim a little tight to keep the boat moving at all times. The bigger the chop and the lighter the wind, the more you have to stick to the high line.

R.E. What about flat water?

A.E. You do downwind what you would do upwind. Upwind, you can pinch more in the flat water. Downwind, you can sail lower and not kill your speed, thus maximizing downwind angles in the flat water. Don't overdo it, though, and sail too low.

R.E. Some books talk about sailing an "S" curve downwind, coming up to get the boat moving and "bleeding" the speed off by sailing lower. Do you do this?

A.E. From my perspective on the boat, no. I just sail the boat straight. However, if you are watching me, I am going up and coming down. It might look like I am "S"-ing. All I'm doing, however, is adjusting to wind shifts and gusts. I am watching the bridle vane and working very hard to keep it perpendicular to the centerline of the boat.

When I get hit by a gust, if I maintain my course the boat will accelerate and the bridle vane will point forward. Rather than let it do that, I pull the boat down to a lower course to keep the vane at the same relative spot.

When I hit a lull, if I don't change course, the bridle vane will point back. To compensate, I come up a little and the bridle vane remains in the same spot, as does the apparent wind.

You really have to anticipate the lulls. You must start coming up before you hit one, because once you lose it, you've lost it and you have to come way up to get your apparent wind back to beam apparent.

The same goes for puffs, but the maneuver is not as critical. If you can anticipate velocity changes, you can make the adjustment a split-second earlier. That's what helmsmanship is all about. Timing plus smoothness makes it fluid; it must flow.

R.E. What are you trying to accomplish when surfing waves, and how do you get the most out of them?

A.E. The objective is to surf as many as you can for as long as you can. Whether it's a big or little wave, I'll take whatever I can get. Surfing really adds to the speed of the boat.

In heavy air, you don't have to worry about boat speed too much. Surfing is easy. You can catch the waves without even trying.

In lighter conditions, you might have to reach up a little and sheet in a bit tighter to get the boat speed up. When you feel the stern pick up, you know you are on the face of a wave. As you feel the stern reach the maximum height, turn down slightly to point

more directly down the face of the wave. This technique will give you the best chance of catching it.

The rules allow one pump of the mainsheet to help accelerate the boat in order to catch the wave. I do this occasionally, but not often.

Under the current rules you are not allowed to "Ooch." This is a rapid shifting of crew weight forward. Your only alternative is to have your weight as far forward as possible during the entire leg. This position enables you to catch waves more easily. Be sure to move your weight back if you are going to stick the bows into the back of the next wave and pitchpole!



R.E. What is the first thing you do after rounding A-mark?

A.E. I make the transition from upwind to downwind. The adjustments during this period, such as easing the mainsheet and the traveler, should be automatic; in other words, so practiced you can do them without having to focus on them.

During the transition, you should be looking around at other boats and concentrating on sailing fast. You may find the guy just ahead of you is setting all his adjustments very precisely and isn't aware of what you are doing. You usually can blow right by him.

If your mainsheet and traveler settings are in the ball park for downwind, all the other adjustments can wait. You have 98% of it right there. You have to keep on your toes and be an opportunist. There are a lot of boats to be gained in the transitions.

R.E. Do you round A-mark in a wide circle, or make a sharp turn to get downwind as quickly as possible?

A.E. The idea is to turn down as quickly as you can without losing any speed. I believe in carving it down. If you turn too sharply, you'll kill your speed. Easing the traveler rapidly allows you to turn down faster without losing speed. It takes the pressure off the leech and thus off the rudders, especially on a 16, and it will turn right down.

I also try to keep the main trimmed as close to ideal position as possible as I make

the turn. If I keep the telltales on both sides flowing through the entire turn, I have succeeded.

R.E. You've rounded A-mark, and you've dusted two boats that were paying too much attention to their minor settings. What other adjustments are you going to make to the boat at this point?

A.E. The first thing to do is get in the groove. Only after that should you look around and make the necessary adjustments. Fine-tune the mainsheet and traveler. On a 16, there is nothing else to do. The crew should have the jib trimmed properly, but that's about it.

On other boats, ease the downhaul, outhaul and mast rotator. The boards should come up as well. Also pull up the windward rudder.

These sail adjustments will give you a fuller sail for more speed at broad downwind angles. The boards and rudder coming up will reduce the drag in the water. You don't need the leeway prevention when you are going downwind. If you slide sideways, it would be kind of nice. You are trying to get farther downwind anyway.

A note for the Hobie 17: The mast-boom configuration causes the foot of the sail to be pulled tighter when sheeted in hard for going upwind. If you set the outhaul for two inches of camber upwind, you will have about five inches when the mainsheet is eased for downwind. Voila! Set it once and forget it!

R.E. How do you trim your sails downwind?

A.E. I want my telltales flowing virtually all the time. The crew should be working the jib and have them flowing 100% of the time. I also want them flowing on both sides of the main.

R.E. Once you are at this point, I assume you turn your attention to tactics. What are the important factors in downwind tactics?

A.E. The first problem is to determine which side is favored downwind. Very often, you won't know the answer to that question. If you do, go the favored way. If you don't, play the fleet. If the bulk of the fleet is going to one side, go with it. If you go the other way, that's called a flyer. The percentages are better if you stick with the crowd.

R.E. How do you determine the favored side of the course?

A.E. The definition is pretty simple. If two boats of equal speed are rounding A-mark at the same time and going to opposite sides downwind, the boat that reaches C-mark first sailed the favored side. The factors deciding this could be a wind shift, more or less wind on one side, bigger chop on one side or maybe a current affecting one side more than the other.

During the first race of the day, determining these factors is tough. You must

make an educated guess based on your experience. As a general rule of thumb when sailing in the ocean, if all else is equal, work the beach side, not the offshore side. Local knowledge is a telling factor in most instances. Talk with the locals and pick their brains to get as much information as possible.

R.E. All of us have sailed in conditions in which there are holes (glassy water) and puffs (darker water). Do you advocate chasing wind in these conditions?

A.E. You can chase wind only if it is close to you. It then will reappear on the side you just left! If you are on one side of the course and wind appears on the other side, by the time you get there it will be gone. Once in a puff, jibe if necessary to remain in the patch of wind as long as possible.

R.E. Once at the end of the downwind leg, what do you do to get ready to round C-mark?

A.E. First, you need to know the location of the next mark. You should have a general idea of the direction. That is going to be the basis of your strategy. If the direction is really skewed to one side, you want to take the tack that will get you closest to the mark first. That is one strategy for the upwind leg.

Once you reach maximum speed, you will obtain no more speed by sailing higher, so you might as well sail lower and closer to the next mark.

You must make your adjustments for upwind, including the downhaul, outhaul, etc., so that they are not a last-second rush. You want to be finished with all adjustments several boat lengths from the mark. Murphy will always get you if you wait until the last second.

You want to be the inside boat in the rounding if at all possible. If you can't attain that position, at least be the second boat from the mark. Any farther out, and you will get pushed too far out with no options.

R.E. What about heavy air? I know that pitchpole is a four-letter word to Hobie sailors. What do you do differently to handle it?

A.E. A big challenge in heavy air is rounding A-mark without sticking it. At about four boat lengths from the mark, I have my

crew release the main traveler. I hand-hold the mainsheet to keep the traveler in position, then stay on the wire until I am around the mark. (This requires some balance and agility.)

As I let the mainsheet run, the traveler goes out first. After the traveler reaches the stop, the sheet begins to run. This procedure unloads the sail plan very quickly and helps prevent pitchpoling.

After the rounding, I sail deeper (lower) in heavy air. Due to stability, there are limits as to how fast the boat will go. Once you reach maximum speed, you will obtain no more speed by sailing higher, so you might as well sail lower and closer to the next mark. This line keeps getting lower, until you reach survival conditions. At that point you are going dead downwind (DDW).

If you are still in danger of pitchpoling, you have to de-power by traveling in a little and sheeting tightly. De-powering creates a smaller silhouette of the sail area exposed to the wind. (When sailing DDW, your sail is merely an obstruction to the wind; it is NOT working as a wing and generating lift.)

Depending on conditions, I travel in as much as a third of the way. I rarely kick up a rudder in heavy air. It is too hard to get it back down when you jibe.

R.E. What about jibing in the big stuff?

A.E. Jibing in big air can be very hairy. Two methods work. Both begin by "sailing by the lee." This expression means sailing lower than DDW.

As you continue to fall off, the first method is to fall off and continue turning the boat hard even after the sail jibes. Doing so will point you up high enough so the sail will luff on the new tack. However, turning back down to the downwind heading may be difficult. This method is useful at the jibe mark between a downwind and a reaching leg.

The second method also calls for sailing by the lee. Continue to fall off, and just as the sail jibes, reverse your turn so you now sail by the lee on the new tack. This method ensures jibing from DDW on one tack to the same position on the other.

R.E. Do you ever go wing and wing (one sail on port and one on starboard) downwind?

A.E. No. Not even in super-light air. The only exception may be when you are just a little high of C-mark. If you can get around it by going DDW for two or three boat lengths, it might be worth it. The possibility of success certainly would be better than two jibes over that small distance.

R.E. What is the secret of a successful jibe?

A.E. The most important technique is turning far enough so that when you come out of the jibe, you are reaching up a little higher than you would have once you are trimmed on the new tack. Doing so enables you to accelerate out of it. Once the boat is

moving well, you can come back down to your normal sailing angle.

R.E. For the average sailor out there wanting to improve his/her downwind technique, what can be done?

A.E. The best thing to do is go out and practice. The sailor should concentrate on keeping the bridle vane at beam apparent.

Imagine that a video camera is located directly above your bridle vane, with a dotted line through the centerline of the boat. If someone were to play that video back on a TV screen, it should look like a still picture. Once you can master that technique, you are a helmsman.


Very few people can achieve mastery at keeping the bridle vane at beam apparent. It must be done during an entire downwind leg; through gusts, lulls, lifts, headers, motorboat wakes and chop.

The Hobie 16 can use the 90 degrees apparent in all conditions except survival. On the 17, 18 and 20, some conditions dictate sailing a slightly higher line.

R.E. Are there any other tips you would like to share with *HOTLINE* readers?

A.E. The most important element is feeling the boat move through the water. I don't know how else to describe it. If you can feel the boat move through the water, you know when it is moving well and when it is not. When it is not, you keep pulling strings or playing with the tiller until you get it moving. When it is going good, you can concentrate on steering and tactics.

You never will be really fast until you can recognize when the boat is moving well. If it is not, you have to do something about it. No one can show you that. You must develop your own feel for it.

Racer's Edge thanks Alan for taking the time to share his thoughts on downwind sailing. Stay tuned — next issue will feature Wayne Mooneyham, 1992 Hobie 18 National Champion, discussing sail shape. 

HOBIE RACING FLEET NEWS

NO FRILLS REGATTA FLEET 39, DIVISION 8 SARASOTA, FL OCTOBER 3-4, 1992 BY RON SCHWIED

I was more tired after this regatta than any regatta I've ever raced in, in spite of the fact we had probably our lowest turnout ever. Sixteen competitors! Of course, the tropical depression in the Gulf of Mexico, small craft advisories and tornado watch probably had something to do with the quantity of entrants.

There was no lack of quality, however. The Hobie racers that came were ready to race! Saturday dawned foreboding and ominous — thundershowers with east to southeast winds around 20 knots. The fact that we were unable to get the race committee boats out the pass into the Gulf affected our decision to move the regatta site from the Gulf to Sarasota.

Finally, about 12:30 PM we got the first race off. Course 7 was the order of the day. The winds held from the morning, but gusts were off the scale. The 18s were sailing the upwind legs under main alone. The 16s had as many masts horizontal as vertical. In each fleet, the winning boat was the one that stayed upright (see Race Results). Kudos for perseverance to Juli "Pitchpole" Inventasch and Marc Dixon, who went over four times, not counting additional times going from starboard horizontal to port horizontal. Juli and Marc still finished the race! As boats and competitors were wearing out quickly, the race committee wisely cancelled more racing for the day.

Sunday most of the clouds were gone, the wind had shifted to westerly, and the nuclear gusts were gone. We still had 15-20 knot winds, so trapezes were well used. The first white flag was at 10:45 AM. How many times have you sailed three course 7s on a Sunday, and been back on the beach by 2:00 PM? Conditions that you dream about — warm weather, flat water, strong steady winds — Wow!

RHODE ISLAND FALL CLASSIC AND WOMEN'S INVITATIONAL REGATTA FLEET 448, DIVISION 12 NARRAGANSETT, RI SEPTEMBER 26-27, 1992 BY CHRIS BROSCO

It could be said that the members of Fleet 448 are somewhat experts when it comes to weather phenomenon. Our regattas tend to fall on the cusp of such things as hurricanes, astronomical high tides, heat waves and, our newest edition, the dreaded tropical storm Danielle.

Hey, everyone can appreciate a little wind, but 8-10 foot surf and Hobie hulls pointing skyward to the North Star can be scary. Oh, did I mention driving rain?

Somehow though, Hobie sailors never cease to amaze. Thirty-one of the hardy species made their way to the regatta to do some serious sailing.

Saturday's schedule had to be scrapped because no anchor in the world was going to

hold a 38-foot committee boat in place with those seas. While arrangements were being made to move the race to a more protected beach in the area, we were able to finagle the Dutch Inn into using their indoor pool and lounge area for an afternoon of swimming, pool and ping-pong playing and, of course, the ritual tongue wetting (pronounced sobriety negating.)

We moved the 31 boats, loaded the porta-johns onto a pickup truck and headed to beach #2, Sand Hill Cove. With that confusion out of the way, the games began!

By 7:00 PM we were back on our planned regatta schedule and sitting in front of our "All You Can Eat" dinner buffet which, again, was more than any grown person could handle. Fleet 448 kicked off a super raffle with over \$500 in gifts donated by the fine folks at Bacardi Imports, Hobie Cat, Boeshield, Murrays Marine, Hobie Apparel, Stohlquist, HOTLINE, Star Brite, Soundings, Sailing World, Multihulls Magazine, KISME, Certa's Pizza, "Wild Thing" Joe Manganello and local cartoonist, Don Bousquet. The foot-stompin' was provided courtesy of our live DJ.

It's now Sunday. I can't hear any rain and the wind sounds like it's going to build. This is going to be Fleet 448's "Day of Glory." Hey, where's my car? Where am I? Wait a minute! I recognize this stuff. It's yet another weather phenomenon ... fog! Mother Nature is not making it easy. But fear not, for alas, the fog lifted and we rush-registered 31 teams. The wind cooperated to some extent and three races were completed before sending everyone back home to tell family and friends of their weekend plight. As for good, old Fleet 448, we were somehow able to pull off a regatta after what seriously looked like a total bust.


I think everyone out there knows the time, effort and money that goes into a regatta well before the first boat arrives on the beach, and I am truly proud of our Division 12 members who tried to boost our spirits and help offset our expenses by just showing up. Thank you.


We are also grateful to our major sponsors. To Steve and the gang at Coca-Cola, thanks for the souvenir T-shirts and for your constant dedication to this event each and every year. Shawn from Bacardi Imports has helped us out, two years running now. The first-place teams are real happy when we hand them a bottle of Bacardi Black Rum along with their trophies. Thanks for donating the T-shirts for our raffle too!

Donna and our buddies at Newport Creamery continue to feed the troops with danish, hot coffee and juice each morning. Truly the "Breakfast of Champions."

And finally, thanks to our local Hobie dealer, Megrew's Boats. Owners Elaine and Mike stood out in the rain and cold to show their support and help every Hobie sailor who had a problem.

What natural disaster will Fleet 448 face when the Rhode Island Fall Classic saga continues next year? You might want to check your insurance before you arrive.

Thanks! 


PFDs
USE THEM!

HOBIE RACING

RACE RESULTS

DIVISION 3

**1992 TWISTED SKIPPERS
FLEET 537, DIVISION 3
WHISKEYTOWN LAKE, CA
OCTOBER 10-11, 1992**

HOBIE 20	POINTS
1. Leslie	2.25
2. Thompson	6.00
3. Frost	8.00

HOBIE 18B	POINTS
1. Pareno	4.50
2. Corlett	6.00
3. C. Strahle	6.75

HOBIE 16A	POINTS
1. Montague	5.75
2. M. Strahle	6.50
3. Forbert	7.00
4. Kearney	8.00
5. Sajdak	11.00

HOBIE 16B	POINTS
1. Thomas	3.50
2. Kennedy	6.75
3. Powers	7.00
4. Marriot	13.00

HOBIE 16C	POINTS
1. Lattin	3.50
2. Knight	6.75
3. Silk	7.00
4. Cannan	17.00
5. Bourg	17.00
6. Jason	17.00

DIVISION 6

**WILD BILL REGATTA
FLEET 8, DIVISION 6
GALVESTON, TX
OCTOBER 17-18, 1992**

HOBIE 18A	POINTS
1. Billy Richnow	9.00
2. Eric Puffer	12.50
3. Robert Mirlitch	13.75
4. Tim Snelder	14.75
5. Randy Yurinak	21.00
6. David Eiler	22.00
7. Bobwire Strohm	26.00
8. Donald Price	34.00

HOBIE 18B	POINTS
1. Jack Hyatt	6.25
2. Joe Monosmith	8.50
3. Luckie Biggs	13.75
4. Ronald Gremillion	17.00

HOBIE 17A	POINTS
1. David Koens	5.00
2. Stephen Acquart	8.75
3. Mac Gleeson	17.00
4. Royce Laverne	19.00

HOBIE 17B	POINTS
1. Guillermo Corona	3.75

HOBIE 17S	POINTS
1. Paul Vera	4.00

HOBIE 16A	POINTS
1. Boyd Bass	8.50
2. Ray Seta	16.50
3. Phil Collins	17.00
4. Alan Davis	17.75
5. John Kuc	19.75
6. Kenny Rourke	21.00
7. Michael Whittington	27.00
8. Mike Hardy	33.00
9. Mark Ralph	38.00
10. Glenn Ashworth	45.00
11. Carl Deckard	47.00
12. Jim Sykes	54.00
13. Scott Walsh	57.00
14. Mark Veale	57.00

HOBIE 16B	POINTS
1. Bruce Urband	6.25
2. David Pierpoline	7.50
3. Mike Vrabel	13.75
4. Debbie Hennessey	18.00

HOBIE 16C	POINTS
1. Soren Larsen	7.50
2. Robin Moir	8.50
3. James Przybysz	15.00
4. Karen Thomas	15.75
5. Linda Cizek	18.75
6. Ken Hancock	28.00

DIVISION 8

**NO FRILLS REGATTA
FLEET 39, DIVISION 8
SARASOTA, FL
OCTOBER 3-4, 1992**

HOBIE 18A	POINTS
1. Liebel/Liebel	2.25
2. Cooper/Hollingsworth	6.00
3. Winters/Buckley	11.00
4. Stahl/Payne	16.00

HOBIE 18M	POINTS
1. Ross-Duggan/Liebel	2.25

HOBIE 17	POINTS
1. Wiley	2.25

HOBIE 16A	POINTS
1. Zabel/Earnes	3.50
2. McPherson/Santor	5.75
3. Ivertosch/Dixon	5.75
4. McPherson/Collins	10.00
5. Beal/Tigne	16.00

HOBIE 16B	POINTS
1. Robinson/Tutcher	2.25
2. Grinstead/Grinstead	4.75
3. Green/Green	8.00
4. Kaddau/Roy	10.00
5. D'Arcy/D'Arcy	16.00

DIVISION 11

**UPPER POTOMAC
CHAMPIONSHIPS
FLEET 196, DIVISION 11
WOODBRIIDGE, VA
SEPTEMBER 19-20, 1992**

HOBIE 18	POINTS
1. Hook/Yorty	3.00

HOBIE 17	POINTS
1. Travis	3.00
2. Krause	9.00
3. White	10.00
4. Holland	13.75
5. Bush	18.00
6. Krause, Jr.	23.00
7. Viers	25.00

HOBIE 16A	POINTS
1. Kvech/Wharry	11.75
2. McVeigh/Ludwig	11.75
3. Glandon/Glandon	12.75
4. Woodworth/Carr	16.00
5. Sterling/McHugh	19.75
6. Antonovich/Antonovich	19.75
7. Bolton/Schumaker	23.00
8. Simons/Simons	26.00
9. Ackerman/Ackerman	27.00
10. Payne/Moore	31.00
11. De Furia/MacConnell	34.00
12. Theis/Theis	43.00
13. Ross/Murphy	45.00

HOBIE 16B	POINTS
1. Melson/Melson	4.25
2. Turner	7.75
3. Smart/Cannivan	8.75

HOBIE 16C	POINTS
1. Murphey/Ceja	4.25
2. Morgan/Morgan	5.50
3. Clairmonte	12.00

HOBIE 14	POINTS
1. McConchie	8.00

**SANDY HOOK BAY REGATTA
FLEET 250, DIVISION 11
ATLANTIC HIGHLANDS, NJ
SEPTEMBER 12-13, 1992**

HOBIE 21	POINTS
Fortuna/Scopelliti	1.50

HOBIE 18	POINTS
1. Cloud/Cloud	1.50
2. Doynan/Nelson	6.00
3. Myer/Myer	6.00
4. Patterson/Patterson	6.00

HOBIE 17	POINTS
1. Travis	1.50
2. Schmidbauer	5.00
3. Wagner	9.00
4. B. Villa	27.00
5. White	12.00
6. Krause	13.00
7. Ackroyd	13.00
8. Hamilton	18.00
9. Veirs	19.00
10. Sherm	19.00
11. Dinhoff	22.00
12. Needham	25.00
13. Kimmel	25.00
14. Roberts	27.00
15. Christoffersen	27.00
16. Mauhus	30.00
17. K. Villa	30.00

HOBIE 16A	POINTS
1. Myers/Santorelli	1.50
2. MacConnell/MacConnell	4.00
3. McVeigh/Ludwig	6.00
4. Payne/Edwards	10.00
5. Kulkoski/E. Villa	10.00
6. Glandon/Glandon	12.00
7. Carpenter/Kastey	14.00
8. Sterling/Kavanaugh	15.00
9. Monk/Baker	17.00

HOBIE 16B	POINTS
1. Begrow/Begrow	1.50
2. Smith/Jemison	7.00
3. Witt/Menaken	7.00
4. Kast/Kast	8.00
5. Magliaro/McCabe	9.00
6. Gracey/McHugh	11.00
7. Ochab/Noblick	12.00

HOBIE 16C	POINTS
1. Raybon/Raybon	1.50
2. Loughran/Loughran	5.00
3. Church/Church	7.00
4. Talotta/Parry	9.00
5. Dubrul/Dubrul	11.00
6. Tuck/Naffal	14.00
7. Levy/Torzill	15.00
8. McGoughran/McGoughran	18.00

9. Goer/Gold	20.00
10. Plinio	20.00

DIVISION 12

**RHODE ISLAND FALL CLASSIC
FLEET 448, DIVISION 12
NARRAGANSETT, RI
SEPTEMBER 26-27, 1992**

HOBIE 18A	POINTS
1. White/Selden	3.50
2. Walkiet/Walkiet	4.75

HOBIE 18B	POINTS
1. Sylvestre/Brindamour	3.50
2. Hibbard/Goodnow	4.75

HOBIE 17	POINTS
1. Blom	4.75
2. Knowlton	6.75
3. Marzalo	8.75
4. Ratichek	9.00

HOBIE 16A	POINTS
1. McCarty, Jr./Boatspede	4.50
2. Liebel/Liebel	5.75
3. Anderheggen/McCarthy, Sr.	10.00
4. Ciembroniewicz/Rundell	10.00
5. Lemme/Longo	14.00

HOBIE 16B	POINTS
1. Larocque/Milford	2.25
2. Mackell/Jordan	6.00

HOBIE 16C	POINTS
1. White/Scalise	2.25
2. Gilmore/Marziale	6.00
3. Heroux/Powers	10.00
4. Luther/Audette	11.00

NATIONAL CHAMPIONSHIPS

**HOBIE 16 NATIONAL
CHAMPIONSHIP
BEAR LAKE, UTAH
SEPTEMBER 13-19, 1992**

HOBIE 16 GOLD FLEET	POINTS
------------------------	--------

SKIPPER/CREW	ST	POINTS
1. K. Christensen/V-Boy	CA	21.75
2. Egusa/Stucky	CA	24.50
3. Seaman/Margetts	CA	33.75
4. Porter/Blessing	CA	37.75
5. Shearer/Tuckett	UT	40.75
6. Christensen/Youngerman	CA	50.75
7. Montague/Burton	CA	54.00
8. Shaw/Welch	TX	60.00
9. Hauser/Hauser	CA	62.75
10. Myrter/de Bievre	CA	64.00
11. Hess/Hess	CA	64.00
12. Alter/Ward	CA	66.00
13. Casher/Casher	CA	67.00
14. Newsome/Dakroob	CA	72.00
15. Bounds/Pfeifer	MI	74.00
16. Bass/Winternitz	OK	76.00
17. Tobie/Belshaw	CA	76.75
18. Rourke/Rewysaat	TX	78.00
19. Petron/Petron	CA	83.00
20. Leo/Rosengren	CA	86.00
21. Brown/Goddard	CA	86.00
22. Materna/Brown	CA	92.75
23. Schafer/Berg	CA	93.00
24. Maegli/Isabel	GUATEMALA	94.00
25. Delave/Leon	CA	95.75
26. Sohn/Taha	IA	99.00
27. Nelson/Gresham	CA	99.75
28. Jagger/Jagger	MN	101.75
29. Hill/Marcus	WY	104.00
30. Rodal/Quinn	CA	111.00
31. Forgrave/Ketterman	CA	126.00
32. McDonald/David	NE	126.00
33. Trotter/Trotter	OK	128.00

34. Froeb/Buck	CA	129.00
35. Jung/Melton	CA	132.00
36. Sajdak/Muns	CA	134.00
37. Baker/Baker	WA	136.00
38. Winkler/Seaman	CA	138.00
39. Tully/Fuller	CA	151.00
40. Poteat/Poteat	NC	152.00
41. Wilson/Hull	IA	159.00
42. Jeffers/Geremia	NY	161.00
43. Whittington/Whittington	TX	169.00

HOBIE 16 SILVER FLEET	POINTS
--------------------------	--------

SKIPPER/CREW	ST	POINTS
1. Adams/Adams	CO	16.75
2. Nelson/Marsh	WA	17.00
3. Marshall/Ford	WA	19.00
4. Brown/Brown	OK	27.75
5. Ayscue/Ayscue	NC	28.00
6. Ackerman/Ackerman	CO	28.75
7. Winter/Winter	CA	33.00
8. Simpson/Wineland	CO	33.00
9. Young/Young	WA	36.00
10. Gantsweg/McPherson	CA	37.00
11. Shearer/Shearer	UT	38.00
12. Stiemsmas/Stiemsmas	MI	39.00
13. Bach/Brown	TX	40.00
14. Preller/Wilcox	KS	46.00
15. Gabiola/Krumm	ID	46.00
16. McIntosh/McIntosh	OK	49.00
17. Swanson/Swanson	MN	53.00
18. Way/Novy	CA	56.00
19. Jerry/Appel	NY	59.00
20. Breuner/Breuner	WA	60.00
21. Thomas/Clay	CA	60.00
22. Lauer	CA	61.00
23. Brems/Brems	UT	62.00
24. Havig/Seamen	OK	62.00
25. Mohli/Mohli	CA	63.00
26. Zimmerman/Zimmerman	AZ	63.00
27. McGlashan/Hicken	CA	64.00
28. Jarrett/Jarrett	NC	66.00
29. Keller/Keller	FL	85.00
30. Muller/Muller	CO	86.00
31. Dixon/Dixon	IA	90.00
32. Ferguson	ID	97.00
33. Riess/Munson	CA	98.00
34. Wels/Burns	CA	100.00
35. Hern	CA	101.00
36. Van Patten/Van Patten	OR	104.00
37. Gabiola/Krumm	ID	110.00

**HOBIE 20 NATIONAL
CHAMPIONSHIP
LAKE TAHOE, CA
SEPTEMBER 28-30, 1992**

SKIPPER/CREW	ST	POINTS
--------------	----	--------

1. Alter/Froeb	CA	13.00
2. Parizeau/Thomas	CA	14.50
3. Ferree/Szabo	IL	34.50
4. Pedrick/Harris	CA	38.00
5. Schafer/Delave	CA	38.75
6. Marshack/Marshack	OR	42.75
7. Mooneyham/Trevey	CA	45.00
8. Egusa/Leneman	CA	48.00
9. Meyers/Santorelli	NJ	50.00
10. Probst/Gerenough	CA	51.00
11. Goodell/Vaughn	CA	52.00
12. Fogarty/Katterman	CA	52.00
13. Brown/Nigel	CA	52.00
14. O'Hara/Burgess	CT	58.00
15. Jenkins/Woods	CA	66.00
16. Rubadeau/Cramer	CAN	71.00
17. Hackney/Hackney	FL	73.00
18. Lundberg/Youngman	CA	74.00
19. Finn/Mason-Hing	MA	87.00
20. Tobie/Smith	CA	89.00
21. McCarthy/Tartaglino	NH	90.00
22. McKinley/Mosier	TX	90.00
23. Harris/Leonard	CA	101.00
24. Yahalom/Brown	CA	107.00
25. Gunn/Joder	FL	109.00
26. Burling/Leonard	PA	113.00
27. Boone/Boone	FL	118.00
28. McKarns/Quigley	WA	125.00
29. Hill/Gary	CA	126.00
30. Isco/Otis	IL	130.00
31. Reed/Reed	IL	133.00
32. Gira/Gira	CA	135.00
33. Valenta/Farrell	CA	138.00
34. Rodal/Rodal	CA	142.00
35. Neiman/Eilassen	IA	148.00
36. Bishow/Dingerson	CA	150.00

37. Thompson/Neighman	CA	152.00
38. Cummings/Daggett	AZ	159.00
39. Benge/Arbaugh	OK	188.00

NORTH AMERICAN REGION NEWS

United We Sail JOIN THE NAHCA IN 1993

BY RON AND SHIRLEY PALMER
MEMBERSHIP CHAIRTEAM

Most of you probably know that one of the primary goals of the North American Hobie Class Association for 1993 will be to expand our membership. As we strengthen our Class, we will be better able to support and expand our sport. The IHCA spreads the burden of that support among all regional associations, including the North American.

A winning sailing team requires good communication between skipper and crew. A winning sailing organization must have that same high level of communication among sailors, fleets, divisions, national and international organizations, other sailing groups and the manufacturer.

FUNDING EQUALS POWER

The IHCA and NAHCA have been around for years. Originally, funding for all associations was the responsibility of the factory. Now that funding is the responsibility of us, the sailors, we benefit by gaining a much stronger voice in how our sport is managed and operated.

The NAHCA recently made some giant steps which have helped all Hobie sailors. With your support, we can continue to move in positive and meaningful directions. Goals include:

- Seminars and learn-to-sail programs.
- Implementation of a strong youth sailing program.
- Class promotion and public relations.
- Fleet and division support/promotion.
- Standardized racing, from local fleet regattas to world events.

OUR GOAL: FUN FOR ALL

Our goal is not to become an association of elitist racers, but rather to promote the "Hobie Way of Life" to all who enjoy sport cruising, flying hulls, racing or just having fun sailing. The camaraderie found among any group of Hobie sailors is a rewarding experience.

The fleets, divisions and NAHCA all share the same objectives: to enhance the spirit of our Class and foster sailing. Sailing has intrinsic rewards, but sailing with the companionship and safety of good friends is pure pleasure. The sense of community and a strong, supportive organization are important parts of our "Hobie Way of Life."

Support our organization in 1993, and experience the rewards. Join the NAHCA.

DETAILS, DETAILS

A few membership details that may need clarification follow:

HOTLINE Subscription - New members with more than a one-year subscription will be refunded the \$10 portion of the membership fee for NAHCA HOTLINE subscriptions. For new members who have less than a year's issues remaining on a current subscription, HOTLINE will hold in suspense any number of issues remaining at the time of NAHCA membership sign-up. If at any time you elect to cease membership in the NAHCA, HOTLINE will activate your prior subscription.

\$15 Merchandise Certificate - In the spirit of continuing support of the NAHCA, Hobie Cat has donated a \$15 certificate for Hobie parts or accessories redeemable at any participating Hobie dealer nationwide.

Embossed Membership Card - Using this card dramatically speeds up the registration process at regattas as well as verifies your membership. NAHCA membership is required to compete in 1993 division points regattas, area championships, national and world events.

1993 Membership - NAHCA membership is based on the calendar year. It is valid January 1-December 31, 1993.

IHCA Class Rules - The 1992 International Hobie Class Rules published last year will be in effect for 1993, with a few minor changes to be provided as an insert to the rule book this year.

NAHCA Course Charts - New for 1993, these decals reflect current USSA standardized multihull race courses. Courses 1 through 7 remain the same. Courses 8 and 9 have been changed. The "Twice Around" will remain for Hobie competition.

JOIN IN THE FUN

The NAHCA is a volunteer organization. Our elected officers have included as many reasonable membership options as deemed practical for individual Hobie sailors in the coming year.

Support our Association to help keep the Class organized and strong. By joining together, we can share our Hobie Way with each other as well as with new sailors, enhancing the spirit of our Class.

If you have any questions regarding the 1993 NAHCA Membership Program, please feel free to contact us at (602) 299-0609; or any NAHCA officer or board member (division chairperson) by writing to: 31700 Middlebelt Road, Suite 100, Farmington Hills, MI 48334. 

Something For Everyone

Membership Options

An NAHCA membership application is enclosed in this issue of HOTLINE. Here is a detailed description of various options available to every Hobie sailor for the 1993 calendar year. We're sure you'll find a plan just right for you.

Gold Membership **\$35.00**

Where It Goes

NAHCA funding
IHCA funding

What You Get

One-year subscription to HOTLINE
\$15 Hobie Cat merchandise certificate
NAHCA hat
NAHCA embossed membership card
IHCA Class Rules update
2 NAHCA 1993 course charts
NAHCA decal
Subscription to NAHCA News

Silver Membership **\$25.00**

Where It Goes

NAHCA funding
IHCA funding

What You Get

One-year subscription to HOTLINE
NAHCA embossed membership card
IHCA Class Rules update
2 NAHCA 1993 course charts
Subscription to NAHCA News

Bronze Membership **\$13.00**

Where It Goes

NAHCA funding
IHCA funding

What You Get

NAHCA embossed membership card
1 NAHCA 1993 course chart
Subscription to NAHCA News

Family Membership **\$4.00**

Where It Goes

NAHCA funding
What You Get

NAHCA embossed membership card

Any Gold, Silver or Bronze member may add \$4.00 per family skipper to obtain additional cards, allowing multiple skippers per family and eliminating the need for more than one membership per household.

Weekend Membership **\$5.00**

This category is designed for the sailor who races rarely (once a year). It is a \$5.00 per weekend regatta fee.

Top Cat Membership **\$100.00**

This category is available to patrons and sponsors who want to help build our Class Association. It includes all benefits of the Gold Membership, plus a handsome recognition memento from the NAHCA.

IHCA ATTENDS IYRU CONFERENCE

Olympic Quest And Rules Ratification Dominate Efforts In London

BY JEFF ALTER

We arrived in London on October 29, 1992 to attend the International Yacht Racing Union annual conference. Hobie Class representatives were Jeff Alter, executive director; Paul Ulibarri, race director; Tony Wilson, president, Hobie Cat USA; John Dinsdale, Hobie Cat Europe; Paul Pascoe, UK national champion; and Chris Benedict, UK Hobie Cat dealer.

This team worked non-stop for nine days. We lobbied, prepared and delivered countless speeches, attended numerous meetings, developed contracts on supplying boats between Hobie and the IYRU, as well as completed the final organizational matters for the Hobie 16 World Championship in Guadeloupe. Through the many meetings, we realized our biggest obstacle in securing our Olympic bid is the word: change.

Olympic Choice Finalized

The Tornado has been the Olympic catamaran for many years. It is a developmental class using the highest-tech sails and spars, which makes the overall cost of the boats extremely high. As the Hobie Cat concept of supplied, competitive, out-of-the-box boats with strict one-design rules is opposite to that of the Tornado, our proposal was hard for some of the IYRU permanent committee members to accept.

Ironically, our Olympic proposal initially was based on the philosophy of International Olympic Committee president, Mr. Samaranch, who said, "To survive, you must make the Olympic class cheaper, more accessible and non-elitist." Our Class is and always will be all of the above.

Our proposal answered the criteria laid out for the 1996 Olympics in every way. We satisfied the IYRU's vision in that the Hobie Cat manufacturers had guaranteed to supply boats at a low cost with worldwide availability. In addition, as you well know, our racing is designed to be staunchly non-elitist.

In the end, the final vote of IYRU's permanent committee was 21 votes in favor of keeping the Tornado, to nine in favor of adopting the Hobie Cat. The Tornado will be the catamaran sailed in the 1996 Olympics.

Much Good News Prevails

Although we were disappointed our Class was not selected, many great things did come out of the conference. First, the Hobie 16 was selected as the catamaran for the 1994 IYRU World Championships. This prospect is exciting, as the Hobie Cat will be the only catamaran at this event. Since the races will be sailed on supplied boats, the championship will be a good opportunity to show IYRU the benefits of the supplied-boat system developed by the Hobie Class.

**We believe the world
of yachting is going to
see many changes in
the years to come;
classes such as Hobie
are going to come out
on top.**

Second, your IHCA team was able to make many contacts with sailing federations worldwide. They expressed an interest in our Class and wanted to help generate Hobie activity in their countries. These federations could be beneficial in promoting and developing our Class. In fact, out of 96 Olympic proposals sent to sailing federations, IHCA received 27 letters of recommendation (a spectacular response rate!) from countries such as Fiji, Guam, Holland and Israel. If nothing else, we were able to establish a greater understanding of our Class in areas previously unaware of our potential.

Third, our 1993 rule changes were accepted and ratified by the IYRU. (Rule changes will be published in the next issue of HOTLINE.)

And fourth, the relationship between the manufacturers and the Class prospered. At the conference, the IHCA and Hobie manufacturers communicated for extended periods of time, discussing the different regions, their many advances, and the potential available to build Hobie Cat racing. Both manufacturers (USA and Europe) reconfirmed their commitment to IHCA's concept of strict one-design racing. As a result of these positive discussions, I am confident the future will be even brighter for the IHCA and its members. There is a very positive feeling around the world about Hobie Cat and its racing association.


One-Design Future Looks Singularity Bright

During the meeting, Team Hobie was able to enlighten IYRU elites. We believe the world of yachting is going to see many changes in the years to come. Classes such as ours are going to come out on top.

The most successful classes in the world seem to be manufacturer classes such as Hobie, Laser and Mistral. All are very well-balanced with manufacturer support, management by the sailors and strict adherence to one-design rules.

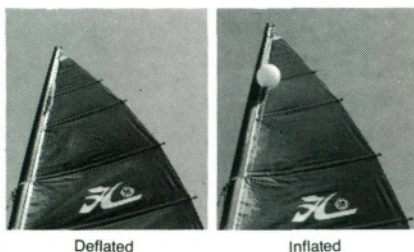
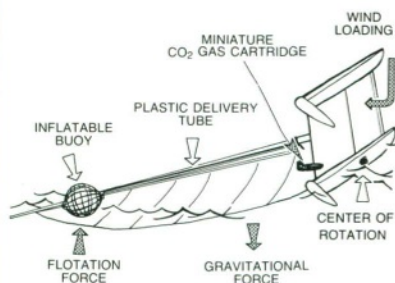
On the other hand, the developmental classes seem to have many problems, including limited growth, extensive measuring, no cost control and lack of participation. Maintaining unwavering support for our one-design concept on all our boats is vital to the continuing success of our racing Class.

I would like to thank the Team Hobie members for their hard work. It was very apparent during the conference that this group had its collective heart behind our Class and our goal of attaining Olympic status.

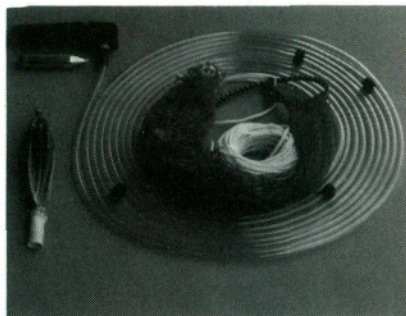
The next century is just around the bend, bringing the 2000 Olympics and many more to come. With IHCA's persistence and your continued support, a Hobie Cat may yet be the Olympic catamaran of choice. 

MAST RITER

ANTI-TURTILING SYSTEM



**A TRULY PRACTICAL
AND ECONOMICAL
SOLUTION
TO CAPSIZE
PREVENTION
AND RECOVERY.**



- Installed and removed quickly and easily
- No tools or boat modifications
- Light weight - only 1½ pounds
- Low profile - nearly invisible against mast when deflated
- Easily activated and deflated from tramp
- Uses inexpensive, disposable 12 gram CO2 cartridges

SEE YOUR DEALER

RACE CAMPS 1993

Another season of great race-training, with extensive on-water drills, video analysis and lectures to cover all aspects of racing.
Feb. 23-25 May 7-9

MidWinters West Race Camp at San Felipe, Mex. \$195/person. Contact Frank Mardel, 619-277-5152 (home) or 619-279-2210 (work)

Apr. 11-16

Catamaran Week in the Florida Keys. \$695/person, including room (dbl. occ.), food and seminar. Contact Sailing Seminars.

Apr. 18-23

ADVANCED CATAMARAN WEEK, Keys, the first and maybe the only one like it. Featuring **RANDY SMYTH**, 2 times Olympic silver medalist, and **JIM YOUNG**, Olympic Coach for Randy Smyth & Jay Glaser in 1984 and for the Swiss Team in 1992. Contact Sailing Seminars.

Cedar Mills Race Camp at Lake Texoma. \$300/person. Contact Anita Trotter at 405-329-8337.

May 21-23

Strawberry Banks Race Camp at Hampton Roads, Hampton, Virginia. \$300/person. Contact Jim Hagwood at 804-484-7560.

June 11-13

Lake Champlain Race Camp, Venise in Quebec, Canada. \$325/person. Call Andre Pilon at 514-359-0859 or 514-349-1090.

Call 305-451-3287
Or write to
Sailing Seminars
P.O. Box 2060
Key Largo, FL 33037



You Sail
Twice As Many Hulls.
You Should Expect
Twice As Much
From A Boat Show.

SAIL EXPO

THE WINTER RENDEZVOUS FOR SAILORS

ATLANTIC CITY
FEBRUARY 4-7

*Fast Sails
For Fast Sailors*

RACING RECUTS-
Class Legal and Hobie
Hot. Used by many of the
top sailors.

*P.S. We cut your
competition!*

Mainsail Racing Recut with Teflon Boltrope	\$150
Pie Shape Tell-Tale Window	\$20
Viewing Windows	
Mainsail	\$30
Jib	\$25



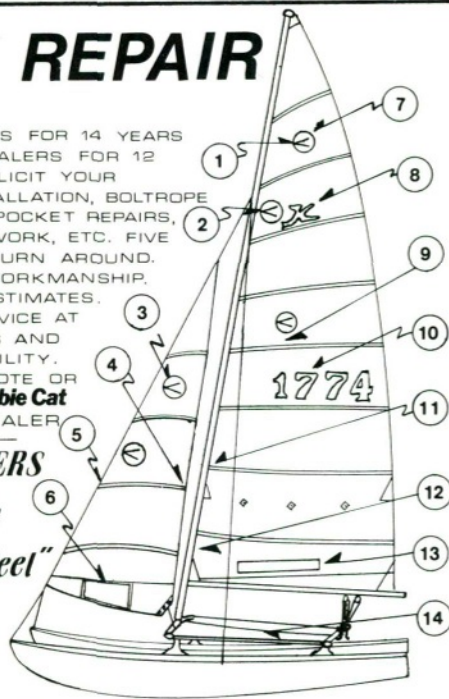
SKIP ELLIOTT SAILMAKERS
870 Production Place
Newport Beach, CA 92663
714-645-6697

All shipments via U.P.S. freight collect C.O.D.
Prices subject to change without notice

SAIL REPAIR

AS SAILMAKERS FOR 14 YEARS AND HOBBIE DEALERS FOR 12 YEARS, WE SOLICIT YOUR WINDOW INSTALLATION, BOLTROPE AND BATTEN POCKET REPAIRS, TRAMPOLINE WORK, ETC. FIVE TO TEN DAY TURN AROUND. EXCELLENT WORKMANSHIP. INSURANCE ESTIMATES. 48 HOUR SERVICE AT DOUBLE RATES AND TIME AVAILABILITY. CALL FOR QUOTE OR SEE YOUR **Hobie Cat** OR **HOLDER** DEALER.

HOLDER COVERS
&
Hobie Cat
"Banana Peel"
COVERS



"Banana Peels" are designed to fit the hulls snugly by utilizing delrin zippers along gunwhale and zippers/velcro for sidestay closures allowing for mast-up storage or mast down towable without disconnecting the bridle or sidestays. Hobie 16 "Banana Peels" are \$325.00 a set and \$115.00 for the trampoline cover. The Hobie 18 "Banana Peel" is one-piece, covering the entire hulls and tramp and prices at \$415.00. Prices are for our stock colors of white or blue. Add 10% to quoted prices for colors: red, yellow, green, or tan; allow additional 14-day delivery for special colors. All orders prepaid will be shipped UPS freight paid. All other orders will be shipped UPS, COD including freight. For price guide on sail repairs and info on other manufactured items, contact:

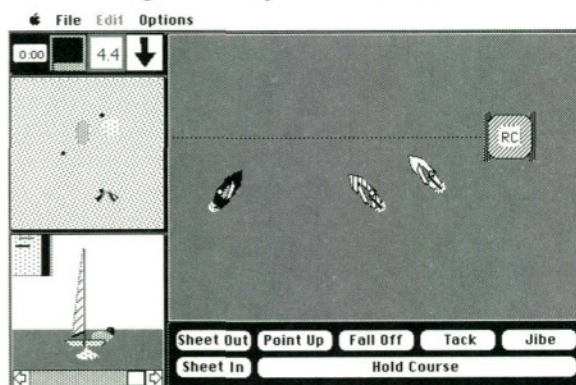
Chris Rooke
(901) 744-8500

ROOKE SAILS

1744 Prescott So.
Memphis, TN 38111

Sailing Master™

A Regatta on your Macintosh®



RACE AGAINST YOUR MACINTOSH. Control steering, sail trim, and boat heel on a single-handed racing yacht using the standard Macintosh mouse interface (in **full color** on the Mac II, LC, and Quadra). If you like flight simulators or golf games, you'll enjoy **Sailing Master**. \$59 + \$4 S & H. Satisfaction guaranteed.

Starboard Software

BOX 130014 • Ann Arbor, MI • 48113

313/662-4393 • 313/662-0425 FAX

Makes a Great Gift!

—Continued from page 17

Positive Mast Rotation

Unfortunately, it is very difficult to get your mast rotated ahead of the main beam to 110 degrees without a positive rotation system to force it to that position and hold it there. As positive rotation is not allowed in many of the Hobie classes, we must do what we have to do.

It is very difficult to get your mast rotated ahead of the main beam to 110 degrees without a positive rotation system to force it to that position and hold it there.

If your boat is equipped with a mast prevention bar, the crew, when sitting on the leeward side of the boat, may be able to push it forward to force more rotation.

Sometimes the skipper can sit by the mast, reach around it and pull the rotator bar toward himself.

Mainsheet

The rules of thumb are:

- The heavier the wind, the tighter you should sheet the mainsail to flatten. This procedure should be done in conjunction with more downhaul.
- The lighter the air, the less hard you should sheet—just enough to keep the leech of the mainsail centered, yet not hooked.
- The mainsheet controls the upper part of your mainsail; it works hand in hand with the upper set of telltales.

Both upwind and downwind, you normally will be setting your sheet at one ideal spot and steering the boat by the telltales.

Main Traveler

The main traveler is used to set the angle of the main to the wind on a given point of sail. It doesn't help with sail shape, rather with sail trim. Off the wind, the traveler is eased and usually set just inside the hull. When going to weather, however, the traveler becomes a great tool for heavy air sailing. After all other depowering strings have been pulled, you can start easing the traveler down.

For example, imagine the wind has picked up and you are flying a hull up and down and

seemingly not going forward. Time to shift gears. You should shift in this order:

1. Trapeze.
2. Add more downhaul.
3. If you are still flying a hull and not going forward, add more downhaul.
4. Add more downhaul.
5. Ease the traveler.

NEVER, EVER ease the mainsheet more than half an arm's length.

Keep in mind, NEVER, EVER ease the mainsheet more than half an arm's length. If you are letting out a lot of sheet when the puffs hit and then having to reel it all back in, let out the traveler some more, so you are letting out a foot or so of sheet when the puffs hit.

THE JIB Jib Leads

Tension on the jib sheet is the most obvious way to shape the jib. Equally important is where the jib leads are set.

Ideally, the jib leads should be set so the sheet pulls on the foot of the sail a little bit more than the leech. This setting will allow the leech to slack off a bit and ensure there will be no backwinding of the mainsail.

Observing the telltales is a good way to tell if your leads are set properly. If both the upper and lower telltales begin to luff at the same time, you have achieved a perfect set.

Jib Luff Control

This control is not the most important adjustment on your boat, but it still should not be overlooked. It is difficult to tell how tight the luff should be while you are sitting on the beach. Once on the water, sheeting in going to weather, you do NOT want to see wrinkles up the leading edge of the jib. If you do have wrinkles, tighten the luff control to remove them.

Oh Sheet

The biggest problem most sailors have is oversheeting the jib. There is a tendency to think if the jib is brought in tighter, you can point higher. This is just not so. What happens when the jib is brought in too tight is the backwinding of the mainsail. And we already know what a bad effect that has.

DO YOU BELIEVE IN MAGIC?

Most sailors honestly believe there is some elusive magic trick to making a boat go fast — some little trinket they can put on their boat that makes them win. Or maybe one super, secret string to pull for instant, predestined victory.

I believe sailing fast is a sum of boat-handling abilities, tactics, reading the wind, and a little bit of string pulling. So, by all means pull the right strings at the right times, but really work on your own abilities — get that nut on the tiller working properly.

What I'm saying is that I do believe in magic, and so should you ... your own magical talents as a sailor. *JB*

HELM vs. RUDDERTRACK

Weather helm historically has been measured by how hard you have to pull on the tiller. For example, if your rudders are perfectly balanced and slicing through the water with no angle and there is no pull on the tiller, then you have neutral helm.

If you have a very slight weather helm, 1-2 degrees, you also will have to pull slightly on the tiller to keep the boat going straight.

Take that same slight helm, and partially kick up the rudders. You will find you now have tremendous pull on the tiller. If weather helm is judged and defined by the pull on the tiller, we might assume the weather helm, and consequent drag, has increased. But that is not possible, because the rudders are still going through the water at an angle of 1-2 degrees.

By the same token, we actually can reduce pull on the tiller by raking the rudders forward, even though they are still going through the water turned at a 1- or 2-degree angle. (See Diagram below.) We now can take away that ever-tiring pull on the tiller we call weather helm.

NEUTRAL TERRITORY

REMEMBER: The degree of attack by the rudder through the water has not changed by cocking the rudders either forward or aft.

Let's take an example. You have your sidestays set halfway down the chainplate and you have neutral pull on the tiller, which we are calling helm. The rudders are tracking through the water at an acceptable 1 degree of turn to weather in order to make the boat go straight.

You decide to rake the mast all the way back to the bottom holes of your sidestay

chainplate, and you notice you now have weather helm and the rudder is tracking through the water at an unacceptable 5 degrees. You don't want to pull that hard on the tiller, so your next step is to adjust the rudders so they are cocked under the boat. Now you have no weather helm; that is, you don't feel any pull on the tiller.

However, the rudder is still tracking through the water at 5 degrees in order to keep the boat going straight, and that is detrimental to boat speed. The problem? It's all in nomenclature! What you call what!

SEMANTIC CONFUSION

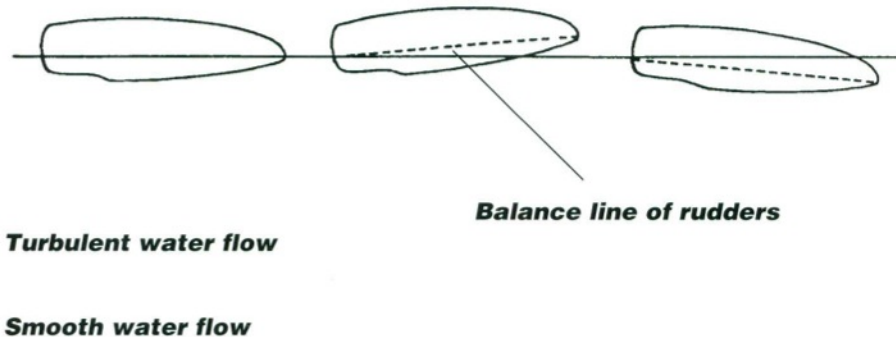
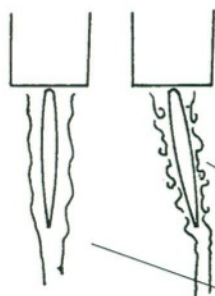
Some say "helm" is the angle at which the rudder goes through the water, and the pull on the tiller adjusted by raking the rudders under or aft is called "power steering."

Keep in mind that no matter what you call these two occurrences, they are separate issues, and probably should be called two different names. Up until recently we called both subjects "helm."

Since most folks are like old dogs and don't want to change, let's just define the term "helm" as the pull on the tiller.

The subject we really want to discuss, however, is the angle at which the rudder goes through the water, so let's invent a word. Let's call that "ruddertrack."

By using these definitions, the theoretical boat above would have neutral "helm" and "weather ruddertrack." You see, the rudders are cocked under the boat, so there is no feel on the tiller — neutral helm. The rudders are constantly turning at an angle of 5 degrees to keep the boat going in a straight line — resulting in a 5-degree weather ruddertrack.



Turbulent water flow

Smooth water flow

Balance line of rudders

BILL BALDWIN

CATAMARAN COVERS BY

Hobie Cat

TOP GUN COVERS are made of royal blue polyester acrylic impregnated for colorfastness and UV tolerance, then ZEPEL®-coated for waterproofing and stain resistance. Hull covers completely enclose the hulls and are closed with zippers and velcro from stem to stern. The all-purpose, three-piece cover is designed for trailering at highway speeds (trampoline cover is not suitable for trailering).

ECONOMY UNIVERSAL COVERS are woven polyethylene film-coated on both sides covering the woven fabric. The covers have fantastic tear resistance and are specially designed for outside storage, protecting against UV degradation and dirt.

For more details, see your
HOBIE dealer and the **HOBIE**
Parts & Accessories Catalog



TOP GUN ALL-PURPOSE 3-PIECE TRAILERABLE COVER

Beach or Trailer • Mast Up or Down • Highway Speeds
Road Hazards Protection • Easy Installation • No Lifting

Also available: Top Gun one-piece storage cover for beach or trailer storage, mast up or down.



ECONOMY UNIVERSAL 1-PIECE STORAGE COVER

Beach or Trailer • Mast Up or Down
Easy Installation • No Lifting

W

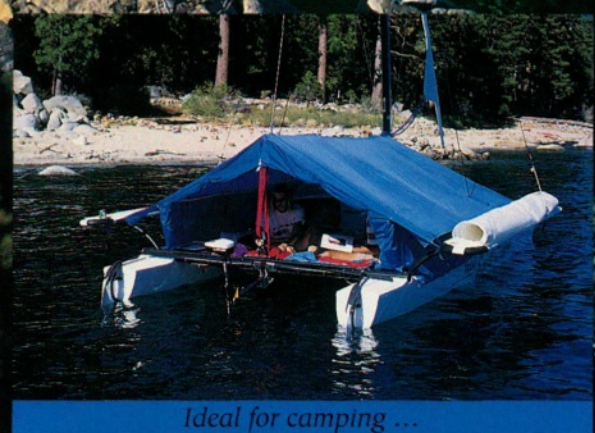
e call it the

Hobie Sport Cruiser. You'll call it ... The Great Escape. Sail away from the everyday hustle and bustle to the secret places and serenity of nature at its uncluttered best. Get away from it all, and have it all ... on a relaxing sunset cruise or a weekend of exploring. Gather up your family and friends, and put miles between you and the world. It's time to find your private piece of paradise ... the Hobie Sport Cruiser. It's the



PERFECT

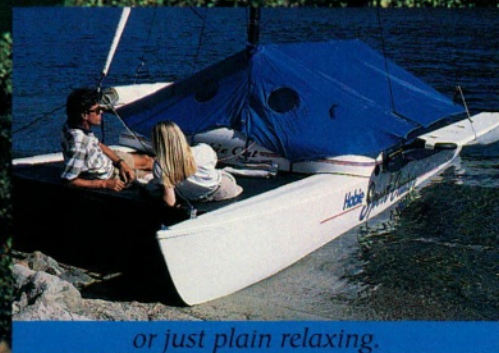
Getaway



Ideal for camping ...



day cruising ...



or just plain relaxing.

For the Hobie dealer nearest you, or for more information, please call 1-800-456-2628.