

Hobie HOTLINE



SEPTEMBER/OCTOBER 1993

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

Key Largo

British Duo Trade English Fog For Florida Sun

No Air Nowhere

Tactics For The Wind-less Winner

Women At Work

Female Sailors Take The Helm



Hobie

IN MAUI: LAHAINA & KIHEI. IN HAWAII: KONA. IN CALIFORNIA:
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Hobie

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Hobie HOTLINE

SEPTEMBER/OCTOBER 1993 • VOLUME 22 NUMBER 5



MURRY SILL



MURRY SILL

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Florida makes a key conquest of British father and son.

On the cover

Sailors vacationing at Caribbean Watersports enjoy a serene cruise in the Florida Everglades. Photo by Murry Sill.

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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Ex-Tension!

Anyone who has been around me probably knows I usually don't have too much trouble speaking my mind or sharing how I feel. That's one of the reasons I like this special space; it's a reserved spot for me to share my thoughts and feelings with you, and to reflect and address what uplifts or concerns you.

This being the fall issue, I decided to talk about extending your sailing season, which I know we've touched on before, especially in relation to hypothermia and how to avoid that kind of problem. I don't want to beat that subject into the ground, but remember, even a hot sailor can run into the big chill.

Sailors who live in California, Florida or other warm places are lucky to be able to just keep rolling along for the better (and I do mean better!) part of the year. But even those of you who are icicle-locked in the freezer portions of the U.S. have an out: travel! You can extend your sailing season by reaching out and touching a great locale like the Florida Keys (about which we just so happen to have an article in this very issue).

There's another kind of sailing extension that comes to mind: the extension of our Hobie Cat family. I've heard reports from different areas of the country that really buoy me up. New people are showing up at fleet regattas and events! One regatta drew eight new faces ... that's really exciting!

Not only are we seeing brand-new Hobie people; we're hearing from some of our lapsed family members as well. A few folks who hadn't seen a HOTLINE in a long while (like years!) said tearing open the pages and looking at the new boats and same old fun really made their juices flow.

One guy reviewing the May/June 1993 issue spoke wistfully of his Hobie Catting experience, saying, "Yeah, those were the days. Seeing all these pictures makes me wish I were back into it ... I had a 16 ... went to every local regatta ... the sailing was great ... so were the people ... and the parties! Yeah, I had a 16 ... loved it ... maybe now that I'm married I could get my wife interested in sailing ... how much is that new cruiser or whatever you call it? That would be perfect for a family ..."

While I was thinking about how the "Hobie Way of Life" seems to be one fantastic extension after the other, something happened — a conversation — that helped me focus more clearly on another meaning of extension. Right in the typical muddled middle of my usual frantic pace and frenetic lifestyle, I spoke with someone who brought my staccatos to an immediate STOP.

"I had cancer," she mentioned casually (as casually as you can say the "C" word). "It changed my life."

I was almost afraid to ask, how. As it turns out, she thankfully is in full remission, but going through the experience made her see her life in a totally different light, she explained. Now she is determined not to let a moment of time pass her by, to do now what she wants to do now; to extend the time she has left by packing as much into it as she can.

If you're a juggler of projects and responsibilities as I am, time is the one thing that slips away. Talking to this lady has prompted me to paint a picture of a STOP sign inside my head that I intend to carry with me wherever I go so I can heed the call to extend the quality of my life.

Hobie Catting, of course, is the ideal way to extend the good times, and, while you're at it, to extend an invitation to friends and family to sail away from everyday duties once in a while. Believe me, the grass will still be there waiting to be mowed when you return.

Which brings me to the last but not least meaning of extension, in our Hobie dictionary of fun sailing terms. Extension. What a great word to describe Hobie sailing. Ex-tension!

Relax and enjoy life. Chill out on a Hobie.



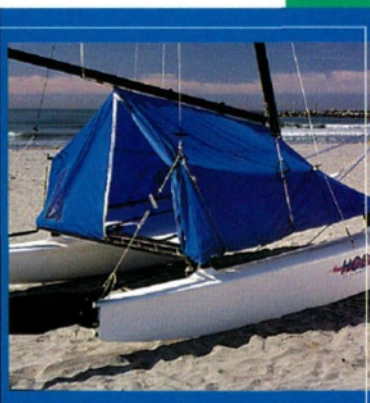
GET REAL

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

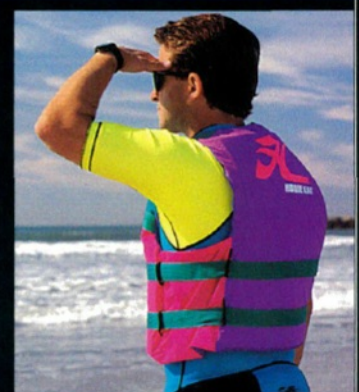
Whether you're enjoying an exotic, long-distance cruise or camping overnight at a regatta, the spacious and private H-16 Tramp Tent makes Hobie 16 sailing as comfy as it is easy. It provides complete tramp area coverage as well as plenty of headroom. Forget the special hardware. The roof is supported 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
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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

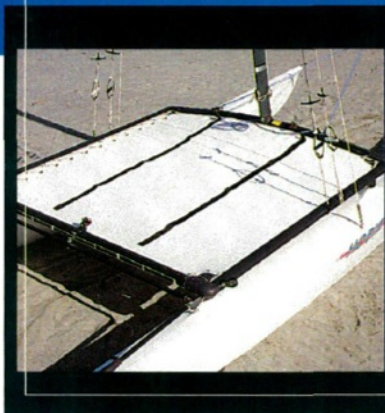
These Coast Guard-approved Type III Hobie Adult Life Vests fit comfortably over a T-shirt or wet suit and trap seat. The short-waisted vest with Ensolite® flexible foam flotation folds into a compact 12" wide x 4" high package. A bright coral right shoulder and left chest make the vest — and you — highly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

Buy Authentic Hobie Parts.

It's The Real Thing To Do.

See your Hobie dealer.

ALL WIRED UP

I have a tip for trailering. Make heavy-duty "twist ties" out of solid copper wire to keep your cables coiled and secured to the tramp. Strip apart "romex" wire (like the wiring inside your house walls) and use one-foot lengths of insulated single strands.

Keep up the good work. I like the mix of racing, technical and travel-guide articles.

Mark Chimel
Long Valley, NJ

FIRST-HAND PFD EXPERIENCE GIVES SAILOR SECOND THOUGHTS

As I re-read the March/April 1993 Hobieitorial (about the PFD tragedy in Oceanside) today, I could appreciate the story a little better than when I first read it a month ago. The enclosed newspaper clipping is from the Northwest Florida Daily News. Also, I wrote about my episode for the Fleet 12 Newsletter. Feel free to edit and modify either as you see fit to emphasize further the necessity of wearing PFDs whenever on the water.

Thanks for a great publication.

Terry A. Hagle
Marietta, GA

FROM THE NORTHWEST FLORIDA DAILY NEWS: SAILOR GETS TOSSED, LEAVES FRIEND ABOARD

Seagrove Beach — A 33-year-old man fell off his sailboat Thursday morning leaving his non-sailor friend on board to negotiate the Hobie Cat in 3- to 5-foot seas, said U.S. Coast Guard officer Jim Steudle.

Terry Hagle and Peter Grant were sailing about a mile offshore when Hagle fell overboard. Grant does not know how to sail.

"The guy who knew how to sail fell off," Steudle said. "The other guy made a couple of passes by the guy, then lost sight of him."

The wind was blowing toward the beach, so Grant was able to sail to the beach and call for help. The Coast Guard launched a helicopter and jet from Mobile, Alabama, and headed toward the area by boat.

Hagle, who was wearing a life jacket, swam to shore before the Coast Guard arrived.

FROM THE FLEET 12 NEWSLETTER

The newspaper article concluded: Hagle, who was wearing a life jacket, swam to shore before the Coast Guard arrived. But I'll start from the beginning.

My daughter, Lori, and I went to the Florida Gulf Coast for a few days with some friends. My friend and I had been out on the Hobie 16 two days prior in nice conditions.

Thursday, the seas were 3-5 feet and winds were southwest at 15 mph.

Through the surf, I went out on the wire, skippering from the trapeze. When we got about 2 miles out, it was time for a rest. The wind built to 20.

I fell forward toward the jib as the boat came to a rapid halt. Hanging on the trapeze and pulling the boat over on top of me, I decided to unhook and grab hold of the boat. As I undid, the wind filled the sail, and the boat took off with my inexperienced crew.

Able to make a couple jibe turns without capsizing, he tried to find me, but skippering the boat and looking for me in the 3-5 foot seas was near impossible.

So after two jibes, and the closest he got to me was 100 feet, he decided to go to shore and get help. I figured this was probably a good time to start swimming. My biggest worry was whether Lori would make me sell the boat after this ordeal.

An hour and a half into the swim, I saw a Coast Guard helicopter zoom by the shoreline and thought, "No, they wouldn't call the Coast Guard ... would they?" Turns out they did, but I got to shore before the helicopter could set up the search pattern. And oh, no I didn't have to sell the boat!

I'm glad I was wearing my trusty Omega PFD. And I think the next time I go to the Gulf I will try to stay off the local page of the newspaper.

Thanks, Terry, we couldn't have emphasized the necessity of wearing PFDs any better ourselves.

HOTLINE GIVES THIS RACER AN EDGE

Just a quick note to let you know the HOTLINE is still putting out some great stuff! Good job! The "Racer's Edge" on light-air sailing with Bob Seaman was fantastic! I'm a Nationals-level sailor and I was still highlighting the heck out of the article!

I've noticed over the past year or so that the racing tips have improved, from the standard stuff you can get out of any book to helpful hints from successful sailors that you can't find in a book, that come from years of experience, and that can add one to two boat lengths in a race.

Now that we are past many of the controversial issues which hounded the sport the past few years (COMPTIP™, life jackets and NAHCA, to name a few), it's refreshing to get back to the basics which make Hobie Catting so much fun!

Keep up the good work!

Peter E. Nelson
Seattle, WA

PFDs

Save

Lives

HOTLINE and Hobie Cat Company strongly recommend sailing with life vests either on or in easy reach of every sailor, no matter what the level of experience.

PFDs ... Use Them!

W

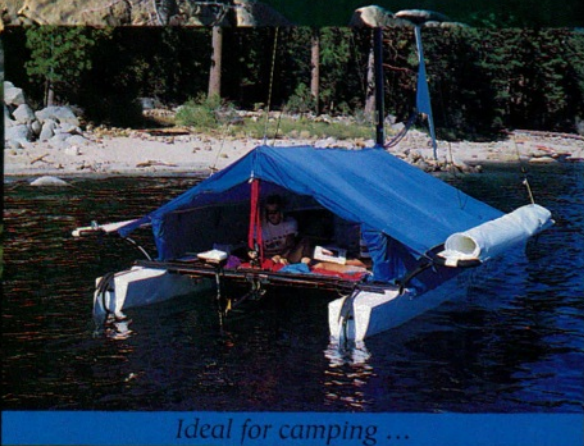
e call it the

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



PERFECT

Getaway



Ideal for camping ...



day cruising ...



or just plain relaxing.

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

SPEED DEMON

Racer Brian Heffernan does a lot, and he does it all very well and very fast. He's among the top five Hobie 18 competitors, owns the Sail Boat Shop in Tempe, Arizona and also has been testing the Speedwatch Catamaran for manufacturer Laylin Associates.

Here is Brian's assessment of this instrument. For more information, check out the ad in this issue of *HOTLINE* or contact Laylin Associates, 10413 Deerfoot Drive, Great Falls, VA 22066, (203)759-0571.

SPEEDWATCH CAT GIVES YOU SOMETHING TO BRAG ABOUT

Picture this! It's a warm, windy day at the ocean. You're blasting around, double-trapezing, on some of the hottest reaches you've ever been on. When you hit shore, you tell your buddies you were going 25. They say, "NO WAY!"

You point to your boat's new addition. It's a Speedwatch Cat. Locked in its memory is the fastest speed you hit that day. Now, you have bragging rights!

The Speedwatch Cat is a solar-powered, waterproof and highly accurate knotmeter. Indicating current speed as well as maximum speed attained, it's great for sailors interested in learning about boat speed adjustments to improve their performance.

The very small impeller fits snugly to the hull with silicon. It will not come off — even amidst the strongest of waves or floating debris. There are no wires and no holes to be drilled, anywhere! Just stick the display head on your trampoline, 30 inches from the impeller, with extra-tough, dual-lock velcro, and away you go!

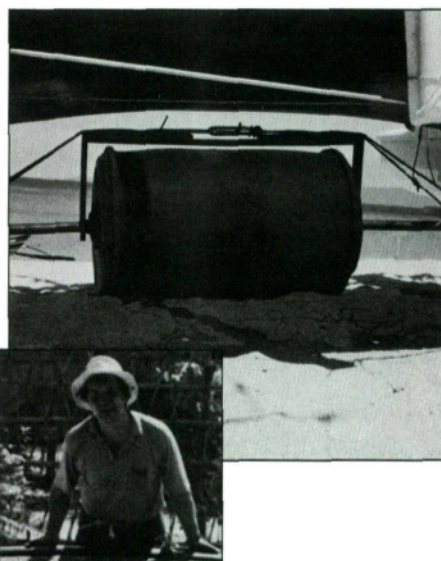
A HOBIE HIGH-FIVE FOR INGENUITY

The following information was provided by inventive Hobie sailor Fernando de Martino. If you are interested in learning more about his beachin' products, write to him c/o OSI Industries, Inc., 1225 Corporate Blvd., Aurora, IL 60507-2018.

Here is the data relative to my all-roads transport system, the trailer, and my beach transport system, the barrel. I also take this opportunity to congratulate you for the valuable and beautiful *HOTLINE* magazine.

THE TRAILER

The trailer has two interesting features: 1. It supports my Hobie 17 from its strongest parts, the crossbars, thus keeping the delicate hulls safe from scratches or stress; 2. It supports the Hobie on three points only and therefore does not inflict twists to its precious load, especially on rough roads.



There is a wooden frame on top of the trailer's own steel chassis. The frame is connected to the chassis on the two sides and the front, allowing it to remain on the same geometric plane.

The two strong steel posts that sustain the wooden frame on the sides are in line or very close to the Hobie's center of gravity (between the front crossbar and the daggerboards). This position minimizes the stress on the frame caused by the boat's weight. The frame's front connection is detachable, so it can tilt for easy hauling and unhauling.

To match the wooden frame of the trailer to the Hobie Cat, I built a wooden support that fits perfectly under the front crossbar and protects the tensioners of the dolphin striker. Two pieces of strong plastic, at the extremities of this support, enable the boat to slide smoothly on the wooden frame of the trailer when hauling or unhauling. Also, this support is very important in keeping the Hobie at the center of the trailer at all times.

The aft crossbar can lay on the wooden frame without any fuss. The boat weight on this point is minimal.

THE BARREL

The barrel originally was used to carry industrial detergents. I modified it in a simple and very efficient way to carry my Hobie on the beach.

The central pipe is made of aluminum. The hull cradles are flat, constructed of strong (cutting-board type) plastic bolted to an aluminum plate. A few ropes and a wooden frame mounted on top of the barrel improve the strength and maintain the Hobie on the center. The barrel is made of strong plastic and has holes on each side to evacuate the water.

When I travel, I place the barrel behind the Hobie, on the wooden frame of the trailer.

NAME GAME CORNER



Enclosed is a photo of the boat we sailed while we were in San Francisco. When we bought our first 16, the name seemed quite appropriate as Jenny and I sailed together, and we have stuck with it ever since. We had this particular boat from 1984-1989. The sign was created by Ron Fikes, a long-time Hobie sailor from Fleet 20 in San Jose.

Paul Pascoe
Hampshire, United Kingdom



Ahhh, June 21st, the first day of summer, and all those who enjoy the Hobie Way know that often in order for a person to be healed, one in fact has to BE HEELED.

BE HEELED I is a 28-foot monohull that I enjoy when I am not being healed on BE HEELED II.

Richard Hale
Tallahassee, FL

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

Dealer Menu



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O'Neill Beach
Santa Cruz (408)476-5200
Wind Toys
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COLORADO

Rocky Mountain Boatworks
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CONNECTICUT

Candlewood East Sailing Center
Brookfield (203)775-2253
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Westport (203)259-7808

DELAWARE

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Bonita Springs (813)947-4889
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Playground Sails

Ft. Walton Bch 1-800-824-2863
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Sailing World Inc.
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INDIANA

King Marine
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Doyle's Marine Service
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Annapolis (410)263-2900

MASSACHUSETTS

Cape Water Sports
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St. Louis Sailing Center
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Dear John

BY JOHN HACKNEY

TO DOCK OR NOT TO DOCK

We just bought a Sport Cruiser, which we'll be taking to our summer cabin on Lake Winnebago. We have a dock where we could tie up the boat, but a friend told us it would be better for our boat to beach it. Should we leave our new Hobie in the water or on the beach?

The introduction of the Hobie Sport Cruiser will make more people contemplate keeping their Cat docked in the water. This opens up a whole new can of worms, barnacles, or slime, depending on where you live.

Leaving your Hobie Cat in the water at the very least requires a lot of extra dock lines and therefore places to tie them. No politically correct sailor ever would use a main or jib sheet as a dock line. Once you tie your boat to the dock, you then must worry about the tides, if you are a coastal person; or about waves in most locations.

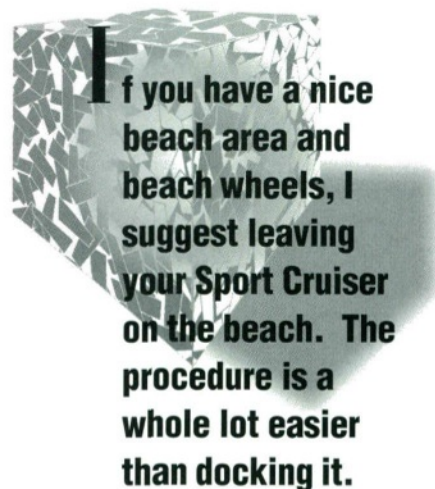
Besides the tying dilemma, other areas of concern are marine growth on the bottom and water migration through the surface finish (gelcoat) into the fiberglass. The latter condition, known as osmotic blistering, is a problem for fiberglass boats left in the water.

Polyester resin boats such as Hobie Cats may absorb water, causing blisters to appear in the gelcoat. These blisters, if severe, not only are unsightly, they may slow the boat down. In extreme cases, water actually can migrate into the fiberglass laminate itself, causing structural problems if left unchecked. This blight can afflict some polyester fiberglass boats remaining in the water for more than a few days.

If you plan on leaving your Hobie in the water, you must do two things. First, coat the bottom with a good water barrier such as Interlux Interprotect 2000/2001 or an equivalent. Apply the barrier only to the surface that is underwater; spending a few hours coating the relatively small Hobie bottom will stop the blisters.

The next procedure is to pick a bottom paint from one of many on the market designed specifically for sailboats. Sailboat bottom paints should have lower coefficients of friction than normal paints, ensuring boat speed is not decreased by the paint, and may be even enhanced if you listen to the salesperson! Lastly, make sure the drain plugs do not leak.

If you have a nice beach area and beach wheels, I suggest leaving your Sport Cruiser on the beach. The procedure is a whole lot easier than docking it. Knowing your boat is on the beach is reassuring if a summer storm kicks up the kind of waves that could beat up a boat tied to a dock.



If you have a nice beach area and beach wheels, I suggest leaving your Sport Cruiser on the beach. The procedure is a whole lot easier than docking it.

If you keep the boat on the beach, tie the dolphin striker to an earth anchor. This will prevent strong winds from capsizing your boat on the beach and driving your mast into the sand like a javelin, which can do a lot of damage. The earth anchor, when locked to the dolphin striker with a bicycle lock, also can be used as a deterrent to a would-be thief contemplating an unauthorized midnight sail.

MY-OH MYLAR

I own a Hobie 16 and want to buy a new sail. I really like the look of the mylar vertical-cut 16, but I've heard around the racing circuit that it's flatter than the horizontal-cut dacron 16 sail, equating to slower! Is this true?

Hobie Cat is a one-design class. As with many other classes, conflicts can develop when new materials and manufacturing techniques come along and alter a boat, whether or not performance is affected. The changes incorporated may help boat speed, but ironically impair performance. When a change such as a new vertical-cut mylar sail is incorporated, performance may be hurt for a period of time while the learning curve takes place on this new piece of equipment, but eventually performance may be enhanced.

This learning curve is illustrated by the introduction of a new boat and the time it

takes sailors to bring the boat up to its speed potential. For example, when the Hobie 18 was born many years ago, for a while it was routinely passed by Hobie 16s. Now, the tables are turned, with the 18 sailor learning to sail the boat to its potential and typically passing the Hobie 16 with ease.

The same pattern will occur with the Hobie 20. As new tuning and sailing techniques are learned, the boat will go faster.

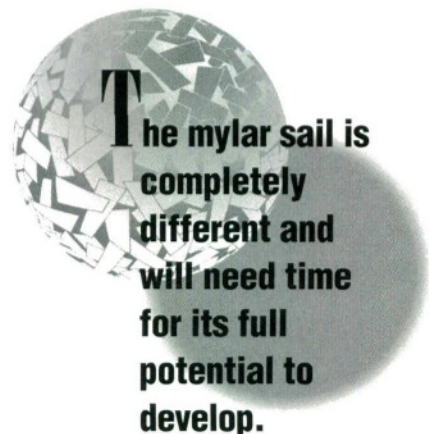
Vertical-cut mylar sails will show the same learning curve. After years of tweaking, now the dacron sail is going really fast. The mylar sail, on the other hand, is completely different and will need time for its full potential to develop.

The larger philosophical debate of whether or not to change the one-design boat will rage on forever. This controversy involves mainly racers, who are the ones most affected by the smallest of speed changes.

When day-sailing a Hobie, a sailor may never even notice a slight difference in boat speed. A day sailor usually does not care about that extra one percent of speed the racer works his buns off to achieve.

See page 12 for a test comparing the Hobie 16 dacron and mylar sails. The results coincide with my belief that the sail is a different animal and adjustments need to be re-thought.

A mylar sail is much less forgiving than a dacron sail, so more attention will have to be given to outhaul, downhaul, batten tension and sheet tension, to maximize the sail's and ultimately the boat's performance. The Hobie 16 dacron sail could be sheeted forever, as dacron is relatively stretchy, but the mylar sail will not stretch nearly as much when sheet tension is added.



The mylar sail is completely different and will need time for its full potential to develop.




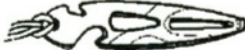

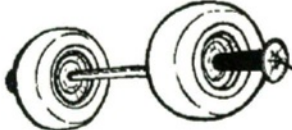




Please read the Hobie Cat R&D comments, then go out and practice. Politics aside, that mylar vertical sail has a lot more speed in it.

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09/93

Hobie 16

Dacron vs. Nylon Sails

BY DOUG SKIDMORE

MEASUREMENT

The two sails were put up separately and the boat tipped on its side. The mast was supported at the tip of the mast. Battens were put in to just pull out the wrinkles along the batten pockets. Mast sheeting tension was induced until 4 1/2 inches of mast bent was attained. Downhaul tension was induced to just pull out the wrinkles in the sail.

Each sail was measured under two conditions: once with the outhaul completely slack and the other with it completely pulled tight. The measurements taken were the draft of the sail along the batten at its deepest point. The measurements were taken on 2/15/91 and again on 6/2/93.

Each sail was measured under two conditions: once with the outhaul completely slack and the other with it completely pulled tight.

COMPARISONS

TIGHT OUTHAUL

The mylar sail is flatter than the dacron sail in the lower four to five battens. In both cases, the mylar sail has more draft aloft than the dacron sail. The dacron sail has what I would describe as a belly in the middle of the sail that is relatively unaffected by the outhaul adjustment. Either loose or tight, the middle draft measurements remain almost the same.

LOOSE OUTHAUL

The mylar sail with a loose outhaul actually becomes a fuller sail than the dacron with similar outhaul tension. Because of the lens cut, the foot of the

mylar sail actually gives it an inch to an inch and a half more draft at the bottom batten than the dacron sail.

The belly of the dacron sail is essentially the same as the mylar sail, with the mylar having only slightly more draft than dacron. At the head of the sail, the mylar is fuller than the dacron.

RESULTS

What's going on? Because of the difference in stretch characteristics of the materials, the two sails react very differently with outhaul adjustment. The outhaul on the mylar sail is a much more powerful adjustment than on the dacron sail.

When tightened on the mylar sail, the outhaul will in effect draft in the bottom five battens. When the outhaul is tightened on the dacron sail, it really affects only the bottom two to three battens, leaving the belly virtually unaffected.

This consequence also will be true for sheeting tension. The mylar sail is much more sensitive to sheeting tension than the dacron, since much of the pressure in the dacron sail is lost in stretch of the material.

Overall, the mylar sail has a wider range of adjustments. It can be made flatter and apparently fuller than the new dacron sail measured.

Overall, the mylar sail has a wider range of adjustments. It can be made flatter and apparently fuller than the new dacron sail measured. Nevertheless, a dacron sail may, because of stretch, become fuller with age. *SK*

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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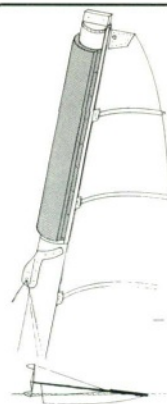


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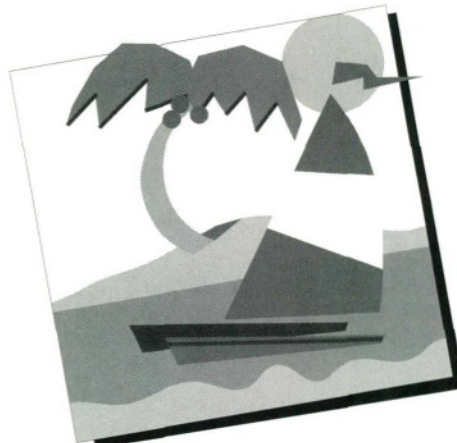
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Skip It!

Women Increase Sailing Skills And Confidence Levels At Congenial Weekend Clinic

PHOTOS BY ANNIE NELSON

Once you let the Cat out of the bag and take over the helm, it's hard to let go of it ever again. That was one of the lessons learned at a recent sailing clinic held by Annie Nelson in San Diego, reported Barri Whitten of Bakersfield, California.

In just 12 short months, Barri has gone from "I've never been out on a boat" to "My husband wants to get back into sailing and would like us to do something together" to "Hey, this sailing stuff is fun, and racing's a blast!" and finally to "A women's clinic on Hobie Catting? Sounds like fun!"

Now having grown as a sailor, and as a person, also, from a year ago, Barri is looking forward to continued sailing and racing with her husband, Derrill, and their many new friends in Fleet 167. It all happened fast, but the progression was quite logical.

FROM MONO TO STEREO

Derrill grew up sailing monohulls with his dad in Texas, but Barri never had sailed any craft. She and Derrill have been married for seven years and have a five-year-old son, James. Between raising a family and pursuing careers (he is an engineer; she a teacher heading up a first-grade class this fall), about the closest Barri got to a sailboat was passing one on the road attached to the vehicle of someone else going off to have a good time.



One year ago, Derrill's dad, perhaps noticing this lack of water fun in his son's life, gave him a one-person boat. Derrill quickly regained his interest in sailing, and soon he and Barri became the owners of a Hobie 16.

"At first, I wasn't really sure what I thought of sailing," Barri acknowledges. "My husband was so into racing that it appeared a little intense to me ... not real relaxing."

Now, after a year of seasoning peppered by participating in a regatta and spiced up by learning techniques from an Olympic silver medalist, Barri finds the sport stimulating and entertaining in the extreme. She describes her husband as "loving the racing, but not so competitive he's no fun."

"We had a blast at Lake Cachuma," proclaims Barri, speaking of the regatta at which she crewed for her husband. "What really impressed me was how our competitors were our support system, too. They really want everyone to do well," she notes with

some surprise, explaining Fleet 167 racers are quick to help others who are heading for trouble or even going around a mark the wrong way.

TAKING THE NEXT STEP

While Barri and Derrill were sharing great times with new-found friends at the regatta, Annie Nelson was on the scene, handing out flyers about her upcoming all-women clinic. When Barri speaks of Annie, the listener might assume they are old childhood pals. Not so. They met at the regatta, but according to Barri, Annie's down-to-earth charisma and open, warm and friendly nature make you feel an immediate kinship with her.

In harmony with her inviting personality, Annie did just that: invited out-of-towners attending the clinic to stay with her at her home. Among the slumber party were Barri and Barri's friend, Stacy Loyd, a woman who had sailed long ago but had not been on a boat for many years.

Was it hard to talk Stacy into getting back into the sport by attending the clinic? "Not a bit!" Most likely, the attraction of being taught by a five-time world champ (most recent victory: 1991 Hobie 16 Women's World) added greatly to the overall appeal. And, of course, "the girls" often need a respite from everyday reality just as much as "the boys." Maybe more.

Barri's husband was very supportive of her attending the clinic. All he said was, "Don't take the boat!"

As events transpired, it's probably better they didn't. At one point during the weekend, Barri and another sailor were stranded for a time with a broken rudder pin. Someone eventually came by and gave them a



SAILS SANS MALES

One bright and sunny Saturday morning last June, 21 women were not scrambling eggs, making beds, doing laundry, running the vacuum cleaner or pushing shopping carts down supermarket aisles. Later that same day, instead of washing the dog, they were learning how to skipper a Cat.

These sailors were attending a two-day women's clinic on Mission Bay in San Diego. Their teacher? One of the best racers around. Not just one of the best female racers; one of the best racers.

Annie Nelson's skill at sailing and teaching attracted people from a widespread southern California area. The clinic was sponsored by AC-Delco/Kmart.

In-between winning races and raising a family, the 34-year-old racer has been conducting all-women sailing clinics for over ten years. "We share fun and knowledge," explains Annie, describing the non-intimidating atmosphere she and her teaching assistant/racing crew Marci Forgrave strive to maintain. She enjoys building the confidence level of women sailors, who more often have been the crew being yelled at by a male skipper than the skipper herself.

GIRL TALK

"Sailing is something women can do as well as men," Annie unequivocally states. "Women need to acquire the confidence that they can do it."

The female-only setting of the clinic enables a special camaraderie and kinship to bloom, helping women realize and reach their sailing potential. "Sailing is an intimate relationship," Annie believes, one which requires an open and effective line of communication between skipper and crew. "Women are good communicators."

Marci Forgrave agrees with Annie and adds another reason the segregated clinic works out well for participants: "Women are not embarrassed by what they don't know."

After enjoying two days climbing an encouraging learning curve, the 21 Hobie Catters bid a warm goodbye to new friends and sailing buddies and returned home with the skills and confidence no sailor would be embarrassed to possess.

replacement. "Do you have any idea how hard it is to install a new rudder pin when you're actually out on the water?" asks Barri. She now does.

INSTANT CAMARADERIE

The 21 women at the clinic established almost-immediate friendships (especially those spending the weekend at Annie's house). Ages ranged from 10-50, with several mother-daughter combos.

"The clinic was a great help in developing our sailing skills," Barri believes, describing the techniques taught and videotapes made during the day and re-played at evening study sessions. "Overall, however, the most I got out of the weekend was the camaraderie and female companionship." Barri says she really enjoyed meeting the other participants, whom she categorizes as "very talented women."




Many sailors had much in common ... such as children. "What do you do with your kids when you race?" was an often-voiced concern. Already, some cooperative baby-sitting solutions are in the works.

Another commonality of the clinic was the encouragement shared among participants, many of whom are or someday may soon be racing against each other. "Annie set the standard," explains Barri, noting that some of this fine teacher's students are her direct competitors. "She's teaching her competition!" points out Barri with pride in Annie's unselfishness.

Barri says Annie's aim is to get more women out there skippering, not just crewing for their husbands and boyfriends. Saying Derrill is not (at least until now!) the kind of skipper who yells at his crew, Barri relates that many of the women spoke of male skippers whose commands at times of intensity bordered on verbal abuse.

Barri's purpose in attending the clinic was "to race with my husband. That's the whole reason I got involved with sailing in the first place."

What did she learn at the clinic? "Most of the other women there said they started out racing with their husbands. They all swear they'll never do it again!" 

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Hauling Assets

WHAT'S UP WITH DOWNHAULS

BY MATT MILLER
DIAGRAMS BY KEVIN THOMPSON

Downhauls. We all use them. Some of us even abuse them. In boating terminology, the downhaul is a line for hauling down a sail to give it more effective shape when hoisted. There are many types of downhaul systems. Some are easier to use than others, but all are simple to operate when used correctly.

Generally, a downhaul should be tensioned just to remove the horizontal wrinkles from a sail. The harder you sheet the sail, the more downhaul (higher wind) that is needed.

A downhaul will hold or even move the draft forward, to a point. When excessive downhaul is applied, the sail will become flat and the leech will become loose and twist away downwind in the upper panels, rendering the sail virtually powerless.

Almost all stock downhaul systems are simple (the Hobie 20 comes standard as a high-performance system). They commonly are set while on the beach and not adjusted while sailing, except by the racing crowd.

Racers want a correctly adjusted downhaul for all wind conditions and points of sail. Racers also use a fuller sail shape when sailing downwind, so they will ease off the downhaul tension, then re-tension it again to go upwind.

The standard Hobie 20 downhaul offers state-of-the-art adjustability even while the skipper and crew are on the trapeze wire. In addition, this 8:1 system allows the crew to limit heeling while sailing upwind in gusts and higher wind.

During a gust, the crew will tension the downhaul, causing the upper panels to depower and twist to leeward, spilling off the wind in the upper sections of the sail. The procedure enables the skipper to maintain sheet tension through the gust.

While this type of downhaul system may not be as effective on other Hobie models, similar additional hardware can ease the effort needed to achieve the correct amount of downhaul, even if it is set only once per sail.

When using any downhaul system, adjustments for additional tension are made easier by sheeting in on the sail at the same time. A balance between downhaul and sheet tension is required. Too much or too little sheet tension will jam the downhaul, slide or luff rope.

It is best to apply tension to the downhaul, then sheet in on the sail until you can easily downhaul. Continue to sheet the sail harder while tensioning the downhaul, until the desired setting is achieved. Once the correct balance is found, downhauling is a breeze. Similarly, easing the downhaul requires easing the sheet to allow the sail luff to move up the luff track.

A gooseneck bearing (part number 1511 in the Hobie catalog) is available to smooth the movement of the downhaul slide further on the Hobie 14 and 16. This accessory eliminates the drag of the stainless slide against the aluminum luff track.

GETTIN' DOWN

Most stock downhauls require a downward pull of the adjustment line. Often, obtaining the adjustment you desire is difficult, due to the awkward pulling angle.

Accessory downhauls feature hardware that changes this pulling angle to a horizontal pull away from the mast. In addition, extra purchase commonly is added, to reduce the effort required. Jam cleats are included in the package, too; they will hold the setting, yet release quickly and easily.

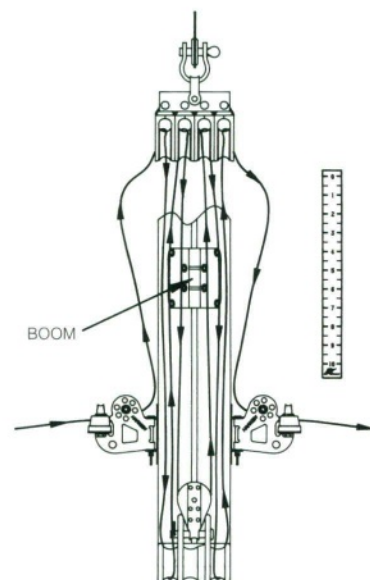
You should consider several factors before deciding to buy an accessory downhaul system for your boat. It is quite possible to damage the sail by over-stretching the luff, perhaps until failure. Follow the recommended maximum downhaul indicator (the black band) affixed to most models at the base of the mast. Do not downhaul beyond these bands. Just take the wrinkles out!

Many sails may be properly downhauled when they are not even close to the downhaul band. Also, adding more than one or two lines to the stock purchase ratio is not necessary to achieve an easier-to-use downhaul.

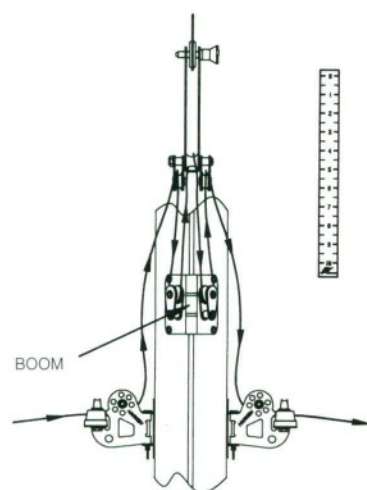
The addition of pulleys, where the stock system lines run through grommets or metal fair leads, can greatly ease the downhaul effort. Also, at least one swivel control cleat will direct the downhaul line to just about any location on the trampoline, making adjustments quick and effortless. Or, you might opt to go all the way to a dual-control line system, which allows independent adjustment of the downhaul from either side of the boat even from the trapeze!

Correct downhaul adjustment makes a big difference in pointing ability and speed. A numbered downhaul scale adhered to the mast will help you obtain consistent adjust-

DOWNHAULS



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HOBIE 18 — 6:1

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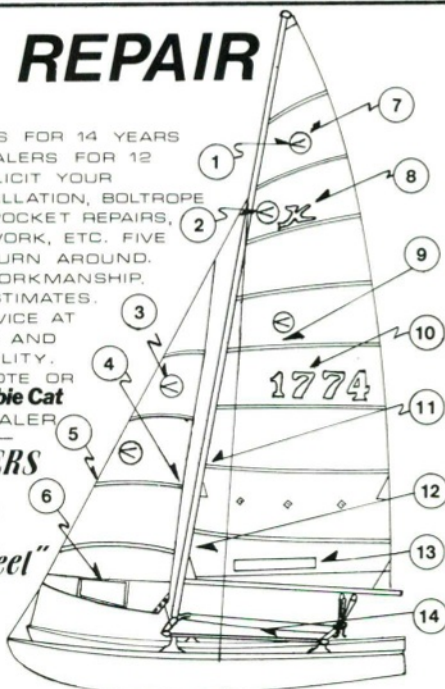
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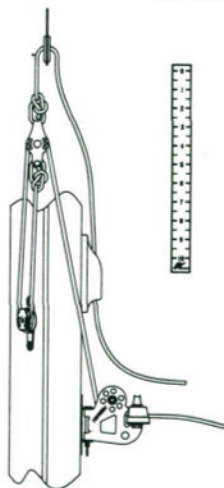
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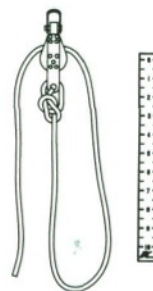
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DOWNHAULS



**HOBIE 17 & 18 —
Murrays' 6:1**



HOBIE 16 — 3:1

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DOWNHAUL SYSTEMS REVIEW

Although recreational sailors may want
to add equipment such as swivel control
cleats that enable easier downhaul, racers
are required to abide by certain restrictions.
Class rules describe the limits to amount of
purchase and type of cleats allowed for
downhaul systems when racing. The
following regulations are taken from the 1993
International Hobie Class Rules Book.

HOBIE 14, HOBIE 16

A bullet block with becket hung from the
downhaul ring will reduce the amount of
effort needed to downhaul. Also, adding a
gooseneck bearing eliminates the drag of
the stainless slide against the aluminum luff
track. Replacing the standard cleat with a
swivel control cleat makes the downhaul
easy to manage from any location on the
trampoline.

**Racing Rule: 3:1 purchase maxi-
mum.** Cam cleats are not allowed. A single
block may be added.

HOBIE 17, 18, MAGNUM, SX-18

A downhaul system similar to that found
on the Hobie 20 is a state-of-the-art option
for the Hobie 17 and 18. Dual-swivel control
cleats allow adjustment of the 6:1 system
from the trapeze wire.


A similar version uses a single-swivel
control cleat positioned in the luff track or
port side of the mast to permit downhauling

after rounding the leeward mark. Mounting
the swivel control in the luff track may be
preferable, as it can be turned toward the
port or starboard side of the boat. The addi-
tion of downhaul sheaves with bearings and
an aluminum clam cleat would be the mini-
mum upgrade.

Murrays Marine offers a system referred
to as a "Theoretical 6:1." It requires a bit less
hardware than the more advanced system,
yet allows both fine and gross adjustment.
The "theoretical" system combines a 3:1
purchase that doubles to 6:1 when attached
to a 2:1 line through the sail foot. Gross
adjustments are made on the 2:1 purchase;
6:1 fine adjustments are made using a swivel
control cleat that allows adjustment from a
variety of locations on the boat.

Hobie Cat Company offers Hobie 17 and
Hobie 18 6:1 systems (part numbers 2084
and 2085, respectively, in the Hobie cata-
log) that include a quick attachment/release
chain plate (with pulley blocks attached) to
pin into the Hobie 18 downhaul grommet.
The equipment enables quick set-up and
take-down without having to re-thread the
system. Included are dual-swivel control
cleats and downhaul scale. Each system is
a true 6:1 purchase that allows adjustment
from port and starboard while the sailor is on
the trapeze wire.

**Hobie 17 Racing Rule: 6:1 pur-
chase maximum.** Cam cleats are al-
lowd. Downhaul must cleat on mast, boom
or sail foot. The downhaul system may be
rigged in any manner.

**Hobie 18, Magnum, SX-18 Rac-
ing Rule: 6:1 purchase maximum.**
Cam cleats are allowed. Downhaul must
cleat on mast or sail foot. 

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HARKEN



Key Largo

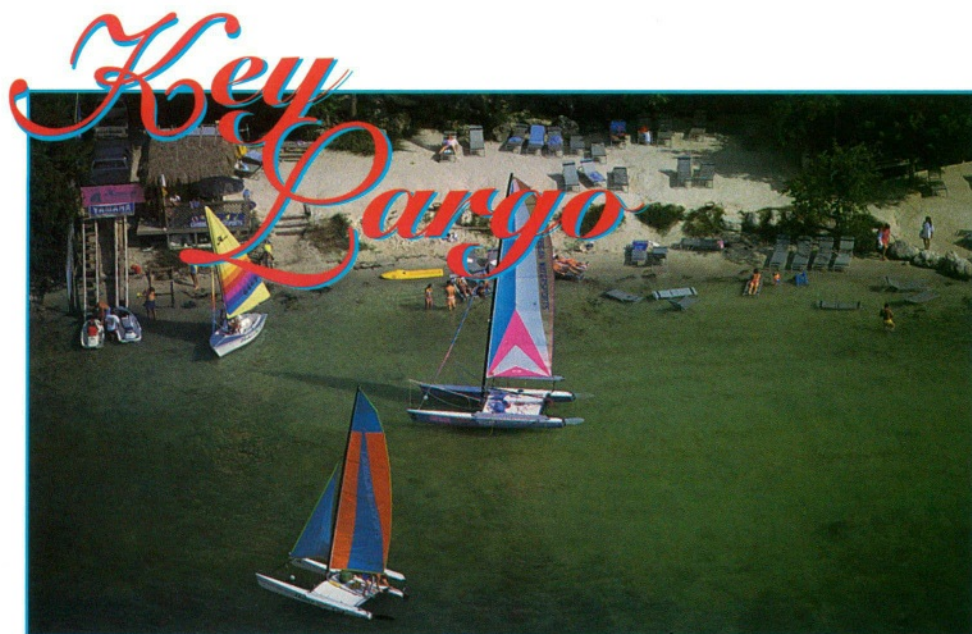
STORY BY TONY MACLEAN
PHOTOGRAPHY BY MURRY SILL

It was two weeks after
Christmas, the weather
where I live in
Shepperton, England

was January-bleak, and I had just arrived home after a particularly grueling day at work. Summer and the opportunity to enjoy getting out on the water seemed a long way off. As I fumbled with my keys, I could hear the phone bleating inside. For once, I managed to reach it before it stopped, fortunately for me, as it turned out.







Summer and the opportunity to enjoy getting out on the water seemed a long way off. As I fumbled with my keys, I could hear the phone bleating inside. For once, I managed to reach it before it stopped, fortunately for me, as it turned out.



On the other end of the phone was the editor of a watersports magazine, to which I normally contribute technical articles. This time, he offered me a more exotic assignment. Caribbean Watersports had invited the mag to send a writer to its facility at the Sheraton Hotel on Key Largo, Florida to report on the various activities offered. Was I free during the first week in February and did I fancy it?

What a question. Such offers don't fall into my lap every day, well, never actually, so before the editor changed his mind and decided to go himself, I 'grudgingly' said okay.

As my better half wasn't able to make the trip with me, I invited my Dad. He had never been to America, and I knew he'd love it. Also, unlike me, he knows his way around a sailing vessel, having done a bit of ocean racing in his Navy days. His recent seafaring experience has been restricted to crewing on a friend's boat during cheese smuggling trips across the Channel, and a bit of chasing around the Solent.

As luck would have it, soaking up the Florida sun would mean having to miss out on the Icicles race, a wonderful opportunity to shiver on the Thames Estuary for a weekend; life's a bitch.

Let's Get Konkin'

Upon arrival at Miami, we picked up the rental car and set off for Key Largo. The hour-long trip follows US1 through the wreckage of Homestead, the area devastated by Hurricane Andrew last year, and across the southern tip of the Everglades.

Before you know it, markers start to appear by the roadside, counting down the miles until you reach MM1 on Key West. The Sheraton is at MM97 on Key

Largo, the biggest Key and the nearest to the mainland.

Although things have changed a lot over the last 20 years, and the Keys no longer are the secret backwater of the Flipper TV shows, they still retain a distinct individuality. The difference between Key Largo and Miami, just an hour away, is quite apparent.

It's not just the scenery and atmosphere, or the hospitality of the area, but also the weather. Temperatures on the Keys hover around 85 degrees in summer and 75 degrees in winter. In addition, the humidity that blights the mainland in summer is mercifully absent here, with breezes off the Atlantic and Gulf of Mexico keeping the air on the move.

Conch (pronounced konk) is the Key nickname proudly used by natives of the area, after the shellfish of the same name. Conch chowder, once a staple food, is a spicy soup complete with lumps of potato. This culinary delight still appears on all the menus; it's good stuff, too.

Key Unlocks Door To Adventure

After a night to catch up on the lost hours, Dad and I wandered down to the beach behind the hotel to discover what Caribbean Watersports and Key Largo are all about. The first thing to point out is that there is a beach, which is rare on the Keys, as they are coral islands.

Hauled up onto the sand were three or four Hobie Cats and various other single-hull Hobies. Moored offshore was the 36-foot catamaran, Shockwave. Tied up at the dock was a superb, bright yellow para-sail boat; I knew what it was because it had Para-sail written in 18-inch-high letters down either side.

Further investigation unearthed a fleet of gleaming personal watercraft, my own particular area of expertise. Also to be found were all sorts of windsurfing equipment, reposing next to the timber-built Caribbean Watersports head office located not 20 yards from a pleasantly shaded Tiki bar.

All this looked pretty good to us, especially considering that 24 hours earlier we had been feeling our way through fog on the M25. What completed the scene, what brought the paradise cliché to mind, however, was the water.

Looking out across the bay, the waves twinkled a deep turquoise. Away in the distance, a few Mangrove islands punctuated the horizon, and somewhere beyond, as the Gulf stretched away under a deep blue sky, lay New Orleans and Mexico.

What's that rustling? Just the palm trees swaying in the breeze. Yup, this'll do me just fine.



Key Largo





Hull Bent For Fun

Muttering something like these catamaran things can be pretty rapid, Dad went for a snoop around the Hobie Cats while I went to examine the other Key instruments of fun.

When I returned, Dad had disappeared. Answering my enquiry as to his whereabouts, the smiling Caribbean Watersports staff pointed to a distant sail. Sometime later, a ruddy-cheeked gentleman stepped ashore, together with Mark, the sailing instructor, who had taken my father out on the Hobie Cat.

"Bloody marvellous, I've never travelled that fast under sail. We must have been doing 25 knots. Wait till you try that, son; it certainly blows away the cobwebs."

I felt my spin on the personal watercraft had provided perfectly adequate cobweb clearance, but as Mark beckoned, I figured it was time to undertake this sailing lark. After all, what could go wrong?

Please bear in mind that, apart from a few faltering attempts to windsurf, until now all my water-borne activities had involved the comforting throb of combustion. I have to say that the Hobie Cat was an absolute revelation. In addition to going fast, it was awesome to feel the power of the wind and watch Mark control the boat in the face of such power.

The Hobie was incredibly responsive to slight changes in windspeed and sail trim. In essence, the boat is simply two narrow pontoons held parallel by a tubular frame with a canvas deck slung between them. Mounted outside each hull are the seats/platforms upon which all the action takes place.



Smooth Sailing ... Knot

As soon as we were clear of the beach, Mark had me hooked up to a trapeze and deploying myself out beyond the platform, until only the soles of my feet were in contact with the boat. With both of us leaning out at a crazy angle, Mark gave a slight tug on the sheet and we were off at breakneck speed.

"Brace your front leg; we're going to pitch forward!" he said. While I digested this instruction, wham, I was catapulted forward so fast I swung around in front of the mast and found myself hanging by the trapeze between the hulls with my feet dragging pathetically through the water.

"Hang on!" I heard Mark yell through the murk, as he brought the boat to a halt and then helped me drag myself, minus my dignity, back on board.

What on earth happened (note: this quote has been cleaned up), I enquired, checking to make sure the more important parts of my anatomy were where I had left them. "The wind dropped a bit," came the reply. "That's why I told you to brace yourself." How did he know it would drop?

Nursing my battered ego (amongst other things), I was reminded of one of my old man's trueisms: "There's no back door on a boat, boy." I shook myself off and resolved to do better from now on.

Having maneuvered back out beyond the platform, we again hurtled off. As the odd gust punched into the sails, the Hobie would rise up onto one hull and Mark and I would lean right back to keep the Cat balanced as it sliced through the water. When it seemed like we might topple, Mark would adjust the sheet and the boat would settle down.

"Bloody marvelous! I've never travelled that fast under sail. We must have been doing 25 knots. Wait till you try that; it blows away the cobwebs."



Hanging out there with the boat up on one hull is a bit like flying. If you lean even farther and then tilt your head back, the horizon flashes past upside-down, giving the whole phenomenon a surreal twist.

My first Hobie Cat experience led me to conclude that neophytes such as myself are advised to take a member of the staff along as crew. You might even be better off letting Mark or one of the other instructors worry about the technicalities and just enjoy the ride. Apart from everything else, the guys are great company. But be warned, if anyone mentions bracing your front leg ... get ready.

Sedate To Shocking

A word about the conditions in this part of the world. The prevailing winds blow in across the island from the east, keeping the bay fairly sheltered. However, every eight days or so, a front lasting three or four days moves in and brings the wind around from the south, west and finally northwest. The sailing is at its most potent when it blows onshore from the northwest. Twenty-five knot winds are not uncommon during the winter between October and April.

For more sedate sailing, single-hull Hobies are just the job. From one-man

dinghies to family crafts, all are well-built and properly maintained. Caribbean Watersports is an authorized Hobie dealer, so it offers the whole range of boats as well as mountains of spare parts.

Moving up in size, the 36-foot Shockwave is more of a cruiser. Sunset trips to the outlying islands complete with champagne are available for those who like to spice up their sailing with a little luxury and romance.

Para-What?

Once before I had been up behind a para-sail boat. It was fun, but lurking at the

back of my mind throughout the flight was the nagging doubt that the guy skippering the boat was going to miscalculate my landing, causing me to overshoot the platform anchored 200 yards offshore from which I had been launched.

Para-sailing with Caribbean Watersports is free from such problems. The boat is custom-built for the job, the inboard motor has bags of torque and there is plenty of accommodation for non-flying passengers; but what makes this boat special is the large platform mounted over the stern. Flyers are simply winched out from the boat on a line up to 600 feet long.

The landing works the same, but in reverse. You merely walk back onto the platform. For all intents and purposes, there is no risk of a dunking. It even is safe to take a camera up, which, believe me, is well worth doing.

Hovering in silence high above the island, it is easy to see across to the Atlantic, south along the Keys as far as the horizon, and north into the Everglades. Glancing down is a slightly strange sensation; your feet dangle a few feet away and then you see nothing way below but the bay. The boat seems infinitely distant.

All para-sail crew members hold a skipper's license. Their skill is admirable. Flyers are given the opportunity literally to walk on water.

I spent relatively long periods suspended at a constant 20 feet above the surface with several hundred pounds of camera gear slung around my neck. Never at any stage did I feel an insurance claim coming on.

Wild Life Ahead

In addition to trying out new sports, both Dad and I enjoyed a surprise chance to obtain a close-up glimpse of nature at its finest.

Sitting astride his first personal watercraft, Dad pootled off into the bay. Five minutes later he was back, gesticulating for us to follow him. He had stumbled across a pod of dolphins.

A couple of us quickly joined him. Sure enough, four dolphins were swimming around us and generally playing about as dolphins do. It was fantastic to encounter wild dolphins sticking around to play because they wanted to, not because it was their job.

We observed them glide effortlessly through the water as they watched us back through their big, expressive eyes. Eventually, with a flick of their tails they swam off in search of new playmates. It had been a privilege.

Dive In

Apart from opportunities to dash around on and above the surface, Key Largo boasts some of the best scuba diving in the world. The famous reef five miles out



on the Atlantic attracts divers in the thousands, and a fair bit of the island's economy depends on sub-aqua-type tourists.

Scuba is great if you are a certified diver, but if you're not, usually the only way to see the reef is from a crowded glass-bottomed boat. You could opt for spluttering around on the surface with a snorkel, but let's face it, you would have to enjoy salt water as an aperitif.

Don't Snub Snuba

Guess what, Caribbean Watersports has this salty problem licked. The answer is Snuba.

How I 'bravely' dived with moray eels and barracuda and almost met an eight-foot sand shark is another story. Suffice it to say, although I had never been diving before, after only a short lesson in the Sheraton pool, I found myself 25 feet down breathing through a conventional regulator attached by a hose to an air tank that floated in a raft on the surface.

My instructor/guide for this experience was Snuba Geoff, whose teaching manner is so inviting, customers regularly enroll for his pool lessons time after time and yet never even go out to the reef. If you are the slightest bit curious about scuba diving, take a day off from sailing and go down with Snuba Geoff. Believe me, it is an unforgettable experience.


Caribbean Conquers British

In our short week on Largo, Dad and I swam with dolphins at Dolphins Plus, an institute that researches the interaction between dolphins and humans. We sailed, waterskied, para-sailed, dived, dined (well) at a staggering variety of eateries and even spent an evening in Coconut Grove, an area in South Miami a little like Covent Garden, but cleaner and with sensible weather. We met lots of extremely nice people and generally had a blistering good time.

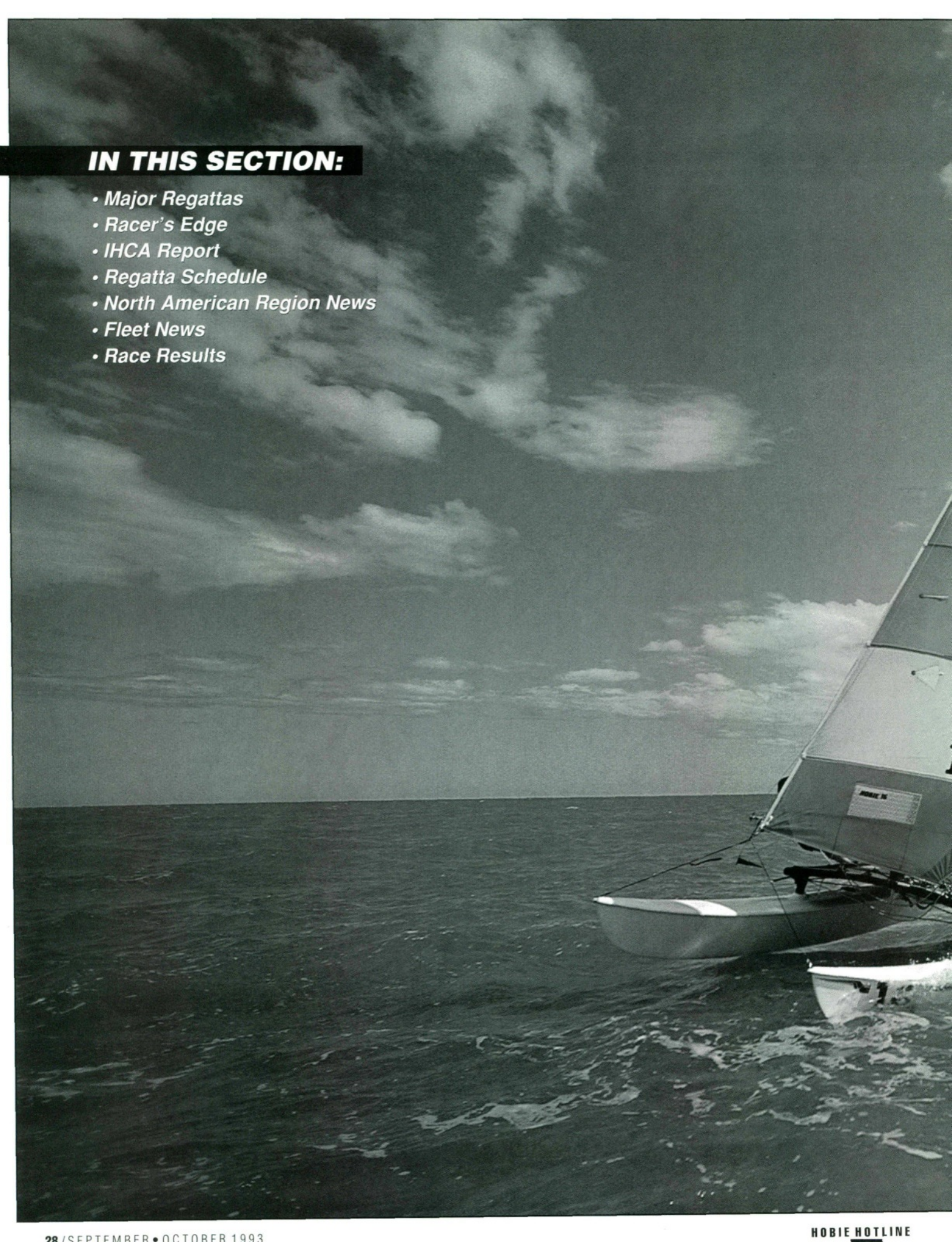
Wherever I have been on holiday, I usually just start getting used to the place right before it's time to come home. A little local intelligence can go a long way toward solving this problem.

If you are inclined to visit Key Largo, see the folks at Caribbean Watersports first. Apart from having the best equipment, staff and location on the island, the people there are genuinely interested in giving their customers a good time. Because they live there, they will steer you in the right direction, so you can make the most of the facilities the island has to offer.

If you do go, make sure you remember the golden rule: If someone yells at you to brace your front leg ...

Caribbean Watersports is located at the Sheraton Key Largo Resort. The toll-free number from the U.S. is 800-223-6728. In the U.K., contact Terry Hatley at 0942-270208. 





IN THIS SECTION:

- *Major Regattas*
- *Racer's Edge*
- *IHCA Report*
- *Regatta Schedule*
- *North American Region News*
- *Fleet News*
- *Race Results*



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Lights On, Part II

Tactics, Tactics, Tactics

BY WICK SMITH

This is the last of a two-part interview with Bob Seaman on light-air sailing. In this issue, Bob discusses tactics.

R.E. In light wind, the biggest fear for most skippers is picking the wrong side of the course. How do you determine which side is favored?

Bob That's a tough one. No magic is really involved in choosing a side of the course. I try to observe the wind on both sides of the course 10-20 minutes before the start to determine if there appears to be a pattern. If it looks like there's a little more wind down one side versus the other, I'll go for that wind. If I can't tell, I'll try to minimize the tacks; that is, I'll start on starboard and go half to two-thirds of the way up the course and tack onto port.

R.E. Do you advocate splitting tacks with another boat to test the sides prior to the race, so you can see if one side is favored?

Bob It's a good idea to work against another boat that has equal speed. Bear in mind this procedure doesn't guarantee conditions will be the same on subsequent legs. Sometimes there is a little shift, or perhaps his boat gets a puff coming through and yours doesn't. If you have no input other than the one trial, it may tip the scale in favor of going to the side favored in your pre-race test.

R.E. What else are you looking for in determining a favored side?

Bob If there is current, you need to be aware of it. The effects are quite significant in light air. You want to think of the tides and project what the current will be doing when you are on a certain part of the course. You need to factor that information into your decision process.

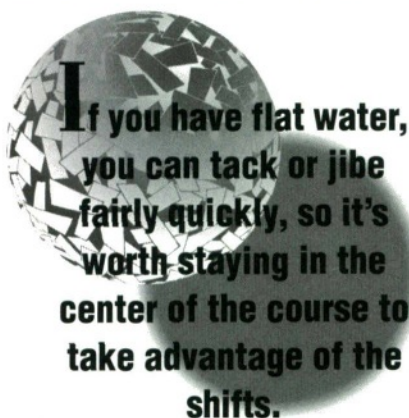
R.E. Once you are on the first leg of the course, what do you look for to confirm your selection?

Bob If it seems the wind pattern is shifting and I am seeing more dark patches on the water on the other side of the course, it may be time to work in that direction. Also, I like to be aware of where the fleet is. If I'm in decent shape, I'll cover the fleet.

In light air, if most boats are going to the other side, it's a good idea to be over there with them. It doesn't do you any good to be alone on one side. If you are right, you can be in the lead. If you are wrong, you will be way back in the pack.

R.E. Do you change your tactics on the longer legs, such as from A-mark to C-mark, or on the upwind leg after rounding C?

Bob An old sailing theory says you should work the middle to a large extent, and avoid banging the corners. This saying is especially true when sailing lakes. It applies even more on a long leg.



If you have flat water, you can tack or jibe fairly quickly, so it's worth staying in the center of the course to take advantage of the shifts.

If you bang the corner in light air while returning from C to A, and there is a shift, the leverage is tremendous and you could lose a lot. In light air, especially on a lake with shifts, it is more prudent to work the middle. If you have flat water, you can tack or jibe fairly quickly, so it's worth staying in the center of the course to take advantage of the shifts.

R.E. When sailing upwind in oscillating breezes, are you tacking on the headers?

Bob Yes, particularly on a lake or harbor with light oscillating breezes. The shifts can be quite dramatic; 50-80 degrees or more. You obviously want to tack on those. Sometimes, the boat will tack without your moving the tiller. Usually, shifts are more moderate, in the 10-20 degree range, giving you a tougher decision. I do want to be aware of those.

If I am going upwind and get headed down 10-20 degrees, I'll hold that for a few seconds. If it persists, I'll tack. If it's a 2-3 second puff and then the prevailing breeze returns, I'll be glad I didn't tack.

In a 4-knot breeze, you might get a 20-degree header, tack, ride it for 30 seconds, then the wind shifts back and you tack again. You could pick up 30-40 yards on the fleet by doing so. Tacking on the big headers in an oscillating breeze is definitely worthwhile.

The same concept applies downwind. You have to think a bit differently. Jibes are a little quicker than tacks, so they don't cost you as much distance travelled over time. For this reason, you can use the shifts to gain more downwind.

To take advantage of these changes in the wind, you should jibe on the lifts. If you start getting lifted up away from the mark, you are going the wrong way. Hold your course for 3-5 seconds to see if the shift remains. If it does, then jibe smoothly to maintain boat speed and you will be headed closer to the mark. Ride that for 30-60 seconds. If it shifts back, jibe again to be headed down closer to the mark on the other tack.

The beauty of sailing in the middle of the course is that the shift always helps you. It's great; a win/win situation. If you are in the middle of a course, you love shifts (if you detect them and take advantage accordingly).

Say you are going downwind. Getting a header pushes you closer to the mark and so you get to it sooner. If you get lifted away from the mark and you jibe, lo and behold, you are headed down closer to the mark.

You can take advantage of every shift all the way down to the mark if you play the middle. What happens so often on Cats is you tend to bang the corners and get off to one side of the course; just as you are about ready to jibe on the layline, you get a big header but it's too late to take advantage of it.

R.E. An adage states, "Sail the course that takes you closest to the mark." This seems to be exactly what you are advocating.

Bob That's a good point. It goes back to the first question concerning which side of the course I sail. Quite often I remember laughing to myself when the crew asked which way should we go, and I advised let's wait a minute or two and see what happens.

I do exactly what you are saying. I'll take the tack that heads us closest to the mark. As the race progresses, determining whether you are on a lift or a header after you round C going back to A-mark gets

very confusing. You've lost track of which way the last shift moved.

Your head is spinning from the light air already. Look up at your course. If you are pointing closer than 45 degrees to the mark, you should stay on that course. If you are headed more than 45 degrees to the mark, you are sailing more of a parallel course to the mark and you should tack. If the wind does something crazy and shifts 180 degrees, you can sail directly at the mark. You would have hated to have been sailing parallel to the mark for two minutes and getting no closer to it when it wasn't necessary. This is called playing the percentages.

R.E. Of course shifts affect you. Holes affect you as well. How do you avoid the holes?

Bob You can't avoid them entirely. Sometimes, you get stuck in a hole and you can do nothing. When it's really light, quite often the water is glassy. I have found that in these conditions the trick is to keep the boat moving. Concentrate, keep the tell-tales moving and go for boat speed. We're talking a 1/2-knot of speed. Half a knot is definitely better than 1/4. It's still slow, though.

Good sailors seem to be in holes less often. Many times after a day of racing, I have listened to everyone complain about being stuck in holes all over the place, and I haven't hit any of those "holes." Maybe I had the same light air they did, but perhaps they went into irons. They may not have realized they still had a 1/2-knot of wind. By pinching too much and losing track of the wind direction, the boat will stop.

Racers may think they are in a hole, but a good sailor might ghost by. The first skipper takes 3-4 minutes to escape his predicament and get the boat moving again. Meanwhile, the skipper who kept his boat moving has sailed ahead 50 yards or more.

I can recall many occasions in light air when I have been in the middle of the pack. After 4 minutes of concentrating, I'll have picked up several boats just by keeping my Cat moving when the others have stopped.

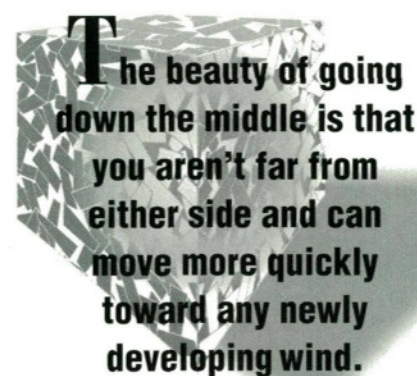
The trick is to foot the boat for more speed. Effectively, you may be tacking through 120-130 degrees, but at least you have forward motion and the other boats do not. They may be out-pointing you, but you are moving 2-3 times faster, or more. Five minutes later when you tack and come back the other way, you will have gained significantly over the pack.

Moving also provides steerage. If a 4-knot puff of wind comes, you can take advantage of it immediately. You are already moving and your sails are trimmed for it. A guy in irons who thinks he is in a hole may require 30 seconds to get his boat in a position to take advantage of the puff.

R.E. Do you find sailing closer to the shore better when the air gets light?

Bob Quite often, more wind exists around a shore. I have observed this pattern over the years. On larger lakes, you will get a little bit of a thermal effect near the shore when the air warms over the hot sand and begins to rise. A small breeze forms near the shore as it fills the hole left by the rising air. This pattern can hold true all the way around the lake, giving you an onshore breeze throughout the circumference. Any existing breeze may enhance what is already there.

Hills near the shore can act as a funnel and accelerate the wind just a bit. Quite often, you can go near the shore to obtain a little more breeze. However, if the wind picks up to a medium breeze, all objects on the shore, such as trees and hills, will be an obstruction to the wind, whereas the middle of the course will offer better air.



The beauty of going down the middle is that you aren't far from either side and can move more quickly toward any newly developing wind.

To determine overall wind strength on different parts of the course, you may have to go one way one time, and one way another. You also can work with your crew to watch sail numbers of those around you at a mark. After splitting with those boats, compare positions at the next mark to see who has the advantage.

R.E. Do you chase the wind that you see, or wait for it to get to you?

Bob Some of both. It's one factor in making overall plans for the race. If the wind is just a puff going across the lake and I am not planning to go that way, I will wait to see if it develops into something that will blow a couple of minutes. If you chase a small puff, by the time you get to where it was, it's gone. To frustrate you further, the wind then will fill in where you were two minutes ago!

You have to evaluate conditions. The key question is how long that wind is going to stay there. Watch for a minute. If you see the patch of ripples becoming larger and you were thinking about tacking over that direction in a few minutes anyway, go a little early to get in the new wind. The beauty of going down the middle is that you aren't far from either side and can move more quickly toward any newly developing wind.

R.E. Do your tactics against other boats change in light air?

Bob I like to keep clean air in light conditions. Turbulence from other boats seems to be more significant, having a more negative impact on boat speed when the wind goes light. In heavy air, you can be right below a guy and use his wind shadow so you don't blow over! In light air, you need all the push you can get. You don't want turbulence from other boats.

Ideally, I maintain 50 yards around me or straight upwind of me where no other boats are. This isolation should ensure undisturbed air.

If you are going to weather and ready to tack in the next two minutes, work with your crew to pick a path where you will have clean air after you complete the tack. If a few boats have just tacked, and are moving on your new course, wait 30 seconds to tack, so your wind will not be affected by those boats. That way, once you get moving, you can keep that 3 knots of speed, whereas all the other boats are affecting one another and may slow each other down. In this case, you've picked up 50 yards by the next mark.

At C-mark, it is critical to have the inside position when rounding, to ensure cleaner air so you can keep the boat moving. Quite often, you see a mob of boats down there together. The boat on the outside really loses out. Not only does that racer have to sail the extra distance, he is the fifth boat on the outside and getting bad air from the other four.

If you are the boat pinned on the outside, one trick is to anticipate the problem and slow down when you are 30-40 yards from the mark. Over-trim your sails, steer up and down without fouling anyone, and work to get behind the pack rather than outside it. Let the boats round four abreast, and you can come out immediately behind the inside boat. This maneuver puts you up in cleaner air, with the ability to tack off when you wish.

Downwind, I work very hard to maintain my clear air. If someone camps on my air, I jibe away from them just to keep moving well. If I want to stay on that side of the course, I'll jibe back when my air is clear.

R.E. What about starting techniques?

Bob Once again, the key is getting clear air. You really would like to avoid a ton of boats, because they slow each other (and you!) down. Achieving a clean start at one end of the line and getting free works well.

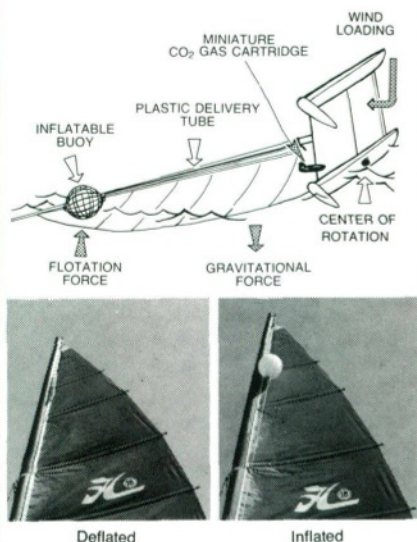
Many times, one end will be favored and a group of boats will be working for the same spot. That end will jam up, resulting in chaos. If this happens, it is best to start in the middle of the line in clean air while the other boats are all in bad air. You can work the entire leg in good wind and be in good position at A-mark.

Boat speed also is crucial at the start. In very light air, you should be on the line

—Continued on page 38



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

SEE YOUR DEALER

IHCA REPORT

Let's Start From Scratch

The Choice Is Ours

BY DOUG CAMPBELL
IHCA PRESIDENT

To make the world of Hobie into the perfect place we all want it to be, it seems to me we need a lot more interactive "scratching" and a lot less time-honored complaining. Put another way, we gotta accentuate the positive, eliminate the negative. Seems there might be a song there!

We ARE making progress! Lots of it! Just a fast look at the 1993 NAHCA membership up by 17 percent over last year HAS to tell you something is going right. Hobie Cat Company making a profit and introducing new models are certainly steps in the right direction. Add some great 1993 regattas with more to come and you just know so many things are coming up roses.

With all this good news, why do we keep hearing negatives? Complaints? Bitching?

One theory is that negatives get attention. Want proof? Just think for a minute about the current state of government. Now THERE are some real negatives! (Some people call them politicians, but hey, let's be kind.)

Another theory is that if you complain enough, more "good things" will happen. This might be true somewhere, sometime, but in my experience the theory isn't EVER true in organizations depending on scads of volunteers to make it happen. It probably isn't true in ANY organization over a long period of time.

Healthy Co-Dependency

A meeting early in June, attended by representatives of NAHCA, IHCA, HOTLINE and Hobie Cat Company, once again put into perspective just how much all of us are dependent upon one another. On every single item discussed, it soon became clear that a lack of mutual support by all parties very likely would result in either a diminished program, the need for a more expensive program, or, the worst of all worlds, no program at all!

Missing physically from the meeting was a very important member of the Hobie Cat family — the Hobie dealer. I say physically, because spiritually the dealers were very much present. Time and again a participant would bring into the discussion the dealer's viewpoint. We realized the need for the dealer's support, agreement and help, to make the programs we were talking about work, or work better. Clearly Hobie dealers are an "in" part of the Cat family — part of the scratch set, if you will.

Fast Fun, No Hassles


Listening carefully to ALL elements of the Cat scratch set, it is obvious that ALL of us want exactly the same thing ... for exactly the same reasons.

"WE WANT HAPPY SAILORS HAVING FUN GOING FAST WITH NO HASSLES!" (Hobie Alter Sr. said this while drawing pictures in the sand, and never, ever, deviated from his goal.) It's simple! It's magic!! It's us!!!

The hard part — the Mission — is defined and agreed upon. All we have to do now is understand and listen to other people's viewpoints on how to get there, and WHAM! ... we will be there before you know it! Besides, who knows? Someone else's idea just might be better than yours ... or even mine. (Can I face it? Can you? I, I, I think ... YES!)

**Hobie Alter, Sr. said:
"We want happy sailors
having fun going fast
with no hassles!"**

Ideas. Fairness. Cooperation. Excitement. Fun. Participation. Enjoyment. Help. Input. Output. Accomplishments. Success.

Add your favorite ingredients. You get more of each, more out of each other, when you scratch than when you bitch! "C'MON: LET'S START SCRATCHING, CAT LOVERS!" 

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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.
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 Penasco, 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.
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 Tomaes 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 Tomaes 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 Tomaes Bay, CA	Doug Buescher	707/548-4279

DIVISION 4

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
214	Sept. 4-6 1993	Harrison Lake Regatta Harrison, B.C., Canada	Steve Jung	604/263-1347

DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
515	Sept. 11-12 1993	O'Doul's 10,000 Lakes Regatta Lake Minnetonka	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.
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.
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.
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

DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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	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.
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.
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.
183	Sept. 18-19 1993	*Ben-Hur Toronto, Ont., Canada	Chris Ufton	416/456-1642

INTERNATIONAL

DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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
Oct. 26-29 1993	Env Training Session Quiberon, France	Marc Genevois	33/1.47.47.96.61
Oct. 30- Nov. 1, 1993	Hobie Cat Regatta Carnac, France	Marc Genevois	33/1.47.47.96.61
Nov. 11 1993	Maubuisson Maubuisson, France	Marc Genevois	33/1.47.47.96.61
Nov. 13-14 1993	Hobie Regatta Les Lecques, France	Marc Genevois	33/1.47.47.96.61
Nov. 20-21 1993	Essenerseispokal Baldeneysee, Germany	Erwin Ocklenburg Ernst Bartling	49/23.53.47.41 49/221.46.12.50
Dec. 26-30 1993	Christmas Training Hyeres, France	Marc Genevois	33/1.47.47.96.61

*Non-points regatta

NORTH AMERICAN REGION NEWS

Ongoing Fun

Hobie Regattas Offer A Great Way Of Life

BY RON AND SHIRLEY PALMER,
NAHCA MEMBERSHIP CHAIRTEAM

For many of us, the sailing season simply does not end. Like the Eveready bunny, it just keeps going and going and going. The vast majority of fleets have a wide variety of programs that continue throughout the year and encompass activities including, but not limited to, sports (volleyball, skiing, etc.), social activities, political action, environmental concerns, youth programs, educational projects and fundraisers.

Several fleets and divisions have complained of dwindling participation, while others have experienced substantial growth. Following are a few ideas that might be worth considering for rejuvenating and building fleet participation at one of our favorite activities — regattas.

Staging regattas is a primary fleet activity. Attending regattas draws lots of us for a good many (and many good!) weekends every year.

We (Shirley and Ron) were both surprised and pleased a couple years ago to receive a race registration form that offered a regatta packet for non-racers as well as die-hard competitors. People who chose not to race were invited to attend the regatta and get the T-shirts, raffle tickets, meal tickets and other goodies.

The response was amazingly good! And why not? There are more recreational sailors than racers, and they are a wonderful and welcome addition to regattas. Sometimes, they are the ones who have the hot dogs ready on the beach after that last race on Sunday afternoon. Often, they help with the many chores required at these events, such as

registration, committee and chase boat work, and public relations on the beach. These sailors are into sailing as much as racers; they just choose to sail their boats for different reasons. Competition might not be important to them, but they love to sail.

When spectators on the shore want to know what those boats are doing in the water and why, the recreational Hobie Catters can explain how the race is being run. They even may take onlookers for their first ride on a Hobie. Voila! Another Hobie enthusiast is born. And possibly another fleet member?

Cheap Thrills

Most of us agree sailing is one of the real bargains in the world of sports. Some do believe, however, that the cost of regattas is getting out of hand. To meet the many expenses related to a regatta, the host fleet charges anywhere from \$20 to \$40 for registration. In several cases, participants are required to pay launch, camping or hotel and parking fees. In return, they receive the privilege of racing, T-shirts, refreshments, possibly a meal and perhaps even a trophy.

Is there a way to cut back on the expenses without cutting back on the fun?

Let's look at the regatta site. Do participants have to stay in a hotel? Some divisions hold regattas near a campground. In others, hotels are all the rage. Can there be a compromise? Hotels offer a lot of comfort: clean sheets, hot showers, comfortable beds. Campgrounds are a bit more primitive. They offer campfires, camaraderie and economy.

What do regatta packages contain? Do we really need a T-shirt every time we go to a regatta? They make nice keepsakes, but after eight years of attending regattas, our family has so many, they literally are stacked on the floor.

If the regatta is held at a campsite, it is handy to include a breakfast and/or dinner in the package. Meals don't have to be catered affairs. Get your fleet together to provide a simple spaghetti, chili, or other one-pot meal to feed those hungry racers. Believe me, after running triangle courses for five hours, most of us aren't too picky.

Give the non-racing boat owners, parents, friends and others the opportunity to join in our Hobie Way. A potluck dinner works well.

I remember one regatta where everybody was invited to bring chili. Some brought cans and others brought a quart of their homemade recipe frozen for the trip. A huge pot was provided and people added their contributions as they arrived. I enjoyed three small servings over a two-hour period and never tasted

the same chili twice! About 50 different recipes were added to the pot, over 100 people were served, and no one went away hungry.

Fleets tend to try to outdo each other. This can be wonderful and healthy competition, providing racers with a great regatta and a good party. But let's not get carried away. If your fleet is young and struggling, there should be no need to "do it all."

Some fleets have lost members because too few people have been doing too much for too long. It is a common problem. Getting new people involved not only spreads out the work, but gives everyone a feeling of belonging.

The 30 Percent Solution


When asked to describe a Hobie regatta, we have a pretty standard reply: 30% party, 30% camaraderie, 30% sailing and 10% sleep. Most people then want to know when the next one will be.

Many fleets and divisions are starting to put together 1994 calendars. Let's think about ways to attract more people to our regattas and other events.



**It is this co-mingling in
an activity we all love
that keeps us coming
back to regattas year
after year; not the
T-shirts, not the racing,
not the dinners.**

Sharing the Hobie Life with friends can be a wonderful and rewarding experience. It is this co-mingling in an activity we all love that keeps us coming back to regattas year after year; not the T-shirts, not the racing, not the dinners. The bottom line is that Hobie sailors are a great bunch of people, and having fun is (or should be) the primary goal.

Why should recreational sailors join a fleet? See this column in the next issue. 

HOBIE RACING FLEET NEWS

TRUMP PLAZA REGATTA FLEET 416, DIVISION 11 ATLANTIC CITY, NJ JUNE 19-20, 1993 BY CHRISTOPHER BEGROW

Although light and shifty winds created lake-like conditions, nearly 100 boats competed in the Division 11 Trump Challenge Regatta, Atlantic City. An ESPN affiliate covered the event and the competitors were reminded to watch their language during the mark roundings. (A few feet of film still hit the editing-room floor!)

At the skippers' meeting in May, Atlantic City mayor, Jim Whelan, presented a joint legislation resolution to National Champion Wally Myers, honoring him for being New Jersey's top catamaran sailor. Myers was saluted for impressive worldwide Hobie Cat achievements over the last two decades and for helping many fleets get started. "The award took me by surprise," Myers said. "It's really a great honor."

Myers and crew Mark Santorelli, who won the 16A Division championships, are the unofficial favorites in the upcoming US Hobie 16 National in August.

Mayor Whelan, a veteran life-guard, was delighted to participate in the Hobie regatta.

Many thanks to Trump Plaza, the Atlantic City Chamber of Commerce and the city government for their cooperation.

MADCATTER/NE CHAMPIONSHIPS FLEET 204, DIVISION 16 SYRACUSE, NY MAY 21-23, 1993 BY MIMI APPEL

At the National meeting in Chicago a few years ago, discussion revolved around having fewer major events, giving each one more clout. This was proven true when 93 boats converged on Oneida Shores Park for the 1993 Madcatter Regatta.

Weather isn't very predictable in Syracuse ... a March blizzard dropped four feet of snow and April rains caused such severe flooding that all boat traffic was banned from Oneida Lake. Commodore Bridget Quatrone and Fleet 204 were sweating bullets until the ban was lifted just a few days before the Madcatter! Who would have thought we'd have three days of SUNSHINE?

The Madcatter always has been famous for basic ingredients that go into a great regatta: efficient race committees, super winds and dynamic fleet members who feel "racers who sail together, shall party together." In addition, fabulous tuning seminars, excellent drills and big name racers from all over the northeast made Fleet 204's Madcatter a genuine experience.

Friday race-training drills were orchestrated by Bill Jeffers, a veteran of the race-training weeks run by Carlton Tucker and Bob Seaman. Bill put sailors through their

paces with short-course mark roundings, downwind starts and reaching drills.

The star of the event was special guest speaker Alan Egusa from California, who agreed to come and share some of his go-fast techniques. Fleet 204 cannot thank Alan enough. His reputation as a racing superstar preceded him, but his laid-back, helpful attitude quickly dispelled any hint of hotshotness.

Throughout the weekend, Egusa spent an hour rigging one of each size Hobie. It was interesting to hear the different questions each class would ask. From the individualism of single-handed racing to the teamwork of two-person boats, Alan would answer (to the best of his knowledge) no holes barred. His willingness to share "go fast tips" was an inspiration to all of us young rock stars in training.

Saturday's winds blew 13 to 18 mph. According to C.J. Miller, "It wasn't blowing dogs off the chain, but it was straining the rope." Sunday's two races were sailed in moderate to light wind. The white flag would go up and races were run with very little waiting in between. There were excellent course selections and timing was heaven. Once you set your watch in synch with R.C. Jeffers, you were set for the day!

The 16 A-fleet was the most hotly contested class. Hotshots included: four-time Madcatter winner Cliff McCarty (3rd), Midwinters East winner Matt Bounds (2nd), Canadian Nichols Liebel (4th), local favorites Tom and Sue Korz


(5th) and Alan Egusa (1st) who started things out right with a bullet in the first race.

With the largest 17 fleet the Madcatter has ever seen, Canadian Paul Garlick stomped the 20 boat fleet with four bullets out of five races. Mike Garret (2nd) from VA and Andy Efstathiou (3rd) from MA nipped at Garlick's heels with back-to-back seconds and thirds. Kathryn Garlick kept the trophies in the family by bringing home fourth. Garlick showed true Hobie colors using race five as his throwout to coach novice 17 sailors.

Winning the 18A fleet wasn't an easy task. In race one, Dave Hopper (4th) from Toronto, scored his first of two bullets. Reigning Madcatter champ, Bill Gamble from NY, helped keep his title by getting back-to-back bullets, while MA sailor, Will White (2nd), sailed his throwout. Sunday's lighter air saw Mike Post win race four.

The 11 boat 16B-fleet was won by Fleet 204's Wendy Howard. 16C-fleet's nine boat class was won by Fleet 204's Peter Killius. Top 18B honors went to V. Gail Force and SX-18 Champ was Brian Ness (Fleet 204).

Fleet 204 would like to thank Onondaga County Parks and Recreation, Boatworks/South Bay Sails, Mount Gay Rum and Hi-Roller Screenprinting.

Next year when you're planning your regatta season, give some serious thought to Syracuse in May. Predictable weather we may not have, but a great time is always had by all! 

HOBIE RACING RACE RESULTS

DIVISION 2

HURRICANE GULCH REGATTA FLEET 3, DIVISION 2 LONG BEACH, CA JUNE 5-6, 1993

HOBIE 20	POINTS
1. Lyle Lundberg	4.50
2. Team Piranha	5.75
3. Alan Egusa	7.00
4. Roger Jenkins	13.00
5. Fred Fogarty	14.00
6. Wayne Schafer	18.00
7. Ron Bishow	22.00
8. Glen Gira	23.00

HOBIE 18A	POINTS
1. Steve Timm	4.75
2. Paul Parizeau	7.75
3. Chris Lewis	7.75
4. Scott Miller	16.00
5. Jock McGraw	16.00
6. Ted Linley	17.00
7. Roger Brown	23.00
8. Chuck Brown	26.00
9. Dan Verenoas	29.00
10. David Crocker	30.00
11. Mike Halberstadt	31.00
12. Rick Hankins	31.00

HOBIE 18B	POINTS
1. Roy Delis	3.50
2. James Fischer	4.75
3. Glenn Wedsworth	10.00
4. Bob Garcia	11.00

HOBIE 18C	POINTS
1. Mark Christoffels	3.50
2. Paul Harness	6.75
3. Don McKenna	8.00

HOBIE 17A	POINTS
1. Bill Myler	4.50
2. Eric Bjerring	8.75
3. Peter Partch	12.00
4. Bruce Fields	12.00
5. Steve Kerchhoff	12.00
6. John Bauldry	14.00
7. Tom DeLong	20.00
8. George Martin	26.00
9. Jim Moore	29.00
10. Teri McKenna	29.00
11. George McCurdy	30.00

HOBIE 16A	POINTS
1. Curt Christensen	6.75
2. Jeff Parton	8.75
3. John O'Hausser	9.75
4. Keith Christensen	13.00
5. Tom Materna	14.00
6. Steve Leo	15.00
7. Steve Myler	18.00

8. Annie Nelson	24.00
9. G. B. Holmgrain	30.00
10. Dan Delave	33.00
11. Udo Winkler	34.00
12. Marv Gantsweg	35.00
13. Sandy Tackas	38.00
14. Steve Orton	43.00
15. Paul Ashley	46.00
16. Larry Reding	46.00
17. David Ward	50.00

HOBIE 16B	POINTS
1. Brenden Hammond	2.25
2. Steve Hendles	10.00
3. John Harris	10.00
4. Jack Winter	13.00
5. Peter Kuebler	14.00
6. Al Mohill	15.00
7. Chris Manzo	23.00

HOBIE 16C	POINTS
1. Rob Purciel	3.50
2. Joel Desjardes	8.50
3. Roy Van Roden	10.00
4. Ernest Hunter	11.00
5. Andrew Fraser	13.00
6. Ruth Brykczynski	16.00
7. Sonny Napial	20.00

HOBIE 14	POINTS
1. Paula Partch	2.25

SAN DIEGO CLASSIC FLEET 4, DIVISION 2 SAN DIEGO, CA JUNE 19-20, 1993

HOBIE 20	POINTS
1. Lundberg/Leibner	3.00
2. Mooneyham/Treyer	10.00
3. Team Piranha	15.00
4. Schafer/Delave	16.00
5. Jenkins/Legge	20.75
6. Miller/Hitch	21.00
7. Fogarty/Nackel	21.00
8. Egusa/Wood	25.00
9. Yahalom/Byrd	32.00
10. Bishow/Gruber	38.00
11. Campbell/Smith	38.00
12. Margets/Pete	41.00
13. Brown/Wong	43.00
14. Spindle	56.00

HOBIE 18A	POINTS
1. Parizeau/Bates	5.50
2. Kimball/Maybeno	6.50
3. Timm/Timm	10.00
4. Lewis/Zazuila	19.00
5. Heffernan/Nowk	22.00
6. Brown/Barnight	22.00
7. Phillips/Phillips	31.00
8. Miller/Cook	32.00
9. McGraw/Lili	33.00
10. Thomas/Cox	38.75

HOBIE RACING

RACE RESULTS

11. Mondragon/Searan	40.00
12. Lindley/Lindley	42.00
13. Veenbaas/James	43.00
14. Harper/Pearson	52.00
15. Miller/Grandbois	53.00
16. Pettit	53.00
17. Wagniere/McLeod	55.00
18. Halberstadt/Wood	58.00

HOBIE 18B	POINTS
1. Fischer/Fischer	6.50
2. Daily/Daily	7.75
3. Burton/Richardson	11.75
4. Guild/Richardson	11.75
5. Ray/Ray	18.00
6. Wadsworth/Winter	20.00
7. Garcia	27.00
8. Ryan/Heather	27.00
9. McClanahan/McClanahan	31.00

HOBIE 18C	POINTS
1. Jansen/Kelm	3.50
2. Raphael/Piette	6.75
3. Christoffels/Christoffels	8.00
4. Hall/Curtis	8.75
5. Hodgins/Lamb	12.00
6. Turner/Sensebact	13.75
7. Marshall/Standah	18.00
8. Harness/Harness	22.00
9. Burns/Savage	23.00
10. Williams/Williams	30.00

HOBIE 17A	POINTS
1. Bill Myrter	5.25
2. Steve Kerckhoff	9.00
3. Bruce Fields	10.75
4. Erik Bjerring	10.75
5. John M. Bauldry	17.00
6. Tom Delong	28.00
7. Peter Galt	27.00
8. Gordon Gracia	28.00
9. Steve Attard	31.00

HOBIE 17B	POINTS
1. Ron Souza	3.00
2. Michael Ferguson	6.75

HOBIE 16A	POINTS
1. Petron/Petron	4.25
2. Hauser/Hauser	12.75
3. Christensen/Youngerman	16.00
4. Seaman/Mathews	18.00
5. Hess/Hess	23.00
6. Montague/Ward	24.00
7. Nelson/Hauser	28.00
8. Forgrave/Leon	28.00
9. Leo	28.00
10. Dockstader/Dockstader	36.00
11. Acuna/Hoffman	37.00
12. Materna/Brown	46.75
13. Christensen/V. Boy	46.75
14. Winkler/McKenna	50.00
15. Corelli/Johns	51.00
16. Tyler/Tyler	55.00
17. Gantsweg/McPherson	58.00
18. Ziolkowski/Ziolkowski	67.00
19. Wells/Palmer	71.00
20. Holmgren/Clark	71.00
21. Dixon/Dixon	73.00
22. Clay/Clay	78.00
23. Dolan/Dolan	81.00
24. Orton/Orton	85.00
25. Ashley/Erickson	87.00

HOBIE 16B	POINTS
1. Zimmerman/Zimmerman	11.75
2. Hammond/Smith	14.75
3. Perlmutter/Perlmutter	14.75
4. McGraw/McGraw	16.00
5. Krauss/Krauss	16.00
6. High/Gordon	21.00
7. Moe/Castelli	23.75
8. Kuebler/Kuebler	26.00
9. Hendrix/Gastineau	30.75
10. Jeffries/Rampenn	32.00
11. Kearns/Lindholm	38.00
12. Sapper/Juriso	43.00
13. Delaurie/Delaurie	44.00
14. Delfino/Risher	45.00
15. Winter/Ulrich	52.00
16. McMaster/McMaster	53.00
17. Mohill/Mohill	56.00
18. Hornby/Gibbons	57.00
19. Purciel/Purciel	63.00

HOBIE 16C	POINTS
1. Harrop/Barra	4.25
2. Nicole/Kate	7.75
3. Greenwald/Kaye	9.75
4. Hunter/Hunter	21.00
5. McCow/Matt	26.00
6. Landers/Seigle	27.00
7. Speegle/Speegle	28.00
8. Kocka/Fick	34.00
9. Larimer/Cargill	36.00
10. Schnader/Schnader	37.00
11. Tillman/Kolshik	38.00
12. Helm/Staples	40.00
13. Bedford/Drake	46.00
14. Click/Click	51.00
15. Modesti/Modesti	53.00
16. Peto/Sebree	54.00
17. Hansen/Hansen	58.00
18. Luxton/Garcia	58.00
19. Harman/Dios	68.00
20. Johnson	68.00
21. Langer/Shoemaker	71.00
22. Garcia/Hohnson	72.00
23. Brykczynski/Monroe	82.00

HOBIE 16N	POINTS
1. Miller/Miller	4.25
2. Fox/Phillips	9.50
3. Pipp/Kernan	14.00
4. Soldau/Suttle	17.00
5. Lingol/Anderson	20.00

HOBIE 14	POINTS
1. Burt Sherriff	2.25
2. Michael Patterson	4.75
3. Dick Lantz	10.00

4. Jim Lantz	10.00
5. James Bryan	15.00
6. Paula Parich	17.00

HOBIE 14T	POINTS
1. Bob Hoyer	2.25

JOSE CUERVO, CINCO DE MAYO REGATTA FLEET 66, DIVISION 2 PUERTO PENASCO, MEXICO MAY 1-2, 1993

HOBIE 18A	POINTS
1. Heffernan/Jordan	5.25
2. Brown/Wong	7.75
3. Lindley/Lindley	10.00
4. Miller/Grandbois	10.75
5. Hankins/Hankins	18.00
6. Eger	19.00

HOBIE 18B	POINTS
1. Fischer/Fischer	5.50
2. Segerstrom/MacGreg	9.75
3. Wadsworth/Winter	12.00
4. Ray/Ray	13.75
5. Prosser/Prosser	23.00
6. Mulay/Mulay	24.00
7. Palmer/Palmer	26.00
8. Little/Schultz	28.00
9. Knipp/Webster	32.00
10. Ulliam/Fisk	35.00
11. McIntosh/Campbell	36.75
12. Roseberry/Darcy	42.00
13. Wuelpen/Marin	46.00

HOBIE 18C	POINTS
1. Diaz/Walz	4.25
2. Oliver/Clement	10.00
3. Raphael/Piette	14.75
4. Burke/John	15.00
5. Walker/George	16.75
6. Banks/Ferguson	20.00
7. Marshall/Hallada	22.00
8. Jacobson/Jacobson	23.00
9. Brewer/Brewer	27.00
10. Bruchhauser/Pat	32.00
11. Pasley/Pasley	44.00
12. Smith/Beck	49.00
13. Jernigan/Gerry	50.00
14. Wilkerson	56.00

HOBIE 18N	POINTS
1. Bomborg/Bomborg	4.25
2. Gilton/Wells	5.50
3. Johnson	14.00
4. O'Connell/Podhorst	14.00

HOBIE 17A	POINTS
1. Peter Parich	4.25

HOBIE 17B	POINTS
1. Steven Attard	3.00
2. Diana Hamelmann	8.00

HOBIE 16A	POINTS
1. Hauser/Hauser	3.00
2. Winkler	8.00
3. Dolan/Dolan	14.00
4. Wells/Nackel	14.00
5. Ashley/Erickson	14.00

HOBIE 16B	POINTS
1. Krauss/Krauss	5.50
2. Zimmerman/Diane	11.75
3. Cargill/Cargill	13.75
4. High/Gordon	14.00
5. Youngworth/Lisa	14.75
6. Phelan/Phelan	19.00
7. Haneman/Haneman	20.00
8. Kirshner	23.00
9. Hornby/Hefley	32.00

HOBIE 16C	POINTS
1. Purciel/Purciel	6.50
2. Schrader/Tyson	10.50
3. Helm/Helm	15.00
4. Peto/Sebree	17.00
5. Brykczynski/Sandnes	18.00
6. Click/Click	19.00
7. Luxton/Garcia	25.00
8. Langer/Shoemaker	25.75
9. Noa/Noa	28.00
10. Van Atta/Davis	31.00
11. Kocka/McKenna	35.00
12. Schutt/Schutt	37.00
13. McCabe/Rhodes	52.00

HOBIE 16N	POINTS
1. Nelson/Nelson	4.25
2. Murdoch/Chelmsky	5.50
3. Towner/Towner	12.00
4. Sekenski	22.00
5. Michelin/Blair	22.00
6. Paller/Blouin	22.00

HOBIE 14	POINTS
1. Paula Parich	3.00
2. Dan Dolan	6.75
3. Hector Lopez	12.00

AHOBIE 14N	POINTS
1. John Kniffin	4.25

HOBIE 14T	POINTS
1. Cliff Hilliard	3.00
2. Howard Chase	9.00
3. Jim DeCook	12.00

DIVISION 3

OTTER REGATTA FLEET 222, DIVISION 3 MONTEREY, CA JUNE 12-13, 1993

HOBIE 20	POINTS
1. Wayne Mooneyham	3.00
2. Burton Goodell	12.75
3. George Pedrick	13.00
4. Chuck Brown	13.00
5. Margaret Harris	16.00
6. Rafi Yahalom	19.00
7. Jack Hill	22.00
8. Michael Valenta	31.00
9. David Head	33.00
10. Ron Bishow	38.00
11. Tom Thompson	40.00

HOBIE 18A	POINTS
1. Kil Wiegman	5.50
2. Kent Bliven	9.50
3. Bud Robinson	10.00
4. Chris Harris	10.75
5. Phil Heberer	16.00
6. Dave Collier	17.00

HOBIE 18B	POINTS
1. Nina Farrell	3.00
2. Tony Sindel	6.75
3. Fred Wuster	12.00

HOBIE SX-18	POINTS
1. Mike Montague	3.00
2. Lloyd Wagner	8.75
3. Mike Britt	9.00

HOBIE 17A	POINTS
1. John Bauldry	4.25
2. Al Leonard	5.50
3. Steve Osbourne	12.00

HOBIE 17B	POINTS
1. William Tripp	3.00
2. Pete Ruddick	6.75

HOBIE 16A	POINTS
1. Paul Hess	4.25
2. Pat Porter	7.75
3. Paul Tobie	8.75
4. Doug Buescher	16.00
5. Ron Katz	19.00
6. Ed Reese	23.00
7. Jean Tully	24.00
8. Van Parseghian	24.00
9. Dudy Englehardt	32.00
10. Jim Kearney	39.00
11. Steve Klein	40.00

HOBIE 16B	POINTS
1. Jim Kennedy	4.25
2. Jim Douglas	8.00
3. John Jeffries	13.75
4. Allan Houser	14.00
5. Tom Oswald	16.00
6. Mike Martini	18.00
7. Mike Martin	29.00

HOBIE 16C	POINTS
1. Eric Sinclair	6.50
2. Oil Jason	6.50
3. Brian Ignaut	7.75
4. Randy Hess	15.00
5. Dave Alvarezos	16.00
6. Ron Ragdale	22.00
7. Daniel Sanders	25.00

HOBIE 16N	POINTS
1. Joe Bechtold	4.25
2. Frank Medeiros	11.75
3. Stan Manning	14.00
4. Michael Crimmins	20.00

TWISTED SKIPPER'S FLEET 537, DIVISION 3 WHISKEYTOWN LAKE, CA MAY 22-23, 1993

HOBIE 20	POINTS
1. Rodal/Rodal	5.50
2. Reiser/McDuffy	5.50
3. Frost/Fisher	9.75

HOBIE 18B	POINTS
1. Pareno/Trent	4.25
2. Stranahan/Stranahan	6.75
3. Corlett/Carter	9.75

HOBIE 16A	POINTS
1. Kennedy/Kennedy	4.25
2. Strahle/Strahle	10.00
3. Kearney/Kearney	10.75

HOBIE 16C	POINTS
1. Jason/Oll	6.50
2. Strahle/Scott	7.50
3. Sasser/Lackey	9.00
4. Knight/Powell	11.75
5. Skeete/Skeete	22.00
6. Parinson/Sweetie	24.00
7. Carlton/Strahle	24.00

DIVISION 4

LAKE DORENA REGATTA FLEET 193, DIVISION 4 EUGENE, OR MAY 22-23, 1993

HOBIE SX-18	POINTS
1. Montague	6.50
2. Stahr	10.50
3. Williams	10.75
4. Courter	11.00
5. Gertz	13.00
6. Archer	24.00
7. Terry	26.00

HOBIE 18	POINTS
1. Marshak	3.00
2. Breed	6.75
3. Lowry	12.00
4. Burton	16.00

HOBIE 17	POINTS
1. Carpenter	8.00
2. Ulbarri	8.25
3. Cross	9.50
4. Byers	12.00
5. Owen	16.00

HOBIE 16A	POINTS
1. Marshak	6.50
2. Havig	8.75
3. Arneson	11.00
4. July	11.50
5. Bruner	12.00

HOBIE 16B	POINTS
1. Nichols	5.50
2. Eggleston	7.75
3. Dubord	8.50
4. Sharp	13.00

HOBIE 16C	POINTS
1. Navickas	5.50
2. Kaster	7.50
3. Richard	11.75
4. Beckley	15.00
5. Groesz	16.00
6. Johnson	22.00
7. Beckett	25.00
8. Collier	29.00

DIVISION 6

WAYWARD WINDS REGATTA FLEET 8, DIVISION 6 TEXAS CITY DIKE, TX JUNE 26-27, 1993

HOBIE 18A	POINTS
1. Richnow/Nelson	2.25
2. Johnson/Johnson	6.00
3. Puffer/Ellis	7.75
4. Mimitch/Mimitch	11.00
5. Snelder/Davis	13.00
6. Yurinak/Yurinak	13.50
7. Strohm/Mary	20.00

HOBIE 18B	POINTS
1. Nichols/Floyd	5.75
2. Monosmith/Reeh	5.75
3. Hyatt/Clifford	5.75
4. Maynard/Verzal	7.75
5. Gremlinton/Goslin	13.00

HOBIE 18C	POINTS
1. Moore/Little	2.25

HOBIE 17A	POINTS
1. David Koons	3.50
2. Royce LaVerne	4.75
3. Stephen Acquart	6.75

HOBIE 17B	POINTS
1. Mark Veale	2.25
2. Guillermo Corona	4.75

HOBIE 16A	POINTS
1. Seta/Brown	3.50
2. Hardy/Smith	7.00
3. Back/Mosby	20.75
4. Davis/Larchar	10.00
5. Rourke/Welch	14.75
6. Ashworth/Brunson	12.00
7. Shaw/Shaw	17.00
8. Sykes/Mikel	19.00
9. Noriega/Noriega	24.00

<u>HOBIE 16B</u>	POINTS
1. Yoder/Hovenga	5.75
2. Johansson/Maras	6.75

HOBIE RACING

RACE RESULTS

2. Bob Johnson	9.50
3. Mark Whidden	13.00
4. Bob Dees	14.00
5. Mike Phillips	18.00
6. Russ Stevenson	26.00
7. Chris Cooper	28.00
8. Mark Herendeen	29.00
9. John Russell	31.00
10. Don Harper	34.00
11. Cheryl Johnson	35.00
12. Daniel Lawrence	41.00

HOBIE 18B	POINTS
1. Dave Foy	3.00
2. Michael Disalvo	10.00
3. Tim Johnson	12.00
4. Chris Conlon	16.00
5. Anthony Barrios	17.00

HOBIE 18M	POINTS
1. Jeff Bowes	6.50
2. Wayne DeWitt	6.75
3. Louis Adiano	7.50
4. Jeremy Tyler	20.00
5. Richard Bulwinkle	20.00

HOBIE 17A	POINTS
1. Scott McMillen	5.25
2. Courtney Voehl	5.50
3. Cliff Roche	10.00
4. Terri Lusk	16.00
5. Ron Willey	17.00
6. Dick Post	24.00

HOBIE 16A	POINTS
1. Juli Dixon	3.00
2. Pete Vasiliades	7.75
3. Jean McPherson	14.00
4. Dennis McDonald	15.00
5. Hollis Caffee	22.00
6. Paul Camp	23.00
7. Joe Lung	24.00
8. Michael Zable	24.00
9. Wade McPherson	26.00

HOBIE 16B	POINTS
1. Brett McGinnis	3.00
2. Jeff Shope	10.00
3. Michael Legge	13.00
4. John Hoopes	14.00
5. James Pierce	16.00
6. Floyd White	18.00
7. Janet Darcy	28.00

HOBIE 16C	POINTS
1. James Weeks	3.00
2. Ron Krut	8.00
3. Ed Duben	11.75
4. Gene Schlicher	18.50
5. George Prieto	19.00
6. David Martin	21.00
7. Vickie Menendez	25.00

HOBIE 14	POINTS
1. Marlene Sassman	3.00
2. Bill Brooks	8.00

HOBIE 14T	POINTS
1. Ryan Srofe	4.25

DAYTONA OPEN FLEET 80, DIVISION 8 FLEET 80, DIVISION 8 JUNE 12-13, 1993

HOBIE 21	POINTS
1. Deans/Bobby	4.25
2. Heyse/Shipes	8.75
3. Beery/Casey	10.75
4. Keyser/Jones	12.00
5. Spence/McCarley	20.00
6. Montgomery/Montgomery	24.00

HOBIE 20	POINTS
1. Boone/Boone	6.50
2. Cope/Cope	8.00
3. Dunn/Scott	8.50
4. Haley/Young	17.00
5. Carlson/Grinsdale	17.00
6. Bernier/Maranatha	22.75
7. Keyser/Lovell	24.00
8. Kirkpatrick/Lowen	27.00
9. Fuger/Rossi	31.00
10. McNeal/Moore	36.00
11. Ehrenagery	42.00

HOBIE 18A	POINTS
1. Liebel/Liebel	3.00
2. Cooper/McLeod	8.75
3. Cunningham/Cunningham	12.00
4. Bell/Picazzi	14.00
5. Phillips/Phillips	15.00
6. Harper/Nichols	23.00
7. Whidden/Revelia	25.00
8. Stevenson/Agner	27.00
9. Kuflic/Bumpas	31.00
10. Wiley/Buckshot	32.00

HOBIE 18B	POINTS
1. Henderson/Winstead	5.50
2. Donnellan/Earnes	6.50
3. Corliss/Zimmers	8.75
4. Salvo/Cabrera	15.00
5. Conlon	18.00

HOBIE 18M	POINTS
1. DeWitt/Rodgers	4.25
2. Tyler	6.75
3. Adiano	8.75
4. Timonere/Timonere	17.00
5. Brouillette/Mary	20.00
6. Kisda	20.00
7. Sutterfield	28.00

HOBIE 17A	POINTS
1. Chris Broomfield	5.50
2. Scott McMillen	8.50

3. Cliff Roche	11.75
4. Courtney Voehl	13.00
5. Nathan Thompson	20.00

HOBIE 17B	POINTS
1. Ron Willey	2.25

HOBIE 16A	POINTS
1. P. Sanchez/C. Sanchez	5.50
2. Camp/Camp	12.00
3. Vasiliades/Stelling	14.75
4. Brennan/Bailey	14.75
5. Zable/Hayer	19.75
6. McGinnis/Scott	20.00
7. J. Sanchez/J. Sanchez	22.00
8. J. McPherson/Collins	24.00
9. W. McPherson/Santor	28.00
10. Dixon/Dixon	32.00
11. Chaffee/Chaffee	41.00
12. Schwied/Smith	43.00

HOBIE 16B	POINTS
1. White/Nites	3.00
2. Hoopes/Tutcher	8.00
3. Herendeen/Kozel	12.00

HOBIE 16C	POINTS
1. Locke/Vossberg	9.50
2. Volence/Volence	10.00
3. Rodericks/Chappell	11.75
4. Menende/Albuna	13.75
5. Martin/Martin	15.00
6. Backer	16.00
7. Coleman/King	19.75
8. Dietrich/Carr	28.00

DIVISION 11

A BLUE HAWAIIAN WEEKEND FLEET 54, DIVISION 11 GUNPOW FALLS STATE PARK, MD MAY 15-16, 1993

HOBIE 18A	POINTS
1. Arata/Arata	3.00
2. Cloud/Cloud	8.00
3. Kury/Kune	9.75
4. Bunting/Jordan	14.00

HOBIE 18B	POINTS
1. Matt Mutter	3.00
2. Ray Hook	7.75
3. Steve Mildren	9.00
4. Fred Myer	16.00

HOBIE 17	POINTS
1. Schmidbauer	4.25
2. Ackroyd	5.50
3. Krause Sr.	13.00
4. Sherm	16.00
5. Krause Jr.	18.00
6. Veirs	29.00
7. Giannini	32.00
8. Wagner	32.00
9. Kimmel	33.00
10. Holland	33.00
11. Roberts	35.00
12. Ainsworth	35.00
13. Crompton	47.00

HOBIE 16A	POINTS
1. MacConnell/MacConnell	7.50
2. Kvech/Andrea	13.00
3. Sterling/McJugh	13.75
4. Kulkoski/Villa	15.50
5. Yates/Yates	23.00
6. Payne/Santorelli	25.00
7. Glanden/Glanden	25.00
8. McVeigh/Butby	26.00
9. Hippensteel/Hippensteel	33.00
10. Ackerman/Ackerman	34.00
11. Raybon/Raybon	41.00
12. Sullivan/Sullivan	42.00
13. Matzner/Moore	44.00
14. Dowell/Dowell	50.00
15. Wiegert	51.00
16. Strauss/Strauss	56.00
17. Tanigan	57.00
18. McLaughlin	61.00
19. Bolton	67.00

HOBIE 16B	POINTS
1. Hanna	7.50
2. Schneider/Maddock	12.50
3. Loghran/Herman	15.00
4. Witt	16.00
5. Smart/Canavan	19.00
6. Kavanaugh	19.75
7. Geilbass/McBrinn	22.00
8. Gracey/Blair	23.00
9. Gerner	31.00
10. Javlin	31.00
11. Zank	35.00
12. Sickenberger/Sickenberger	37.00
13. Begrow	43.00
14. Hammack	56.00

HOBIE 16C	POINTS
1. Mahlandt	4.25
2. Durlay	6.75
3. Lambert	15.00
4. Hatch	19.00
5. Kudrewicz	23.00
6. Morgan	24.00
7. Duff	24.00
8. Speakman	25.00
9. Lynch	27.75
10. McHugh	33.00
11. Kune	39.00

RIGHTS OF SPRING REGATTA FLEET 65, DIVISION 11 SHORE ACRES, NJ JUNE 12-13, 1993

HOBIE 18A	POINTS
1. Schwind/Hogan	5.50
2. Pechanec/West	10.50
3. Mount/Mount	11.00
4. Hayward	11.75
5. LeSou	24.00
6. Cloud/Cloud	24.00
7. Degnan	27.00
8. Patterson	27.00
9. Myer	33.00
10. Mergott	33.00

HOBIE 17	POINTS
1. Schmidbauer	3.00
2. Ackroyd	6.75
3. Roberts	11.00
4. Sherm	15.00
5. White	18.00
6. Villa	18.00

HOBIE 16A	POINTS
1. Myers/Santorelli	5.25
2. Kulkoski/Villa	11.00
3. McVeigh/Lipske	13.75
4. Payne/Payne	18.00
5. Glanden/Glanden	19.00
6. MacConnell/MacConnell	22.00
7. Matzner	22.75
8. Sterling/Kavanaugh	28.00
9. DeFuria	30.00
10. Myers/Hippensteel	32.00
11. Raybon/Raybon	35.00
12. Krause/Carroll	39.00
13. Wiegert/Malcolm	42.00
14. Ackerman/Ackerman	47.00
15. Dowell/Dowell	50.00
16. Sullivan/Dewan	56.00
17. Gracey/Blair	60.00
18. Wittmann	69.00

HOBIE 16B	POINTS
1. Scott/Norton	5.25
2. Begrow/Begrow	7.75
3. Witt/Menallen	7.75
4. Sickenberger/Sickenberger	15.00
5. Maglian	15.00

HOBIE 16C	POINTS
1. McHugh/Rucker	5.25
2. Landis/Landis	8.00
3. Kury/Kune	10.75
4. Wahsah	12.75
5. Kudrewicz	18.00
6. Husted	22.00

DELAWARE STATE CHAMPIONSHIPS FLEETS 106/271, DIVISION 11 REHOBETH, DE MAY 8-9, 1993

HOBIE 18	POINTS
1. Arata/Arata	3.75
2. Murphy/Ross	8.75
3. Mutter/Nust	15.00
4. Sahr/Parkinson	20.00
5. Marvel/Ladg.	20.00

HOBIE 17	POINTS
1. Schmidbauer	3.75
2. Sherm	12.75
3. Ackroyd	15.00
4. Krause	15.00
5. Wagner	20.00
6. Holland	32.00
7. Veirs	34.00
8. Blon	41.00
9. Kimmel	40.00
10. Ainsworth	46.00
11. Kast	47.00

HOBIE 16A	POINTS
1. Myers/Myers	8.50
2. MacCart/Boatspede	12.50
3. Kulkoski/Villa	19.75
4. Jeffers/Gerenia	23.00
5. McVeigh/McVeigh	26.00
6. Payne/Payne	27.00
7. Korzeniewski/Korzeniewski	31.00
8. Sterling/Kavanaugh	32.00
9. MacConnell/MacConnell	32.00
10. Kvech/Wharry	40.75
11. Glanden/Glanden	49.00
12. Anderson/Connor	60.00
13. Crompton/Raphael	63.00
14. Miller/Anderson	66.00
15. Kirk/Kirk	66.00
16. Wiegert/Malcolm	69.00
17. Ackerman/Ackerman	74.00
18. Deitameyer/Deitameyer	77.00
19. Nolte/Potts	

HOBIE 16B	POINTS
1. Smith/Smith	8.25
2. Gracey/Rucker	13.00
3. MacTavish/Barnes	16.75
4. Geilbass/McBrinn	17.00
5. Smart/Canavan	19.75
6. Moulinier/Kappler	20.75
7. Sickenberger/Sickenberger	33.00
8. Turner/BVYrd	33.00
9. Tolbert/Blackwood	45.00

HOBIE 16C	POINTS
1. Lynch/Lynch	9.25
2. Wheeler/Wheeler	11.50
3. McAdams/Williamton	13.00
4. Crawford/Crawford	15.75
5. Morgan/Sagart	16.00
6. McHugh/McHugh	26.00

SPRAY BEACH MULTIHULL REGATTA FLEET 267, DIVISION 11 LONG BEACH ISLAND, NJ JUNE 5-6, 1993

HOBIE 18A	POINTS
1. Arata/Arata	5.75
2. Kirschenmann/Allen	8.75
3. Grim/Grim	9.00
4. Mutter/Mest	9.75

HOBIE 17	POINTS
1. Schmidbauer	3.00
2. Ackroyd	8.00
3. Villa	10.75
4. Sherm	12.00
5. Wagner	20.00
6. Hamilton	22.00
7. Kimmel	24.00
8. Roberts	28.00
9. Giannini	34.00

HOBIE 16A	POINTS
1. Myers/Santorelli	3.00
2. McCarty/Boatspede	12.00
3. MacConnell/MacConnell	13.00
4. McVeigh/McVeigh	15.00
5. Sterling/Kavanaugh	18.00
6. Glanden/Glanden	18.00
7. Hippensteel/Hippensteel	35.00
8. Anderheggen/Muluan	36.00
9. Sullivan/Dewan	40.00
10. Raybon/Raybon	46.00
11. Kvech/Wharry	49.00
12. Thompson/Evelyn	51.00
13. Czerwinski/Czerwinski	52.00
14. Monk/Baker	54.00
15. Myers/Carroll	58.00
16. Wittman/Scherle	60.00
17. DeFuria/Weber	60.00
18. Wiegert/Malcolm	66.00

HOBIE 16B	POINTS
1. Gracey/Blair	3.00
2. Wilkie/Hires	8.75
3. Smart/Giegler	13.00
4. Witt/Manager	15.00
5. Smith/Jamison	16.00
6. Magliaro/McCabe	19.00
7. Collins/Collins	24.00
8. Shaw/Jenik	26.00
9. Sickenberger/Sickenberger	30.00
10. Begrow/Begrow	35.00
11. Conover/Scotty	41.00

HOBIE 16C	POINTS
1. Lorenz/Collins	4.25
2. Holden/Holden	5.50
3. McHugh/McHugh	12.00

TRUMP PLAZA REGATTA FLEETS 462/416, DIVISION 11 ATLANTIC CITY, NJ JUNE 19-20, 1993

HOBIE 18A	POINTS
1. Cloud/Cloud	2.25
2. Mount/Malley	5.75
3. Hayward/West	9.00
4. Grim/Grim	10.00
5. Mutter/West	13.00
6. Myer/Degrosperis	15.00
7. Degnan/Kune	16.00

HOBIE 17	POINTS
1. Viers	6.75
2. Ackroyd	7.00
3. Jackson	7.75
4. Sherm	9.75
5. Roberts	12.75
6. Kast	19.00
7. Kimmel	21.00
8. Giannini	25.00

HOBIE 16A	POINTS
1. McCarty/Boatspede	3.50
2. Myers/Santorelli	9.00
3. Thompson/Evelyn	12.00
4. Glanden/Glanden	14.00
5. Liebel/Liebel	15.00
6. Kvech/Wharry	15.75
7. Hippensteel/Hippensteel	21.00
8. Sterling/Gohslergh	22.75
9. Alexander/Mulvaney	24.00
10. Kulkooski/Villa	25.00
11. McVeigh/McVeigh	28.00
12. Myers/Lipseke	30.00
13. Ross/Gibson	32.00
14. Krause/Carroll	33.00
15. Ackerman/Zenke	36.00
16. Flanigan/Susan	36.00
17. Wiegert/Malcolm	38.00
18. Dowell/Cramer	48.00
19. Defunk/Weber	49.00
20. Rayson/Rayson	50.00
21. Monk/Baker	51.00
22. Hyland/Evans	63.00
23. Kita/Kita	64.00
24. Crompton/Edwards	68.00
25. Sullivan/Dewan	78.00
26. McConnel/McConnel	78.00

HOBIE RACING

RACE RESULTS

DIVISION 16

**MADCATTER REGATTA
FLEET 204, DIVISION 16
SYRACUSE, NY
MAY 21-23, 1993**

HOBIE 20	POINTS
1. Ferree/Kitt	3.00

HOBIE 18A	POINTS
1. Gamble/Sullivan	7.50
2. White/Barry	11.00
3. Galway/Lam	11.00
4. Hopper/Roudreau	14.50
5. Post/Onley	20.75
6. Walker/Walker	23.00
7. Deans/Broughton	24.00
8. Meyer/Cuzdilo	28.00
9. Gauthier/Gauthier	39.00
10. Schappel/Bretz	40.00
11. Nixon/Owen	41.00
12. Anderson/Anderson	42.00
13. Axelrad/Delaney	45.00
14. Shear/Morg	47.00
15. Eliot/Wendelboe	53.00
16. Bartowski/Macdonald	58.00
17. Masse/Hebert	63.00
18. Demming/McMahon	65.00

HOBIE 18B	POINTS
1. Force/Bird	4.25
2. Schippers/Harvula	6.75
3. Thomas/Specksgoor	9.75
4. Cleveland/Cleveland	20.00

HOBIE SX-18	POINTS
1. Ness/Williams	4.25
2. Weber/Ryan	5.50
3. Roberts/Roberts	15.00
4. Peterson	20.00

HOBIE 17	POINTS
1. Paul Garlick	3.00
2. Michael Garrett	8.75
3. Andrew Elstathiou	12.00
4. Kathryn Garlick	19.00
5. Dave MacHardy	24.00
6. Richard MacLavery	28.00
7. Ron Werthman	30.00
8. Chris Ufton	30.00
9. Roger White	35.00
10. Clive Warwick	36.00
11. Nancy Worth	37.00
12. Gerard Blom	39.00
13. Charles Smith	40.00
14. Kendall Stackhouse	43.00
15. John Brake	45.00
16. Peter Mazerolle	55.00
17. Stan/Agnes Korzeniewski	55.00
18. Jim Robertson	64.00

19. Pat Duggleby	69.00
20. Kevin Dinga	76.00

HOBIE 16A	POINTS
1. Egusa/Smith	7.75
2. Bounds/Pfeifer	10.50
3. McCarty/Boatspede	12.75
4. Liebel/Liebel	14.00
5. Korzeniewski/Korzeniewski	15.75
6. Kulkowski/Villa	22.00
7. Sterling/Kavanaugh	24.00
8. Woodruff/Woodruff	26.00
9. Jerry/Appel	33.00
10. Burwell/Burwell	37.00
11. O'Connor/Anderson	41.00
12. Amico/Anstey	53.00
13. Anderson/O'Connor	53.00
14. Davidson/Davidson	54.00
15. Kusche/Lepalc	58.00
16. Crowley/Whalen	61.00
17. Bisesi/Bombard	62.00
18. Anderhoggan/Mulvaney	64.00
19. Perkins/Perkins	64.00
20. Caster/Caster	65.00
21. Miller/Mumpton	74.00
22. Schwerzmann/Schwerzmann	81.00
23. Quatrone/Quatrone	90.00
24. Kirk/Kirk	91.00
25. Elve/Elve	104.00

HOBIE 16B	POINTS
1. Howard/O'Brien	7.50
2. Whalen/Schader	8.50
3. Taylor/Lenig	10.00
4. Witmer/Witmer	11.00
5. Balzer/Balzer	20.75
6. Levy/Tortili	22.00
7. Calessio/Adriance	23.00
8. Joyal/Peploski	27.00
9. Harmon/Prusack	31.00
10. Roae/Mosbacher	35.00
11. Smith/Tomicik	48.00

HOBIE 16C	POINTS
1. Killius/Keller	5.50
2. Gibbons/Skinner	8.50
3. den Bak/Ververg	17.00
4. Devine/Ryan	17.00
5. Duley/Dowling	18.00
6. Hurlbut/Joel	20.00
7. Hovencamp/Vanrenesse	24.00
8. Fallon/Cross	25.00
9. Schwerzmann/Schwerzmann	27.75

RACER'S EDGE

—Continued from page 31

with 3-4 minutes to go before the gun. Sometimes I have gotten too far from the line with 4 minutes to spare, but in the light stuff I could not get there. I may be only 50 yards from the line, but I can't make it.

To avoid this problem, I get up there early and sail back and forth. If the wind dies completely, I will be ready. If it shifts significantly, I can take advantage of it.

R.E. Do you use a compass on your boat?

Bob I have used a compass a few times in the past. Normally I do not. The purpose of the compass is to help detect wind shifts. I find looking down at the compass rather than out on the course rather inconvenient. To detect immediate changes in the wind, I use other boats or the water. Each method is a good one.

As an example, let's say you have a good-sized fleet with boats both in front of and behind you. If the wind is constant, all will sail the same general course or line. If, when going to weather, the boat behind you gets lifted significantly and you get lifted above the boat ahead of you, then you know a wind shift has occurred. It's not a coincidence that you and the boat behind you happen to be pointing better. Similarly, if all the boats in your vicinity are sailing on the same tack but on a lower course relative to each other, then all of you have gotten a header.

Observing other boats gives you the same input as a compass. The technique applies going downwind, too. Watch the other boats in your fleet as well as those that started before and after you in other fleets.

Another tool to use, especially in medium winds, is watching the wind direction relative to the waves. If you have a little

swell running, and the wind shifts, the wind may come at an angle to the waves. The wind and waves normally run in the same direction. As you sail to weather, you may notice your bow pointing directly into the waves. Normally, you would expect to be 45 degrees off the waves. This discrepancy indicates the wind has shifted.

One problem I have found with a compass is that it is historical in nature. It tells you what happened over the last 10-20 minutes. It doesn't tell you what the wind is going to do. Don't get too carried away; a compass is not a crystal ball, just a window into the past.

Big boats with lots of crew members have the luxury of someone studying a compass for hours to pick up patterns in wind shifts. The skipper and crew on a Hobie Cat have too much to do. They can't worry about all the different headings on each and every tack.

R.E. If you are in the lead pack, do you cover the fleet or do your own thing?

Bob The percentages are to cover. On the last few legs, you may feel the wind is better on the left side. That's how you got into the lead. Now, everyone else is going to the right. The wind could shift and the right side would be favored. The percentages tell you to go to the right and cover the fleet. Conditions change and you don't want to be hung out to dry. You would have had a decent finish position if you had just stayed with them, and now all of a sudden you could be dead last.

If you were in second and wanted to be in first, the up-side would be one boat. The down-side would be the whole fleet, and that's a big down-side.

In light air, consistency pays. A boat may win one race and finish last in the next. The boat that wins the regatta is the one with

several seconds, thirds and fourths. You do that by covering the fleet.

R.E. What about the converse? What do you do when you are back in the pack?

Bob It's a matter of looking at the up-side versus the down-side. You're in the last race of the series and your other scores are good. It's time to take a flyer. You have nothing to lose, and this race would be your throw-out, anyway. Don't take a risk too early in the series in a big fleet. If you are in the middle of the pack and want to do better, think twice before you split. At the end of the weekend, a middle-of-the-pack finish may look better than dead last!


R.E. To summarize, what are the keys to light-air tactics?

Bob The secret is clean air and keeping the boat moving. You want clean air and boat speed at the start. You want to begin your final approach 2 minutes before the start. Preferably, you should be in an area that is not too crowded. If you find yourself in a crowd, tack off to get clear.

Foot the boat as necessary to keep it moving. Have the ability to tack when you want to. Think ahead to mark roundings, to put yourself in a position to get inside and clear.

Move slowly and carefully on the boat to maintain your speed. Remain aware of wind patterns. Tack on the more significant headers upwind. Jibe on the significant lifts downwind.

Go for consistency. You don't have to win each race. Just work to be in the top group.

Most of all, don't ever give up. You can be way back and still catch up. Many times in light air, the wind will do strange things. Be ready at all times to seize the opportunity. If you have given up, you won't even see the chance to come back. 

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Hobie Cat

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

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

For more details, see your
**HOBIE dealer and the HOBIE
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