

Hobie HOTLINE



JULY/AUGUST 1993

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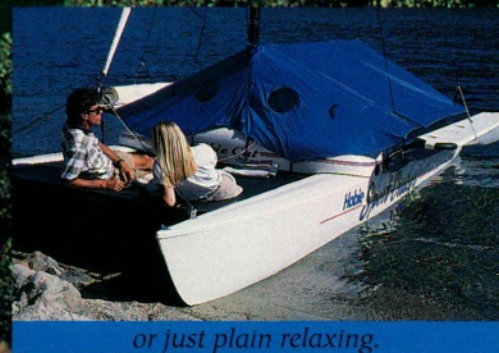
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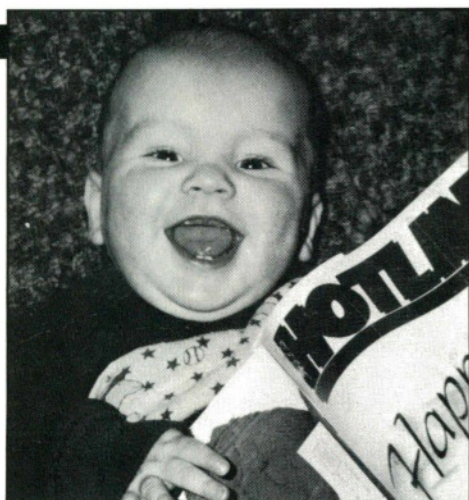


or just plain relaxing.

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

Hobie HOTLINE

JULY/AUGUST 1993 • VOLUME 22 NUMBER 4



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Singlehanded surfin' in Baja. 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.

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Down To Earth

Flamboyant yellows, neon pinks, hot greens and bright blues ... these colors aren't normally thought of as being earth tones, but when they're on a Hobie Cat, they are.

No, the sizzling summer heat hasn't gone to my head! What I mean is a Hobie Cat is about as environmentally friendly a boat as you can get. And so are the people who sail them.

I know, I know, it's the age of political correctness, so it may look like I'm trying to get on the ecology bandwagon. But Hobie Cats were designed to be non-disruptive to the environment way back before Earth Day was ever heard of, and our catamarans will remain that way even if the current fashion gets lost in the wake of the next political fad.

This past winter's deluge here in southern California certainly brought home to me the negative impact pollution has on our lives. The rains and subsequent sewage breaks resulted in our beach water temporarily being declared unsafe for swimming and diving. So much for a fun spring break for the kids.

While on a recent photo shoot down by San Diego at Point Loma, I wondered aloud about the safety of not just being in the water but eating anything that lives in the water. A colleague who is a longtime diver remarked that in all the years he's been diving, he's never seen the amount of dead kelp beds like he's seen this year. It really makes me hesitate when I'm ordering seafood.

Although I firmly believe that some of this recent pollution was preventable through comprehensive disaster planning and budgeting, some pollution inevitably will occur. What gets me more than the pollution caused by Mother Nature is the totally preventable pollution caused by the rest of the human family ... us!

I am always amazed and dismayed to find a pristine place soiled by litter. I'm sure it's happened to many of you ... you go by boat or foot and discover what appears to be a virgin corner of the world, untouched by human hand. And then you see it ... what is that jewel glistening in the sun? On closer examination, you realize it's an old junky beer can, and it's lying next to a crumpled-up fast-food container. So much for unblemished, natural beauty.

I believe Hobie Catters, in part because of their boat and sport of choice, are naturally more in tune with environmental concerns. Our regatta locales usually stay in trash-free condition throughout the event, which makes it easy on organizers and volunteers as well as on the environment. We're beginning to recycle more, too, at our events just like in our homes and businesses.

I'm proud to be part of this great bunch of clean cats. When you think about the future of our environment, whatever you're doing ... whether you're on the ground, on the road, on the water or up in the air, it all comes ... *down to earth*.

HOBIE

SEPT. 4-8, 1993
KIAWAH ISLAND
CHARLESTON, SC

20 NATIONAL CHAMPIONSHIP

ACCOMMODATIONS

Hobie 20 National Championship host Kiawah Island extends its southern hospitality to racers, offering outstanding rates. For reservations or more information, call (800) 654-2924. Reservation deadline is August 2, 1993.

VILLAS

Each comfortable, tastefully furnished villa includes a kitchen complete with dishwasher, washer and dryer.

One bedroom: \$75 per night
Two bedroom: \$100 per night
Three bedroom: \$150 per night

RVS

A limited number of free spaces for fully self-contained motor homes are available. Sorry, tent camping and pets are not allowed.

RACES

The Hobie 20 National Championship is a BYOB (Bring Your Own Boat) event, with a limited number of charterboats available. Paul Ulibarri will be race chairman. Prequalification is not required; no cuts; NAHCA membership required; USSA, IYRU and NAHCA rules apply.

Saturday, Sept. 4

9 A.M.-Noon

Check-in & Registration • Practice

Sunday, Sept. 5

Racing Begins

Welcome Party

Tuesday, Sept. 7

Racing Continues

Monday, Sept. 6

Racing Continues

Wednesday, Sept. 8

Final Day of Racing

Awards and Dinner

CHARTERBOATS

Fee: **\$350.**

Refundable boat damage deposit: **\$250.**

Nonrefundable USSA boat damage insurance: **\$50.** If you would like to get on the rental list for a brand-new Hobie 20 charterboat, send your name, address, daytime/evening phone numbers and a \$200 deposit (check, money order or credit card with information specified in registration form) made payable to Hobie 20 National Championship, to: Hobie 20 Charterboats, P.O. Box 1008, Oceanside, CA 92051. Deadline: June 30, 1993. Racers on the list will be contacted by July 15th to confirm charterboat availability.

FEES

Registration fees include two great-looking T-shirts, lunches, welcome party and awards dinner.

Registration

Pre-registered before August 2, 1993: **\$175.**

After August 2, 1993: **\$255.**

Party Packets

Additional party packets may be purchased on site.

T-Shirts

Additional T-shirts may be purchased for \$12 each. Please specify quantity and size(s) of shirt(s) ordered on your registration form. Payment for additional shirts must be included with your entry fee.



COME TO KIAWAH ... FOR SEA-SONAL FUN

Kiawah calls. You can almost hear ancient mariners (and an ornery pirate or two) beckon you to this island linked to nearby Charleston by 21 miles and 300 years of rich maritime history.

Beloved alike by its early Native American inhabitants and the residents of today's lush neighborhoods, Kiawah Island offers incomparable facilities for tennis and golf, children's recreation, fishing, swimming, environmental meditation, and, oh yes, sailing, too! With 10 miles of beautiful beach, bathwater ocean temperatures in the high

80s and even warmer daytime air temps, the sailing is fantastic.

For landlocked delights, the charm of Charleston lies close enough for easy touring. The area abounds in old plantations and gardens laden with trees and tradition, "war and peace" stories that span centuries and culminate in "Gone With The Wind's" Boone Hall, and antique shops that offer a taste of yesterday.

Autumn is prime time for Kiawah, Charleston and sailing. When Kiawah calls, your answer should be yes.

REGISTRATION • Entry must be postmarked by August 2, 1993 to avoid late fee.

SKIPPER:

CREW:

ADDRESS:

ADDRESS:

CITY/STATE/ZIP:

CITY/STATE/ZIP:

DAY PHONE:

EVENING:

WEIGHT:

SAIL NO:

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I have enclosed a check made payable to Hobie 20 National Championship for \$_____ in U.S. Funds.

Charge \$_____ ☐ MC ☐ Visa Card No. _____ Expires _____

Cardholder's Signature _____

Mail to: Hobie 20 National Championship • P.O. Box 1008, Oceanside, CA 92051. **NO personal checks or credit cards will be accepted on site for any fees.**

Information: (619) 758-9100 Bonnie Hepburn, X604 • Doug Skidmore, X205. Fax (619) 758-1841.

BACK ISSUES

LETTERS

HOTLINE

1983	Jan/Feb	Rules for the Beginner Rudder Maintenance Sailing Strategy
	Nov/Dec	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
1986	Jan/Feb	Tuning the 14 Rules Before the Start From Last to First
	Mar/Apr	18 Performance
	May/Jun	Hobie 17 Primer Staying Ahead
	Sep/Oct	Anatomy of a Roll Tack
	Jul/Aug	Hobie 14 Tips Regatta Management
1987	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
	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 & 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
1992	Jan/Feb	Hobie 16 - Part 2: Tuning
	Mar/Apr	Hobie 16 - Part 3: Sailing
	May/Jun	Hobie 20: Setup, Tuning & 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
1993	Jan/Feb	Rick White, Tuning: Part 3 Downwind Tactics
	Mar/Apr	Division Book Sail Shape & Boat Speed
	May/Jun	The New Sport Cruiser Sailing Ocean Waves

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NAME

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CITY

STATE

ZIP

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

07/93

LIKES THAT PHOTO

On the inside back cover of the May/June 1993 issue, you featured a great picture of a Hobie 18 advertising the Hobie Multi-boat Nationals. The photo credit lists Jeff Cox.

I am interested to know if this photo is available, preferably in poster form, or if any reprint could be obtained. If so, how can I go about it and what would it cost?

I own a Hobie 18 and have a lot of fun with it. The picture would be a great reminder of the good times to be had on a Hobie. Thanks for your help.

Benje Jensen
Lakeville, MN

You can contact Jeff Cox directly by writing to him at 601 Bill France, Suite 1703, Daytona Beach, FL 32114, or calling (904) 274-2127.

WHERE HAVE ALL THE MASTERS GONE?

Reluctantly, I'm not re-subscribing. I believe I have an almost complete set of *HOTLINE* magazines. I began my collection when I bought my Hobie 14 #A1111.

Now I'm 82+. Local Fleet 26 no longer sponsors racing and my last major competition was at the Elk Lake 14 Nationals in 1987. Two new knees in '88 ended my District 10 travels; I now race portsmouth in all my local sailing club events.

If in truth old sailors never die, their courses seldom show in *HOTLINE*. Sandy, Michelle, Hobie; I wish I were seeing Wayne again; hello to Hugh Greenwald and family; I did see Phil Berman last fall.

Whatever became of ideas such as age categories, perhaps 70+ or whatever, for racing?

John Storer
Indianapolis, IN

We're sorry you won't be subscribing to *HOTLINE* any more. Although the magazine has no control over events, we do provide a forum for sailors, to ensure your voices are heard around the Hobie world.

In regard to longtime Hobie Catters, Sandy Banks served as race chairman for the silver fleet at last year's 16 National in Bear Lake, Utah. Wayne Schafer, one of the first people to rush out and buy a Hobie 20, had a great time campaigning the boat at the 1992 National event in Tahoe. Wayne also was at the 16 Nationals.

To address your other concern, we know Division 2 operates a Masters category that runs right along with the others, but is

scored separately. We are not familiar with what other divisions and fleets do, but would appreciate hearing from them on this subject. If senior races and/or activities are offered (and we hope they are), we'd love to let all our vintage sailors know what's happening on the Hobie Cat racing circuit.

NOT JUST HOT AIR

One of the hulls on my Hobie Sport Cat is airtight, and there is usually fairly heavy exhaust each time I open the plug. The other hull is not airtight and leaks slightly.

What do you suggest? I would appreciate your help.

Robert G. Schuchardt
San Francisco, CA

We checked our records and discovered you're a new subscriber — congrats! Everything you need to know on the subject of vents (including the important maxim, never plug the holes!) is in the January/February 1993 "Ask The Expert" column. We're sending you a free issue of that *HOTLINE*, and again, welcome to the magazine.

CRUISING RIGHT ALONG

Just a quick note along with my renewal to say how much we enjoyed the article on the Sport Cruiser. The layout and photos made it all look like a lot of fun. Looks like Hobie has another great boat! Next time you get ready to test out a new boat, invite us along for the ride, OK?

James and Carol Wade
Richmond, VA

Thanks for the complimentary words on the article, "Happy Camper," from the May/June 1993 *HOTLINE*. We've received a lot of calls on that adventure story, which was as enjoyable a trip to be on as we hope it was fun for everyone to read.

Some callers, knowing the publisher is not exactly a gung-ho outdoor camping enthusiast (to put it mildly), have wanted to know if she really did sleep on the boat. The answer is yes.

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. ✕

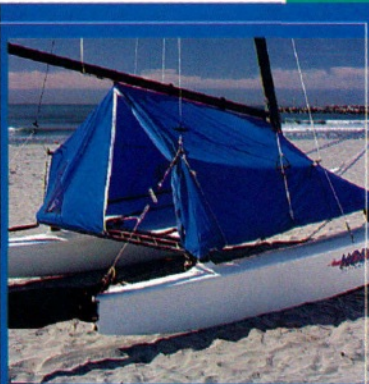
GET REAL

GET HOBBIE

Speed Up Your 16 With A Spinnaker

Increase the tempo and fun of your Hobie 16 with an H-16 Spinnaker Kit. You'll be up, up and away in no time with this easy-to-install kit that accelerates off-wind sailing speed in any wind condition. Show those other cats how fast a Hobie 16 really is! The complete hardware kit includes spinnaker pole, blocks, lines, fittings and fasteners. The sail is a 3/4 oz. rip-stop nylon asymmetric spinnaker.

#20999000	Hardware Kit	\$300.00
#20999001	Blue/Yellow Sail	\$450.00
#20999002	Green/Pink Sail	\$450.00



Turn Your Boat Into A Hobie Hilton

Whether you're enjoying an exotic, long-distance cruise or camping overnight at a regatta, the spacious and private H-16 Tramp Tent makes Hobie 16 sailing as comfy as it is easy. It provides complete tramp area coverage as well as plenty of headroom. Forget the special hardware. The roof is supported by the boom (with or without the sail rolled to it). Just snap the straps, hook the corners to the pylon posts and hoist the halyard. Bungee and hooks make complete assembly quick and secure.

#20970550 \$300.00

Chill Out

Hobie's Soft Side Coolers keep food crisp and beverages cold. Each well-insulated cooler features a waterproof nylon exterior, vinyl interior, zipper closure and built-in carrying handles. Available in royal blue and teal (specify color when ordering), 6 and 12 packs hold one 8# bag of ice; 24 pack, two 8# bags.

#7210ST	6 pack	\$31.95
#7210MT	12 pack	\$39.95
#7210LT	24 pack	\$47.95



Hobie Vests — Wear 'Em For Life

These Coast Guard-approved Type III Hobie Adult Life Vests fit comfortably over a T-shirt or wet suit and trap seat. The short-waisted vest with Ensolite® flexible foam flotation folds into a compact 12" wide x 4" high package. A bright coral right shoulder and left chest make the vest — and you — highly visible by rescue boats, power boaters and other sailors.

#S5322SM	Small/Medium	\$42.95
#S5322LXL	Large/X-Large	\$42.95

A Roaring 20's Tramp

The Hobie 16 One-Piece Tramp is the answer to the problem of lines and other items washing off the boat through the trampoline lacing. The newly designed lace at the back of the rear crossbar is the same used on the high-tech Hobie 20. A closed lacing down the left sidebar offers you the convenience of a one-piece tramp without sacrificing the frame stiffness of a standard trampoline. All seams are heat-welded to provide the superior strength and durability unattainable in a sewn trampoline.

#20970500	White Vinyl	\$285.00
#20970510	Blue Vinyl	\$315.00
#20970555	Black Mesh	\$330.00



Travel Though The '90s In Style

For less than the price of dinner and a movie, you can enjoy the new Mainsheet Traveler Car redesigned to improve strength and durability of the Hobie 14, 16 and 17. Its 11 replaceable needle bearings are 650% stronger in bending, while body wear areas have been increased 20% to enhance effectiveness and longevity in sandy environments. Installation is quick and easy; the car is fully interchangeable with the earlier design and does not require a new upper assembly.

#108	Complete Traveler Car Assembly	\$40.00
#109	Lower Roller Unit only	\$25.00

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WAVELINES

OOPS!

Stuff happens, or so the saying (almost) goes. That's what this mini-feature in Wavelines is about; little mistakes or unexpected happenings in Hobiedom. You know, the kind of accident or misfortune that usually is less than amusing when it occurs, but funny in retrospect.

We're reminded of the time a friend who had trained long and hard for a 10K far from his home arrived at the race site after spending the day at the beach. He took off his sandals, dug in his gym bag for his running shoes and found... two left shoes. Not too funny at the time, but good for a laugh (much) later.

Here's the first in what we hope will be a continuing series. Send your story to: Oops! Hobie Cat HOTLINE, P.O. Box 1008, Oceanside, CA 92051. Although we ask you please to include your name and address, we'll be happy to keep your identity secret in print if you wish.

IN A STEW, OR "ALICE'S RESTAURANT" REVISITED

The incident occurred during the 1989 Hobie 18 World Championship in Monterey. The usual beach lunches for the 150 or so competitors had been hot dogs, as several thousand had been kindly donated by Oscar Meyer. We also planned one special evening meal on the beach, with the main course being a fish stew prepared by Mike Montague, Denise Kuhre, Maryanne and Paul Hess.

As you can imagine, a meal for 150 people requires a lot of fish stew, but our volunteers had it all worked out down to the last detail. A few days before the big event, 30 gallons of the stew was duly cooked in the most hygienic of surroundings and poured into two large coolers lined with plastic bags. Paul Hess, a veterinarian, supplied two animal "body bags," as they were extra strong and guaranteed not to leak. The coolers were taken to a nearby supermarket and stored in a large refrigeration unit until the appointed evening.

When we arrived to pick up the stew a couple hours before it was due to be served, we realized the bags felt hot, which was quite strange seeing they had been stored for the last two days in a room close to freezing point. Apparently, one of the supermarket workers had seen our coolers and decided to help us out a bit. We had left the stew with the lids off, so it would cool down to room temperature. Our helpful friend decided we must have made a mistake and kindly put the lids back on for us. As I am sure you are aware, coolers are not only good at keeping heat out, but also at keeping heat in, so instead of our fish stew

cooling down to near-freezing, it had stayed a nice warm temperature for almost three days.

All of a sudden we had to find a main course for 150 hungry sailors. All we had to offer was dubious fish stew or more of the same hot dogs that we served up every day for lunch.

Now I don't feel bad about putting fish stew in animal body bags as the bags weren't second-hand, and I don't feel too bad about misleading participants by serving hot dogs instead of the promised "home-made meal like Mum used to make," but I still cringe when I think of the workers and nearby inhabitants of the construction site where the anonymous members of Fleet 222 dumped the 30 gallons of festering fish stew in the rubbish skip. We didn't return to the area in case we were spotted, but a couple days of sunshine must have done wonders to the fresh air in the area.

NAME GAME CORNER



I am enclosing a print of my Hobie 18, "Sling Shot," which I hope you will use in the Name Game Corner.

The name came from our sailing in the Great South Bay off Long Island. There are numerous "flats" in this area. We were sailing with our boards down and my wife out on the trap. In about 20 knots of wind we hit the flats, the boat stopped dead and my wife shot forward like a projectile shot from a sling-shot. Thank goodness the boat wasn't damaged.

Jim Chanko
New York, NY

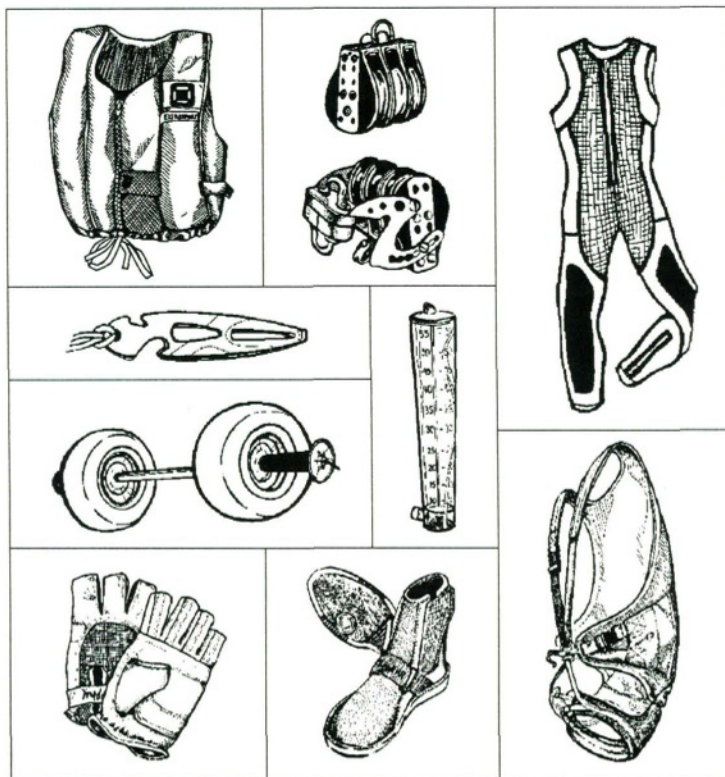
Keep those names and photos coming to: Name Game, HOTLINE, P.O. Box 1008, Oceanside, CA 92051. ✉

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Dear John

BY JOHN HACKNEY

BETWEEN THE LINES

When trying to right my Hobie 16, I always throw my righting line over the hull to get more leverage. My friend says it doesn't make any difference whether you throw the righting line over or under the hull. Is he right?

Righting line placement is an age-old question. Should the line be inside (under) or outside (over) the upper hull? Which way makes righting easier? The proper time to make this decision is not when your boat is flipped, with the wind blowing like stink. My crew, on the other hand, waxes philosophical about placement, advising, "I know where you can put the righting line!"

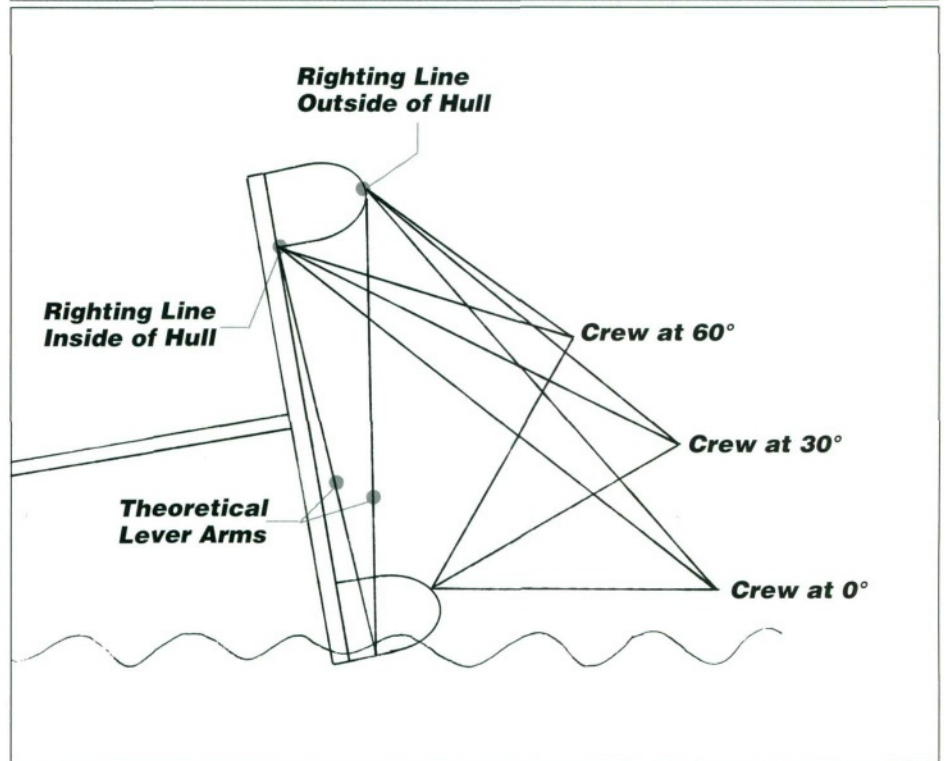
Some super techno-gizmo boats offer righting systems, notice the word systems, in which the righting line retracts automatically into the crossbeams. Possibly you have the more ordinary, run-of-the-mill system, in which a shock cord keeps the righting line tight under the tramp or along the side of the boat for additional use as a suicide line when the wind is really blowing.

Sometimes, lines in these special righting systems must run either over or under the hull, leaving you no choice in the matter. Many sailors, such as myself, just use an old piece of line tied to the dolphin striker stuffed somewhere out of the way when not in use. Usually this type of righting line is like a horse in that it requires verbal abuse to become useful in a crisis.

Easier righting is defined as how fast the boat is righted regardless of the effort your worn-out crew must put forth.

All in all, no matter what type of righting system you use, including the mainsheet, it is assumed that at some point in your sailing career you contemplated the question, over or under? Throughout the years, on more occasions than I would like to

FIGURE A — Capsized Hobie 20



count, I have had the opportunity to try every conceivable righting method. Never came to a clear-cut conclusion on which one was easiest, other than to yell at the crew for doing it the wrong way no matter which way it was set up. Crews need to be harassed on occasion to keep them honest, in their place, and humble, which helps to build character!

On the aforementioned occasions that enabled me to check empirically all methods of righting my boat, weather conditions, sea conditions or a crew change would only confuse the data. Thus, in my case as in others, excellent arguments have developed to support both the over-and-under-the-hull righting theories. Nevertheless, for some unfathomable reason, I decided to undertake the task of mathematically checking which method would create the most righting force (in foot-pounds, of course) with the least amount of effort.

The question may be raised as how to interpret the phrase "makes the righting easier." Easier righting could be defined as how fast the boat is righted regardless of the effort your worn-out crew must put forth. Easier righting also could be defined as the method by which the crew exerts as little effort as possible and still gets the job done. My preference is the latter; a lazy perspective but mine nonetheless.

THE RIGHT MODEL

I hope the accompanying mathematical model provides some answers. Figure A is my Hobie 20 capsized; have not done this yet, so this is theory only, mind you. I chose this particular Hobie Cat as an example because of the boat's proximity to my computer.

A single crew member, weighing in at 180 pounds, was arbitrarily selected to illustrate the point. This crew weight would not be enough to right this particular boat in calm air, but will serve our purpose to model the forces. The crew is six feet tall with arms extending from the body approximately twelve inches below the head, so the righting line would be about 60 inches from the hull, give or take a pair of wet booties.

The mathematical model was designed to examine crew position relative to the water at three angles: one parallel to the water and the other two at 30-degree intervals. My layout should give sufficient insight into what takes place during the normal range of righting procedures within which a person actually would do the job.

As we all know, a widely accepted premise is the more horizontal you can hold your body while keeping it straight, sounds sexual, the more righting force you will exert on the boat. Trapezing also relies on this principle, as you must be as parallel

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TABLE B — Righting Chart

Righting Line Position	Crew Angle off Water	Torque Developed to Right Boat	Force Required to Hold Line	Compression on Legs	Crew Weight	Vertical Generated
INSIDE HULL	0.00	1345	295.68	234.58	180.00	15.57
OUTSIDE HULL	0.00	1257	239.96	158.69	180.00	13.00
INSIDE HULL	30.00	1054	188.48	195.94	180.00	12.21
OUTSIDE HULL	30.00	1030	166.86	149.53	180.00	10.66
INSIDE HULL	60.00	577	92.52	177.33	180.00	6.68
OUTSIDE HULL	60.00	586	90.43	147.06	180.00	6.06
Units	Degrees	Foot-pounds	Pounds	Pounds	Pounds	Pounds

to the water as possible to attain maximum boat speed. The theory was confirmed by the numbers, but with a few surprises; more on that later.

Problems do occur while trying to keep your torso in a horizontal position, because considerable arm strength and balance are required to keep your body straight and parallel to the water. Sailors can be seen routinely using the trapeze harness as a place to attach the righting line to their body, eliminating some of the arm strain associated with righting the boat, although this technique will not help their balance. For simplicity's sake, wrapping the righting line around the harness hook was not illustrated, but the results would remain essentially the same, with a little more pressure on the harness created by the leverage of the body extending past the attachment point.

Using the trapeze harness as a place to attach the righting line to your body eliminates some arm strain.

My righting model takes into account many different variables, although in the interest of brevity, I will mention only a few. For example, lever arms of differing length are created by the Hobie hull, because the outside of the hull is farther away from the center of buoyancy than is the inside of the hull. The angle of the righting line to the

crew and lever, as well as the angle of the person off the water, also was considered.

TABLE THE DISCUSSION

Now to explain Table B. The first column indicates where the righting line exits the boat. Although the line may be tied anywhere to the boat, where it last touches the boat is important for this discussion. The second column shows the angle of the crew to the water, from parallel to 60 degrees. The next is the torque, which is applied to the boat in foot-pounds.

The torque column is significant. As it tells which method actually will develop the most righting force, it therefore may answer our age-old righting question.

Please note that no calculations were done to determine how much force is required to right the boat. This information, which is probably available from Hobie Cat, is irrelevant to our discussion. The question is how to apply the most force easily, not if a certain amount of weight will right the boat.

The fourth column in the table, "Force Required to Hold Line," indicates how much effort it takes for the crew's arms to hold the line while righting the boat. "Hold The Line" represents how much effort it takes or how hard it will be to develop the righting force in the torque column.

The compression column shows how strong your legs need to be to support the torque. Unlike arms, legs generally can hold this force easily, but fore and aft balance becomes a problem as the compression number increases. The crew column is self-explanatory and arbitrarily selected.

The last column was added just for kicks. It represents how much weight you actually could lift vertically with the de-

scribed righting configuration. Another way to look at this number is if you were standing on the bottom, you could push up (vertically) this much weight; really not much!

Looking at this figure, you can see why the boat is so hard to right, yet how somebody in a powerboat can right the boat easily with one hand. Amazingly, it does not take a lot of force to right a boat; it's just awkward to develop that force from a cap-sized Hobie.

SURPRISING RESULTS

The results of the mathematical model surprised me, as my premise all along had been that the line over the hull would develop the most righting force. That theory turned out not to be the case. My incorrect assumption developed from a common-sense point of view, kind of an intuitive approach; so much for intuition.

Amazingly, it does not take a lot of force to right a boat.

As you can see from the torque column, inside the hull produces the most righting force by seven percent over the next best position. Why? Because the angle from your body to the righting line is smaller, compared to all the other positions, plus your weight is horizontal to the water. I

hope I'm not getting too technical; whoops, too late!

Another revelation, thanks to those vectors, is you can obtain 1,030 foot-pounds of force at a 30-degree angle outside the hull with only 166 pounds of pull on the line; what a bargain. The maximum righting force of 1,345 foot-pounds requires a whopping 295 pounds of arm strength; not something most people could achieve for very long.

In sum, as the numbers imply, a 30-degree body angle, with the righting line outside the hull, gives the most bang for your buck. However, as you can see, a 30-degree crew angle inside the hull produces a little higher torque and also is a bargain.

My advice? Forget about trying to keep the righting line inside or outside the hull; if you keep your body at a 30-degree angle to the water, it just doesn't matter. The other disadvantage, if you try for maximum force, is maintaining your fore and aft balance with all that pressure. Plus, you must pull yourself up quickly as the boat starts to right itself.

So how do you really maximize your righting force? The answer is with your body parallel to the water and the righting line inside the hull. However, this method is impractical, as it applies undue strain on the arms and back, just to name two common sore spots. The best, or should I say, the most-for-the-least way, is running the righting line outside the hull with your body at about a 30-degree angle to the water.

After a lot of mathematics, the "best righting method" suggested by the model is the most common method seen on the water! Isn't math great!

Which way really is "easier"? Let the philosophers decide.

MOTOR CITY

I just turned my Hobie 16 into a Hobie Hilton. Now we're going camping. What's the best place to attach an anchor? What size engine do you suggest?

Putting an outboard motor on a Hobie almost seems punishable by death, but I must acknowledge there have been times when supplemental power would have been a nice option. The group with the most experience motorizing Hobie Cats is Cheata, a company that, by the way, advertises right here in the internationally acclaimed Hobie HOTLINE.

According to Cheata's literature, a 1.2 horsepower motor propels a Hobie Cat just fine. The problem with more power, as Tim "Tool Man" Taylor's boat illustrates, is as motor size increases, weight goes up. Extra weight on a Hobie is not desirable.

Cheata also manufactures a bracket for your outboard motor that has withstood the test of time and many Hobie Cat sailors' abuse, takes a licking and keeps on ...

hopefully; you know how outboard motors are!

Anchoring the Hobie goes along with the motor. Most likely, you will need a good spot to store that anchor. A Danforth® anchor, which stores almost flat, appears to be the most logical choice. Personally, I have a borrowed aluminum Danforth anchor that works fine.

The best way to keep your Hobie stable while anchored is to tie the anchor line to a bridle.

Storing the anchor under the trampoline is quite easy. Simply tie the anchor to the lacing with a shock cord; extra lacing line works equally well.

Another option, for someone using the anchor often, is a commercially available anchor holder designed for use on bow rails. This handy holder may be attached to the front crossbar or hull, depending on your creativity. Visit your local boat dealer to find out what is commercially available.

Speaking of anchors, the best way to keep your Hobie stable and into the wind while anchored is to tie the anchor line to a bridle. Simply tie each end of an approximately 12-foot piece of line to both bows, and attach the anchor line to the center of the bridle. This arrangement will prevent the Hobie Cat's swinging from side to side in the wind or current. Power on!

If you have a Hobie question you would like answered in print, send it to: HOTLINE "Expert," P.O. Box 1008, Oceanside, CA 92051. ✉

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Without A Hitch

At First They Were Stranded, Then He Landed Her Anyway

The idea was great. Romantic first date for sail-aholic Chris Dingle and the lady who would turn out to be his future wife, Keva. First time for her on a Hobie Cat. First outing for her on any sailboat, or any boat, for that matter.

Wonderful concept. The only things missing were the boat, the water and the sailing.

The romance must have been there right from the start, however, because Chris and Keva now are married and the parents of one-year-old Andy. Here's how it all began.

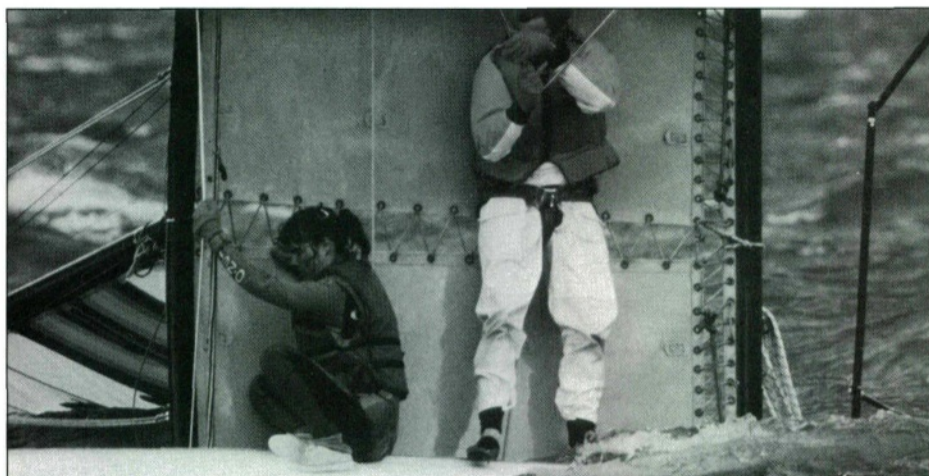
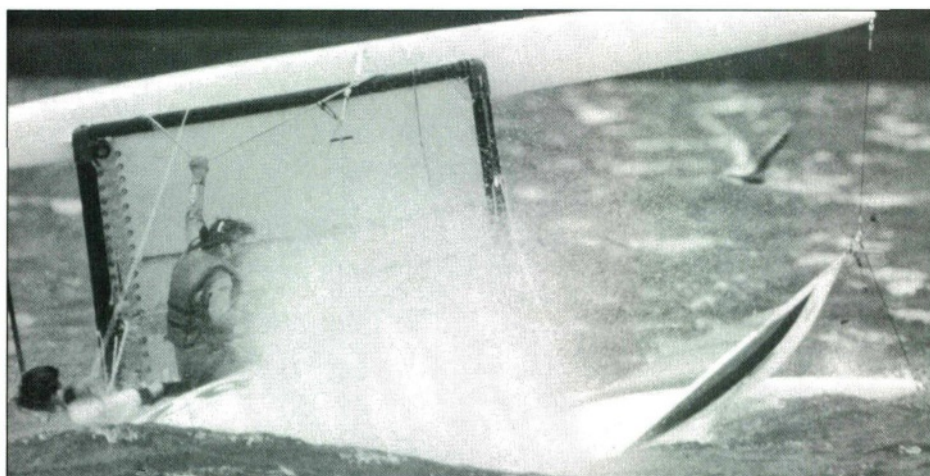
THE PASSION BEGINS

If Chris Dingle's license plate holder doesn't read "I'd rather be sailing," it should, because he would. Not that he doesn't enjoy his work as third-generation owner/operator of a country store in Dayton, Washington, a town of 2,500 people located in the southeastern portion of that state. He likes the small-town flavor to which he was born and bred; after spending the '70s in the Seattle/Tacoma area, he moved back to this, his hometown, in 1980.

I've tried to burn myself out on this sport, but I can't. I just can't get enough!

Chris's passion for sailing was born while he was living the metropolitan life. He first hit the waves in a big way in 1974 when he began crewing on monohulls. Although his love for big boats has not paled ("I'll never be without a Hobie Cat, but monohull sailing is in my blood, too"), after crewing for several years he made the big leap into small boats — namely a Hobie 16.

"The year was 1982," Chris recounts, "and I wanted a boat with performance; something easily trailerable and fun. Even though I had never been on a catamaran, I bought a used Hobie 16."



PHOTOS COURTESY OF THE DINGLE FAMILY

How difficult was the transition? "I put up the mast and went sailing." Confiding he has learned a lot of hard lessons since first getting his feet wet, Chris describes the addiction that has lasted until now and promises to continue for the rest of his life: "In 1988 I bought a new Hobie 16. I sail 50-70 days a year. I've tried to burn myself out on this sport, but I can't. I just can't get enough!"

Although he participates in six to nine regattas each year, the recreational aspect of Hobie Catting is what keeps Chris attracted to the pastime. "I spend more time playing on the boat than racing," he explains.

CONTINUING ATTRACTIONS

Perhaps it was the recreational aspect of Chris that attracted Keva. A Pacific-northwest country gal hailing from Walla Walla, Keva was living in Dayton and working for her father at a local newspaper. She came into Dingle's selling ad space, and Chris sold her on sailing. As it turned out, the actual boating took a detour, but the

sail into a lifelong relationship did begin very soon.

On that first day, Chris asked Keva if she would like to sign on as his crew for the upcoming weekend's local regatta. Despite her unfamiliarity with water sports in general, and Hobie Cats in particular, Keva said sure.

The weekend got off to a less-than-auspicious start when Chris realized on Friday that making it to the regatta just wasn't in the cards. Why not simply go sailing on Saturday, just the two of them, at nearby Chief Timothy Park near Lewiston? Not knowing what she would be getting into, Keva again said sure.

Saturday afternoon found Chris and Keva heading blithely off to Lewiston, Hobie Cat in tow; until half-way there, that is, at which point Chris's car broke down. Undaunted by the unexpected adversity, Chris suggested hitchhiking to the park for dinner. Somewhat less assuredly now, Keva said ... well, okay.

"We hitched a ride to town, had dinner, then hitched another ride back home,"

The Other Woman

Chris Dingle refers to his boat as "the other woman," so here Keva Dingle takes the podium to show how Chris's twin passions — for Hobie life and family life — have merged.

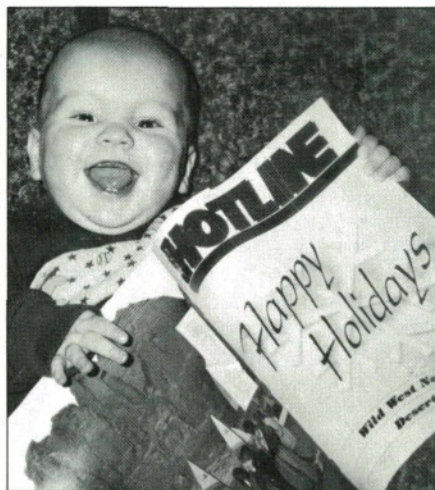
Year after year, Chris had won the Desert Regatta, but last year's event at this great Tri-Cities site saw Chris win a different race ... to the hospital. Although new to Hobie Catting, very pregnant Keva was a real gamer, attending the regatta despite being just three weeks away from her due date. Or so she thought.

Chris was disqualified in the one and only race held on the first day of the event, Saturday. A few hours later, at about 3 AM the following Sunday, Keva awoke with labor pains. She and Chris left the race site and went to the hospital, where 12 hours hence she presented Chris with their son, Andy.

Meanwhile, back at the regatta, no one could discover what had happened to Chris. Everyone knew of his legendary competitive spirit and excellent track record in this series. A few sailors thought perhaps he had up and left because he was angry over his disqualification. Finally, someone noticed the note Chris had hurriedly taped to his boat: "Went to have a baby, maybe."

Hobie life quickly became a family affair for the Dingles. Appearing at the next week's Tumbleweed Tack regatta were all three of them: Chris, Keva and five-day-old Andy.

What a family! Keva has shown it's never too late to join the "Hobie Way of Life." Andy proves it's never too early.



relates Chris. "We've been hitched together ever since."

A FAMILY AFFAIR


They've been around Hobies ever since, too. According to Chris, Keva immediately took to Hobie Catting and the Hobie Cat community. "My wife quickly became a part of the Hobie family," says Chris, noting they won a recent year's Home Valley regatta (on the Columbia River near Portland).

Chris believes Hobie Catting brings them closer together as a couple. "We've been through it all together ... pitchpoles, high winds and everything; through it all she's acted like a trooper," he proudly proclaims. He does acknowledge that at times his passion for sailing is a source of contention: "My boat's like the other woman."

That a passion for Hobie Catting possibly is a genetically transmitted condition is evidenced by Chris's 12-year-old daughter Sally's interest in the sport. "She's crewed for me in open class regattas and we've done quite well," he reports, saying Sally "has designs on becoming a skipper." Chris reveals (are you reading this, Sally?) that when his daughter is ready to skipper in C-fleet races, he plans to reward her with his Hobie 16, and reward himself with a new Hobie 20.

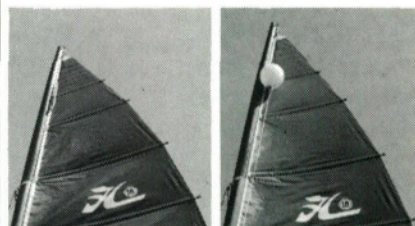
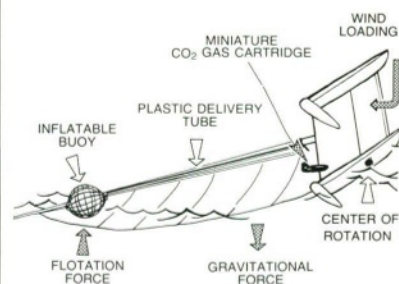
HITCH, HITCH, HOORAY: HOBIE!

Often, sailors who are not heavily into racing join a fleet for the companionship and fun-spirited group activities. Many long-lasting friendships and romances begin on the hulls of a Hobie Cat. Chris and Keva's relationship proves that love at first sight on a Hobie Cat can work even when the boat isn't in the water.

Chris says Hobie Catting has introduced them to "beautiful places and beautiful people." In his and Keva's story, that place was stuck out on a road in the middle of nowhere. Yet somehow, thanks to Hobie and humor, the first date went off without a hitch. The end result: now they're hitched for life! 

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Lofty Ambitions

A Behind-The-Seams Look At The Hobie Sail Loft

BY WICK SMITH

Teaming up to tell the Hobie sail tale to Wick Smith are veteran Hobie Cat employees and sailors Hugh Greenwald, Bill Baldwin and Matt Miller.

WS: Please tell us how Hobie Cat got into the sail-making business. Didn't McKibben make Hobie Cat sails in the beginning?

HC: McKibben Sailmakers was located near our facility in Irvine, California. Hobie Cat had established a joint venture with McKibben to make Hobie Cat sails.

McKibben consisted of two divisions. One division made sails for all types of boats. The other was located in a separate building and dedicated to providing Hobie Cat with sails. McKibben functioned in partnership as our in-house sail loft. With ample space at our Irvine location, eventually Hobie Cat bought out the McKibben side and brought all sailmaking in-house. This consolidation happened in 1975, about the time Coleman bought Hobie Cat.

WS: What was the goal in bringing the sail loft in-house?

HC: Our objective was to maintain a high level of quality assurance while obtaining better control of inventory.

WS: Very few — if any — other boat manufacturers have their own sail loft. Why, in this age of specialization, has Hobie maintained its sail loft?

HC: Once your sail loft has all the machinery and personnel in place, 90 percent of the battle is won. It certainly would not be an advantage for us to give it up. One of our key concerns, especially considering the number of boats we sell, is to maintain a properly balanced sail inventory for the most popular color selections.

Color preference never can be forecast with 100 percent accuracy. If Hobie Cat had to stand in line with all other sailors and factories at an outside loft, we couldn't guarantee we'd get the sails in the colors we need for the boats in demand. It is much more cost-effective to

maintain our own inventory of raw materials and produce sails on an as-required basis.

WS: Have you had a problem retaining quality personnel to ensure the end product is consistently the best available?

HC: Most of the employees sewing our sails have been with us ten years or more, so we don't have a turnover problem. When we do have to fill a position, we find experienced people who are quality-oriented. For example, we just filled a position with a parachute sewer. Having the factory right on the premises makes it easy to maintain a higher quality level and keep everything under control.

WS: Until a few years ago, all sails were made of dacron. Are there different grades of dacron and have you seen any improvement in the cloth used today versus that used in the 1980s? Some newer sails seem stiffer than they used to be.

HC: Several different grades of dacron cloth exist in terms of weight. Each manufacturer has a different model number for its cloth, which does have different density, warp and fill rate. All the cloth is resin-coated, so we have to monitor a lot of variables from one manufacturer to another.

The material must meet our specifications. As a case in point, while looking at a new supplier recently, we tested a sample of his cloth. He was selling it at our specification, but as it turned out, it was much lighter per square yard than our specs call for, which meant it wasn't as good a cloth. We keep our eyes out for that sort of thing. There are companies coming in and out of the sail cloth business, mostly out, with some frequency.

WS: With the advent and popularity of mylar, is it tough to get the variety of colors in dacron now?

HC: Dacron definitely is harder to get. One difficulty is our specification for the cloth is a heavier weight than a standard sail cloth for small boats. When Hobie Alter first started building cats, the standard cloth available off-the-shelf was not, in his opinion, adequate in strength. He already had a large demand for his boats. He told the sailmakers, "This is the cloth you have to make for us. You are going to lose out if you don't start producing the cloth we want." They agreed to do it.

Now, not everyone wants to make the weight of cloth we want, so we have to order a fair amount of it to make it economical for them to run and us to buy. White is not a problem. When you get into colors, you're up against suppliers who don't want to stock any more than what we buy due to lack of demand outside our area of sail manufacturing.

WS: Who designed the cut of the 14, 16 and 18 sails?

HC: You'd have to ask Hobie Alter. Hobie is the guy who determined just how he wanted everything done, but we don't know who he worked with on design.

WS: The Hobie 14, 16 and 18 have been around a long time. Has the shape of the horizontally cut sails changed over the years, or are you still using the same patterns as in the '70s and '80s?

HC: The patterns are the same, with only minimal changes made in relation to what is happening in warranty situations. For instance, the 18 jib was recut slightly at one point because of a major flutter in the foot. We also increased the size of the clew plate on the 16 jib several years ago to attain more adjustability and strength.

The one significant change we have made was the move from a five-batten to a six-batten 14 main. After introducing the Hobie 16, the company felt upgrading the 14 in accordance with the design of the 16 sail would work better. We shortened up the main slightly at the clew and added a little more roach at the top, but the design basically remained the same.

WS: Have you changed the cut to accommodate the COMPTIP™, in an attempt to get some fullness back in the top of the main?

HC: Before the COMPTIP was introduced, this issue was given much consideration. The decision was made to not make any changes in the sail cut. We wanted to make sure that someone getting a retrofit on an older boat wouldn't have to get their sail recut or buy a new sail.

WS: Why did you make the recent change on the Hobie 16 to vertical-cut mylar sails?

HC: We responded to customer demand. Other manufacturers were coming out with vertical-cut sails, and doing very well. Many sailors wanted that type of sail for the look and minimal stretch of mylar.

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WS: What are the advantages of vertical-cut sails?

HC: When we created the vertical cuts, we went out of our way to make sure we didn't produce a sail that was more efficient or less efficient from a shape standpoint than the original version.

There are natural differences in the stretching characteristics of the material. The mylar gives less and will give slightly more immediate response to a puff. On the down side, the puff will hit a little harder, because all the load is transmitted directly to the boat.

WS: Are the new sails all mylar or a mix of dacron and mylar?

HC: They are a mix. The luff, or leading edge, of the sail is dacron; the remainder is mylar with a dacron backing. Dacron is put on the luff to achieve a wider range of adjustability on the downhaul. An all-mylar sail won't stretch when loaded or allow you to change the shape as much. Dacron provides more of a range when downhauling, which affects sail shape and enables you to tune it more.

WS: In retrospect, was the switch to mylar vertical cuts a good idea for the 16?

HC: Yes. Many sailors were really happy we introduced the vertical cut. It brought in a lot of customers and sold many boats.

WS: Who designed and built the first vertical-cut Hobie 16 sails?

HC: Jay Glaser, Hobie Jr. and Jeff Alter inspected the final prototype to make sure it had exactly the same profile and draft as the dacron sail. Both adamantly wanted to avoid the situation of the new sails being faster. Holding true to their dad's guiding principles, they did not want to give an advantage to anybody who had the bucks to buy the mylar sail.

WS: I can't imagine that the first prototype was exactly like the old 16 sail. How many recuts did they do before they got it to match?

HC: We remember at least three different versions. Jay's first attempt was too radically different. In addition to maintaining an identical level of performance, we wanted the same batten layout, so sailors trading up wouldn't have to buy new battens as well.

WS: Hobie Cat made the first Hobie 17 sails (horizontal cut) and then went to Neil Pryde for the sails. Why?

HC: At about that time, vertical cuts were becoming popular. Hobie Cat wanted to produce the highest state-of-the-art, mass-produced, single-handed cat available. Vertical cuts were perceived to be

much better performance-wise than the horizontal cut. We gave people who bought the first sails a super discount so they could trade up at very low cost.

WS: A number of new blueprints, in both sail design and construction, are emerging from America's Cup research and the big boats. These include radial cuts, carbon fiber, and even sails without seams. Have you, as a factory, considered any other sail designs for Hobie Cats to improve durability and performance?

HC: We stick with what we have because we support the one-design concept. The small, incremental benefits derived by changing the design would be far outweighed by the drawback of making 100,000-plus older sails obsolete.

The best indicator of how good the Hobie 20 mainsail is that we know of no one recutting it.

WS: The new Hobie 20 Miracle was your latest shot at incorporating advanced sail technologies. What did you do differently on the sails and who designed them?

HC: Skip Elliott, a renowned west coast sailmaker, designed a set of radial-cut mylar sails for us. He currently manufactures the Hobie 20 sails.

The design has been fixed since the first boat was produced. Changes were made in the early prototypes, but the bugs were ironed out prior to production. The best indicator of how good the Hobie 20 mainsail is that we know of no one recutting it!

WS: In recent years, some sails coming out of the Hobie Cat loft suffered quality control problems. What have you done to correct this situation?

HC: We track warranty claims to ascertain if we have a problem and what that problem is. One example is the luff rope on some of our sails. In conjunction with the COMPTIP™, the luff rope must be fairly substantial and stiff, so it doesn't pull through the track.

At one point, one supplier changed its product, allowing the luff rope to become a little softer and thus causing it to pull out of the sail tracks at the tip of the mast. We

had to change over to yellow polypropylene rope. Although that material was very substantial, over time it created a new problem: a shrinking bolt rope that pulled out of the COMPTIP track as well. We have since corrected that problem by using a really nice stiff bolt rope.

From time to time we have had problems with the clew plates, but it is not an ongoing difficulty. The clew plates we use are excellent, but they were popping off on occasion. We aren't exactly sure why that was happening. Different types of corrosion occur with different materials. We feel the materials changed slightly in the plates, leading to more accelerated oxidation between the rivets and the aluminum plates. We have come up with new rivets to offset this problem.

We've gone to all-new stainless steel grommets on the head plates and tack to avoid any pulling out or distortion. All plastic headboards have been converted to the aluminum variety for strength. We've attacked all major problems encountered in warranty.

We also have modified a rivet machine, because we wanted to heavy-up the diameter of the rivets in the batten pocket caps. Some have come loose in the past. The headboard and clew plate are riveted on, also, so we are heavying-up there, too.

The most important step we have taken to improve the quality of our sails is the recent purchase of two triple-stitch sewing machines. Now, instead of the single zig-zag, we are triple-stitching every high-load area. This method really beefs up the strength of the sails. Although we haven't experienced any sails coming apart with mylar, it's nice to have the added strength just in case.

This stitch technique first was used on the big kevlar/mylar sails some time ago to accommodate their enormous loads. It has taken a while to gravitate down to small boat sails.

We also are changing the design for the reinforcing patches in the tack and clew of our sails, so they disperse loads more evenly. The new design will help prevent wrinkles in these areas of the sail.

WS: Who comes up with the color schemes for your sails?

HC: They come from everyone. When HOTLINE ran a contest asking readers for new sail color designs, they received a ton of responses. Everybody likes giving us sail designs. Some that at first appear unproducible turn out to be something we can make. We welcome all sources for input on sail colors.

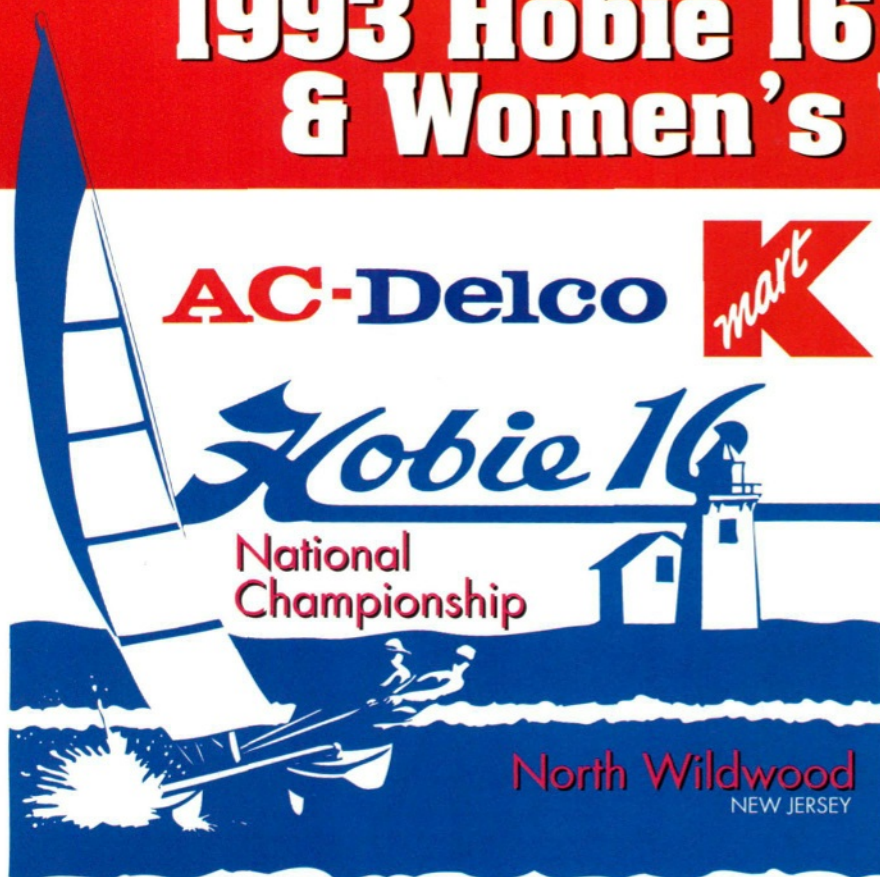
WS: What can sailors do to extend the life of their sails?

HC: Don't put your sails away wet. Mylar sails can form a mildew between the layers of mylar and dacron that's impossible to clean.

—Continued on page 38

Division 11 and the City of North Wildwood Present:

1993 Hobie 16 National & Women's Worlds



August 18-28, 1993
North Wildwood, New Jersey

specific information in this ad). NAHCA and USSA memberships are required, as are Comptips™. USSA, IYRU and IHCA rules apply. The event will be held on the beaches of North Wildwood, with all races sailed in the Atlantic Ocean.

Schedule

The Women's 16 and 18 Worlds will take place August 18-20, preceded by check-in and a practice race on August 17.

The Hobie Junior Championship is scheduled for August 21-22. This event is open to skippers and crews under 18 years of age. We can match you with a skipper or crew. The entry fee includes racing, sailing seminars, lunches, dinner and a party Saturday night.

The Hobie 16 National Championship is slated for August 23-28. Qualifying/practice races kick off the event on Monday, August 23, followed by championship rounds through Thursday, and finals Friday and Saturday. All sailors, whether prequalified or not, are guaranteed a minimum of four days of racing.

Accommodations

North Wildwood offers an appealing variety of accommodations ranging from beachfront houses to cozy condos. Discounted rates will be available at several hotels within walking distance of the race site. Prices range from \$50 to \$85 per night. Reservations can be booked through Flynn Agency by calling (609) 522-5522 between 9 AM and 5 PM Eastern Standard Time.

Sorry, there will be no camping on site; however, several full-service campgrounds are nearby.

Travel

Airline travel can be arranged with final destination at Philadelphia International Airport, about two hours from the race site by car. Additionally, shuttle service is available on US Air from Philadelphia to Atlantic City, approximately 30 miles from North Wildwood. Rental cars are available at either location.

No personal checks or credit cards will be accepted on site for any fees or deposits.

Registration Fees:

Women's 16 and 18 Worlds
\$125/team prior to July 15, 1993.
\$175/team after July 15, 1993.

16 Junior Championship
\$25/team prior to July 15, 1993.
\$50/team after July 15, 1993.

16 National
\$250/team prior to July 15, 1993.
\$300/team after July 15, 1993.

Party tickets can be purchased on site to attend parties during the Women's Worlds and/or National events.

Charterboats:

Charterboat reservations should be made through Wally Myers at (609) 390-8182. Availability is on a first-come, first-served basis.

Charterboat Fees:

Women's Worlds \$150
Junior Championship call for details
16 National \$330

All rentals require a \$250 cash boat deposit, and US Sailing liability insurance or proof thereof.

Information Contacts:

Rich McVeigh at (301) 384-3695.
Mark Santorelli at (609) 448-4063.

North Wildwood is a supernatural choice for these super summer events, offering spacious ocean beaches and surf second to none. Ocean temperatures remain in a most comfortable range this time of year, tempting water sports enthusiasts with an annual high of 80 degrees. Daily high air temps are in the low 80s, with lows in the upper 60s. These conditions, along with normally clear skies and white sandy beaches, are very conducive to local thermal sea breezes.

After a strenuous day on the water, racers can change pace and enjoy the many attractions of the finest barrier islands in New Jersey. Walk and play along the boardwalk, which is known as the amusement center of the east coast. Explore nightclubs and dinner places to match every taste and budget. Come to North Wildwood and experience the land of sun and never-ending fun.

Races

The 16 National, Women's Worlds and Junior Championship are BYOB (Bring Your Own Boat) events. A limited number of charterboats will be available (see

1993 WOMEN'S WORLDS, JUNIOR CHAMPIONSHIP AND HOBIE 16 NATIONAL REGISTRATION FORM

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WOMEN'S 16: 18: JR. 16: OPEN 16: _____

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Entry must be postmarked by July 15, 1993 to avoid late fee. No personal checks or credit cards will be accepted on site for any fees or deposits.

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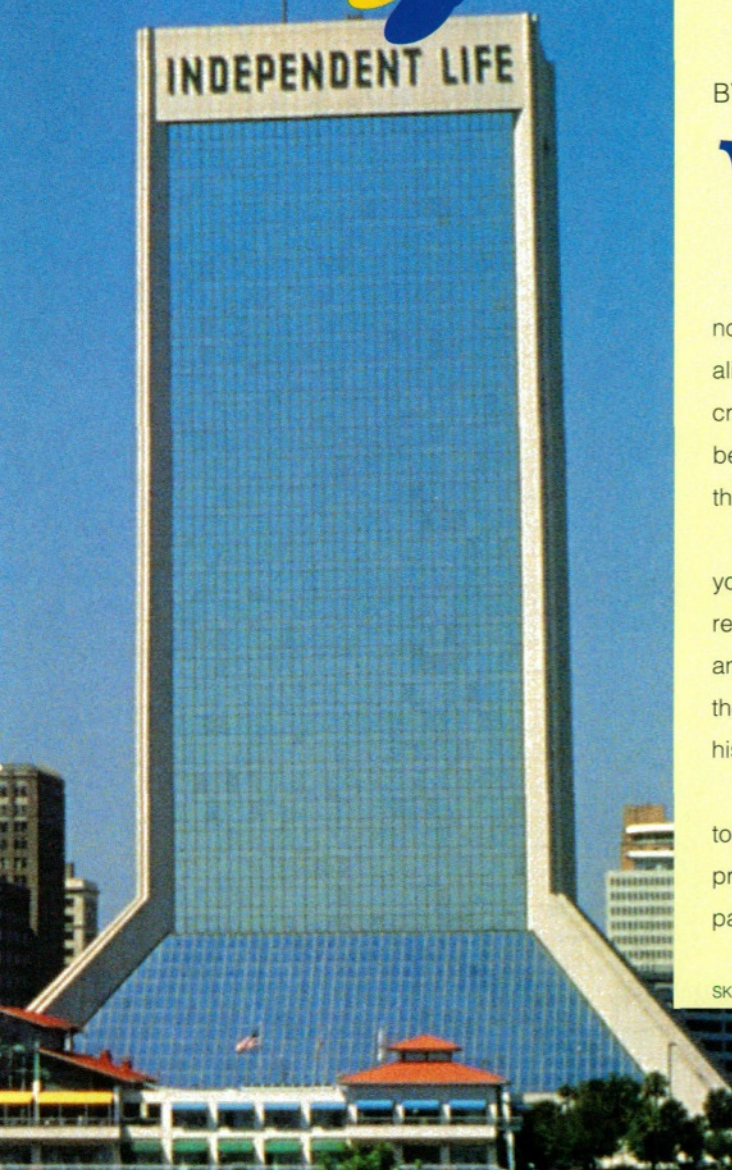
Welcome to Jacksonville, hub of Florida's First Coast! This thriving metropolitan city in

northeast Florida has much to offer young and old alike: theatres, museums, art galleries, riverboat cruises, shopping, and of course, beautiful beaches, where the water's warm, surf's calm and the sun's always bright.

At first glance, Jacksonville seems to be a young town. Gleaming glass buildings cast reflections in the St. Johns River. Posh new shops and restaurants line both riverbanks. This is hardly the setting in which one would expect to find historical attractions.

Nevertheless, old and new Florida come together in Jacksonville with pleasing results. This progressive, vibrant city has a rich and colorful past that is great fun to explore.

SKYLINE PHOTO: JACKSONVILLE CHAMBER OF COMMERCE





GIGI MOORE

Jacksonville is located in the historic First Coast area. The Spanish landed 60 miles south, in St. Augustine, during the middle of the 16th century, before Jamestown and the Pilgrims. Jacksonville also is the site of the first Protestant colony in America.

Fort Caroline, located north of downtown on the St. Johns River, was founded in 1564 by French Huguenots. The earth, wood and sod fort was captured by the Spanish during a bloody massacre in 1565. The edifice has been reconstructed and the Fort Caroline National Memorial now includes an interpretive center, nature trail and observation area.

After defeating the French, the Spanish founded the colony of St. Augustine and erected their own massive fort, Castillo de San Marcos. That fort is made of stone and has stood in St. Augustine for nearly 250 years.

Tour The Old South

Slavery and the Civil War are very much a part of the area's history. One of the largest slave traders in the South, Zephaniah Kingsley, bought Ft. George Island. Soon, Kingsley Plantation became a sort of training facility for the many slaves that were brought from Africa and the Caribbean to the southern plantations.

Located on Ft. George Island above the Mayport Ferry off A1A, the plantation is at the end of a dirt road that winds through pines and palmettos. The house, stable and skeletal remains of the slave quarters can be found on the grounds. The plantation house sits on a wonderful piece of property with a breathtaking view of the St. Johns River. Guided tours are available during certain hours.

Fort Clinch is located north of Jacksonville in Fernandina Beach. The fort was built in 1847 and features amazing brickwork. Costumed park employees act the part of Civil War soldiers as they escort visitors on a tour of the fort. The 1,086-acre park offers campsites, picnic areas, beaches and an ocean pier. A horse and carriage company provides sunset and candlelight tours of the facilities.

The railroad played great importance in the growth of Jacksonville. One of the finest examples of railroad history is the beautiful Jacksonville Terminal, which was considered a world-class facility when it was built in the 1890s. In 1918, the terminal was expanded and improvements were made to accommodate more than 110 trains and 20,000 people daily.

Due to the popularity of auto travel, the terminal closed in 1974. The building has since been re-stored, expanded and converted into the Prime F. Osborn III Convention Center. Reposing on the grounds are Engine 1504 and the Orange Blossom Special, a restored passenger engine and car, each of which has interesting historical significance.

Modern Delights

For the visitor interested in the modern city, downtown Jacksonville is an exciting metropolis, offering a variety of activities on both sides of the river. Recent multi-million dollar development projects have turned this city's center into a merry-go-round of sights and activities.

The showpiece is the Jacksonville Landing, a horseshoe-shaped festival marketplace situated on the north bank of the St. Johns River at the foot of the Main Street Bridge. Home to dozens of unique retail stores and riverfront eateries, the Landing is a popular lunchtime retreat for Jacksonville's business community as well as for tourists. After five, it becomes one of Jacksonville's most visited locations, offering a diverse atmosphere for every taste in nightlife. Many of the city's special events and celebrations are hosted by this facility.

From the Landing, jump on a passing river taxi and head for the south bank of the magnificent St.



JACKSONVILLE CHAMBER OF COMMERCE



GIGI MOORE

Jacksonville Sports

1993 Hobie Nationals

In 1993, the Hobie Nationals will return to the state of Florida with a bang-up great time. The combined event covers eight days and takes place at the Original American Sports Bar on the Mayport Naval Air Station in Jacksonville. A recent site of several Division 8 points regattas, the facility offers the opportunity for competitive racing as well as recreation on a quiet stretch of beach and ocean.

The event will begin with a four-day format for the 18 and 14 Nationals, followed by another four days of racing fun for 17 and 21 sailors.

This racing structure gives sailors the opportunity to sail both events at one site while keeping the lid on travel costs. The four-day format also allows families to take

advantage of the close proximity of Daytona Beach, St. Augustine and Disney World for extended vacations.

Participants are sure to enjoy the warm summer weather and the easy access to the race site. Three airports are available: Jacksonville International for commercial flights, and Craig Airfield and Herlong Airfield for general aviation. The major passenger carriers offer more than 100 flights, with international connections easily made in major cities. Amtrak also travels through Jacksonville, making rail a feasible travel option. Major highways are Interstates 10, 95 and 295.

The staff of the Original American Sports Bar and the sailors of Division 8 encourage you to join us for this spectacular event.

Multi-Boat Bonanza Takes Place July 31-August 8



JACKSONVILLE CHAMBER OF COMMERCE



GIGI MOORE

Johns River. Your first stop will be the 1.2-mile Riverwalk. Stroll past minstrels and mimes, hot dog vendors and specialty shops. Tiptoe quietly past the Navy Memorial, a hauntingly realistic statue of a nameless sailor waiting for his ship to take him down the St. Johns to his destiny.

At one end of the Riverwalk is Friendship Park, which features the world's largest fountain. The fountain splashes merrily during the day and becomes even more breathtaking at night when its many colored lights play off the dancing waters.

Behind Friendship Park sits the Museum of Science and History. The museum recently has been expanded

and modernized, and houses the Alexander Brest Planetarium, which offers a wide range of activities from star shows to musical laser demonstrations. Among the fun-to-explore local historical exhibits is one that features artifacts from the *Mapleleaf*, a Civil War ship that sank in 1864. Ironically, the ship preserves the personal belongings of more than 2,000 Union soldiers.

After you've explored the many charms of the south bank, a river cruise should be the next event on your agenda. From paddleboats to gondolas, tourists have several choices of how to travel the river. Whichever way you go, you will come upon the most beautiful of Jacksonville's bridges, the Dames Point

Bridge. The structure is the second largest cable-stayed bridge in Florida and has the longest main-cable-stayed concrete span in the western hemisphere. A total of 180 metal halide lamps are strategically placed to give the cables the appearance of glowing fiber-optic tubes, and to prevent light from falling on the river and creating a safety hazard for passing ships.

Like much of the east Florida coastline, Jacksonville's beach communities came to fruition with the development of the railway systems. In the late 1800s, a group of businessmen constructed a rail system that ended at the beach east of town. Luxurious hotels were built, beach lots were sold to willing buyers, and Pablo Beach was established. Since that time, the area has developed into three distinct communities: Atlantic Beach, Jacksonville Beach and Neptune Beach. While Jacksonville Beach has encouraged development of commercial interest, Atlantic Beach and Neptune Beach are primarily residential communities.

Sites of interest along the beach include the American Lighthouse Museum and the Jacksonville Seawalk. One of the oldest Red Cross stations on the eastern seaboard stands where Beach Boulevard meets the ocean. The building now is used as a lifeguard station.

Rough And Ready For Fun

Those who love to rough it will enjoy visiting a couple fantastic state parks with beachfront campgrounds. Just above Atlantic Beach is the Kathryn Abbey Hanna State Park. Campgrounds, a picnic area, salt- and fresh-water fishing, and wide sandy beaches beckon outdoor enthusiasts to the 450-acre park.

An interesting side trip in the beach area is the town of Mayport. A small fishing village, Mayport also is the location of one of the nation's largest Navy ship facilities—Mayport Naval Air Station. Mayport is known for its fresh local seafood, served up in style in a number of waterfront restaurants. Diners can enjoy a drink or a meal and watch the huge ships traveling out to sea. Also worth the effort is the Mayport Ferry, which runs every half-hour, taking passengers and their cars across the river to Ft. George Island and affording a great view of both sides of the river.

And of course, if a visitor simply wishes to sit on the shore and relax, no better place exists. The beaches are wide, with firm, white sand and just enough surf. Sand dunes, sea oats, gulls and pelicans all add to the astounding beauty of the coastline. So if you're looking for a new Hobie retreat, be sure to experience the city and beaches of Jacksonville. *✍*

HOBIE NATIONALS

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- *Racer's Edge*
- *Regatta Schedule*
- *Fleet Directory*
- *Race Results*



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JULY/AUGUST 1993

MAJOR EVENTS

MAJOR REGATTAS

1993

July 31-Aug. 1	Northwest Area Championship Lake Quinalt, WA	Stan Breed	(503) 698-6307
July 30-Aug. 3	Hobie 14 and 18 Nationals Jacksonville, FL	Gigi Moore	(904) 376-0703
Aug. 4-8	Hobie 17 and 21 Nationals Jacksonville, FL	Gigi Moore	(904) 376-0703
Aug. 5-8	Canadian Hobie Nationals Gimli, Manitoba, Canada	Chris Aldridge	(204) 885-3012
Aug. 18-20	Women's Worlds Wildwood, NJ	Rick McVeigh	(301) 384-3695
Aug. 21-22	Hobie Junior Championship Wildwood, NJ	Rick McVeigh	(301) 384-3695
Aug. 22-28	Hobie 16 National Championship Wildwood, NJ	Rick McVeigh	(301) 384-3695 609-448-4063
Sept. 4-8	Hobie 20 National Championship Kiawah Island, Charleston, SC	Bonnie Hepburn Doug Skidmore	(619) 758-9100 (619) 758-9100

1994

July 21-Aug. 7	IYRU World Sailing Championship La Rochelle, France	TBA
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Lights On, Part I

Bob Seaman Illuminates Light Air Boat Trim And Handling

BY WICK SMITH

Bob Seaman is the current Hobie 17 World Champion, a past Hobie 18 National Champion, and the Division 2 points champion on the Hobie 16 for nine of the last 20 years. He began his sailing career on a home-made, 11-foot dinghy when he was seven, and got his first Hobie 16 in 1972; original sail number, 13. Somehow, it didn't seem to bring him bad luck!

Bob is in business for himself as a computer consultant. He took the time out of his busy schedule to talk with Racer's Edge about light air and how to attack it. This article, the first of a two-part series, covers boat handling and setup. In the next Racer's Edge, Bob will discuss tactics and reading the shifts.

R.E. What are the differences between sailing in light air versus heavy or medium air? Why is it so much more difficult?

Bob I think the most difficult aspect is the challenge of concentration. Anyone can get the boat going in light air for a short time. The people who excel are those who can keep the boat moving at maximum efficiency the greater percentage of the time.

It's like a batting average in baseball. Everybody hits the ball now and then. The guy who hits it more frequently ends up with a better average.

The analogy applies to sailing in light air. You have to concentrate, trim the sails just right, steer the boat properly, and take advantage of every little puff of wind. Doing all that takes a lot of concentration and a good feel for what is happening on the water.

R.E. What is your batting average in light air?

Bob I'm at maybe 60%, whereas in medium air, two-thirds of the fleet may be at 80-90%. In 8-10 knots, if you trim everything just right and keep it there, the boat will go well for the entire leg; Superman could not do much over the average A-fleeter. In light air, a lot of little puffs come and go. Due to the reaction time to adjust, some skippers

might miss the first 30% of the puff before they are trimmed to the new wind.

R.E. The same skippers move to the front in light-air races. It can't all be luck or lack of crew weight. What specifically are they doing differently?

Bob The specific things we do fall into four areas: boat setup, sail trim, tiller technique and position of crew weight.

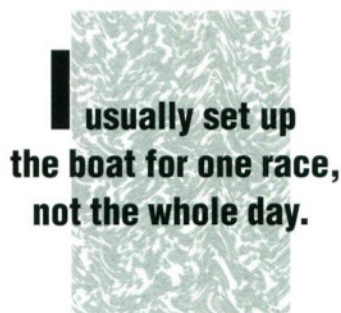
R.E. Let's take them one at a time. The most often-asked question regards sail shape. What are your thoughts on that subject in the light stuff?

Bob I usually set up the boat for one race, not the whole day. You have to be able to respond to changing conditions. I rarely do anything extreme or set up for just one condition.

Mast rake is one item that is set on the beach. You are pretty much stuck with your initial setting for the day. I rarely change it on the water. I try to be a medium-type guy.

To set up the sails in light air, I'll use very little downhaul. If you downhaul too hard, you'll get a big pucker in the front of your sail. You want the sail to look pretty good without any wind in it.

I downhaul until most wrinkles are out of the sail along the luff. It should be smooth, but not too tight. This rule applies to all Hobies.



In general, I use light downhaul in light air and heavy downhaul in heavy air. I keep it very simple. I tend to sheet in the same proportion. Pulling on all corners of the sail in the same proportion minimizes wrinkles. If a sail is pulled harder on one corner than the other, there are going to be wrinkles.

The outhaul should be set medium most of the time. On the 16, if you pull it too tight, you get funny wrinkles and a shelf on the foot of the sail. I like the whole sail to have a uniform shape; that includes the bottom foot, which is part of your sail, too. A medium or even loose outhaul allows you to get a little bit of shape in the bottom panel of your sail.

Because the 16's outhaul position can't be adjusted very easily during the race, I'll set it in a medium position that will be okay for upwind and downwind. By medium, I mean having a little curve or shape in the bottom of the sail. Sometimes you even have to push in on the clew plate after it is overtightened as if you had an inhaul.

You can set the shape on the 17 and 18 more easily and also adjust it during the race. When going to weather, I'll set the outhaul on those boats so that I have 3-4 inches of draft in the foot of the sail.

I've seen some people crank on the outhaul really tight. I think that is a mistake, except in heavy air, because you are losing any shape in the bottom of your sail. It just gets as flat as a board, with no aerodynamics.

I like to see the smooth curve of the sail — or the draft — extend all the way down to the boom. Maybe it's a little less than the amount of draft half-way up the sail, but at least something is there.

On the 16, I will set the jib halyard fairly snug, but not too tight. Basically, the lighter the air, the looser I set the rig. In heavy air, I will snug it up.

The method for measuring rig tension is to pull on the side shroud about 5 feet up to determine the amount of play. In light air, I have 4-5 inches of play without pulling too hard. When going over waves, a loose rig will start shaking, and I don't want the rig bouncing around.

Here's the criterion: just snug enough so there is no slop in your rig, but loose enough so your mast will rotate through tacks and jibes. With this amount of tension, the mast will stay rotated while sailing with very little wind in the sails. Too much tension on the forestay pulls the leading edge of the mast forward. To rotate the mast, the mast actually has to twist the forestay and side shrouds around the mast. A looser setting allows this twisting to occur with less effort.

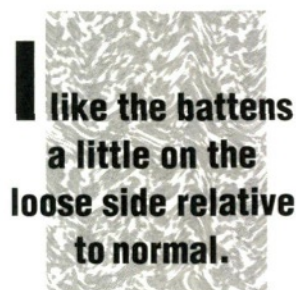
You should be able to maneuver smoothly on the boat and allow everything to function easily and without hassles. If your mast is too tight and you have to bang it or hook up a device to keep it properly rotated, that extra motion you have to go through slows you down.

I tend to set the battens in my sail the same, almost regardless of wind condition. I find a medium setting works well. I stuff the battens in when the sail is on the tramp, putting them in until they just support their own weight when inverted. That way, when you have the middle of the batten curved up, it barely supports its own weight. When you tap the middle of the batten, it drops.

R.E. So you are going just past getting the wrinkles out?

Bob I am getting the wrinkles out plus just a little more. I stick to this method in virtually all conditions, because if the weather changes, I want to be in the ball park. Typically, a flatter sail is more desirable in really light air or heavy air. In medium air with chop, I want a fuller sail.

Given that framework, on a really light air day, I'll set the battens a little lighter than average. If the battens are too tight in light air, they may stay inverted when tacking or jibing. Sometimes you look up and three of the battens are popped the wrong way. You have to pop the sail to get them in the proper position. This situation indicates your battens are too tight for conditions. In summary, I like the battens a little on the loose side relative to normal, but certainly taking all the wrinkles out and enough to give the sail good shape based on batten tension alone.



R.E. How do you trim your sails in these conditions as compared with sailing in more air?

Bob In light air, my philosophy is to get the boat moving and go for speed. I foot the boat as opposed to pinching upwind. Given that, I'll trim the sails fairly loosely; I pull with 5-10 pounds of tension on the mainsheet.

There are two ways of looking at trimming the main. One is to travel out and sheet pretty snug; the other is to keep the traveler centered and maintain a very loose mainsheet. I think traveling out and sheeting in snug works better, as more sheet tension bends the mast and flattens the sail similarly to heavy air. Very light air and very heavy air actually require you to do some things in a similar fashion.

In light air, the wind has a difficult time staying attached to the sail. As your air flow is trying to give you lift, if you get too great a curve, the wind will separate from the sail and create turbulence, causing a loss of efficiency. You want to flatten the overall shape of the sail. The only way to do this on the 16 is to sheet in and bend the mast. If you try this on the beach, you'll find it works well.

The principle holds true for the 17 and 18. When there is only 1-2 knots of wind and the boat is barely moving, I'll travel all the way out to the hiking strap and sheet in pretty snug, to make it as easy as possible for the wind to stay attached to the sail. Once I get going in 2-3 knots of wind and the boat is moving at a steady pace, I'll pull the traveler in until it is within 4-6 inches of the centerline, and maybe loosen the mainsheet a little for more power, to help achieve extra speed.

R.E. On the 16 and 18, how do you keep from closing the slot off when you travel out like this?

Bob It is very important to avoid closing the slot off. It is better to err and have the sails out too far as opposed to in too tight. I'll have the crew hold the jib out by hand when in the 1-knot wind range. The crew uncleats the jib and pulls it 3-4 inches outboard of where it would be positioned on its own if trimmed tight, and held fairly loosely.

On the 16 when it's very light, the crew should hold the first batten in the jib to help get the entire jib out far enough and to get some shape into it. If you uncleat the sail and let it go, the weight of the sail alone may close the slot down to a few inches. Once the wind comes up to 2-3 knots, the crew can travel out 2 inches and cleat the jib. When it gets up to 4-5 knots, the crew can pull the jib travelers all the way in.

I like to see the top jib batten about 12-15 inches off the mast when sailing upwind. That slot size holds for all wind conditions. The crew should look up every minute or so to check the position of the batten relative to the mast. I want my crew to look at the opening of the slot more than anything else.

R.E. What indicators do you use to determine what the wind is doing around your boat?

Bob Now we're getting into a major area. Everyone can set the boat up the same. You asked how some skippers can pull ahead. What is the key thing? It's looking at the wind. You must learn to read the wind.

Most of all, you adjust the tiller to accommodate changes in the wind. In a 1/2-knot wind, you can't see anything; then suddenly you get a puff of 1-2 knots that lasts 20 seconds. How much benefit you can derive from that change is what makes the difference.

To see that puff or shift, I rely on cassette tape. It gives me the angle of the wind as well as the velocity. When the tapes are hanging straight down, there is nothing! When they are flowing almost horizontally, it's blowing 3-4 knots. In 1-2 knots, they may lift up to 45 degrees.

Tapes are more sensitive to wind direction than a bridle fly. I put a bridle fly on my 16 and then two pieces of cassette tape on each bridle wire. Why two? If one gets fouled, I have a backup.

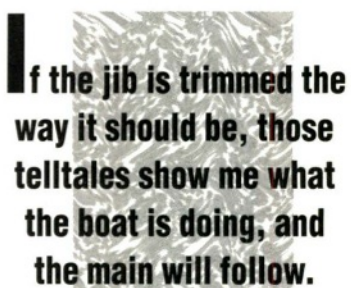
The next thing I'll look at are the telltales on the jib. They should be back 8-12 inches from the leading edge of the jib. Once there is enough wind to get them moving, I'll look at them a lot. I have the crew adjust the jib, trying to keep that slot open 12 inches. I'll adjust the main snug, but not too tight. Then, for 95% of wind changes, the only adjustment is the tiller. That is the key thing. Adjust the angle of the boat to the wind.

When lake sailing, the little puffs come in and the angle of the wind relative to the boat may change 20-30 degrees, sometimes more. The skipper should head up or bear

off to be in proper trim with the angle of each puff of wind.

Sometimes I'll look at the bridle fly and see a new puff that will put me in irons if I don't do something. I'll have just a little momentum and will be able to bear off if I do it quickly enough.

I've witnessed a number of occasions in which two boats are sailing along with even speed. All of a sudden one boat is really pointing and the next thing you know it is stopped. Three minutes later, as you have moved ahead 100 yards or more, the boat is still stopped. Maybe the skipper became greedy pointing a little too high or perhaps he wasn't paying attention. He went into irons and the boat stopped. That's why I have my sails out a little bit and tend to foot.



If the wind is maintaining a 1/2-knot and the lake is flat, you can keep the boat moving. Looking at the water, you'd swear there is not a breath of air. It's perfectly glass. You can still keep moving as long as you have the angles correct. That's where the bridle fly and cassette tape come in.

When the puff first hits, I'll foot a little to get my speed up. Then I'll come up and try to achieve a good course.

I don't use a masthead fly. It gives me a sore neck! I had one 21 years ago and it was awkward to look at. I don't watch the telltales on the main, either. I rely on the jib.

If the jib is trimmed about the way it should be, I use those telltales to show me what the boat is doing, and the main will follow. If the main is sheeted properly and is in proportion to the jib, the jib telltales will give me the same information as those on the main. They also are much easier to see, being more in my line of vision.

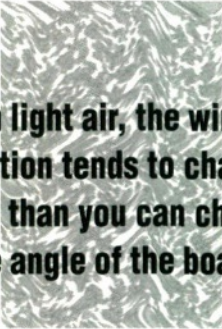
I use cassette tape on the bridles of the 17 as I do on the 16. I look at the main telltales, because they are all I have. I look at the windward telltale, head up a little too high, then drop down until they flow back. I then scallop back and forth between these two points, so that a majority of the time the boat is at optimum trim. It is difficult to keep it trimmed properly 100% of the time. This method keeps me in the ball park 60-70% of the time.

R.E. What about mast rake?

Bob I'll have the mast raked the same in light air as I would for medium or medium/heavy air. The only time I change the rake is for the really heavy stuff. I like the mast on the 16 and 17 to be back pretty far, but not

to an extreme. Some people set it back a few inches farther than I do. I like to be in the middle of the field. By sheeting less hard in light air, you are not bending the mast as much and pulling the rig back as far, so the overall majority of the sail is a little farther forward.

On the 18, it's more vertical than on the other two boats. You have bigger boards, so the mast rake doesn't make that much difference.



In light air, the wind direction tends to change faster than you can change the angle of the boat.

R.E. What about your tiller technique in the light stuff?

Bob You want to be slow and gradual. In light air, everything happens more slowly. You want to make nice, slow tacks.

Let's say the wind is blowing 3-4 knots and you are moving along okay. When it is time to tack, you should be very smooth with your tiller movement. Quickly moving the tiller stops the momentum of the boat, and it will take much longer to come out of the tack on the other side.

Make the same smooth movement on your jibes. Practice before the race and see how long it takes to tack and jibe smoothly.

When the puffs change direction, you also should respond smoothly. If you turn too sharply, you lose the flow of water over the rudders, and turbulence results.

R.E. What do you do upwind when you get 30-degree shifts? Do you follow the shift immediately, or do you wait to see if it is going to hold?

Bob In light air, the wind direction tends to change faster than you can change the angle of the boat. If you have 2 knots and the wind picks up to 4 knots with a 30-degree lift, it tends to hit pretty quickly. It might take you 4 seconds to change the course of the boat. I want to make a smooth turn with the boat.

If I notice a big lift, I might let the sails out just a little bit as I would be sheeted too tight for the new wind. As I head up, I bring the sails in slowly to their original position. The idea is to have the sails trimmed optimally to the wind at all times. The sails can be let out quicker than the boat can be turned 30-40 degrees.

R.E. How about downwind?

Bob I put the sails out a little farther than I would in medium air, but not too much. I still tend to sail on a broad reach jibing downwind, unless it gets super-light. In one

knot or less, I go dead downwind. Any more than that, it pays to come up to a broad reach, because any little puff causes you to accelerate and you create your own wind.

When it's 1-2 knots and you are just starting to get going, trim the sails in a little and head up to get some speed. This technique helps the boat accelerate. Once it gets going, let the sails out, bear off a little and come down to a proper course.

Sometimes the boat needs a little bit of help getting going and starting the air flow along the sails. If you want to obtain the aerodynamics of lift on the sail, you need to head up a couple degrees, to get wind to cling to the sail. At times it's more important to get the boat moving than to head down to the next mark. That applies most often when the leading edge of the puff hits.

One trick for holding the main out downwind is to sit in the sail on the boom and stand on the tramp. This position gets the weight forward somewhat and puts shape in the sail. By leaning into the sail with your body, you keep curve in the sail and don't allow it to flop around in the chop. It is harder to keep an eye on where you are going, though. My crew becomes my eyes, telling me when to head up and when to come down.

You have to do it yourself on the 17. The trick is to look at the boat behind you and at your angle relative to it; then look forward every 20-30 seconds to keep an eye out.

On the 17 and 18, I like to leave a little board down when sailing downwind in the light stuff, thus giving me some leverage to steer against. That amount is maybe 4-6 inches of board down on one side or both. It doesn't make much difference. You just need something for the boat to pivot on.

R.E. Downwind, do you find yourself sailing deeper than the standard 90 degrees apparent or do you try to hold that angle?

Bob Stay with the 90 degrees. Although you are heading closer to the mark by sailing a lower course, the wind may separate from the sail, causing turbulence, which would slow you down. If the wind increases up to a steady 2-5 knots, you can work it a little lower.

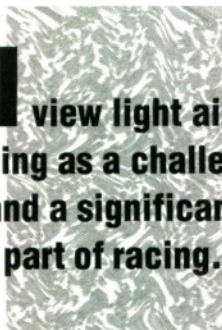
I'll usually bring one rudder up if there is enough wind to keep the boat moving well. When it gets really light, I'll leave both rudders down. There is not enough movement to cause much drag in these conditions, and I want the extra steerage capability.

In 20-30 degree wind shifts, you want to be able to steer as quickly as you can, to take advantage of the wind. If you only have one blade down, it may take you longer to carve out that turn. In addition, bringing the rudders up bangs the boat around. You also have to be on the back of the boat to adjust them, which sinks the sterns and slows you down as well.

R.E. Is weight placement more critical in these conditions?

Bob Weight placement is critical in all conditions, especially on the 16. The 16 is very light compared to the weight of the crew, and it has a lot of rocker in the hulls. The 18 and 20 have much less rocker and the hulls are longer, so moving fore and aft doesn't do as much.

In really light air with flat water, the boat is less sensitive to the crew weight on the boat. More crew weight can hurt you in lots of chop, where you are constantly trying to accelerate. That extra mass requires more energy (wind) for the boat to get going after a big wave stops it. Generally, I like to sail at minimum weight in all classes.




I view light air sailing as a challenge and a significant part of racing.

R.E. Any other keys to light-air success?

Bob Yes. You should look around for puffs of wind. You must anticipate the wind and be ready to react. I'll talk with my crew for input on where the next puff is coming from. Reacting a few seconds quicker in the puffs helps us move our batting average up.

The overall strategy is trying to see a pattern in the wind. Is the wind coming from the left more than the right? Is it just along the shore? Knowing those things can pay big dividends if you are the first to discover them.

To sum it up, you want to set up the boat with light tension on all the strings, move smoothly, move the tiller slowly and watch the telltales most of the time. If you have a crew on the boat, he or she can watch the other boats and give you information on what the rest of the fleet is doing. You may even have your crew worry about tactics while you concentrate all your energy on the telltales and on keeping the boat moving.

I view light-air sailing as a challenge. All of us enjoy going fast and the sport of heavy air. I likewise enjoy the mental challenge of light air. I believe it is a significant part of racing and an opportunity to excel over those who don't give the subject enough energy and heavy concentration. 



Canadian Hobie Nationals

August 5 - 8, 1993

Gimli, Manitoba

On the western shores of beautiful Lake Winnipeg, Icelanders have been celebrating their history and traditions with an annual **Icelandic Festival** for 104 years. Gimli is home to the largest Icelandic community outside of Iceland. The town is located an hour's drive north of Winnipeg. An expected 20,000 to 50,000 people will visit Gimli during this two week period. In Icelandic, Gimli means "The Home of the Gods"....and after enjoying all this charming resort community has to offer, you'll agree!

Sporting events hold an important place on the Icelandic Festival's agenda with many activities occurring at Gimli Harbour. This will be the second time that the Hobie Canadian Nationals has been held at the Gimli Yacht Club, a world class yachting facility that has hosted many international regattas.

The Manitoba Hobie Cat Association (Fleet 90) is now busy preparing for the 1993 Canadian Nationals and we invite you and your family to make plans to join us for this unique event!

**Come Sail
Winnipeg!**

Lake

Division #7 Points Regatta

For a registration package contact:
Chris Aldridge 135 Woodhaven Blvd.
Winnipeg, Manitoba Canada R3J 3K2
Ph. (204) 885-3012 Fax: (204)888-2951

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	July 10 1993	Makani Kai Invitational KBay, HI	Dan Williams	808/531-6373
6	July 24-25 1993	HHCA/HYRA Invitational KBay, HI	Dan Williams	808/531-6373
6	Aug. 7-8 1993	Haleiwa Regatta Haleiwa, HI	Dan Williams	808/531-6373
6	Aug. 21-22 1993	*HHCA State Championship	Dan Williams	808/531-6373
6	Sept. 6 1993	*Lahaina Regatta Honolulu, HI	Dan Williams	808/531-6373
6	Sept. 18 1993	Kailua Regatta Kailua, HI	Dan Williams	808/531-6373

DIVISION 2

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
30	July 3-4 1993	*Womens Division 2 Lake Perris, CA	Casie DeCurtis	714/945-9561
167	July 10-11 1993	Big Bear Regatta Lake Big Bear, CA	Udo Winkler	714/867-2864
USSA	July 17 1993	*Alter Trials Area J Long Beach, CA	Alan Egusa	310/545-2355
259	July 24-25 1993	CA State Regatta Avila Beach, CA	Todd Hansen	805/543-8470
4	Aug. 7-8 1993	Todos Santos Ensenada, Mexico	Ross Tyler	619/268-0125
15	Sept. 11-12 1993	Blue Water Ventura, CA	Tim German	805/985-9463
3	Sept. 18-19 1993	16/14 Divisionals Long Beach, CA	Bruce Fields	310/540-9629
514	Oct. 2-3 1993	Pinata Regatta Puerto Peñasco, Mexico	Larry Mondragon	602/721-8356
3	Oct. 16-17 1993	17/18/20 Divisionals Long Beach, CA	Tom Materna	818/784-4500

DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
17	July 10-11 1993	Whitcaps Regatta Union Valley, CA	Dave Collier	916/965-8167
17/	July 12-16 1993	*Fun Hobie Week Union Valley, CA	Dave Collier	916/965-8167
194	July 12-16 1993	John Schroyer	510/372-9392	
281	July 18 1993	*Fun Sail Tamales Bay, CA	Doug Buescher	707/548-4279
259	July 24-25 1993	CA State Championship Avila Beach, CA	Todd Hansen	805/543-8470
194	Aug. 7-8 1993	Round Treasure Island Alameda, CA	Margaret Harris	510/482-9017
62	Aug. 14-15 1993	Mile High Regatta Huntington Lake, CA	Erich Pfister	209/323-8061
281	Aug. 15 1993	*Fun Sail Tamales Bay, CA	Doug Buescher	707/548-4279
240	Aug. 22 1993	*Day on Monterey Bay Santa Cruz, CA	Rodger Neathery	408/426-6800
20	Sept. 11 1993	*Railroad Regatta Fun Sail Woodward Reservoir, CA	Chuck Schroyer	408/779-6822
194	Sept. 12 1993	*Rio Round-Up Brannan Island, CA	John Schroyer	510/372-9392
281	Sept. 19 1993	*Fun Sail Tamales Bay, CA	Doug Buescher	707/548-4279
3	Oct. 2-3 1993	Presidio Invitational Crissey Field, CA	Jean Tully	415/347-4759
281	Oct. 17 1993	*Fun Sail Tamales Bay, CA	Doug Buescher	707/548-4279
222	Nov. 6-7 1993	Turkey Regatta Monterey, CA	Allan Houser	408/394-7661
281	Nov. 21 1993	*Fun Sail Tamales Bay, CA	Doug Buescher	707/548-4279

DIVISION 4

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
95	July 10-11 1993	Westport Regatta Westport, WA	Rich Arneson	206/742-5482
37	July 17-18 1993	Sudden Valley Regatta Bellingham, WA	ZOP	206/733-3291
Div. 4	July 31-Aug. 1, 1993	NW Area Championship Lake Quinalt, WA	Stan Breed	503/698-6307
72	Aug. 7-8 1993	Skamokawa Regatta Skamokawa, WA	Jim Severs	503/249-0352

195	Aug. 21-22 1993	Lake Wenatchee Regatta Lake Wenatchee, WA	Chris Dingle	509/382-4238
214	Sept. 4-6 1993	Harrison Lake Regatta Harrison, B.C., Canada	Steve Jung	604/263-1347

DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
61	July 3-4 1993	Bun Burner Regatta Lake McConoughy, NE	Rick Hosker	303/460-0538
156	July 17-18 1993	Glendo Regatta Glendo Lake, WY	Tad Jones	307/472-4052
61	July 31-Aug. 1, 1993	Rocky Mt. Area Champs. Lake Dillon, CO	Rick Hosker	303/460-0538
67	Aug. 14-15 1993	Strawberry Regatta Strawberry Lake, UT	Bill Ware	801/263-1278

DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
8/128	July 10 1993	Midsummer Classic Tres Palacios Bay, TX	Royce Laverne Jack Hyatt	713/367-5827 512/690-4020
99	July 24 1993	Sand Dune Regatta Port Aransas, TX	Kathy Towers	512/857-8877

DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
52	July 10-11 1993	Bald Eagle Regatta Big Marine Lake, MN	Ted Jagger	612/429-1950
532	July 23-25 1993	N.A. Hobie Championships Lk. Sakakawea State Park, ND	Steve Hoetzer	701/258-5926 701/258-4268
475	Aug. 14-15 1993	Division 7 Championship Storm Lake, IA	Philip Redenbaugh	712/732-3986
515	Sept. 11-12 1993	O'Doul's 10,000 Lakes Lake Minnetonka, MN	Charles Leekley	612/473-6737
10	Sept. 18-19 1993	Intra Fleet Regatta Clear Lake, IA	Steve Neiman Jim Sohn	515/357-8756 515/255-4307
273	Oct. 9-10 1993	St. Louis Blews St. Louis, MO	Tom Burrows	314/837-5823

DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
127	July 17-18 1993	Devils Triangle Regatta Ft. Pierce, FL	Tom Sutterfield	407/461-7912
80	Sept. 11-12 1993	Div. 8 Championships Daytona Beach, FL	Tom Stelling	904/252-3088

DIVISION 9

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
101	July 10-11 1993	Do It Offshore Regatta Wrightsville Beach, NC	Richard Womack	919/256-6468
191	Sept. 25-26 1993	Old Spice Regatta Pamlico Sound, NC	Dan Jarrett	800/874-8857
53	Oct. 30-31 1993	Sandlapper Regatta Charleston, SC	Rob Stewart	803/795-9662

DIVISION 10

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
18	July 10-11 1993	Muskegon Regatta Muskegon, MI	Tim Fortier	517/686-5220
218	July 17-18 1993	North Coast Regatta Mentor, OH	Pam Suhan	216/974-1892
519	July 24-25 1993	Ludington Regatta Ludington, MI	Dave Stiemsmma	616/323-2772
	July 31-Aug. 3, 1993	*Steeple Chase Put-In-Bay, OH	Jim Frederick	419/634-2691
400	Aug. 7-8 1993	Div. Ten Championships Toledo, OH	Dave Sullivan	419/698-3576
123	Aug. 28-29 1993	Muddy Waters Regatta Carlyle, IL	Terry Allen	618/398-1087
85	Sept. 11-12 1993	Alum Creek Regatta Columbus, OH	Jamie Diamond	614/267-0004

DIVISION 11

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
250	Sept. 11-12 1993	Sandy Hook Regatta H-17 Division Champ. Atlantic Highlands, NJ	John Sullivan	908/566-1247
54	Sept. 18-19 1993	Gunpowder II Regatta Chase, MD	Ron Kvech	410/744-1530

*Non-points Regatta

REGATTA SCHEDULE

DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
124	July 10-11 1993	Mid-Summer Classic East Islip, NY	Lee Christoffersen Jim Matthews	516/286-8368 516/472-3927
28	July 24-25 1993	The Buzzard New Bedford, MA	Steve Latham	508/993-0867
136	Aug. 7-8 1993	Savin Rock Festival West Haven, CT	Joe Manganello	203/421-3614
231	Aug. 14-15 1993	Old Orchard Bch. Regatta Old Orchard, ME	Richard Pierpont	207/655-3419
496	Aug. 28-29 1993	Salisbury Beach Regatta Salisbury, MA	Bob Gibbons	603/432-4353
28	Sept. 11-12 1993	MA State Championships Duxbury, MA	Jim Dillon	617/592-6126
448	Sept. 25-26 1993	RI Fall Classic Narragansett, RI	John Kucera	203/257-1707
56	Oct. 2-3 1993	Long Island Snd. Champs. Westport, CT	Kate Selden	203/254-0705
31	Oct. 9-10 1993	CT State Championships Brookfield, CT	Cliff McCarty	203/740-8318

DIVISION 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
133	July 10-11 1993	Summer Fest Regatta Salinas, PR	Enrique Figueroa	809/727-0883
133	Aug. 14-15 1993	San Juan Cup Ocean Park, PR	Enrique Figueroa	809/727-0883
133	Sept. 18-19 1993	Discover the Caribbean I Ponce, PR	Enrique Figueroa	809/727-0883
133	Sept. 25-26 1993	Discover the Caribbean II Ponce, PR	Enrique Figueroa	809/727-0883
133	Oct. 2-3 1993	Discover the Caribbean III Ponce, PR	Enrique Figueroa	809/727-0883
133	Nov. 6-7 1993	*H-16 CACG Team Trials Pto. del Rey, Ceiba	Enrique Figueroa	809/727-0883
133	Nov. 21-28 1993	*Central American Games Pto. del Rey, Ceiba	Enrique Figueroa	809/727-0883
133	Dec. 11-12 1993	Christmas Ball Regatta Pto. del Rey, Ceiba	Enrique Figueroa	809/727-0883

DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
27	July 10-11 1993	Prairie Regatta Wichita, KS	Brian Radar George Wright	316/722-1042 316/721-0527
27	Aug. 7-8 1993	Cheney Cat Chase Wichita, KS	Brian Radar George Wright	316/722-1042 316/721-0527
25	Aug. 14-15 1993	*Oklahoma Championships Lake Keystone, OK	Ron Dougherty Lake McDowell	918/254-0247 918/224-6573
23	Sept. 18-19 1993	*1993 Sail Fair Lake Lewisville, TX	Fred Crowley Bill Davenport	214/867-2626 817/571-9692
468	Sept. 25-26 1993	Lake Eufaula Cup Eufaula, OK	Boyd Bass Patricia Melton	918/426-4745 918/423-4411
23	Oct. 2-3 1993	Dallas Regatta Lake Lewisville, TX	Fred Crowley Bill Davenport	214/867-2626 817/571-9692

DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
70	July 3-4 1993	*Island Hop Ocean Springs, MS	OSYC	601/875-8586
178	July 17-18 1993	*Hobie For Heart Ft. Walton Beach, FL	Carlton Tucker	904/244-2722
70	Aug. 28-29 1993	*Shearwater Ocean Springs, MS	OSYC	601/875-1917
178	Sept. 18 1993	*Round The Island Ft. Walton Beach, FL	Nanette Bell	904/664-0361
134	Oct. 2-3 1993	Broken Mast Lake Arkabutla, MS	Charlie Miller	901/744-7552 901/362-9647
249	Oct. 9-10 1993	Octoberfest Nashville, TN	John Sheridan Bobby Scott	615/321-5639 615/459-3571
178	Oct. 16 1993	Octoberfest Ft. Walton Beach, FL	Steve Essig	904/897-1124
277	Oct. 23-24 1993	Cat Caper Birmingham, AL	Marty Wade	205/979-5314

DIVISION 16

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
119	July 10-11 1993	Wendt Beach Regatta Angola, NY	Robert Ruh	716/881-2067 716/856-0550
New Fleet	July 17-18 1993	Mississauga Regatta Mississauga, Ont., Canada	Ian Thompson	416/604-8669

295	Aug. 7-8 1993	Ontario Open 014 Rochester, NY	Dave Mortensen	716/383-8631
238	Aug. 14-15 1993	Great Sacandaga/Div. 16 Champ., Sacandaga, NY	Phillip Adriance	413/684-1144
74	Aug. 28-29 1993	Whitby Regatta Whitby, Ont., Canada	Tyler Cobbett	416/484-6309
183	Sept. 18-19 1993	*Ben-Hur Toronto, Ont., Canada	Chris Ufton	416/456-1642

INTERNATIONAL

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
July 2-5 1993	Raid Helsinki Hango Helsinki, Finland	Martin Hildebrand	358/0675-084
July 3-4 1993	Raid Cordouan Royan, France	Marc Genevois	33/1.47.47.96.61
July 3-4 1993	Hobie Days Palavas, France	Marc Genevois	33/1.47.47.96.61
July 7-10 1993	H14/17/18/FA/21 Euro Lake Garda, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18526.32.31
July 11 1993	24H Var Mer St. Laurent/Var, France	Marc Genevois	33/1.47.47.96.61
July 14 1993	Regate De Royan Royan, France	Marc Genevois	33/1.47.47.96.61
July 16-18 1993	Swedish Nationals Oland, Sweden	Lars Persson Goran Goteborg	46/31.25.93.96 46/31.401.614
July 26-31 1993	Raid Hobie Cat Quiberon, France	Marc Genevois	33/1.47.47.96.61
Aug. 6-8 1993	Norwegian Nationals Soon, Norway	Cato Knem Conrad Thrane	47/2.430.096 47/2.548.633
Aug. 7-8 1993	Summer Reunion Knokke Heist, Belgium	Patrick Demesmaeker	32/50.62.07.52
Aug. 7-8 1993	Regate Challenge Hobie Pornichet, France	Marc Genevois	33/1.47.47.96.61
Aug. 7-8 1993	333 Cup Middelfart, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Aug. 8 1993	Regate De St. Cast St. Cast, France	Marc Genevois	33/1.47.47.96.61
Aug. 15 1993	6 H De Royan Royan, France	Marc Genevois	33/1.47.47.96.61
Aug. 20-22 1993	Dutch Nationals Oud Naarden, Holland	Martin Schuitema Hans Van Nes	31/17.51.12.834 31/17.19.19.451
Aug. 21-22 1993	Danish Nationals Copenhagen, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Aug. 21-22 1993	Super Sails Series Copenhagen, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Aug. 21-22 1993	Sommerregatta Starnbergersee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Aug. 22 1993	Corsica Regatta Porticcio, France	Marc Genevois	33/1.47.47.96.61
Aug. 29-30 1993	Finnish Nationals Helsinki, Finland	Martin Hildebrand	358/0675-084
Sept. 4-5 1993	Urms's Walchenfuss Walchenfuss, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Sept. 6-7 1993	Channel Island Nationals St. Aubin, Channel Islands	Barry Jenkins	44/534.59.990
Sept. 6-11 1993	European Hobie 16 St. Aubin, Channel Islands	Barry Jenkins	44/534.59.990
Sept. 11-12 1993	Vitro Cat Martigues, France	Marc Genevois	33/1.47.47.96.61
Sept. 13-24 1993	Env Training Week Quiberon, France	Marc Genevois	33/1.47.47.96.61
Sept. 17-19 1993	Super Sail Lake Garda, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18.526.32.31
Sept. 17-19 1993	Cata Ora Cup Lake Garda, Italy	Carlo Lepsky Beni Bozano	39/6.379.12.10 39/18.526.32.31
Sept. 17-19 1993	German Nationals Ammersee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Sept. 25-26 1993	Champ. De Bretagne Carnac, France	Marc Genevois	33/1.47.47.96.61
Sept. 25-26 1993	Herbstwettfahrten Harkortsee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Oct. 2-3 1993	Tumpel Trophy Zulpichersee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Oct. 2-3 1993	Sudwest Ausklang Plobsheim, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Oct. 2-3 1993	Fort Boyard La Rochelle, France	Marc Genevois	33/1.47.47.96.61
Oct. 9-10 1993	815 Turn Down Copenhagen, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Oct. 16-17 1993	Turn Down Regatta Middelfart, Denmark	Erick Olsen Thomas Poulsen	45/64.40.31.38 45/31.63.73.07
Oct. 16-17 1993	Final Pro Challenge Hyeres, France	Marc Genevois	33/1.47.47.96.61

*Non-points regatta



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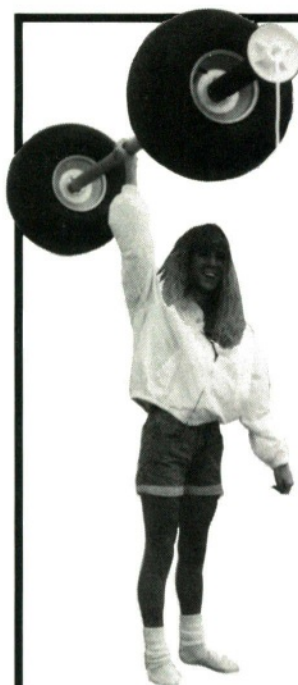
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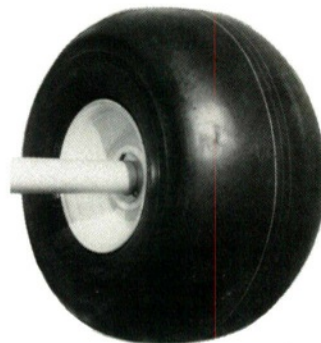
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HOBIE RACING

RACE RESULTS

DIVISION 3

**KICKOFF REGATTA
FLEET 240, DIVISION 3
SANTA CRUZ, CA
APRIL 3-4, 1993**

HOBIE 20	POINTS
1. Mooneyham/Trevey	3.50
2. Probst/Stamos	4.50
3. Goodell/Laughan	7.00
4. Leslie/Brian	9.00
5. Bishop/Harren	15.00
6. Frost/Corlett	15.00
7. Thompson/Stranahan	18.00
8. Yahalom	18.00
9. Duranson/Wainwright	21.00

HOBIE 18A	POINTS
1. Bliven/Lehman	3.50
2. Head/Lane	4.75
3. Collier/Stranahan	5.75

HOBIE 18B	POINTS
1. Adams/Cover	4.50
2. Wainwright	5.75
3. Farrel/Brooks	6.00

HOBIE 18C	POINTS
1. Anderson/Brady	3.50
2. Madeley/Wurster	3.50

HOBIE 17A	POINTS
1. Bauldry	2.25
2. Leonard	4.75
3. Osborne	9.00
4. Gracia	12.00
5. Dingerson	13.00

HOBIE 17B	POINTS
1. Souza	2.75
2. Lantz	3.75

HOBIE 16A	POINTS
1. Porter/Blessing	3.50
2. Hess/Hess	4.75
3. Montague/Ward	6.75
4. Sajdak/Munea	12.00
5. Rodal/Kure	12.00
6. Tobie/Smith	13.00
7. Brescher/Zoen	18.00
8. Greewahl/Feinberg	21.00
9. Parseghian/Petrigrine	23.00
10. Peters/Diem	28.00
11. Grimaldi/Grimaldi	29.00
12. Klein	33.00

HOBIE 16B	POINTS
1. Pannatoni/Hendrix	4.75
2. Oswald/Burleson	6.75
3. Marriott/Hites	6.75
4. Renfrow/Shahinfar	7.75
5. Howser/Jan	12.00
6. Little/Mike	15.00
7. Kennedy/Kennedy	16.00

HOBIE 16C	POINTS
1. Sinclair/Hannah	2.25
2. Robinson/Robinson	6.00
3. Ragdale/Rabbiancola	8.75
4. Bronner/Schenck	12.00
5. Patrick/Patrick	14.00
6. King/King	15.00
7. Alvarez/Lasseter	17.00

DIVISION 4

**SANDPOINT REGATTA
FLEET 05, DIVISION 4
SEATTLE, WA
APRIL 24-25, 1993**

HOBIE 21	POINTS
1. Russ/Terry	5.25

HOBIE 20	POINTS
1. Wagner/Kirby	4.50
2. McKarns	15.00
3. Web/Web	19.00
4. Nilan/Payers	20.00

HOBIE 18A	POINTS
1. Marshack/Marshack	7.00
2. Cramer/Cramer	9.25
3. Ling/Ling	19.00
4. Lawrence/Lawrence	21.00
5. Roundy/Jared	30.00
6. Rubadeau/Macomelli	34.00
7. Burton/Craw	41.00
8. Lowry	42.00
9. Breed/Breed	50.00

HOBIE 18B	POINTS
1. Vogt/Farwell	8.00
2. Gruber/Kerslake	8.25
3. Nelson/Kincaid	19.00
4. Poor/Poor	30.00
5. Bradlo/Humble	33.00
6. Roseman/Kraemer	34.00
7. Therrien/Cardinal	37.00

HOBIE SX-18	POINTS
1. Corter/Cortor	7.00
2. Stahr/Stahr	10.50
3. Gertz/Gertz	15.75
4. Steele/Coupe	22.00
5. Terry/Terry	30.00

HOBIE 17	POINTS
1. Paul Carter	7.75
2. Paul Uilbarri	10.75

3. Tom Tarleton	15.75
4. Dave Wilder	25.00
5. John Norwood	28.00
6. Jon Vurik	34.00
7. Bob Whisler	34.00
8. Caleb Tarleton	43.00
9. Ted Cross	54.00
10. Cliff O'Callahan	59.00

HOBIE 16A	POINTS
1. Nelson/Mosh	7.00
2. Havig/Framan	13.50
3. Robinson/Czenczek	22.75
4. Ruggles/Johnson	25.00
5. Jung/House	30.00
6. Stucky/Stamborski	31.00
7. Arneson/Reit	37.00
8. Barker/Barker	48.00
9. Butchart/Eaton	49.00
10. McGlashan/Paton	55.00
11. Dingle/Holford	59.00
12. Andersen/Myrs	71.00
13. Norris	77.00

HOBIE 16B	POINTS
1. Breuner/Schroeder	9.00
2. Marshack/Marshack	9.00
3. Farris/Harder	21.00
4. Morris/Morris	25.00

HOBIE 16C	POINTS
1. Richardson/Collier	16.50
2. Sharp	17.00
3. Lilley/Orth	23.00
4. Burt/Seles	27.75
5. Koester/Ferrie	30.75
6. Duran/Smith	41.00
7. Collier/Cassell	50.00
8. Pearson/Pearson	54.00
9. Groesz/Groesz	55.00
10. Brown/Bodenhamor	60.00

DIVISION 6

**DEEP SOUTH REGATTA
FLEET 9, DIVISION 6
LAKE CHARLES, LA
MARCH 27-28, 1993**

HOBIE 18A	POINTS
1. Snider/Davis	2.25
2. Puffer/Simon	4.75
3. Strohm/Chet	7.00

HOBIE 18B	POINTS
1. McDaniel/Olson	2.25
2. Monosmith/Reeh	6.00
3. Hyatt/McCracken	6.75
4. Reber/Perry	11.00
5. Gremillion/Goslin	15.00
6. Nichols/Arnold	15.00
7. Dobbins/Goutee	18.00

HOBIE 17A	POINTS
1. Stephen Acquart	5.50
2. Royce Laverne	6.00
3. David Koons	7.75
4. David Eller	7.75
5. Martin Hamilton	8.00

HOBIE 16A	POINTS
1. Shaw/Vrabel	2.25
2. Teddie/Johnson	8.75
3. Davis/Larchar	12.00
4. Ashworth/Ashworth	12.00
5. Sykes/Laverne	13.00
6. Rourke/Welch	13.00
7. Bacon/Bouzigard	13.00
8. White/Birdwell	18.00

HOBIE 16B	POINTS
1. Siebold/Siebold	3.50
2. Loubiere/Ross	6.75
3. Lee/Bray	8.00
4. Louque/Hughes	8.75
5. Powers/Marksbury	11.00
6. Moir/Moir	11.00
7. Petry/Kirby	21.00

HOBIE 16C	POINTS
1. Larsen/Sorensen	2.25
2. Buller/Buller	6.00
3. Floyd/Floyd	7.75
4. Rodgers/Rodgers	10.00
5. Bray/Bray	11.00

DIVISION 9

**GONE WITH THE WIND REGATTA
FLEET 12, DIVISION 9
ATLANTA, GA
MARCH 27-28, 1993**

HOBIE 20	POINTS
1. Wooten/Wooten	4.50
2. Jones/Jones	4.50
3. Harper/Harper	6.00
4. Glude/Lovette	11.00

HOBIE 18A	POINTS
1. Pitt/Max	4.50
2. Keimle/Taylor	6.75
3. Hart/Chuckley	7.75
4. Dingman/Biers	9.00
5. Duran/Duran	10.00
6. Sheridan/Olsen	11.00
7. Toney/Toney	17.00
8. Horton/Wagoner	23.00

HOBIE 18B	POINTS
1. Horan/Horan	2.25
2. Kmetz/Brooking	4.75

HOBIE 18B	POINTS
1. Sunderland/Childs	2.25
2. Morath/Porter	5.75
3. Spence/Porter	7.00
4. Scott/Cohn	13.00

HOBIE 17	POINTS
1. Weatherford	2.25
2. Poplin	6.00

HOBIE 16A	POINTS
1. Bounds/Johnson	6.50
2. Ayscue/Ayscue	8.75
3. Woodruff/Woodruff	9.00
4. Jeffers/Geremia	10.00
5. Percy/Egan	10.75
6. Ackerman/Ackerman	15.00
7. Allen/Allen	15.00
8. Gaston/Gaston	22.00
9. Jerry/O'Casey	23.00
10. Jarrett/Purvis	24.00
11. Robinson	25.00
12. Williams/Folk	27.00
13. Hall/Lee	29.00
14. Dalba/Dalba	38.00

HOBIE 16B	POINTS
1. Hagle/Ford	2.25

HOBIE 16C	POINTS
1. Daily/Poore	2.25

**FROSTBREAKER REGATTA
FLEET 92, DIVISION 9
CHARLOTTE, NC
APRIL 3-4, 1993**

HOBIE 21	POINTS
1. Wooten/Seagraves	3.00

HOBIE 20	POINTS
1. Harper/Cluems	5.50
2. Jones/Jones	6.50
3. Stewart/Jay	9.75
4. Blackburn/Blackburn	11.00
5. Fretts/Talmadge	18.00

HOBIE 18A	POINTS
1. Pitt/Pitt	3.00
2. Duran/Duran	8.00
3. Damonte/Darla	12.00
4. Dunn/Dunn	15.00
5. Forbis/Tremman	20.00

HOBIE 18B	POINTS
1. Kendrick/Wilson	4.25
2. Lucas/Taylor	5.50
3. Whooten/Bonner	12.00

HOBIE 17	POINTS
1. Wick Smith	3.00
2. Steve Weatherford	6.75
3. Howard Gutzeit	13.00
4. Doug Miller	14.00
5. Reggie Poplin	18.00
6. Ed Bush	21.00
7. John Midyette	29.00
8. Rick Jarrett	30.00
9. Fred Johnston	30.00

HOBIE 16A	POINTS
1. Morton/Morton	3.00
2. MacConnell/MacConnell	15.00
3. Ayscue/Ayscue	16.75
4. Orr/Smith	17.00
5. Hall/Lee	18.00
6. Purvis/Purvis	23.00
7. Williams/Folk	23.00
8. Jarrett/Rick	26.00
9. Robinson/Robinson	33.00
10. Beuerlein/Hornell	35.00
11. Byrd/Plato	38.00
12. Sharpe/Morgan	39.00
13. Kinney/Utey	41.00
14. Holt	48.00

HOBIE 16B	POINTS
1. Morgan/Morgan	4.25
2. Zarecky/Humphrey	6.50
3. Rollins/Rollins	12.00
4. Medlin/Medlin	13.00
5. Manfrediz/Roberts	17.00

HOBIE 16C	POINTS
1. Huber/Grose	6.75
2. Sutton/Sutton	7.50
3. Sanford/Fritchle	10.75
4. Raas/Ryan	12.00
5. Womack/Breden	13.75
6. Brierecheck/Coulson	24.00

**BARE WHAT YOU DARE REGATTA
FLEET 164, DIVISION 9
LAKE HARTWELL, SC
APRIL 23-24, 1993**

HOBIE 20	POINTS
1. Rob Stewart	5.50
2. Chuck Jones	8.75
3. Barry Blackburn	9.75
4. Rick Harper	10.75

HOBIE 18A	POINTS
1. Nigel Pitt	3.00
2. Tom Crocker	6.75
3. Joey Duran	11.00
4. Tommy Whiteside	16.00
5. Taylor Damonte	21.00
6. Norman Ellis	22.00
7. Marty Jenkins	25.00
8. Tim Almeroth	26.00

HOBIE 18B	POINTS
1. Tim Haynie	3.00
2. Richard Morath	9.00

3. Furman Owens	10.00
4. Doug Byrd	16.00

HOBIE SX-18

1. Frank Burrow	3.00
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HOBIE 17

1. John Sherm	5.50
2. Reggie Poplin	9.00
3. Steve Weatherford	9.50
4. Al Hefner	9.75
5. Patrick Murphy	20.00

HOBIE 16A

1. Garland Ayscue	5.50
2. Billy Allen	5.50
3. Barry Robinson	10.75
4. Bob Hall	13.00
5. Will Dehart	21.00
6. Michael Osmondson	21.00
7. Mike Beuerlein	24.00

HOBIE 16C

1. Aziz Tajuddin	3.00
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DIVISION 14

**THUNDERBOLT HULLS REGATTA
FLEET 63, DIVISION 14
NORMAN, OK
MAY 1-2, 1993**

HOBIE 20	POINTS
1. Davenport/Parman	2.25
2. Anderson/Ogen	4.75

HOBIE SX-18

1. Wright/Wright	2.25
2. Ross/Wilcox	4.75

HOBIE 18A

1. D. Mimitch/B. Mimitch	4.50
2. Young/Mattlingly	4.75
3. R. Mimitch/S. Mimitch	6.75
4. Cronan/Cronan	8.00
5. Todd/Duggins	13.00

HOBIE 18C

1. Moore/Johnson	2.25
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HOBIE 17A

1. Steve Charles	3.50
2. Pete Pattullo	3.50
3. Jane Sherrod	8.00
4. Debbie Taylor	12.00

HOBIE 16A

1. Ralph/Holmes	4.75
2. Collins/Collins	8.75
3. Loeffelholz/Taylor	9.00
4. Brown/Brown	12.75
5. Cummings/Creel	13.00
6. Trotter/Trotter	14.00
7. Means/Means	14.75
8. McIntosh/McIntosh	16.00
9. Hepler/Hepler	23.00
10. Sparks/Jordan	26.00
11. Mathia/King	31.00
12. Bridgman/Kroeneweg	32.00
13. Williamson/Whitcher	33.00
14. Richards/Richards	35.00
15. Stump/Stump	39.00

HOBIE 16B

1. Johansson/Maras	3.50
2. Cummings/Caugher	4.75
3. Krumm/Allen	5.75
4. Koesch/Kraft	11.00
5. Hays/Bates	13.00

HOBIE 16C	POINTS
1. Seljeseth/Drigars	3.50
2. Allen/Lorona	4.50
3. Hansen/Hansen	10.00
4. Meador/Miller	10.00
5. Robinson/Sinkankas	10.00
6. Foster/Foster	17.00
7. Phillips/Kisselburg	19.00

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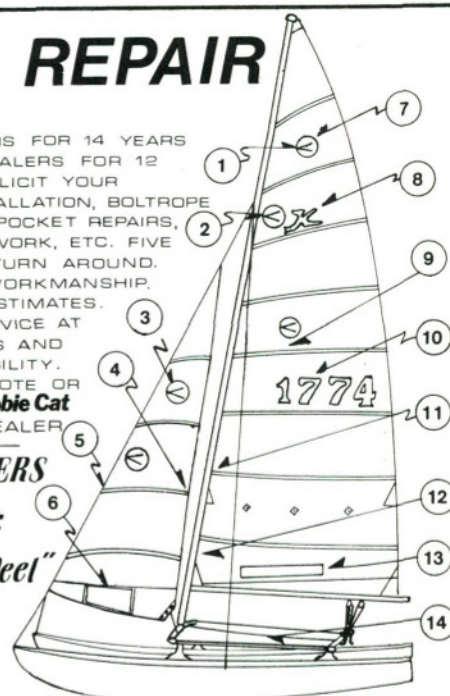
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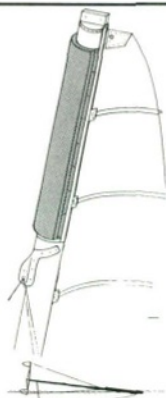
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—Continued from page 18

Take off the batten tension so the sail is not subjected to constant stretch.

Always keep your sails clean. Any sand or dirt remaining will break down the material more quickly as it rubs against the sail.

Coat your shrouds to reduce wear on the batten pockets where they rub against the shrouds. A product called Sail Saver covers the battens with a plastic shrink-wrap material, which prevents the abrasiveness of the fiberglass batten rubbing through the sail from the inside of the pocket.

Cover your sails at all times to avoid chafing. As you go down the road with your sails in the box or on the tramp, a hard object rubbing against them actually can rub holes in the sails.

One great way to save your jib is not to over-downhaul. All sails incorporate some form of luff adjustment. Sailors have a tendency to put a lot of tension on this adjustment. Over-downhauling the jib takes tension off the luff wire and places it on the sail material. It pre-stretches the cloth, which then won't bounce back.

WS: There always will be heated debate about having one source for sails versus opening it up to independent sailmakers. The final decision rests in the hands of the Hobie Class Association and not the factory, but do you think we ever will see that situation within the Hobie Cat classes?

HC: Fifty percent of sailors like to have fun racing, but don't want to have to spend a lot of money doing it. They want to be competitive right out of the box. The other half want maximum performance from their boat, no matter the price. We want all racers to be on an equal footing; we don't want to put any of them out of the game by opening up the sources for sails.

This issue harkens back to Hobie Alter's original philosophy of maintaining the one-design concept. We will leave it up to the Hobie Class Association in conjunction with IYRU, but our feeling is that it would be a big mistake for the Class as a whole.

WS: What is happening with spinnakers and reachers? Are you planning to add anything to the boats for the recreational sailor?

HC: Yes we are, and it's now available. We discovered a quick and easy spinnaker hardware system for the 16 and 20. It reduces the cost of putting the pole, halyard and sheets on the boat by as much as \$300.

A 16 spinnaker for recreational use is offered in Europe. We bought one last winter and have adopted it for use in the United States. It has tremendous advantages over the old-style systems in that it uses the same line to pull the halyard up as to pull the tack out. It also is very simple to

operate. Using it is a blast. Instead of driving the bows down, the spinnaker gives lift to the front end and keeps the bows up.

WS: Do you have to beef up any components to accommodate the extra load of the spinnaker?

HC: No, because the load is lifting and pulling out at the front of the boat where it is strongest.

WS: Where do you stand on fiberglass versus foam-filled battens?

HC: Fiberglass is just fine. We've stuck with it in support of the one-design rules. The Hobie 20 is the only boat with foam-filled battens, which do have a very consistent taper. You don't have to depend on the grinding and curing of the fiberglass to achieve a uniform taper. This concept allows a much more bendy tip at the luff end of the sail, so you can do some different things with the draft. It gives the sail more adjustability.

These battens are not class-legal in any other Hobie class. They are lighter than fiberglass, but not as durable. As with many boat parts, the lighter the weight, the less durable the equipment.


WS: What do you see when looking at Hobie sails in terms of where they have been, where they are, and where they are going? (Vice President of Operations Hugh Greenwald fielded this last subject.)

HC: I can't say too much about where they've been. I've been sailing these things since 1971, but I never had much of an artsy, crafts eye for sails. I've left that for the go-fast skippers.

Where they are is that they are good and getting better. Our objective is to make the best sail in the world. That goal is one of the stated objectives at Hobie Cat these days.

WS: How close are you to achieving that lofty ambition?

HC: We believe we are within a few months of attaining that objective. Some improvements have been implemented already. All steps taken have been instituted to improve an already good product.

The recent purchase of the triple-stitch machines is an example of our commitment to this philosophy. The process is working pretty well right now, but we have not perfected the machines' use to the point at which we are ready to use triple-stitch in every sail we make. That's why we are a few months away from attaining the best sails available for Hobie Cats from anybody, anywhere. 

FLYING HIGH



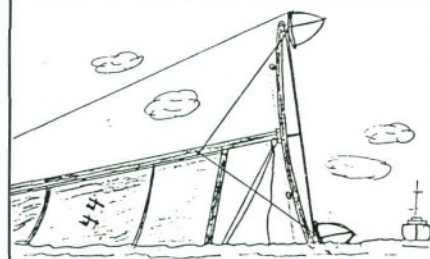
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