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Hobie

# HOTLINE



NOVEMBER/DECEMBER 1993

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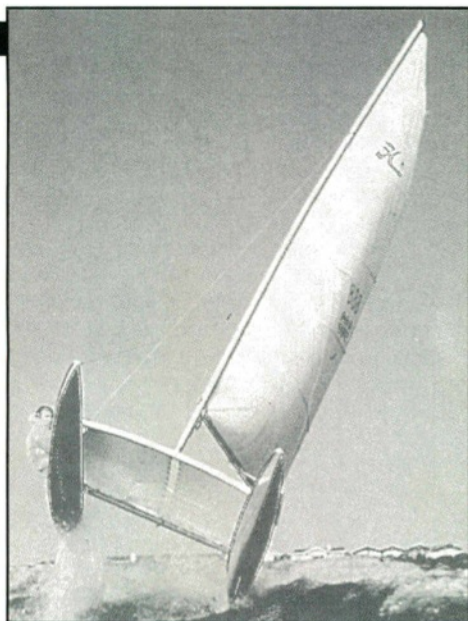
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## Hobie HOTLINE

NOVEMBER/DECEMBER 1993 • VOLUME 22 NUMBER 6



HOBIE ARCHIVE

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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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## Going For The Gold

It's not every marriage that lasts 25 years. Or every company, either. As a matter of fact, I don't think companies have a much better survival rate than many marriages, with the majority not lasting over four or five years. (I promise not to ask about your past if you don't ask about mine.) One of our vendors, reading this column over my shoulder, said her business already has lasted longer than either of her marriages; to which I replied that her record must mean she's done a better job of picking her clients than her husbands.

At any rate, I bet most businesses that start out in a garage end up there, too. Not Hobie Cat.

Each of our issues this year has borne our 25th anniversary logo: 25 Years & Still Sailing Strong. After this issue, that logo will be going, going, gone; but we'll still be here going strong, thanks to all of you and to Hobie Alter's vision, which for two and one-half decades has rippled all over the world in waves of water fun.

I'm not one for waxing nostalgic; I believe life is a series of phases and that you always have to look ahead, not dwell on the past. But with Hobie Cat, the present is so interwoven with the past — the good friends and good times — hey, that's what life is all about, and what the "Hobie Way of Life" is for sure all about.

So yes, as I begin putting together our last Silver Anniversary issue, I am indeed waxing nostalgic. But how can you not? I mean, here's old (I mean that affectionately, not literally!) Wayne Schaffer. He was there at the beginning, surfing the waves on one of the first Hobie 14s. And I just saw him again at the 1993 Kmart/AC-Delco Hobie 20 National Championship on Kiawah Island, campaigning that hottest-of-the-hot new Hobies.

See what I mean? It's hard to do one of those "Where Are They Now?" kind of stories on longtime Hobie Catters. Where are they now? Most of them are still right here!

Yes, there was Sandy Banks on hand at the 1992 Hobie 16 National at Bear Lake, Utah. The Alter boys are still around, and the "Alter Boy" who began it all — Hobie Senior — is at every regatta in spirit, and also was last seen in the flesh at last year's Hobie 16 National.

Remembering the old times is fun, and reminiscing about them with people with whom you shared the experiences is heartwarming. Although I wasn't there at the beginning (I was much too young!), knowing the people who were makes me almost feel like I was. And I hope the Hobie Scrapbook in this issue makes you feel the same.

It doesn't matter what year you joined the Hobie family; what matters is that you're a part of it now! Which proves, I guess (mother-in-law jokes notwithstanding), that fun really is relative.

So this issue, for me, at least, is a chance to pause and look at where we've all been together. After that, hey, it's time to move on to the future and start gearing up for the next 25.

Goodbye, silver anniversary! We're heading for the gold!







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## GREAT GUY

This letter is basically echoing Benje Jensen's letter that was published in the July/August 1993 *HOTLINE*, but with one slight difference. I would like to know the address of Guy Motil so I could inquire about some of his work that has appeared in the past issues of your magazine.

Why doesn't Hobie Cat Company put out a calendar featuring Guy Motil and some of the other photographers whose work has appeared in *HOTLINE*?

Roger Beck  
Worthington, OH

*Of everyone who misses the calendar, we miss it the most! With luck, another calendar will be produced in the near future. Until then, you can contact Guy Motil directly by writing to him at 110 E. Palizada, Suite 301, San Clemente, CA 92672, or calling (714) 366-8282.*

In your July/August 1993 issue, I found a photo that I loved on pages 26-27. The only information said that the photo was taken by Guy Motil. Just recently I had a chance to do what these guys did. Could you please send me some information as to where I could get this picture, possibly in poster form? Thanks very much.

Mike Haley  
Clarence Center, NY

*We agree—the photo is awesome. (That Motil is quite a guy!) Although the print is not available in poster form, interested parties may contact *HOTLINE* for a reprint.*

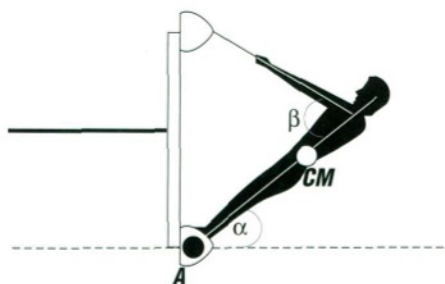
## IS HACKNEY'S RIGHTING WRITING RIGHT OR WRONG?

I am writing to comment on John Hackney's article on the righting geometry, as published in the July/August 1993 *HOTLINE*. To start with the end: Better to trust your intuition than a computer model when you don't know if the model is right!

The question of how to rig your righting line optimally can be answered very briefly, without torturing the chips of your PC.

The torque on the boat depends only on where the center of mass of your body is with respect to the axis of rotation.

To be exact:



Torque =  
Distance A to CM x weight of crew x  $\cos(\alpha)$

In the equation above, "cos" stands for cosine. In regard to trapezing, the torque is maximal when  $\alpha = 0$  (so far I agree with John). The value of the torque, assuming a crew weight of 180 pounds, 6 feet tall, center of mass 3 feet above the feet, at  $\alpha = 0$ , is 540 foot-pounds (quite a difference!) and does not at all depend on the attachment of the righting line. It doesn't matter through which devices the force is applied to the boat; the torque depends only on the straight distance between the axis of rotation and the point where the force acts (see mechanics' textbooks).

The righting line does make a difference in regard to the force you have to counteract with your arms. This force is always minimal when your arms (and the righting line) are stretched out from your body at an angle of 90 degrees.

This relationship is easy to understand. If the angle is smaller than 90 degrees, you create an extra component of force which compresses your legs, but does not help right the boat. If the angle is larger than 90 degrees, you use your arms partially to lift your body weight off your feet, which also doesn't help. Formally:

$$\text{Force on arms} = \frac{\text{weight of crew} \times \cos(\alpha)}{2 \sin(\beta)}$$

Conclusion: The torque does not depend on how you rig your lines, but only on weight, body height and angle. The least-tiring position for your arms and legs is with the line extending 90 degrees from your body.

Therefore, where you want to have the righting line coming out from the boat depends on your body height, the width of the boat, and on how you hold onto the line (harness or arms). The angle should be as close as possible to 90 degrees at the point

of greatest resistance. With my Hobie 14 and me being 6 feet tall, outside hull is better. Hooked to the harness, the angle is actually almost ideal.

So much for models. Happy righting!

Christoph Schmidt  
Ypsilanti, MI

*The author stands by his article. Noting that this debate has raged since the beginning of Hobie time, John explains that the different theories arise from separate points of view: mechanical (Christoph's) versus physical (John's). Our point of view? Whatever rights your line is right for you.*

## USSA (USYRU) ≠ IYRU

I recently purchased a 1993 Hobie 16 from Dosil's Sport Center in New Jersey. I was told that with the purchase of a new Hobie I would gain membership in USYRU. The sticker on the boat says, "Hobie 16 International Class No. 4090 fee paid IYRU." Could you please let them know so they can send me my membership card?

Jennifer Kavanaugh  
Cape May, NJ

*The "Hobie 16 IYRU" sticker on the boat is a manufacturer's registration. Hobie Cat pays a fee to the IYRU for each boat to be a "one design" class. Unless Dosil's bought you a USYRU (now USSA) membership, you would not get one with the purchase of your boat. USSA (United States Sailing Association), formerly USYRU (United States Yacht Racing Union), and IYRU (International Yacht Racing Union) are two different organizations.*

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



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## KMART/AC-DELCO GENERATING LOTS OF HOBBIE EXCITEMENT

Blue-light Hobie Cat specials are popping up across the country. Recently, Kmart/AC-Delco co-sponsored a national sweepstakes contest. The first prize was a fully equipped Hobie 16, including trailer, tax and license. The winner was a lucky Texan and the awarding Hobie dealer was David Craig of Mastercraft in Corpus Christi.

Hobie Catters have been pleased and proud to have Kmart/AC-Delco as sponsors of the 1992 and 1993 Hobie 16 Nationals, and of this year's Hobie 20 National as well.

One happy Hobie Catter in particular is world-famous sailboat racer Annie Nelson of San Diego. How does Annie feel about being sponsored by Kmart/AC-Delco? We'll give you a hint: the name of her Hobie Cat is "Blue Light Special."

## AFTER A WHALE OF A SAIL, HAVE SOME WASSAIL

In Olde English, it meant to be hale, whole, and hearty; in England today, the word still exists as a salutation to health delivered in a toast. To us, it sounds a lot like "What a Sail!" and so it is doubly appropriate as a holiday drink.

Here is a Wassail Bowl recipe fit for a king ... or a skipper and crew. Enjoy!

### Wassail Bowl

Makes 25 punch-cup servings

- 12 small red apples
- 3 whole cloves
- 3 whole allspice

- 3 cardamom seeds, coarsely broken
- 1 three-inch stick cinnamon, broken
- 2 bottles (1 quart each) ale
- 1 teaspoon ground nutmeg
- 1 teaspoon ground ginger
- 2 cups sugar
- 1 bottle (4/5 quart) dry sherry
- 6 eggs, separated

Place apples in a shallow baking pan. Bake in moderate oven (350°) for 20 minutes, or until tender but still firm enough to hold their shape. Set aside.

Tie cloves, allspice, cardamom seeds, and cinnamon in a small double-thick cheesecloth bag. Place in a kettle with 2 cups of the ale, ginger, and nutmeg. Heat very slowly 10 minutes; remove spice bag. Stir in remaining ale, sugar, and sherry. Heat slowly 20 minutes. (Do not boil.)

Beat egg whites until they stand in firm peaks in a large bowl. Beat egg yolks well in a second large bowl; fold in egg whites. Slowly beat in hot ale mixture until smooth.

Very carefully pour into a large punch bowl; float baked apples on top. Ladle into heated mugs or punch cups. Serve warm.

## AND FROM THE "TO ERR IS HUMAN" DEPARTMENT ...

We're sure this mistake did not go unnoticed by many of our astute readers, but we're embarrassed to admit it slid right past us when we proofed the September/October 1993 issue of *HOTLINE*.

We always go through everything with a fine-tooth comb, but in this case we all brushed right past the revised head on page 12, which read: "Hobie 16 — Dacron Vs. Nylon Sails." The title should have read: "Hobie 16 — Dacron vs. Mylar Sails," as can be seen by the article that followed comparing the two types of fabric.

## NAME GAME CORNER



As inexperienced sailors when we purchased our Hobie 16, we decided on an appropriate name after the first few times out. We also decided to apply the name in a way to best get the point across. It works!

We spend a lot more time upright now, but we have kept the name just in case.


Brad and Nicki Girard  
Greeley, CO



As a French-speaking team racing throughout North America, we thought it was a good idea to name our Hobie 16 "Watch Out!" to prevent collisions while rounding the marks.

If you can read the words on our bow, you know we're stepping on your toes!

Nicholas Liebel  
Montreal, Canada

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

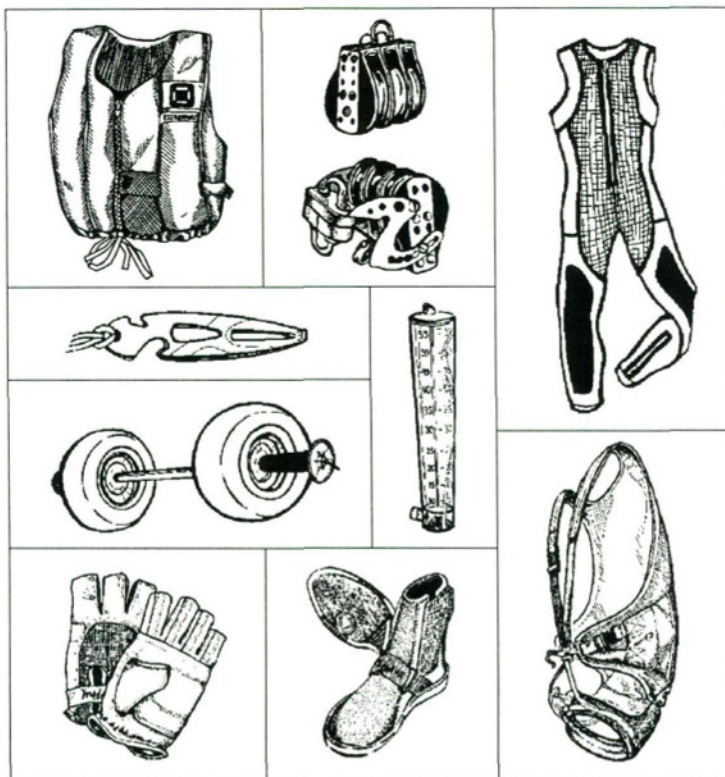


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## Dear John

BY JOHN HACKNEY

### THE LINE ON ALIGNMENT

*I just finished applying two layers of fiberglass mat and two layers of gelcoat to the bottom of my well-worn, 1976 Hobie 16. While I was admiring the finished product, I decided to measure the distance between the inverted hulls. Measuring from peak to peak, I found that the hulls were 86.5 inches apart near the bow. This distance gradually decreased to 82.5 inches near the stern. Are these measurements correct? If not, what should they be and how can I correct the distance between the hulls?*

**D**o you know what a drag is? Reading "Ask the Expert"? No, you fool, two hulls of a Hobie Cat heading in different directions.

It would be easy if the hulls of your Hobie were pointing at 45-degree angles to each other. Such a hull alignment obviously would create a boat that would be extremely difficult to sail, let alone develop any speed. But as the angle between the hulls decreases, say to three degrees, could you see or feel the difference? Maybe; maybe not.

Now don't go blaming all your boat speed problems on hull alignment. Hobie Cat Company has spent a lot of money on jigs and fixtures to make sure each boat is aligned identically, and its skilled craftsmen and quality control technicians ensure absolute perfection on every boat; yeah, right, you say. Don't scoff: the results of many national championships, in which identical boats were sailed in round-robin fashion, seem to bear out the claim that Hobie Cats are built to be exactly alike.

Statistically, tracking a particular boat's finishing position repeatedly showed no significant speed variations among boats. Positions varied with the nut on the tiller (sailor on board). Sometimes the boat would finish well; other times, not.

Although some sailors finished in the back of the pack all the time, in the cheap seats so to speak, they had just as much fun and worked just as hard or harder as those in the front of the pack. Contrary to some philosophies, there is life and spiritual contentment at the back of the pack.

The practice of furnishing boats for national events has for the most part stopped, but boat speed remains a function of tiller

time and sailing skill, not hull alignment. So much for reassuring you that your Hobie is aligned perfectly and you need not worry about such things.

As mentioned, hull alignment is critical. If you want maximum boat speed, you should check your boat. As alignment can change over time, I align my boat at least once a year.

**H**ull alignment is critical. For maximum boat speed, check your boat at least once a year.

The Hobie Class Rules essentially do not allow changing your boat's alignment by altering the crossbeams or redrilling holes and such. If you read the "Intent and Objective" and "Loopholes" sections, you will notice the object is to keep the boats equal, and let sailor skill determine the first one across the finish line.

The "Intent and Objective" rule (number 2) states, "Only changes which have no direct reflection upon boat speed are allowed." Obviously, this rule has been stretched by many sailors over the years, but still is considered one of the cornerstones of the Hobie philosophy.

### LEGAL MAINTENANCE

In the interest of maintenance, a few things can be done to ensure your alignment remains as the factory intended. Crossbar lengths and predrilled holes control hull alignment. The crossbars are cut to length by the factory and should not be altered. This discussion will keep to adjustments that are class legal and within the intent of the rules.

The most common hull alignment adjustment is made with the trampoline. This technique alters the squareness of the boat; it does not make the hulls parallel. Imagine how slowly your boat would go if one hull were two or three inches farther forward than the other (this is very common, by the way).

The easiest way to check boat squareness is to measure from a known point on the bow to a known point on the opposite hull's stern. The bow tang hole, or very front and center of the bow, is a good spot. On the stern, the rudder gudgeon

works well. In any case, make sure you keep the same spot on each hull; the diagonal measurement from one bow to the other stern should be equal on both diagonals.

If the diagonal dimensions are different, you need to loosen your trampoline. Do not remove the tramp, just put some slack in the lacing.

The diagonal with the longest measurement can be pulled closer together with your mainsheet. Loop a line around the bow and another line around the stern. Now, connect your mainsheet to these lines and sheet in gently; don't break the boat. Again, measure the diagonals and keep sheeting until the boat is in proper alignment, yielding equal measurements.

The tramp now can be tightened to hold the hulls in proper alignment. On occasion, you need to over-tension the mainsheet a little bit, as the boat will spring back when the mainsheet is let loose.

**T**he most common hull alignment adjustment is made with the trampoline.

### AN OLD ALIGN

This is all the alignment you ever should need to do on your boat. However, on Hobie 14 and 16 models, the crossbeam-to-corner-castings joint can, with age, become extremely sloppy, as salt and sailing action wears away the aluminum. The boat can get very loose, and you actually can pick up one bow a foot or more before the other bow moves; not very conducive to boat speed.

This problem can be corrected by disassembling the crossbars from the corner castings and applying a little epoxy upon reassembly. Epoxy makes for a permanent assembly, requiring heat or hacksaw to disassemble later. The process is complex, but epoxy may be the only way to remedy an old, loose boat. Make sure you check the diagonal measurements and keep the boat level, bow to bow and stern to stern, while the epoxy cures, because what you see is what you will get ... forever.

Over the years, sailors have epoxied new boats together and changed the length of crossbeams in search of more boat speed. This practice is pushing the Class Rules and is done only by the most radical, backyard, techno-sailing junkies. Remem-



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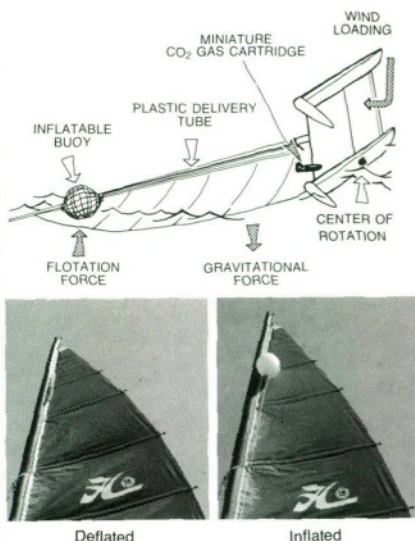
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**SEE YOUR DEALER**

ber, time is much better spent on the water honing your sailing skills and not on land tweaking your boat. The slower your boat, the better sailor you need to be to keep up!

## BUOY UP

*Is it possible for a Hobie 16 to lose its buoyancy (other than being holed, of course)? My 15-year-old H16 definitely is lower in the water this year. After sailing for an hour, the port hull will drain about a cup-full of water. After tacking, the stern of the hull is awash with two cups worth! The boat is not sailing well — can Hobies become waterlogged?*

Archimedes had principles, and one of his principles described buoyancy; he also invented the water screw for irrigation, what a guy. Anyway, according to Archimedes, the lower your boat floats in the water, the more it weighs; whatever floats your boat. So, if you notice your boat floating lower in the water, you can be assured a weight gain has occurred since last season.

**If you notice your boat floating lower in the water, you can be assured a weight gain has occurred since last season.**

The question of the day is, where could your Hobie Cat gain weight? One obvious answer: the crew could have had a few too many Doritos during that last football game, or maybe the drain plug was left out again. The crossbars can catch a little water on occasion; the front pylons of a Hobie 16 or 14 might retain water if the foam plugs work loose or deteriorate inside the pylon.

However, all those little spots added together will not amount to very much weight. Something else must be causing the increase, but what?

The answer lies in the fiberglass construction itself. Congratulations, you were right; the boat can in fact become waterlogged.

### IT'S GAINING ON YOU

Hobie hulls are made from fiberglass skins with a foam core. The core manufacturers swear that the foam does not absorb water, and surely fiberglass does not absorb water. Although in theory these composite materials do not absorb water, they do seem to gain weight as time goes on.

Let's assume that the chemical engineers who made the foam have not breathed in too many fumes over the years, and that the foam, resin and fiberglass cloth really do not absorb water. Nevertheless, we all know boats do get heavier as they age. If you put a six-inch round port in your boat and put a light bulb in the hull or a fan, the hulls will lose weight. Que pasa?

**The best production techniques will leave microscopic holes in the composite laminate.**

Weight gain can be explained without contradicting the non-water-absorption theory. The best production techniques will leave microscopic holes in the composite laminate. No matter how small the holes, water eventually will find its way into the voids. When you add all these little pores together, you will understand how your boat can gain quite a few pounds over a long period of time.

Cutting a port in the deck of your boat and letting a vacuum cleaner blow air around for a while will help your boat lose some of its water weight. Over the winter while your boat is in storage, make a little rain cover over the port and leave it open for the duration. As mentioned in a previous HOTLINE column, make sure water cannot get in the hull during the winter, as frozen water can crack the boat.

**Cutting a port in the deck of your boat and letting a vacuum cleaner blow air around for a while will help your boat lose some of its water weight.**

Look up your particular Hobie Cat's minimum weight in the Class Association Rule Book. The target weight of your boat should not be more than five or maybe ten percent over that minimum. Keep in mind, too, that really old Hobies were 20 pounds heavier.

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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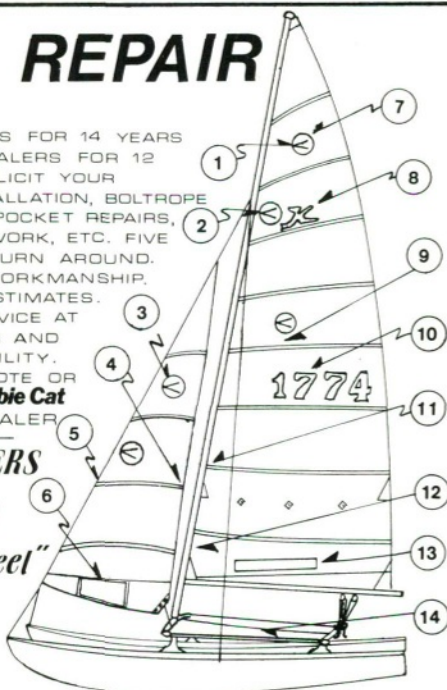
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# Flying Solo

## Newly Divorced Woman Discovers Hobie Life Is The "Single" Best Way Of All

BY JACQUIE ALBINA

Who would have guessed that a Hobie Cat is more effective than group therapy!

If someone had told me one year ago that all I needed to break out of my post-marriage anger and depression was a set of 16-foot fiberglass hulls and an old sail, I never would have believed it. But then, one year ago, I didn't know the Hobie Life.

### DOUBLE OR NOTHING?

It was a shock when it happened. I had the perfect nine-year marriage, to the perfect man (my best friend and heartthrob since the age of 17), and just a year before had given birth to the perfect baby, a beautiful healthy daughter. Life was grand, or so I thought!

How could all this end so suddenly? What about our plans for the future? The life I had been living was the only one I ever had considered, so when I found myself seeking my own apartment for the first time in my life, I was in a state of severe shell-shock.

I wandered aimlessly for the first several months, acting in ways I never imagined possible. I was a pitiful sight, making ridiculous and harmful attempts at having fun and trying to rebuild my life and self-esteem.

Then, someone near and dear to me suggested I meet her at a Hobie regatta, "just to get out of town for a while." I was reluctant, but went to see what all the hoopla was about.

Thank goodness I did. I enjoyed some sun, met new people and actually had FUN without a man by my side. What a concept!

After that, I visited a few more regattas and started getting to know some of the Hobie family from my hometown. Within two months, I went boat shopping with one of my new Hobie friends. I bought a used, banana-yellow Hobie 16 and joined my local fleet in December 1992. Since it was winter, I donned a donated wet suit and recruited other sailors to skipper my boat for me ... what a chicken, but it sure was a great way to meet people! After a short time, I gained the guts to take the helm, as long as an experienced sailor was on board with me.

### TIME TO PUT HERSELF FIRST

I'll never forget the first time I took my boat out solo. My heart was pounding, and my



**Better than group therapy — Jacquie and daughter, Kelsey, stand in front of her Hobie 16.**

arms and legs were shaking so badly I didn't think I would be able to climb on board, let alone sheet in or tack. However, the concentration it took just to leave the beach and get back freed my mind from all of life's problems. Afterward, I relished a sense of accomplishment and feeling of freedom I hadn't felt in years.

Recently, I attained another first. I had been out on the wire before, but only as crew, not as skipper of my boat. The wind was jammin' and my friends were out on the wire flyin' hulls. As usual, since I was solo, I traveled out to keep my hulls safely flat.

I was watching the others, green with envy, when all of a sudden I decided "What the hell!!" I took a deep breath, hooked onto the wire, traveled in, extended the tiller, and lo and behold, I slid out on that wire.

What a thrill!!!! I couldn't stop singing, laughing and dancing the jig all the way. I didn't want it to end.

As I approached the beach on my way home, a large gust of wind hit my sail and lifted my hull so far out I was almost standing perpendicular to the water. I thought I was headed over, but somehow I pulled it out, to

the cheers of friends who had been graciously offering tips and encouragement and had watched my progress over the past six months.

I landed on the beach screaming and jumping with excitement and hugged the first person I saw. I don't think the smile melted off my face for at least a week. In fact, I'm grinning ear to ear just thinking about it now.

### SHE'S COME A LONG WAY, BABY

I have spent the last few months experiencing regattas from the water instead of the shore. I have been fortunate enough to find a boat-less skipper who also is anxious to learn; together, we have slowly moved up the ladder of class 16C. (We also T-boned another boat at the finish line, an expensive lesson of look before you tack!)

**A Hobie Cat is better than group therapy. Sailing has given me all the confidence and sense of accomplishment I was severely lacking and looking for in all the wrong places.**

Yes, a Hobie Cat is better than group therapy. Sailing has given me all the confidence and sense of accomplishment I was severely lacking and looking for in all the wrong places. Making wonderful new friends and hearing old acquaintances say, "You're always so busy," are just icing on the cake. So, if you know someone in the middle of a life crisis, suggest Hobie Catting — that's what I do!

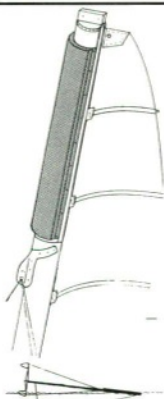
I couldn't end my story without saying thank you to Mark, Mike, Jim and Vicki, without whom I still would be trying to attach my boom to my jib! And, special gratitude to the person who dragged me to that first regatta, our NAHCA chairperson and my sister — Gigi Moore. Thanks, sis! *[Signature]*



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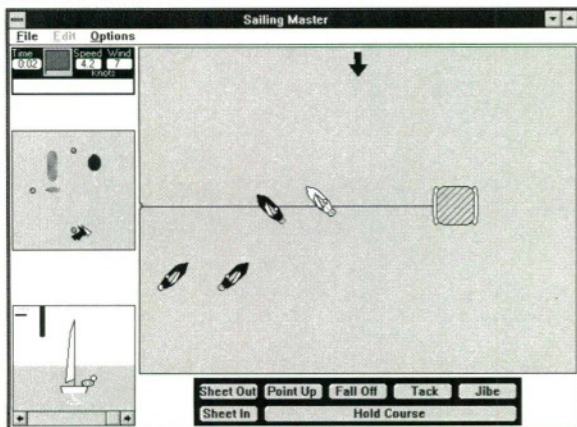
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# A Cold Day In Hull

## How To Keep Your Hobie In Heavenly Shape Until Next Season

**H**oly Feline — it's almost winter. For sailors in colder climes, that means your Cat is ready to curl up for a nice, restful siesta.

Before you put your Cat to bed, you should follow some basic maintenance procedures. That way, when you're ready to spring into action next year, your Cat will be, too.

### WHERE TO SLEEP

If you live where the snow flies, the best place for your Hobie is in the garage. Too bad all homes don't come with a two-car, one-Cat garage. If yours doesn't, don't despair; ours doesn't either and not many do. Just make sure you perform all the following steps before the white stuff starts to come down.

If you do store your Hobie indoors, you will have the luxury of doing most of the things on this "To Do" list at your leisure. Of course, you'll also run the risk of procrastinating until the Fourth of July.

### THE LAST SAIL

After pining away all winter consuming mass quantities of peanuts and beer while watching mass quantities perform on the football field, nothing could be worse than heading out for that first great sail of spring only to find ... a boat that cannot be sailed. To make next year's long-awaited debut perfect, take some time after your last sail of the season to check on potential trouble spots.

A little forethought can save a lot of money down the road. Removing your trampoline and storing it inside can add years of life to this valuable piece of equipment. While you're stretched out on the couch happily re-reading old issues of *HOTLINE*, your tramp will be enjoying stretch-free relaxation.

Examine all shrouds and halyards for kinks or broken strands. A frayed wire is a wire in terminal condition; replace it now and save yourself an eventual headache.

Corrosion is another dirty word. Salt-water sailors should be on the lookout for signs of corrosion on fittings and chainplates, when applicable. If the chainplates on your Hobie 14 are corroded, pop out the rivets,

move the chainplate a bit, seal the area with non-conducting silicone and replace the old rivets with those of the heavy-duty stainless steel persuasion. While you're in the area, check your dolphin striker for fatigue, and make sure all nuts are tight.

### A RIVETING EXPERIENCE

Speaking of rivets, yes, your Hobie has quite a few, and each of them should be checked. A summer of rigorous sailing may take a high toll on an older Hobie Cat, especially. All that high-flying sailing that takes the stress right out of your life can stress rivets to the max.

Rivet repair is really quite simple; even simpler if you are the proud owner of a rivet gun. Drill out the rivets that need to be replaced, dab on some silicone sealant and pop in the new ones.

### PIN DOWN YOUR PROBLEMS

Have an in-depth conversation with your rudder pins. Are they badly worn? If so, replace them. How about the rudder blades — are they full of nicks, deep scratches or cuts? Better replace them, too, or at least resand and build up the gouged areas.

Search for ominous cracks around the gudgeons, and repair them as well. How does the tiller swivel joint look? If it appears too loose and sloppy, it's another candidate for replacement.

Boats with board wells should be examined for cracks. If you find a small one, reseal it before the crack gets worse. If it already has gotten worse, the entire area may need new fiberglassing.

Many parts of your Hobie Cat (not least of all, that nut on the tiller) can become loose and sloppy. Shackles, for one, can loosen over the summer of sailing, so tighten them if necessary. Also examine the blocks to make sure they still ratchet, and to determine if the cams work properly.

### CLEAN UP YOUR ACT

Dirt is a four-letter word, especially in regard to your mast and sail. Before you clean your mast, first make sure no water has accumulated inside; freezing water can split open your mast. Drain any water completely and reseal the mast with silicone.

Clean your mast thoroughly, and check the sail track for burrs while you're at it. Store your COMPTIP™ with the sail track facing up, so that no weight rests upon it.

Someone once said that the dirtier your sail at the end of summer, the better your season must have been. If you had a great season, you'll want to spend a few hours on this next task.

Spread your sail out flat and clean it with dish soap and cold water. Use a medium-bristle brush to scrub out the dirt; too stiff a

—Continued on page 38

# Maintenance Checklist

## HULLS

- ☐ Drain and dry hulls.
- ☐ Check for cracks, especially in and around board wells.
- ☐ Check rudder assembly, gudgeons, tiller swivel.
- ☐ Check dolphin striker and chainplates.
- ☐ Check rivets. Replace worn or loose ones.
- ☐ Remove the trampoline and store indoors.

## MAST AND RIGGING

- ☐ Check all wires for wear and frays. Replace if necessary.
- ☐ Check all lines and ropes. Replace if necessary.
- ☐ Check and clean blocks.
- ☐ Drain water from mast. Reseal if necessary.
- ☐ Check all shackles for wear.
- ☐ Store Comptip mast with the sail track facing up.


## SAILS

- ☐ Remove battens. Round off sharp edges.
- ☐ Repair rips and pulls and replace worn grommets.
- ☐ Clean the sails; let dry.
- ☐ Apply paraffin to the bolt rope.
- ☐ Store sails indoors.

## STORAGE


- ☐ Plug Hobie 17, SX-18, 21 and Sport Cruiser wing sockets.
- ☐ Check again for water in the hulls.
- ☐ Cover the boat with heavy-duty, tented plastic or boat cover.





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# The HOBIE

# SCR

## A 25th Anniversary Compendium Of Photos, Reminiscences And Slices Of The Hobie Life

HOBIE ARCHIVE



Hobie Alter makes his 14 fly for Time magazine.

### More Than One Way To Skin A Cat?

Like the squares of a patchwork quilt, the movements of a symphony, the voices in a choir, or the ingredients of a perfect soufflé, the components of Hobie Catting have an individual richness that in combination create something that cannot be duplicated. In other words, there is more than one kind of sailboat, more than one way to have fun and more than one group of people to have fun with, but there is only one "Hobie Way of Life." We at HOTLINE feel very fortunate to be part of it and share it all with you.

For this last silver anniversary issue of 1993, we have compiled a Hobie scrapbook of photos and fun. The project has been a labor of love; we hope you derive as much enjoyment out of browsing through your Hobie family album as we did creating it.

Like Hobie Catting itself, the scrapbook is meant to be enjoyed at any speed. Savor it in small bits, or gobble it down all at once, as you wish. The "Hobie Way of Life" welcomes all ways, always.

### The CAT

### That Flies\*

\*Title of a 1970 LIFE magazine article on the Hobie 14.

### The Hobie Chronicles

The word "Hobie" trips across the tongue like a wave

washing the sand. Perhaps that's because Hobie Alter's name has become synonymous with fun water toys.

From the '50s, when surfer Hobie became surfboard-builder Hobie, the father of catamarans always has been, in his words, "a selfish person doing what I want to do — and it's worked."

And how. As a champion surfer and wizard with his hands, Hobie was determined to build a lighter surfboard that would be easier to maneuver, especially for lightweight guys such as himself. His move from the 100-pound redwood boards of existing manufacturers to 30-pound balsawood surfboards marked him as an innovator and established his instant success in the industry.

The innovation continued when Hobie and his friends got into cats. Like the older surfboards his surpassed, the '60s catamarans were heavy, unwieldy and just not enough fun, decided Hobie. As in the past, someone needed to build a better mousetrap, and who better than him.

### Holy Cat — It's A Hobie Cat!

So he did. From plans in the sand, the Hobie 14 came to life. The genesis of the first Hobie Cat, like the creation of the Hobie Surfboard, was based on Hobie's goal of designing products "I would personally want to buy and own."

He carved out a niche in the very mainstream of the industry, building crafts a whole bunch of other folks also wanted to



# apbOOK

buy and own. In it's heyday, the Hobie 16 was the most popular sailboat on the water. In one year alone, it outsold all other classes of boats. Its creator still retains a particular fondness for the sweet little 16, believing it is "the ideal boat. It's just right for one sailor to handle and perfect for a couple to sail on together."

The Hobie Cat Company has continued building on Hobie's dream of producing boats that are fun to sail and great to race; boats on which the winning depends on the skill of the sailor, not the thickness of his wallet.

Despite his singular achievements and the way in which he "Altered" the world of sailing, Hobie has remained a down-to-earth, easily approachable kind of guy. Fortunately for all of us who love the sport, he started out that way in life. Otherwise, we'd be out Hobart Catting on our Hobart 14 or 16, Hobart 17 or 18, or on our new Hobart 20 or Hobart Sport Cruiser.

Thank heaven for nick-names!

## Just For FUN

### Hobie Alter's Work Made Play For Us All

Everything King Midas touched turned to gold. Everything the "King of the Hull" touched turned into waves of pleasure. Through his surfboards and catama-

rans, Hobie Alter has reached out and touched millions of people on thousands of bodies of water around the globe — why, we wouldn't be surprised to learn his "toys" have made the Dead Sea come alive with fun.

Hobie's creations have been playthings; pretty popular playthings, for which he has been increasingly recognized. Last year, he became the very first inductee into the Surfboard Industry Manufacturers Association (SIMA) Hall of Fame. In July, he was inducted into the National Marine Manufacturers Hall of Fame and nominated for the IYRU's prestigious Beppe Croce Trophy.

Hobie successfully mixed creativity, craftsmanship and an astute business sense, in producing products with widespread appeal. How widespread? "The 16 is still the most popular small sailboat, and has been, every year since its creation," Hobie maintains.

Ever since — and even before — Hobie put one and one together to make a two-hulled sailboat, he and his mind have been on the move. Now that Hobie and his wife, Susan, have relocated on their 60-foot, motor-powered catamaran to Orcas Island north of Seattle, Hobie's still on the move every morning, taking his 22-foot diesel boat out to get the newspaper. "It's a 20-minute drive by car, but just 1.7 miles by boat," he explains, revealing he gets the paper for his neighbors, too, dropping copies off on their docks.



RANDY HEPPLER

*The Hobie 16 is still very popular with sails, hulls, and tramps having been offered in just about every color of the rainbow.*



HOBIE ARCHIVE

*A classic hull-flying shot.*



## The Flying Is Still In Flight

Presently, Hobie is building a 450-pound kit airplane, which he plans to install on the back of his cat. Does he ever stop creating? "I've been told my attention span is about three years," Hobie jokes, saying he's had fun flying through each phase of his life, and now is "enjoying the learning curve of retirement."

Hobie still keeps in touch with the company and the sport, mostly through his sons, Jeff and Hobie Jr., and through friends Phil Edwards, John Barnett and Doug Campbell. Hobie Cat is hard to get out of your blood, he has learned. "Heck, even the people who were fired still came back to the regattas."

When he began building Hobie Cats, Hobie says, "I was hoping I could make a living at it, but I had no idea it would continue so strong." Or so long — 25 years and still sailing is quite an accomplishment for any business enterprise, let alone one in this fickle industry. Back then he recalls, "Not even a tremendous number of beers would have convinced me we'd still be successful today."

Looking forward to the next 25 years, Hobie theorizes that future cats may incorporate advanced technology (such as honeycomb prepreg) and new materials, more in line with windsurfing. You can almost hear the wheels in his mind clicking as he considers the possibilities: "Guys will be tinkering; and they'll start flying the boat, instead of driving it through the water."

An idol to many, Hobie has his heroes, too; legendary surfers such as LeRoy Grannis and Woody Brown, both now in their 70s and still surfing. He credits Woody as being "the one who got me thinking about building a catamaran to begin with," Hobie explains.

## New Area Code, Same State Of Mind

Although Hobie has moved on in his life to a new locale, motorized boats, and diverse areas of interest, he still retains the old familiar ties.

"It's been great," he says, referring to Hobie Cat toys, the sport, the company, his life. "I hope it goes on forever."

## AN UNbeatable TRIO

### Past Voices, Present Fun

Even a great composer needs a little help from his friends; musicians to play the music he writes, to bridge the gap between his creation and the audience. Hobie Alter has been fortunate in his circle of friends and associates, and we all are the richer for it.

### Who's On First

*"Wherever we went, people brought us a little bit of Texas, and Michigan, and Ohio, and Minnesota, and whatever place they called home."*

— Sandy Banks

Sandy Banks was Hobie's first employee. He was the first, along with Hobie, to test-ride the prototype Hobie 14; and he was one of the six sailors sailing six new Hobie 14s at the first official regatta, held on July 4, 1968.

Sandy began working at Hobie Alter's surfboard shop, then moved on with him to start making catamarans in 1967. He was no stranger to the cat game; in 1965 he had built his own 12-foot version out of two surfboards.

As quickly as Sandy took off one Hobie hat, he put on another; establishing the warranty program, the customer service department and the regatta program. He attributes much of the company's success to the latter effort, saying, "We gave people a toy (the boat), and then gave them something to do with it (race)."

After serving as regatta director from 1973-86, Sandy left the company, but he has remained involved in sailing, in a big way — 60 feet, to be exact. A professional skipper, Sandy is charterboat captain of a 60-foot catamaran for Lohe Lani Catamaran Sailing Cruises in Dana Point.

HOBIE ARCHIVE



JEFF ALTER



Passions, past and present. Hobie Sr. with "Hobie Hawk" (inset). Meanwhile, back at the Alter ranch in Idaho, Hobie horses around (above).



HOBIE ARCHIVE



SANDY BANKS

Cat of all trades — Sandy Banks, in timeless before (inset) and after shots, commandeering the 60-foot super cat, "Lohe Lani" (above).





HOBIE ARCHIVE

Phil and Mary Edwards. Phil's masterful talents, originally focused on surfboards, brought forth sailing industry gems such as the Hobie 16.



WAYNE SCHAFER



PAT MCDOWELL

Wayne Schafer, an early Hobie designer/racer, still makes people feel at home on the regatta circuit.

He hasn't forgotten or forsaken his beginnings, however. In 1992, he helped run the 16 National at Bear Lake, Utah, where he relates he really got a kick out of seeing old friends. "I have fond memories of Hobie Catting and of Hobie Cat," he explains. "It was a major part of my life for 20 years ... it was my life."

It still is, in many ways: Sandy recently bought a surfboard and is planning on getting back into the sport.

## Always There To Phil In

*"I've lived a lifestyle where work and play is all the same. I've never made a lot of money, but I have had a good time."*

— Phil Edwards

Even before Hobie Alter took his plans from sand to fiberglass, Phil Edwards was building his 20-foot catamaran, El Gato (Spanish for The Cat), in Wayne Schafer's back yard. Not a man to let any grass grow between his toes, Phil also was hot in pursuit of early '60s-type fun in the sun; making and riding surfboards in Hawaii (and playing Tab Hunter's on-the-wave double), starring in commercials, endorsing clothing and supplying a line of skateboards.

One look and a sail on Hobie Alter's 14-foot catamaran brought Phil, like a swallow in March, back home to Capistrano. There began an association with Hobie Cat Company that lasted well over two decades, and highly influenced the shape of things to come.

Phil had first worked for Hobie more than a decade before, when as a youngster in high school, he shaped Hobie surfboards with a talent far beyond his 15 years of age. Probably the best shaper the industry has ever seen, Phil Edwards first put his master skills to work for Hobie Cat creating the Hobie 16.

Now, Phil's life and career have come full circle. A member of the Surfing Hall of Fame and a living legend whose accomplishments have been exhibited at the California Surf Museum in Oceanside, Phil is back in Capistrano, shaping boards for — who else? — Hobie Surfboards.

## Wayne's World

*"People would see our Hobie Cat in the water. 'What is it?' they'd ask. We'd tell 'em. 'How do we get one?' We'd tell 'em! We all were salesmen in those days."*

— Wayne Schafer

From the afternoon over 25 years ago when Hobie Alter dropped by Wayne Schafer's house in Capistrano Beach to discuss designing the boat they had dreamed about sailing for so long, Wayne has been an ultimate proponent of Hobie Cats and the "Hobie Way of Life." His infectious enthusiasm and total involvement were major factors in the company's initial success.

He makes it all sound so simple: "We taught people to sail; taught them to race. They told their friends and pretty soon everyone was buying a boat." In-between, of course was a lot of hard work, salesmanship and fun.

Like Wayne and Hobie and Phil and Sandy, many of the early racers were former surfing buddies; so began the sense of companionship and friendly competition that still prevails at Hobie Cat regattas today.

Wayne helped make everyone feel at home at the first regatta; and why not, after all, the race was held at his own Poche Beach home. Wayne's still sailing — now on his Hobie 20 — and he's still making people feel at home — most recently at the Kmart/AC-Delco Hobie 20 National Championship on Kiawah Island in Charleston, SC.

Wayne has not forsaken the past, figuratively or literally. He still owns a Hobie 14, 16, 17, 18 and 21. "I've sailed every Hobie Cat, from the prototype 14 on up."

He's not letting the future pass him by, either. "When I was 24, I never thought I'd still be sailing 40 years later. Yet here I am still competing (I came in 5th at Tahoe last year!) on this great Hobie 20 ... it fills an important niche in the market today ... and the Sport Cruiser is a great way to get the mature crowd with families back into sailing ... and what we really need to do is to encourage the younger kids to get involved."



# HISTORY OF

# HOBIE National Champions

## National Attention

What's in a Hobie Cat National? Winning is the Maine thing, it's the I-O-Way to go, the Rhode to great competition and unequalled camaraderie. Despite Rocky starts, protests and Allegheny-ations, Hobie Cat racing is a state of mind that has attracted racers at all levels, from Florida to Hawaii, from Texas to Alaska. It doesn't matter what side of the Great Divide you hail from, everyone's united when it comes to having Hobie fun.

## HOBIE 14 NATIONALS

- 1969 San Diego, CA • R. Paul Allen (CA)
- 1970 Honolulu, HI • Cappy Sheeley (HI)
- 1971 Apollo Beach, FL • Richard Loufek (CA)
- 1972 Surfside, TX • Jeff Canepa (CA)
- 1973 Lake Havasu, AZ • Denis Wilcox (FL)
- 1974 Key Biscayne, FL • Wayne Schafer (CA)
- 1975 Ann Arbor, MI • Jerry King (HI)
- 1976 Dana Point, CA • Wayne Schafer (CA)
- 1977 Zion, IL • Hobie Alter, Sr. (CA)
- 1978 Virginia Beach, VA • Hobie Alter, Jr. (CA)
- 1979 Lake Tahoe, NV • Randy Hatfield (CA)
- 1980 St. Petersburg, FL • Bob Curry (FL)
- 1981 Corpus Christi, TX • Enrique Figueroa (PR)
- 1982 Isle of Palms, SC • Enrique Figueroa (PR)
- 1983 Ventura, CA • Hobie 14 — Tom Materna (CA) • Hobie 14T Heavy — Larry Becker (NY) • Hobie 14T Light — Bob Curry (FL)
- 1984 Hutchinson Island, Stuart, FL • Hobie 14 — Carlton Tucker (FL) • Hobie 14T — Woodie Cope (FL)
- 1985 Lake Mead, NV • Bob Curry (FL)
- 1986 Tampa, FL • Hobie 14 — Bob Curry (FL) • Hobie 14T — Boyd Bass (OK)

As you can see, Wayne's enthusiasm for Hobie Catting has not waned; he's still out there "selling" the boats and promoting the lifestyle. Where would we be without you, Mr. Schafer!

## Did You Know?

- There once was a Hobie Hawk. In 1975, the company sold 5,000 of these radio-controlled gliders.
- HOTLINE magazine began in 1971, as a black-and-white mimeographed newsletter distributed among friends listing results of recent races and a schedule of upcoming ones. The newsletter has grown in scope and circulation, but it's still intended as communication among friends.
- Just like a Hobie Cat race going from the start line to mark roundings and back to the same line for the finish, Hobie Cat Company has gone from a private company to a public company to a subsidiary and then back again to a private company.

## Hobie Accolades

Winning awards and recognition is great, of course, but our greatest reward is knowing the "Hobie Way of Life" has brought so much pleasure into the lives of so many people around the world.

**1970** LIFE magazine highlights the Hobie 14 creator and lifestyle in a feature article.

**1977** The Hobie Cat movie "Sharing The Wind" is produced by R. Paul Allen and premiers at Edwards Center in Newport Beach.

**1989** SAILING WORLD magazine selects the Hobie 21 as multihull "Boat of the Year."

**1989** The Hobie 14 is inducted into the SMALL BOAT JOURNAL "Hall of Fame."

**1990** USYRU honors Hobie Cat with a one-of-a-kind award recognizing the company's efforts in instituting the COMPTIP™ program.

**1992** SAILING WORLD magazine names the Hobie Sport Cruiser multihull "Boat of the Year."

## The Man Behind The Boats

**1980** SAIL magazine names Hobie Alter "Sailor of the New Wave," praising his accomplishments between 1950-80, as the sailor "who contributed the most to the advancement and popularization of the sport of sailing over the last 30 years."

**1982** 60 Minutes airs story on Hobie and his family.

**1993** Hobie is inducted into the National Marine Manufacturers Association "Hall of Fame."

**1993** The IYRU nominates Hobie for the prestigious Beppe Croce Trophy.

## The GREAT Race

## Little Cats Scratch Away At Big Boys

Like the little engine that could, Hobie Cats just keep puffing right along, often leaving their bigger buddies in their wake. Do you remember any of these reversals of fortune?

**1989** A Hobie 21 bested America's Cup challenger Dennis Conner's "Stars and Stripes" in the 130-mile ocean race from Newport, California to Ensenada, Mexico.

**1988** A Hobie 18, sailed by Jeff MacInnis and Mike Beedell, became the first (and to our knowledge, still the only) wind-powered boat to conquer the Northwest Passage.

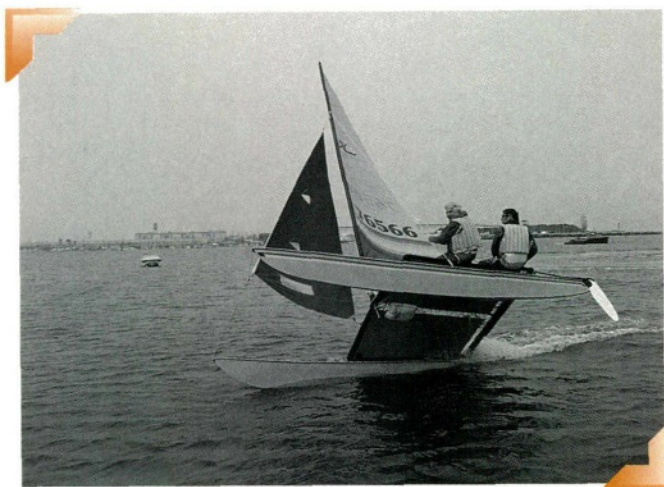
**1968** The first Hobie regatta, an informal gathering of six guys on six prototype Hobie 14s, proved that Hobie Alter could beat the odds of succeeding against the heavyweight builders of





HOBIE ARCHIVE

This famous cat-jumping shot, performed by Dean Froome and John Driscoll, hit the screen in the "Sharing The Wind," 1977.



GUY MOTIL

Hobie Sr. with 60 Minutes' Harry Reasoner, 1982.



GUY MOTIL

Hobie Sport Cruiser named Multihull Boat of the Year, 1992.



1979 Hobie 14 National Championship at Lake Tahoe, CA.



1989 Hobie 17 National Championship in Oklahoma City, OK.

- 1987 Elk Rapids, MI • Hobie 14 — Bob Curry (FL) • Hobie 14T — Bob Curry (FL)
- 1988 Lake Eufaula, OK • Hobie 14 — Dennis McCredie (TX) • Hobie 14T — Tom Loeffelholz (OK)
- 1989 Oklahoma City, OK • Hobie 14 — Ben Eberle (TX) • Hobie 14 T — Tom Loeffelholz (OK)
- 1990 The Gorge, Hood River, OR • Jannie Tukker (S. Africa)
- 1991 Texoma, TX • Hobe 14 — Valdeno Filho (Brazil) • Hobie 14T — Vel DeKreek (FL)
- 1992 Virginia Beach, VA • Vel DeKreek (FL)
- 1993 Jacksonville, FL • Hobie 14 — Phil Sanchez (FL) • Hobie 14T — Vel DeKreek (FL)

## HOBIE 16 NATIONALS

- 1971 Coronado, CA • Hobie Alter, Sr./Nancy Alter (CA)
- 1972 Surfside, TX • Rick Naish/Jeff Faulkner (HI)
- 1973 Key Biscayne, FL • Andy Lopez/Eugene Goo (HI)
- 1974 San Diego, CA • Dick Beauchamp/C. Beauchamp (CA)
- 1975 Hilton Head, SC • Randy Hatfield/Kim Jacob (CA)
- 1976 Falmouth, MA • Jerry King/Pat Love (HI)
- 1977 Fort Lauderdale, FL • John Ross-Duggan (CA)
- 1978 Bear Lake, UT • Mike Shearer/Pat Evans (UT)
- 1979 Fort Walton Beach, FL • Hobie Alter, Jr./David Frank (CA)
- 1980 Santa Cruz, CA • Ricky Eddington/D. Beauchamp (TX)
- 1981 Ocean City, MD • Hobie Alter, Jr./S. Scarborough (CA)
- 1982 South Padre Island, TX • Hobie Alter, Jr./R. Marchan (CA)
- 1983 St. Petersburg, FL • Hobie Alter, Jr./Sean Alter (CA)
- 1984 Isle of Palms, SC • Enrique Figueroa/Melissa Scott (PR)
- 1985 Traverse City, MI • Enrique Figueroa/D. Goldberg (PR)
- 1986 Cape May, NJ • Jeff Alter/Sue Brenny (CA)
- 1987 San Francisco, CA • Jeff Alter/Sue Brenny (CA)
- 1988 Corpus Christi, TX • Jeff Alter/Kim Williams (CA)
- 1989 Chicago, IL • 1st Place — Roberto Pandiani/Ursula Heuther (Brazil) • 2nd place, but U.S. National Champion — Mike Shearer/Kathy Ward (UT)
- 1990 Myrtle Beach, SC • Enrique Figueroa/Denise Balzac (PR)
- 1991 Coronado Island, CA • Keith Christensen/C. Veneman (CA)
- 1992 Bear Lake, UT • Keith Christensen/C. Veneman (CA)
- 1993 N. Wildwood, NJ • Wally Myers/Mark Santorelli (NJ)

## HOBIE 17 NATIONALS

- 1986 La Jolla Shores, CA • Hobie Alter, Jr. (CA)
- 1987 Daytona Beach, FL • Bob Curry (FL)
- 1988 Wildwood, NJ • Bob Curry (FL)
- 1989 Oklahoma City, OK • Bill Whitehurst (FL)
- 1990 The Gorge, Hood River, OR • Hobie Alter, Jr. (CA)
- 1991 Texoma, TX • Gold — Jeff Alter (CA) • Silver — Valdeno Filho (Brazil)
- 1992 Virginia Beach, VA • Wally Myers (NJ)
- 1993 Jacksonville, FL • Brian Lambert (FL)



## HOBIE 18 NATIONALS

- 1977 Fort Lauderdale, FL • Jeff Canepa/Bob Gassie (CA)  
 1978 San Diego, CA • Hobie Alter, Jr./Ricky Eddington (CA)  
 1979 Charleston, SC • Dean Froome/John Driscoll (HI)  
 1980 Traverse City, MI • Hobie Alter, Jr./David Frank (CA)  
 1981 Bellingham, WA • A Fleet — Hobie Alter, Jr./Floyd White (CA) • B Fleet — Richard Chadwick/John Lawton (Can)  
 1982 Key Biscayne, FL • Jeff Alter/Floyd White (CA)  
 1983 Corpus Christi, TX • Jeff Alter/Floyd White (CA)  
 1984 San Francisco, CA • Brett Dryland/Scott Ward (Aus)  
 1985 Clearwater, FL • Carlton Tucker/Todd Simmons (FL)  
 1986 Cedar Point, OH • Carlton Tucker/Susan Pesane (FL)  
 1987 Minneapolis/St. Paul, MN • Don Estapa/John Beach (NC)  
 1988 Pensacola Beach, FL • Carlton Tucker/David Boyd (FL)  
 1989 Erie, PA • Dave Duke/Dan Espinoza (FL)  
 1990 Daytona Beach, FL • Hobie 18 — Woodie Cope/Kay Cope (FL) • Hobie SX-18 — Martin Willard/Sutter (NC) • Hobie 18M — Don Bergman/Bergman (FL)  
 1991 Coyote Pt., San Francisco, CA • Paul Parizeau/Greg Thomas (CA)  
 1992 Lake Sakakawea, ND • Wayne Mooneyham/Carol Trevey (CA)  
 1993 Jacksonville, FL • Woodie Cope/J. Knight (FL)

## HOBIE 20 NATIONALS

- 1992 Lake Tahoe, CA • Jeff Alter/Gordon Froeb (CA)  
 1993 Kiawah Island, SC • Carlton Tucker/Glenn Purcell (FL)

## HOBIE 21 NATIONALS

- 1990 Falmouth, MA • Robbie Daniel/Chris Webster (FL)  
 1991 Coyote Pt., San Francisco, CA • Lyle Lundberg/Smith (CA)  
 1992 Lake Sakakawea, ND • Steve Neiman/Gary Thomsen (IA)  
 1993 Jacksonville, FL • Robbie Daniel/Chris Webster (FL)

# Women's Nationals & Worlds Champions

- 1979 Lake Tahoe, NV • Hobie 14 — Paula Alter (CA)  
 1980 St. Petersburg, FL • Hobie 14 — Paula Alter (CA)  
 1981 Corpus Christi, TX • Hobie 14 — Michelle Stacy (TX)  
 1982 Isle of Palms, SC • Hobie 14 — Paula Alter (CA)  
 1983 St. Petersburg, FL • Hobie 16 — Caroline Winter/Lisa Sutckenberg (S. Africa)  
 1984 Hutchinson Island, Stuart, FL • Hobie 14T — Caroline Winter (S. Africa)  
 1985 Traverse City, MI • Hobie 16 — Kelly O'Brien (FL)  
 1986 Cape May, NJ • Hobie 16 — Linda Leon/Sue Brenny (CA)  
 1987 San Francisco, CA • Hobie 16 — Julie Renfro/Cindy Deans (FL)  
 1988 Corpus Christi, TX • Hobie 16 — Annie Nelson/Marci Moore (CA)  
 1989 Chicago, IL • Hobie 16 — Dorian Goldberg/Denise Balzac (PR)  
 1990 Myrtle Beach, SC • Hobie 16 — Dorian Goldberg/Denise Balzac (PR)



The Hobie 14 World Championship in Tahiti, 1974.

HOBIE ARCHIVE



The Hobie 16 World Championship in Texas, 1978.

CHRISTOPHER CUNNINGHAM



The Hobie 16 Women's Nationals in Texas, 1988.

ERIC SCHLEGAL





Giving new meaning to the word "cat" is Sea 'N Ski, one of many great sponsors of national and world events throughout the Hobie years.

larger boats. The race also proved you can't always beat the odds in choosing the right day — someone forgot to invite the wind.

**circa 1880** The designer of the first modern-day catamaran espoused the same anti-elitist sailing philosophy that would be expressed almost 200 years later by Hobie Alter. After Nathaniel Herreshoff's cat whipped all the fat-wallet guys at a New York Yacht Club race so soundly that he and his little feline were forever barred from racing at the Club, his son Francis said "Some yachtsmen ... have adopted certain rules ... that ensure the wealthy to be winners .... But the sailor who wants to sail says to hell with the wealthy, bridge playing sea lawyers who win their races travelling at a rate slower than their ancestors."

## neat FEET

### The Hobie Long And Short Of It: We've Got Your Number

Hobie Cat's gone to great lengths to please sailors ... up to 33 feet. Some Hobies — the Hobie 10 and 11 and the "Mono Cat" 12 — have come and gone. Others — such as the original Hobie 16 — from the very beginning have been destined to stay.

## Whole In One

A word has been batted around lately, in fields from sports to empowerment seminars. The word is *synergy*; simply put, it means the whole is greater than the sum of its parts.


However cliché-ridden, the term perfectly describes Hobie Catting and Hobie Catters. Anyone who has been at a regatta senses the come-hither camaraderie that immediately envelops newcomers and veterans alike, in friendship and in fun.

## The Power Within

Jet propulsion irrevocably changed the world of transportation, and the world of avocation as well. Now, speed demons could use external power to push themselves higher, harder and faster.

Yet there always have been those who prefer to sail their lives under their own, higher power.

There is a place on the water for the power-hungry ... on jet skis, motorboats and other accoutrements of pleasure that disrupt the silent beauty of the environment that surrounds them.

There also is a place for a boat that glides on cat-feet through the waves, in harmony with its surroundings. Power seekers come and go, but there always will be a place and time for Hobie Cats. 

- 1991 Coronado, CA • Hobie 18 — Maggie Skidmore/Cindy Margetts (CA) • Hobie 16 — Annie Nelson/L. Wong (CA)
- 1992 Bear Lake, Utah • Hobie 18 — Gillian Lalonde/Louise Cramer (Can) • Hobie 16 — Dorian Goldberg/L. Ferris (PR)
- 1993 N. Wildwood, NJ • Hobie 18 — Betty Bliss/Mary Wells (OH) • Hobie 16 — Anne Tully/Jean Tully (CO)

## HOBIE JUNIOR NATIONAL

- 1993 N. Wildwood, NJ • Michael Whittington/Peter Gundlach, 10th Grade (TX)

ALASTAIR BLACK



Hobie 18 World Championship in Florida, 1980.

# HOBIE World Champions

## HOBIE 14 WORLDS

- 1972 Honolulu, HI • Richard Loufek (USA)
- 1974 Mataval Bay, Tahiti • Jeff Canepa (USA)
- 1976 Palmas Del Mar, PR • Jeff Canepa (USA)
- 1977 Lanzarote, Canary Islands • Dean Froome (USA)
- 1979 Pletenburg Bay, S. Africa • Phil Berman (USA)
- 1981 Fortaleza, Brazil • Enrique Figueroa (PR)
- 1984 Puerto Azul, Philippines • Bob Curry (USA)
- 1985 Isla Verde, PR • Enrique Figueroa (PR)
- 1987 Mauritius • Allan Laurence (S. Africa)
- 1989 New Caledonia • Chris Metcalfe (Aus)

## HOBIE 16 WORLDS

- 1976 Honolulu, HI • Dean Froome/John Driscoll (USA)
- 1978 So. Padre Island, TX • Mick Whitehead/Colin Whitehead (S. Africa)
- 1980 St. Croix, U.S. Virgin Islands • Brett Dryland/Jason Hardman (Aus)
- 1982 Papeete, Tahiti • Hobie Alter, Jr./Patty McGuire (USA)
- 1984 Fort Walton Beach, FL • Gary Metcalf/ C. Metcalf (Aus)
- 1986 Suva, Fiji • Gary Metcalf (Aus)
- 1988 Scheveningen, Holland • Gary Metcalf/Brian Miers (Aus)
- 1991 Cape Town, South Africa • David Kruyt/M. Van Der Merve (S. Africa)
- 1993 Guadeloupe • Shaun Ferry/Shelly Polson (S. Africa)

## HOBIE 17 WORLDS

- 1988 Maui, HI • Gary Metcalf (Aus)
- 1990 Toronto, Canada • Bob Seaman (USA)

## HOBIE 18 WORLDS

- 1981 Daytona Beach, FL • Ian Bashford/Steven Wheelan (Aus)
- 1983 Hyeres, France • Brett Dryland/Robin Whitehead (Aus)
- 1985 Port MacQuarie, Australia • Gary Metcalf/Brian Miers (Aus)
- 1987 Toronto, Canada • Brett Dryland/K. Dryland (Aus)
- 1989 Monterey, CA • Gary Metcalf/Stephens (Aus)
- 1991 Gaeta, Italy • Clive Kennedy/Donna Kennedy (Aus)

THE PRECEDING LIST OF CHAMPIONS IS ACCURATE AND COMPLETE TO THE BEST OF OUR KNOWLEDGE.



THE HOBIE MIRACLE 20

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Performance*

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*Precision  
Handling*

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*Proven Hobie  
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# HOBIE RACING



MURPHY STILL

## IN THIS SECTION:

- Major Regattas
- Multi-Boat Nationals
- Racer's Edge
- North American Region News
- Race Results
- IHCA Report

NOVEMBER/DECEMBER 1993

## MAJOR EVENTS

### MAJOR REGATTAS

#### 1994

July 21-Aug. 7	IYRU World Sailing Championship La Rochelle, France	IYRU	011-44-71-928-6611
Feb. 5-13	Sail Expo Atlantic City, NJ	Doug Skidmore	(619) 758-9100
Mar. 11-13	Midwinters West San Felipe, Mexico	Ron/Shirley Palmer (AZ) Kirk Wells (CA) Stoney Douglas (NV)	(602) 299-0609 (714) 493-2466 (702) 293-5008
Mar. 22-Apr. 4	Trophy Cat Tunisia Tunisia	Hobie Cat Europe	(33) 94.08.11.88
* Sept. 12-18	Hobie 17 World Championship Columbia River Gorge, OR	Paul Ulibarri	(206) 364-9938
* October	14/14T/18/SX-18 Women's North American Championships Puerto Peñasco, Mexico	Ron Palmer	(602) 299-0609
* Oct./Nov.	16 Open, 16 Women's, 16 Junior's North American Championships Corpus Christi, TX	Paul Ulibarri	(206) 364-9938

\* Event Dates and Locations Are Tentative

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# HOT TO TROT

DESPITE THE HEAT, MULTI-BOAT NATIONALS PROVIDE MAXIMUM FUN



JACQUE ALBINA



GIGI MOORE

BY GIGI MOORE

"Hot ... hot ... hot" describes both the conditions and competition at the 1993 Hobie Multi-Boat Nationals. For the first time, a combination of 14, 14T, 17, 18 and 21 sailors shared an eight-day event. Each series was composed of four days of racing. This unique format, which allowed sailors to race two separate events at one site, encouraged many to come from Hawaii, Brazil, Puerto Rico as well as across the mainland to participate.

Adeeb's Sea Turtle Inn on the beautiful shores of the Atlantic Ocean in Jacksonville, Florida, provided the site for the event. A last-minute complication with a previous venue forced the event committee to change the site. The change was definitely a positive one.

The hotel was situated right on the beach, with a large tent placed to the south end, serving as both race headquarters and Hobie party headquarters. Imagine waking up each morning to a view of soft pinks and blues, as the sun would rise over the calm Atlantic Ocean, with outlines of early-morning fishing boats in the distance.

## WARM WEATHER COOLS OFF COMPETITION

A 9:00 AM curtain call each day brought the sleepy faces of the sailors to the skippers' meeting, usually followed by an immediate postponement flag. Florida summers are known for their lack of wind and dependence on the sea breeze, and the weather for this event followed that pattern.

Amid the sounds of the race committee blowing up marks, and avon dinghies, the sailors prepared for each hotter-than-hot day. Thanks to the icing of the water, those beautiful bottles of water, both the racers on the water and volunteers on the beach were able to keep going despite





95-degree temperatures and 100 percent humidity.

How hot was it? Over 300 cases of water were consumed in eight days, as compared with seven kegs of beer!

Shortly after an early boxed lunch, the soft offshore breeze would begin its slow rotation to the southeast, and by early afternoon would be calling the sailors off the beach. With the exception of two days that included late-afternoon thunderstorms, three or four races per day were run. The first races favored the light-air sailors, with the breeze continuing to pick up all afternoon to double-trap conditions — single trap for the 17s!

## FLORIDA HOLDS THE BROOM

The racing was exciting. Team Florida not only hosted the event, but also put on quite a water show. In the 18 class, Woodie Cope and Nigel Pitt were neck-and-neck for much of the four days. Close behind was the team of Steve and Chris Liebel of Tampa.

California was well-represented by Alan Egusa and Team Jaws; namely Tom Materna and Roger Jenkins. Woody held on to win the event with a

total of 30.5 points, only 7.5 ahead of Nigel Pitt.

In the 14 class, Phil Sanchez held off the pressure of two teams from Brazil to emerge as the winner. Vel De Kreek gave the 14 Turbo class a few lessons in his win, showing that experience over youth is still important!

The Florida sweep was complete, with the 21 class being won by Robbie Daniel and Chris Webster, and the 17 class by graduate student Brian Lambert. Brian had spent most of the spring in Europe, and had only a few short months to get ready for the event.

## HAPPY ANNIVERSARY TO US


Hobie Cat's 25th anniversary was the theme of the event. On Sunday evening, a special party was thrown to celebrate. Outside, under a tent full of 25th anniversary balloons, a competition of a different type occurred. Awards were given to those decked out in the oldest national, world and point regatta T-shirts, and past trophies were displayed.

Bruce Fields, wearing a pair of coveralls, unveiled a series of T-shirts dating back to the early '70s. Phil

Sanchez brought out some trophies that made many of us drool! Beautiful sketches and paintings often were the trophies awarded; they have maintained their unique significance throughout the years.

A number of previous national and Alter Cup champions were on hand, including Tom Materna, John Ross-Duggan, Woodie Cope, Robbie Daniel, Don Bergman, Alan Egusa, Vel DeKreek and Phil Sanchez. The evening finished with a slide presentation of photos from HOTLINES, dating back to the first editions. Many of the faces were on hand to laugh with us at the changes over the years, including Paul Ulibarri, who at the helm of a large monohull used for a committee boat, actually had hair!

The parties continued into the wee hours of the morning at many of the small colorful and unique bars located within a block of the hotel. Once again, the "Hobie Way of Life" left its mark on the night life of the beach! All in all, the event was a great success, with the sailors and volunteers enjoying not only the racing, but the sights and sounds of Jacksonville Beach.

Let's hope Jacksonville liked us as much as we liked it! 



## Ruling Class

### If You Want To Win, You Have To Know The Rules

BY WICK SMITH

**T**here are many types of sailors, racing different kinds of boats. Some race Optimist Dinghies. Others race 75-footers single-handedly around the world. Some are casual, once-per-season racers just looking for a good time. Still others are fanatics, spending every ounce of energy, money and time on their boats and their sport.

There are many contrasts among skippers racing today. One of the most vivid is the comparison in attitudes toward the rules by which we sail.

Hobie Cat racers are no exception to this phenomenon. Many don't have a good working knowledge of the rules. Others are quite adept at rule interpretations and use them with confidence on the water. Still a third group exists (and luckily it's a small percentage of our racers), of people who love using the rules to their advantage at every turn. Their idea of a fun Saturday night is sitting in a protest room debating an obscure violation.

With the vast majority of Hobie Catters in one of the first two groups, our racing way of life remains fun for all. This informal, non-confrontational attitude toward the rules is a major reason Hobie Cat racing is so successful when compared to other types of sailboat racing.

Despite our casual approach to the rules, they still exist. As in society, without regulations and enforcement, chaos would reign.

All Hobie Cat events are governed by the rules established by the International Yacht Racing Union (IYRU) and the United States Sailing Association (USSA, formerly USYRU). Each event also is bound by specific rules stated in that event's sailing instructions. The North American Hobie Class Association (NAHCA) provides a standard set of these instructions to be used at all regattas, with very little need for modification.

If you want to improve your finish position, you must concentrate on three areas: boat speed, tactics and rules. Knowing the rules will not make you a faster sailor. It will, however, make you a more confident skipper in close situations such as at the start or in mark roundings. You don't want to push the rules to their outer limits at every con-

frontation, but you do need to know when you have rights and when you don't.

The IYRU Rule Book is not exactly a riveting novel. There is no sex, no murder, and no adultery; although some sailors claim they have been screwed by the rules. However, the book has been classified as a mystery by many of its readers!

The rules are rewritten every four years, immediately following an Olympic year. Changes are based on input from sailors around the world. The 1993 re-write included some changes to clarify rules that were previously written using rather obscure language.

**T**he IYRU Rule Book is not exactly a riveting novel. There is no sex, no murder, and no adultery; although some sailors claim they have been screwed by the rules.

As intimidating as it might seem, the IYRU Rule Book can be well understood if you take the time to break it down into its basic elements. Three areas of the book account for 90 percent or more of the situations that will arise on the course. This *Racer's Edge* covers the first section, titled "Definitions." In future issues, we will discuss "Part IV - Right of Way Rules," and "Part V - Other Sailing Rules."

#### DEFINITIONS

The Definitions section is just that. It defines terms used throughout the book. Without full comprehension of what these key terms mean, you cannot completely understand the rules.

Each definition will be quoted in italics from the 1993 IYRU Rule Book. A brief explanation of what that definition means to you follows. Each reference to a definition in the explanations will be printed in bold type.

Some new definitions do not appear as such in IYRU editions prior to 1993. They were moved from other sections of the book and re-worded for clarification purposes.

I apologize up front for use of the word "yacht." The USSA changed its name re-

cently to remove the word from its title and also dispel the elitist image it portrays. I stuck with it in this discussion only to be uniform with the wording of the rules and to avoid confusion. Substitute the word "**Hobie**" everywhere you see "yacht" and your day will be a little brighter.

**Sailing** - *A yacht is sailing when using only the wind and water to increase, maintain or decrease her speed, with her crew adjusting the trim of sail and hull and performing other acts of seamanship.*

This definition says that only the wind and water on the sails and hull can act to propel the boat forward, maintain speed or slow the boat down. It is in place to reinforce Rule 54 that deals with kinetics (rapid shifting of body weight or abnormal pumping of sails or tiller).

The rule applies mostly to light monohulls, but has some bearing on our classes. Many small boats, such as Lasers, can be sailed faster by exaggerated body movements that rock the boat to windward, roll tacks that accelerate the boat in light air, and other such gyrations.

Note that the definition includes limitations on decreasing speed by abnormal means. Therefore, you can't drag anything in the water to slow down, just as you can't paddle to speed up.

**Racing** - *A yacht is racing from her preparatory signal until she has either finished and cleared the finishing line and finishing marks or retired, or until the race has been postponed or abandoned, or a general recall has been signaled.*

Right-of-way rules apply to all yachts while **racing** and only while **racing**. This definition limits when a boat is **racing**. Each boat is **racing** from her preparatory signal (five minutes prior to her start in most cases) until she has **finished**.

USSA Appeal 99 states that a yacht that has **finished** and cleared the finishing line and its **marks** is **racing** no longer and is not subject to penalty, unless she seriously hinders a yacht still **racing**. The last statement in the definition deals with any right-of-way violations that occur after a yacht's preparatory signal but prior to the start. If that start has a general recall, there is no violation and no penalty turns are necessary.

**Starting** - *A yacht starts when, after fulfilling her penalty obligations, if any, under Rule 51.1 (c), and after her starting signal, any part of her hull, crew or equipment first crosses the starting line in the direction of the course to the first mark.*

This definition accommodates several **rules** that change once a boat has



**started.** The changes with the most impact are outlined by Rules 38 and 39, which place limitation on altering course.

Prior to starting, a **leeward yacht** may luff a **windward yacht** slowly and initially in such a way as to give the **windward yacht** room and opportunity to keep clear. After she has **started**, a yacht may luff as she pleases without regard to "room and opportunity," as long as the **windward yacht** does not have **mast abeam**. This is just one example of many references to right-of-way changes after a boat **starts**.

**Finishing** - A yacht **finishes** when any part of her hull, or of her crew or equipment in normal position, crosses the finishing line in the direction of the course from the last **mark**, after fulfilling any penalty obligations under Rule 52.2 (b).

If any portion of your boat breaks the plane of the finish line, including a crew member on the wire if the wind warrants it, you are, by definition, **finished**. As referenced previously, USSA Appeal 99 states, "When no part of a yacht's hull, equipment, or crew is still on the finishing line, she has cleared it."

According to Rule 51.4, "It is not necessary for a yacht to cross the finishing line completely; after **finishing**, she may clear it in either direction." In other words, a boat can stick her bow over the line, and once it has broken the plane, she may bear away without having the entire boat cross the finish line.

A word of caution: make sure your bow has crossed the line! Some race committees call your sail number before you cross the line. If you proceed solely on the RC's verbal signal with no definitive "over," you may get a DNF!

**Luffing** - Altering course towards the wind.

**Luffing** requires an alteration of course from a lower point of sail to a higher point of sail. If two **overlapped yachts** are sailing on a converging but steady course, the **leeward yacht** is not **luffing**. The **leeward yacht** must alter course to **windward** to be **luffing** the **windward yacht**, by definition.

**Tacking** - A yacht is **tacking** from the moment she is beyond head to wind until she has **borne away** to a **close-hauled** course.

A yacht that begins the act of **tacking** is **luffing** from the instant she moves the tiller to the point of reaching head-to-wind. During that period, she retains rights over a **windward boat**.

USSA Appeal 138 confirms that head-to-wind is still considered **luffing**, not **tacking**. She would not be **tacking** until her bows had crossed head-to-wind. Once she reaches a close-hauled course on the new **tack**, she has completed her **tack**. The sails do not have to be full and she does not have to be moving. She only needs to have

the boat pointed in the new **close-hauled** direction.

A **tack** on a catamaran can take several seconds, so beware. You have virtually no rights when **tacking**. In a future issue we will discuss Rule 41, which deals with the transitional period during and after **tacking**.

**A tack on a catamaran can take several seconds, so beware. You have virtually no rights when tacking.**

**Bearing Away** - Altering course away from the wind until a yacht begins to **gybe**.

Similarly to **luffing**, a boat is **bearing away** only when she is altering her course away from the wind.

**Gybing** - A yacht begins to **gybe** at the moment when, with the wind aft, the foot of her mainsail crosses her centre line, and completes the **gybe** when the mainsail has filled on the other **tack**.

As with **tacking**, the definition for **gybing** is strict. The big difference is the time period involved. A boat is **gybing** from the point the boom crosses the "centre line" of the boat to the point it pops on the new **leeward** side. You have no rights when **gybing**, but the procedure is very short-lived, lasting about one-half second.

**On a Tack; Starboard Tack; Port Tack** - A yacht is on a **tack** except when she is **tacking** or **gybing**. A yacht is on the **tack (starboard or port)** corresponding to her **windward** side.

A boat virtually is always **on a tack**; either **port** or **starboard**. The only exception is during the act of **tacking** or **gybing**.

**A boat virtually is always on a tack; either port or starboard. The only exception is during the act of tacking or gybing.**

**Close-hauled** - A yacht is **close-hauled** when **sailing** by the wind as

close as she can lie with advantage in working to windward.

**Close-hauled** can best be defined as the course (angle to the wind) you would sail that would get you to a point directly upwind the fastest. The angle can vary, based on wind strength and wave conditions. It also varies from boat to boat. Certain rules refer to being **close-hauled**; thus the need for the definition.

**Clear Astern and Clear Ahead; Overlap** - A yacht is **clear astern** of another when her hull and equipment in normal position are abaft an imaginary line projected abeam from the aftermost point of the other's hull and equipment in normal position. The other yacht is **clear ahead**.

The yachts **overlap** when neither is **clear astern**, or when although one is **clear astern**, an intervening yacht **overlaps** both of them.

The terms **clear astern**, **clear ahead** and **overlap** apply to yachts on opposite **tacks** only when they are subject to Rule 42. For the purposes of Rules 39.1 and 39.2 and 40 only: an **overlap** does not exist unless the yachts are clearly within two overall lengths of the longer yacht and an **overlap** that exists when the **leeward yacht starts**, or when one or both yachts complete a **tack** or a **gybe**, shall be regarded as beginning then.

I have always despised the word "abaft." Some 16th-century barrister probably thought it up. The first paragraph says that you should draw a line through the back of one boat's rudders perpendicular to the path on which the boat is traveling. Any boat entirely behind this imaginary line is said to be **clear astern** of the first boat. The first boat is clear ahead. If neither boat fits the definition of **clear astern**, they are said to be **overlapped**.

This definition is very important. It comes into play both for **luffing** situations and for **room at marks** and **obstructions**. The third paragraph, combined with Rule 42, states that for purposes of **mark** roundings and passing **obstructions**, boats on opposite **tacks** still can be **overlapped**. Note that for a boat to claim **room** at a **mark** over another boat on an opposite **tack**, it must not be a windward mark. IYRU Case 21 also states, "In establishing the right to **room** at a **mark**, it is irrelevant that yachts are on widely differing courses, provided that an **overlap** within the definition exists at the proper time."

Two boats must be on the same **tack** for application of **luffing** rules (39 and 40). They can be on non-parallel courses and still be **overlapped**.

**Leeward and Windward** - The **leeward** side of a yacht is that on which she is, or, when head to wind, was, carrying her mainsail. The opposite side is the **windward** side.

When neither of two yachts on the same **tack** is **clear astern**, the one on the leeward side of the other is the **leeward**



**yacht.** The other is the **windward yacht.**

The first paragraph is self-explanatory. The second clarifies that if two boats on the same tack are **overlapped**, then one of the boats is the **leeward** boat and one is the **windward** boat. The boat that has the other on its **leeward** side is said to be the **windward boat**. The other boat is the **leeward boat**.

**Proper Course** - A **proper course** is any course that a yacht might sail after the starting signal, in the absence of the other yacht or yachts affected, to **finish** as quickly as possible. There is no **proper course** before the starting signal.

This definition alone has 11 appeals and cases helping define it. One of the more subjective sections in the entire book, it is used the majority of the time to determine rights of the **leeward yacht** when an **overlapped windward yacht** has **mast abeam**. The **leeward yacht** is not permitted to sail above her **proper course** in this case. This course would be the most desirable course for the skipper to sail to reach the next **mark** the fastest way possible with no other boats on the course.

The appeals further state that the skipper must apply the course with some consistency during the leg and have a logical reason for doing so. A skipper cannot sail a broad reach for the majority of the leg and suddenly decide that a beam reach is the yacht's new **proper course** if it causes a windward yacht in the **mast abeam** position to alter course to keep clear.

**A skipper cannot sail a broad reach for the majority of the leg and suddenly decide that a beam reach is the yacht's new proper course if it causes a windward yacht in the mast abeam position to alter course to keep clear.**

**Mark** - A **mark** is any object specified in the sailing instructions that a yacht must round or pass on a required side. Ground tackle and any object accidentally or temporarily attached to the **mark** are not part of it.

The definition is fairly clear. The confusion comes with the start/finish line. At the start and finish, each end of the line is defined as a **mark**, because each end has a required side.

Keep in mind that on an open leg of the course, the line is an obstruction, not a

mark. You can call for room from another yacht to pass by the obstruction, but you don't have to worry about hitting it (unless it is the committee boat — then you have to deal with an irate owner who may be holding the starting gun).

Under present Standard NAHCA Sailing Instructions, the barging buoy off the stern of the committee boat is not part of the starting mark and can be hit without penalty. Be sure to check the sailing instructions at each event for modifications of this regulation.

**Obstruction** - An **obstruction** is any object, including a vessel under way, large enough to require a yacht, when more than one overall length away from it, to make a substantial alteration of course to pass on one side or the other, or any object that can be passed on one side only, including a buoy when the yacht in question cannot safely pass between it and the shoal or the object that it marks. The sailing instructions may prescribe that a specified area shall rank as an **obstruction**.

An **obstruction** is anything in the water that is not a **mark**, which you would have to alter course more than a degree or two to miss. Examples are another boat on the course, a floating log, a shoreline, a dock, or that guy on the committee boat with the gun. This definition comes into play when one yacht needs **room** from another yacht to pass by an **obstruction**.

The most misunderstood application involves intervention with a right-of-way yacht. As an example: when two **overlapped port tack** boats are approaching a **starboard** tacker, the **starboard tack** boat is an **obstruction**. **Port leeward** has rights over **port windward**, but must give **port windward** room at the **obstruction** under certain conditions.

**Room** - **Room** is the space needed by a yacht to manoeuvre in a seamanlike manner in the prevailing conditions.

As you guessed, that same abaft barrister thought up the spelling of "manoeuvre." This is a new definition for 1993. It was moved from Rule 42 (buoy room) for clarification.

USSA Appeal 119 sheds some light on adequate room at a mark. It states, "**Room** means the space needed to round or pass a **mark** in a safe and seamanlike manner in the prevailing conditions, but not all the room the inside yacht might like to take to make a tactically desirable rounding." The prevailing conditions clause refers to wind, wave and current strength at the time of the rounding. Giving an 8-foot-wide, inside boat 10-11 feet to round is acceptable in less than 3 knots of wind, no current and flat water. That same boat may require 15 feet or more in 20 knots of air and 6-foot seas.

Rule 42.1 (a) further elucidates that **room** also includes room to **gybe** if it is an integral part of the rounding. IYRU Case 40

states, "The purpose of Rule 42.1 (a) is to enable yachts to round and pass **marks** and **obstructions** in safety and with equity. When that principle is observed, problems do not arise."

**Mast Abeam** - A **windward yacht sailing** no higher than a **leeward yacht** is **mast abeam** when her helmsman's line of sight abeam from his normal station is forward of the leeward yacht's mainmast.

A **windward yacht** sailing higher than a **leeward yacht** is **mast abeam** when her helmsman's line of sight abeam from his normal station would be, if she were sailing no higher, forward of the **leeward yacht's** mainmast.

This is another new definition for 1993. It was moved from Section IV for clarity. It's now almost as clear as mud! The previous definition resembled molten tar.

**Mast abeam is another new definition for 1993. It was moved from Section IV for clarity. It's now almost as clear as mud! The previous definition resembled molten tar.**

The main point to remember is that **mast abeam** is a defensive call for the **windward yacht** to stop a luff by an **overlapped leeward yacht**. Without this defense, the **leeward yacht** would hold all the cards in a luffing match. Here is my best shot at explaining this one:

The skipper of the **windward yacht** should sight across his boat (perpendicular to the path his boat is traveling) toward the **overlapped leeward yacht**. If his sight along this line is in front of the **leeward yacht's** mast, he has **mast abeam**. If his sight line is behind the mast, he does not.

The **windward** skipper cannot move forward on the boat to achieve this. He must remain in his normal position. He could be lying out over the front crossbar, if it is a downwind leg. That would be deemed "normal position" in Hobie racing.

Rules 39 and 40 discuss limitations and burden of proof. These will be analyzed in further detail in a future article.

**Rules** - (a) These racing rules, including the definitions, preambles and the rules of an appendix when it applies;

(b) the prescriptions of the national authority concerned, when they apply;

(c) the sailing instructions;



- (d) the class rules; and
- (e) any other conditions governing the event.

This definition itemizes areas that could govern an event. Part (a) refers to the IYRU Rule Book that contains the definitions outlined here. "An appendix" refers to the appendices in that same book that deal with issues such as advertising on the boats, sailboard racing rules, team and match racing rules, and others. Each of these applies as referenced by the sailing instructions.

Part (b) refers to the prescriptions printed in the USSA version of the IYRU Rule Book. Very few of these even impact our racing. They are printed in bold type in the USSA Rule Book.

Part (c) deals with the sailing instructions (SIs) handed out at each event. Normally the NAHCA SIs are used at all events, but many things can be changed.

Always familiarize yourself with these instructions. Certain basic rules such as right-of-way precepts cannot be altered, but many others can, and they will bite you in the butt if you are not careful!

Part (d) refers to the International Hobie Class Association Rule Book. These rules deal with equipment on the boats and crew weights. They are specific to each class of boat. Part (e) refers to any local laws or Coast Guard regulations that must be met.

**Protest** - An action taken by a yacht, race committee or **protest committee** to initiate a hearing on a possible infringement of a rule or a consideration of redress in accordance with Rule 68, 69 or 70.

This definition states that an individual boat, the race committee or the **protest committee** can file a protest for rule infringements if they deem it necessary. Consideration of redress involves either a yacht that is fouled and seriously damaged by another yacht, a yacht that stops to assist another yacht in distress, or a yacht that is prejudiced by an act or omission of the race committee. In any of these situations, the offended yacht may ask for a revised score based on actions she did not initiate that adversely affected her finishing position (read: "she got screwed"). Rule 69 gives the particulars of a request for redress.

**Protest Committee** - The body appointed to hear and decide **protests** in accordance with Rule 1.4.

This is self-explanatory.

#### **Parties to a Protest**

(a) The protesting yacht, the protested yacht and any other yacht involved in the incident that might be penalised as a result of the **protest**;

(b) a yacht that had requested redress;

(c) the race committee when it is involved in a **protest** under rules 69(a) or 70; and

(d) a competitor who has been or is liable to be penalised.

Part VI of the rules mentions **parties to a protest** and the rights accorded those parties many times. These statements define who those parties are.

Note that only **parties to a protest** can appeal a decision of the **protest committee**. Parties to a protest include witnesses of the occurrence. Be aware that any **party to a protest** can be disqualified based on the facts found and **rules** broken, not just the yacht **protested**.

**Interested Party** - Anyone who stands to gain or lose as a result of a decision of a **protest committee** or who has a close personal interest in the result.

**Don't confuse "interested party" with "interesting party." They are two completely different things.**

Don't confuse this phrase with "interesting party." They are two completely different things. An **interested party** is any yacht that will move up or down in the standings as a result of the protest. This includes all **parties to a protest** as well as other racers close by in the standings. It also can include close personal friends or relatives of a **party to a protest**.

This definition comes into play mostly under Rule 71.2, which deals with **interested parties** participating in the discussion or decision of a **protest committee**. **Interested parties** cannot be involved in the official proceedings or decisions without the expressed consent of all **parties to a protest**.

**Postponement** - A **postponed** race is one that is not started at its scheduled time and that can be sailed at any time the race committee may decide.

**Pay particular attention to the details of postponement, as you may be caught off-guard when RC decides to re-start the sequence.**

The method of **postponement** should be described in the SIs. Pay particular attention to the details, as you may be caught off-guard when RC decides to re-

start the sequence. The race committee has free reign as long as it follows the prescribed procedure. The **postponement** can be a delay of a race whose sequence has already begun but not started, or a delay in the posted starting time prior to the beginning of the sequence.

If the sequence has begun and subsequently been **postponed**, the sequence will re-start with the shape that was up when the race was **postponed**. Example: If the race committee **postponed** a race sequence at some point while the blue flag was up, when the sequence is re-started, it will begin with the blue shape (5 minutes to the first start), not the white shape (10 minutes to the first start).


If fleets have already started when the sequence is **postponed**, they are not impacted. The only fleets affected by the **postponement** are the ones who have not yet started.

**Abandonment** - An **abandoned** race is one that is declared void at any time and that may be re-sailed.

An **abandoned** race is one that has already begun and is canceled. A race in progress can be **abandoned** and re-sailed; or it can be **abandoned** and subsequently canceled and not re-sailed. The SIs should describe the procedure and flags used for both types.

#### **TAKE A BREATH**

This completes the definitions as prescribed by IYRU. As you can see from the lengthy discussion on each, they are the basis for rules listed later in the book. Without a full understanding of these definitions, the rules are meaningless.

I suggest you read through these carefully and ask questions of the top sailors in your area. Lively debates can ensue. You might even start an "interesting party." 

**D  
A  
N  
G  
E  
R**

**Extreme caution** must be exercised when launching and sailing near overhead wires. A mast near a wire could be fatal!



# Sail

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# NORTH AMERICAN REGION NEWS

## Fleet Feats

### 101 Reasons To Join A Fleet

BY RON AND SHIRLEY PALMER

**Y**ou say you love your Hobie. You sail it every chance you get. You have been out there following the wind for a season or two, maybe longer. What more do you want? Why should you join a fleet anyway? Won't they just make you work at regattas if you don't (shudder!) race?

The answer to that last question may be yes. But don't despair. Much is to be gained from fleet participation.

Have you ever been frustrated when you couldn't get something fixed on your boat? Arrived at the beach and discovered you needed a part? Thought there might be an easier way to get back to your starting point than with a paddle? That's when sailing with a fleet can help you.

Our local fleets (three of them) recently teamed up for a great weekend at the lake. There wasn't a single race. We sailed as much as the wind allowed, sat around and caught up with old friends, made some new friends, danced to a disc jockey and took naps whenever the spirit moved us. Our daughter got to try out her "new" Hobie 16.

Plenty of 16 sailors were there to lend a helping hand and give advice. Plenty of powerboats out with water-skiers were around to rescue us when we capsized. A friend with an extra twist shackle even was standing by when we discovered ours was missing from the head of our main.

### What Your Fleet Can Do For You

Fleets offer camaraderie. They provide expertise in boat maintenance, repair and safety. And most include at least a few members who can help a beginner learn to sail or teach an old sea dog new tricks.

When the day comes that you decide to sell that faithful old Hobie and buy a new one, the fleet can help you again. Your fleet newsletter provides a calendar of activities, news from past events, articles on what's happening in the world of Hobie and some classified ads. What better place to try to sell your boat or look for another one?

Fleets are about much more than just racing. By the way, racing is not evil. You can learn a lot about sailing your boat by entering a race or two. It is a great way to learn how to get from point A to point B. Maybe you aren't interested in the location of A-mark or B-mark, but you do like getting to that special cove or favorite beach hangout.

Still don't want to race? Fine. Join a fleet anyway. You will find that Hobie people are a special breed, a lot like family.

**Still don't want to  
race? Fine. Join a fleet  
anyway. You will find  
that Hobie people are a  
special breed, a  
lot like family.**


Fleets also provide a political platform from which you can let your views be known. Is the government threatening to shut down your favorite sailing beach?

We experienced that problem in Arizona. Our fleets banded together, went to agency meetings and told officials our concerns. We feel like we were heard. Anyway, our favorite sailing spots are still available this season. We hope they always will be there.

Fleets have adopted highways for litter control, and adopted youth groups to show kids what hard work and discipline can accomplish. No one ever heard of a gang holding a regatta!

### Year-Round Fun

And when the season is over and old man winter has returned to rule your world, you will be happy to find your fleet is still active. You can enjoy ski weekends, holiday get-togethers, group projects and opportunities to relax with your sailing friends.

We all love to sail. We all love to play. Almost everything we do is safer and more fun with friends. Come on — join a fleet! 



# HOBIE RACING

## RACE RESULTS

### DIVISION 3

#### WHITECAPS REGATTA FLEET 17, DIVISION 3 UNION VALLEY, CA JULY 10-11, 1993

HOBIE 20	POINTS
1. Mooneyham/Trevey	3.75
2. Rodal/Hutson	15.00
3. Cockcroft/Cockcroft	19.00
4. Joder/Axford	20.00
5. Goodell/Heberer	22.00
6. Wiegman/Wiegman	27.00
7. Yahalom/Smith	29.00
8. Head/Lane	29.00
9. Thompson/Stranahan	46.00
10. Valeneta/Godfrey	47.00

HOBIE 18A	POINTS
1. Collier/Wheeler	6.25
2. Bliven/Kirk	6.25
3. Borris/Michaela	15.00

HOBIE 18B	POINTS
1. Brocius/Patterson	3.75
2. Stranahan/Vaaq	8.75

HOBIE 17A	POINTS
1. Nina Farrell	6.00
2. Robin Sullivan	8.75
3. Steve Osborne	10.75

HOBIE 17B	POINTS
1. Keith Ledbetter	6.25
2. Peter Rudnik	7.50

HOBIE 16A	POINTS
1. Hess/Hess	6.00
2. Francis/McDermatt	10.75
3. Tobie/Bellshaw	15.75
4. Katz/Lovsletter	22.00
5. Stark/Stark	26.00
6. Harris/Martin	28.00
7. Apple/Ward	31.00
8. Porter/Blessing	31.00
9. Layen/Hall	31.00
10. Reese/Matt	48.00

HOBIE 16B	POINTS
1. Kennedy/Stahle	3.00
2. Oswald	10.00
3. Marrotti/Hites	12.00
4. Douglas	13.00

HOBIE 16C	POINTS
1. Jason/Freeman	8.00
2. Murphy/Murphy	9.75
3. Patrick/Wiener	10.50
4. Vintze/Vintze	10.75
5. Teixeira/DeVita	11.75
6. Crimmins/Dimmler	20.00

HOBIE 16N	POINTS
1. Thomas/Ahlborn	4.25
2. Bechtold/Boswell	5.50

#### MILE HIGH REGATTA FLEET 62, DIVISION 3 HUNTINGTON LAKE, CA AUGUST 14-15, 1993

HOBIE 20	POINTS
1. Rodal	6.75
2. Pedrick/Harris	8.50
3. Harris/Sawyer	11.75
4. Goodell/Vaughan	12.75
5. Yahalom/Axford	17.00
6. Wiegman/Wiegman	24.00
7. Hill/Hill	26.00
8. Burling/Seider	26.00
9. Head	28.00
10. Duncanson/Duncanson	33.00
11. Bishow	42.00
12. Jackson/Jackson	44.00
13. Thompson/Matt	53.00
14. Valenta/Dillois	53.00

HOBIE 18A	POINTS
1. Crocker/Deppe	3.00
2. Murray/Murray	9.00
3. Bliven/Mullins	10.00
4. Heberer/Diposo	15.00
5. Simon/Rascon	19.00
6. Nixon/Nixon	22.00

HOBIE 18B	POINTS
1. Smith/Smith	4.25
2. Liberatore/Liberatore	8.75
3. Wainwright/Hawks	9.75
4. Stranahan/Stranahan	14.00
5. Padilla/Padilla	15.00
6. Manning/Manning	24.00
7. Fleming/Fodor-Carter	24.00
8. Montgomery	25.00

HOBIE 17A	POINTS
1. John Bauldry	4.25
2. Ron Wagniere	6.75
3. Al Leonard	13.00
4. Gordon Gracia	15.00
5. David Baumgartner	15.75
6. Robin Sullivan	19.00

HOBIE 17B	POINTS
1. William Tripp	3.00
2. Tim German	8.00

HOBIE 16A	POINTS
1. Porter/Blessing	4.25
2. Hauser/Hauser	9.75
3. Gracia/Cooper	9.75
4. Tobie/Bellshaw	16.00
5. MacDonald/MacDonald	16.00
6. Orton/Orton	23.00
7. Sajdak	24.00
8. Sullivan	29.00
9. Kearney/Kearney	34.00

10. Wells/Winter	34.00
11. Grimaldi/Grimaldi	40.00
12. Pfister/Lee	42.00
13. Williams/Risher	46.00
14. Klein/Maureen	51.00
15. Haskins/Posey	59.00
16. Miller/Miller	64.00

HOBIE 16B	POINTS
1. Lirette/Peterson	8.50
2. Olson/Olson	11.75
3. Delfino/Risher	12.00
4. Crocker/Kristin	12.75
5. Davis/Davis	16.00
6. Houser/Houser	16.00
7. Winter/Beckie	16.75
8. Vintze/Lester	27.00
9. Marean/Marean	35.00

HOBIE 16C	POINTS
1. Pedersen/Northrop	5.50
2. Martin/Jones	11.50
3. Blodeau/White	13.75
4. Campana/Durkee	18.00
5. Erwin/Richardson	19.00
6. Jason/Freeman	22.00
7. Bjork/Bjork	27.00
8. Asperger/Cahoon	28.00
9. Whitten/Whitten	32.00
10. Larimer/Larimer	38.00
11. Partridge/Parker	40.00
12. Fairless/Ellis	43.00
13. Souza/Souza	48.00
14. Modesti/Modesti	49.00
15. Rust/Rust	52.00
16. Hain/Murphy	58.00
17. Murphy/Murphy	63.00
18. Koch/Koch	64.00
19. Duerksen/Duerksen	66.00
20. Janssen/Janssen	68.00
21. Peters/Rasmussen	69.00
22. Powell/Bowen	92.00
23. Orton/Orton	92.00

HOBIE 16N	POINTS
1. Nelson/Nelson	4.25
2. Cassidy/Cassidy	5.50
3. Thompson/Nielsen	13.00
4. Carlsen/Cheesman	18.00
5. Moss/Dossey	18.00
6. Modesti/Modesti	21.00
7. Levesque/Levesque, Jr.	23.00

HOBIE 14T	POINTS
1. David Bethell	5.50
2. Dennis Woods	5.50
3. Carl Landers	12.00

#### ROUND TREASURE ISLAND FLEET 194, DIVISION 3 ALAMEDA, CA AUGUST 7-8, 1993

HOBIE 20	POINTS
1. Pedrick/Harris	3.50
2. Harris/Sawyer	3.50
3. Goodell/Vaughan	9.00
4. Rodal/Martin	11.00
5. Wiegman/Wiegman	12.00
6. Hill/Gary	14.00
7. Yahalom/Gene	18.00
8. Cockcroft/Cockcroft	24.00
9. VanDyk/Hawthorn	25.00
10. Head/Lane	26.00
11. Thompson/Jerry	30.00
12. Valenta/Langley	31.00
13. Bishow	32.00
14. Joder/Wiener	37.00

HOBIE 18A	POINTS
1. Bliven/Kirk	3.50
2. Farrell/Peters	3.50
3. Heberer/Madeley	7.00

HOBIE 18B	POINTS
1. Britt/Fisher	3.50
2. Montgomery/Axford	4.50
3. Williams/Meinburg	8.00
4. Hapley/Kelly	8.00
5. Medeiros/Howard	15.00

HOBIE SX-18	POINTS
1. Moon/Anders	3.50
2. Ryce	6.75

HOBIE 17	POINTS
1. John Bauldry	3.50
2. David Baumgartner	3.50
3. Al Leonard	7.00
4. Robin Sullivan	11.00

HOBIE 16A	POINTS
1. Hess/Hess	4.75
2. Porter/Blessing	5.75
3. Montague/Burton	9.25
4. Tobie/Ward	10.00
5. Katz/Joanie	10.75
6. Sajdak/Muns	13.00
7. Stark/Stark	16.00
8. Apple/Apple	21.00
9. Neathery/Lindsay	27.00
10. Klein/Johny	30.00
11. Tully/Best	35.00
12. Schroyer/Near	36.00

HOBIE 16B	POINTS
1. Kennedy/Kennedy	2.25
2. Douglas/Douglas	4.75
3. Kellor/Kellor	9.00

HOBIE 16C	POINTS
1. Murphey/Murphey	3.50
2. Jason/Freeman	4.75
3. Alaveros/Lukson	5.75
4. Patrick/Dillon	13.00

HOBIE 16N	POINTS
1. Bechtold/Sakamota	2.25
2. Glass/Lopez	6.75
3. Sanders/Best	7.00
4. Condon/Peterson	9.00

#### CA STATE CHAMPIONSHIP FLEET 259, DIVISION 3 AVILA BEACH, CA JULY 24-25, 1993

HOBIE 20	POINTS
1. Team Piranha	4.25
2. Lundberg/Loidner	8.75
3. Egusa/Fields	9.75
4. Rodal/Harris	19.00
5. Goodell/Vaughn	20.00
6. Bishow/Hartec	20.00
7. Jenkins/Legge	21.00
8. Hill/Beveloqua	23.00
9. Duncanson/Duncanson	31.00
10. Thompson/Sorenahan	36.00

HOBIE 18A	POINTS
1. Timm/Timm	4.25
2. Parizeau/Bates	5.50
3. Crocker/Mckenna	14.00
4. Brown/Wong	14.00
5. Fisher-Smith/Williams	19.00
6. Bliven/Leonard	19.00

HOBIE 18B	POINTS
1. Wadsworth/Chase	4.25
2. Overvest	6.50
3. Liberatore	7.75

HOBIE 18C	POINTS
1. Hall/Curtis	2.25
2. Harness/Harness	4.75

HOBIE 18N	POINTS
1. Chelinsky	2.25
2. Murdock	6.00

HOBIE 17A	POINTS
1. Bill Whitehurst	4.25
2. Wayne Mooneyham	5.50
3. Bill Myrter	11.00
4. Steve Kerckhoff	16.00
5. Peter Parich	19.00
6. Al Leonard	20.00
7. Tom Delong	24.00
8. Robin Sullivan	28.00
9. David Baumgartner	35.00

HOBIE 16A	POINTS
1. Materna/Brown	6.50
2. Hess/Hess	7.75
3. Christensen/Christensen	11.75
4. Petron/Petron	12.75
5. Froeb/Nackol	20.00
6. Lee/De Blaves	22.00
7. Hauser/Hauser	22.00
8. Delave/Leon	32.00
9. Sajdak/Muns	37.00
10. Wells/Christenson	37.00
11. Buescher/Farrell	40.00
12. Montague/Ward	43.00
13. Corell/Vanderhart	49.00
14. Klein/Ing	52.00
15. Reese/Skvarla	54.00
16. Holmgren/Clark	55.00
17. Tully	57.00

HOBIE 16B	POINTS
1. Winter	6.50
2. Hauser/Lovett	7.75
3. Houser/Houser	8.75
4. Kennedy/Kennedy	10.75
5. Marriot/Marriot	18.00
6. Purciel/Parich	21.00
7. Harris/Harris	27.00

HOBIE 16C	POINTS
1. Jason/Freeman	2.25
2. Martin/Shelton	4.75
3. Murphy/Godfrey	8.00

HOBIE 16N	POINTS
1. Allen/Rush	2.25
2. Pollina/Kirk	6.00

HOBIE 14	POINTS
1. Dennis Woods	2.25
2. David Bathell	7.00
3. Howard Chase	8.00

### DIVISION 4

#### NW AREA CHAMPIONSHIP DIVISION 4 LAKE QUINULT, WA JULY 31-AUGUST 1, 1993

HOBIE 21	POINTS
1. Mabey/Harris	3.75
2. Hodgson/Hodgson	10.00
3. Hills/Hills	15.00

HOBIE 20	POINTS
1. McKarns/Runyon	8.50
2. Reed/Rasmussen	9.50
3. Wagner/Wagner	10.75
4. Kneebel/Snyder	15.75
5. Webb/Webb	24.00
6. Nilan	26.00

HOBIE 18A	POINTS
1. Ling/Ling	5.75
2. Marshack/Marshack	13.75
3. Thomson/Burton	20.00
4. Lawrence/Lawrence	23.00
5. Mitchell/Mitchell	27.75
6. Lowry/Rogers	28.00
7. Petersen/Ferrie	34.00
8. Blaha/Blaha	38.00

HOBIE 18B	POINTS
1. Roundy/Steele	4.50
2. Bowen/Bowen	14.75
3. Humble/Bradlo	15.00
4. Nelson/Kincaid	19.00
5. Morrison/Morrison	30.00

HOBIE SX-18	POINTS
1. Williams/Williams	7.25
2. Gertz/Gertz	10.75
3. Courter/Courter	13.00
4. Montague/Muns	15.50
5. Stahr/Newton	18.00
6. Pagan/Hoy	30.00
7. Archer/Archer	35.00
8. Terry/Terry	41.00
9. Rioux/Rioux	44.00
10. Sele/Sele/Sele/Sele	45.00
11. Blakewood/Blakewood	47.00
12. Steele/Coupe	58.00

HOBIE 17	POINTS
1. Carter	5.00
2. Zop	9.75
3. Wilder	10.75
4. Vurik	19.00
5. Tarleton	23.00
6. Kirby	30.00

HOBIE 16A	POINTS
1. Hess/Hess	8.25
2. Corrie/Stamborsky	24.75
3. Nelson/Nelson	24.75
4. Marshall/Ford	26.00
5. Hoag/Hoag	29.00
6. Baker/Baker	33.00
7. Christensen/Firth	34.00
8. Janders/Janders	35.00
9. McGlashen/Matthew	36.00
10. Stucky/Hicken	41.75
11. Gabiola/Gabiola	52.00
12. Katz/Loushetten	54.00
13. Brown/Mitchell	54.00
14. Marshack/Marshack	55.00
15. Jung/House	59.00
16. Knight/Canning	60.00
17. Skene/Skene	68.00
18. White/Blaisdell	78.00
19. Reese/Ramage	82.00
20. Havig/Seaman	86.00
21. Dingle/Dingle	93.00
22. Butchart/Eaton	97.00
23. Tully/Swoja	105.00

HOBIE 16B	POINTS
1. Van Patten/Van Patten	10.50
2. Richardson/Collier	10.50
3. Hewitt/Davenport	16.00
4. Farris/Fitch	17.75
5. Adams/Burslen	21.75
6. Fagan/Kilkenny	22.00
7. Farris/Holford	27.00
8. Sharp/Welch	30.00

HOBIE 16C	POINTS
1. Nisbett/Holloway	3.75
2. Groesz/Groesz/Groesz	12.00
3. Pearson/Bauer	14.00
4. Hughes/Hughes	19.75
5. Reed/Lewis	24.00
6. Collier/Collier	26.00



# HOBIE RACING RACE RESULTS

3. Wittmeyer/Hilton	13.00
4. Diehl/Stover	16.00
5. Harding/Warfield	16.75
6. Galway/Wallace	24.00

<b>HOBIE 14</b>	<b>POINTS</b>
1. Floyd Taub	3.00

## DIVISION 5 CHAMPIONSHIPS FLEET 156, DIVISION 5 GLENDO, WY JULY 17-18, 1993

<b>HOBIE 20</b>	<b>POINTS</b>
1. Bryan Frahm	3.75

<b>HOBIE 18A</b>	<b>POINTS</b>
1. Kwasniewski/Kwasniewski	3.75
2. Harper/Garrison	17.00
3. Schnackenberg/Guest	19.00
4. Shedd	20.00
5. Wittrup	20.00
6. Larson/Larson	25.00
7. Howser/Prinzich	26.00
8. Hammer/Hammer	35.00
9. Flores/Benton	39.00
10. Clark/Clark	46.00

<b>HOBIE 18B</b>	<b>POINTS</b>
1. Uebelhoer/Uebelhoer	10.25
2. Stevens/Brown	11.75
3. Maiocco	12.00
4. Betts/Betts	13.50
5. Rogers/Hinton	21.00

<b>HOBIE 17A</b>	<b>POINTS</b>
1. John Cox	3.75
2. Jim Brown	10.75
3. John Zink	14.00
4. Roger Benedict	17.00
5. Jon Fowkes	22.00
6. Nolan/Carrison	35.00
7. Marty Gorce	35.00

<b>HOBIE 16A</b>	<b>POINTS</b>
1. Bass/Winteritz	5.00
2. Hill/Fulmer	10.50
3. Simpson/Wineland	16.00
4. Tracy/Tracy	19.00
5. Tully	23.00
6. Way/Sue	29.00
7. Kascht/Kascht	32.00
8. Kolha/Wolking	47.00
9. Brennan/Carl	48.00
10. Hart/Hart	48.00
11. Valdez/Judy	55.00
12. Hinneberg/Reiseigh	72.00
13. Gerbluck/Gerbluck	72.00
14. Shearer/Corbett	72.00

<b>HOBIE 16B</b>	<b>POINTS</b>
1. Lang/Buckner	9.50
2. Petree/Pearce	11.00
3. Franks	12.50
4. Garside/Lewis	18.50
5. Cheatham/Lance	24.00
6. Meyer/Meyer	26.00
7. Durbin/Naylor	26.00
8. Hahn/Hahn	30.00
9. Rosnik/Karen	35.00

<b>HOBIE 16C</b>	<b>POINTS</b>
1. Bruce/Hosker	11.75
2. Ford/Ford	12.75
3. Wittmeyer	14.50
4. Batcha/Batcha	14.75
5. Hinton/Hinton	19.00
6. Bass/Albritton	28.75
7. Hoff/Hoff	35.00
8. Van Allen/Stine	42.00
9. Murphy/Beebout	49.00
10. Harding/Warfield	54.00
11. Hadi/Hadi	65.00
12. Wittmeyer	70.00
13. Galway	70.00
14. Hinton/Hinton	70.00

## DIVISION 14

### MID-AMERICAS FLEET 23, DIVISION 14 LAKE TEXOMA, TX JULY 3-4, 1993

<b>HOBIE 20</b>	<b>POINTS</b>
1. James Hailey	2.25
2. Bill Davenport	10.75
3. Scott Reynolds	12.00
4. Tommy Kizer	15.00
5. Mark Bengt	15.00

<b>HOBIE SX-18</b>	<b>POINTS</b>
1. Christopher Ross	3.50
2. George Wright	3.50

<b>HOBIE 18A</b>	<b>POINTS</b>
1. David Mimitch	2.25
2. Rob Kollman	7.00
3. Billy Richnow	8.75
4. Rob Cronan	9.00
5. Chris Todd	12.00
6. Trude Mattingly	15.00
7. Kevin Baker	19.00
8. Bob Mimitch	24.00

<b>HOBIE 18B</b>	<b>POINTS</b>
1. Jack Hyatt	2.25
2. Donald Prince	4.75
3. Gary Godbold	8.00
4. Robert Nixon	12.00
5. Ric Chaplin	18.00
6. Joe Monosmith	18.00
7. Tom Myer	21.00
8. Thomas Litteral	23.00

<b>HOBIE 18C</b>	<b>POINTS</b>
1. Jim Kemmerer	2.75
2. Bruce Rely	3.00
3. Steven Murphy	3.75
4. Dave Douthit	15.00
5. Bob Kincan	22.00
6. Scott Sturtz	22.00
7. Art Brees	22.00
8. Tom Swartz	22.00
9. Linda Hyde	22.00
10. Paul Arbaugh	22.00
11. Rose Deupree	22.00

<b>HOBIE 17A</b>	<b>POINTS</b>
1. David Koons	2.25
2. Drew Riddle	5.75
3. Royce LaVerne	7.00
4. Stephen Acquart	12.00
5. Steve Chaples	13.00
6. Luis Oliveira	17.00
7. Jane Sherrod	22.00
8. Robert Keeler	26.00
9. Ron McDowell	31.00
10. Andy Tisdale	32.00
11. Peter Robitaille	36.00
12. David Eller	36.00

<b>HOBIE 17B</b>	<b>POINTS</b>
1. Stefan A Vann	2.25
2. Beckwith/Robbins	6.00
3. Jon Julien	11.00
4. Gary Rucker	13.00
5. Stephen Foster	15.00

<b>HOBIE 16A</b>	<b>POINTS</b>
1. Phil Collins	2.25
2. Boyd Bass	8.00
3. Tom Loeffelholz	10.00
4. Don Balthaser	10.00
5. Mark Ralph	13.00
6. Phil Trotter	15.00
7. Kenny McIntosh	19.00
8. Martin Brown	20.00
9. Ron Means	26.00
10. Andrew Bach	28.00
11. Robert Bridgman	28.00
12. Daniel Brewer	34.00
13. Scott Mathia	41.00
14. Barry Williamson	47.00
15. Mike Hardy	52.00
16. Scott Sparks	61.00
17. Gary Richards	72.00
18. Ken Rourke	72.00
19. Scott Hepler	72.00
20. Fred Crowley	72.00
21. Judy Fuller	72.00
22. Dale Wilcox	72.00
23. Scott Loesch	72.00
24. Craig Simpson	72.00

<b>HOBIE 16B</b>	<b>POINTS</b>
1. Russ Lindseyon	4.75
2. Hanz Johansson	6.50
3. Bruce Urban	7.00
4. Drew Springer	12.75
5. Cindy Wyatt	13.00
6. Pat Allen III	14.00
7. Phil Purinton	14.00
8. Rick McPherson	19.00
9. Brent Means	25.00
10. Mark Cody	31.00
11. Randy Hays	34.00
12. Zeev Sagg	44.00
13. Brad Sweet	47.00
14. Soren Larsson	49.00
15. David Robinson	50.00
16. Randy Bradford	50.00
17. George Hansen	51.00
18. Nice Gurza	54.00
19. Chad Seljeseth	55.00
20. Monica Fuss	58.00
21. Mike Vrabel	70.00
22. Jason Powers	78.00
23. Nathan Krumm	78.00
24. David Yoder	78.00
25. David Pierpoline	78.00
26. Dan Wilson	78.00

<b>HOBIE 16C</b>	<b>POINTS</b>
1. Mark Ponsell	2.75
2. James Horton	3.75
3. Stuart Smith	9.00
4. Vince Liggett	10.00
5. Randy McMillan	11.00
6. Dale Meador	16.00
7. Scott Peppard	17.00
8. Paul Holden	18.00
9. Neal Barkley	19.00
10. David Foster	19.00
11. Kendall Landers	19.00
12. Tim Peppard	22.00
13. Lee Forland	25.00
14. Carl Leonard	26.00
15. Toby Christian	26.00
16. Dallas Dodge	26.00
17. William Rieci	29.00
18. Bannon Bednarick	54.00
19. Daryl Sprout	54.00
20. Gary Montcalm	76.00
21. Allan Jones	76.00
22. Robert Eckles	76.00
23. Kevin Czup	76.00
24. Jim Dougharty	76.00
25. J. D. King	76.00
26. Robert Rogers	76.00
27. Alan Jones	76.00
28. Sam Sneed, Jr.	76.00
29. Bannon Bednarick	76.00
30. James Baugh	76.00
31. Guy Sparks	76.00
32. Aracelis Gutierrez	76.00
33. George Suderman	76.00
34. Sami Alar	76.00
35. John Cooper	76.00
36. Brian Brown	76.00
37. Kendall Landers	76.00
38. Chris Myers	76.00

<b>HOBIE 14A</b>	<b>POINTS</b>
1. Bryan Rainbow	4.50
2. Kent Shirley	7.00
3. Hope Green	9.00

## DIVISION 12

### SALISBURY BEACH REGATTA FLEET 496, DIVISION 12 SALISBURY, MA AUGUST 28-29, 1993

<b>HOBIE 20</b>	<b>POINTS</b>
1. Shea/Barry	4.25
2. McCarthy/Tartaglino	5.50
3. Cutlilo/Norton	13.00
4. Castro/Thompson	15.00
5. Smith/White	19.00
6. Borches/Les	21.00

<b>HOBIE 18A</b>	<b>POINTS</b>
1. Gagnon	4.25
2. Harwood/Harwood	9.00
3. Sullivan/Sullivan	12.75
4. Dillon/Martha	13.75
5. Barber/Mary Anne	15.00
6. Erickson	22.00
7. Force/Bird	25.00
8. Finn/Mignon	29.00

<b>HOBIE 18B</b>	<b>POINTS</b>
1. Hibbard/Goodnow	5.25
2. Beckwith/Robbins	6.75
3. Dionne/Harrington	7.75

<b>HOBIE 17</b>	<b>POINTS</b>
1. Thomas Kustes	6.50
2. Greg Hamilton	8.50
3. Marc Marzualo	12.00
4. James Ratchek	13.00
5. Gerard Blom	14.75
6. Bob Pickett	16.00

<b>HOBIE 16A</b>	<b>POINTS</b>
1. Lemme/Longo	5.50
2. Yates/Yates	6.75
3. Kucera/Hickey	9.75
4. Baker/Valente/King	12.75

<b>HOBIE 16B</b>	<b>POINTS</b>
1. Gardner/Torchia	5.25
2. Pierpont/Hedgecock	11.75
3. Swinarski/Riddle	12.00
4. Larocque/Conner	13.00
5. Robinson/Robinson	14.75
6. Pastore/Dave	21.75
7. Gilmore	29.00
8. Reedy/Reedy	31.00
9. Nadeau/Ortiz/Allen	31.00
10. Icon/Icon	32.00
11. Mackell/Jordan	34.00

<b>HOBIE 16C</b>	<b>POINTS</b>
1. Conney/Lane	4.25
2. Heroux/Powers	11.75
3. Evans/Johnson	11.75
4. Janssen/Kirkpatrick	14.00
5. Jordan/Sheehan	16.00
6. Savard/McLaughlin	18.00
7. Andre/Farrar	24.00
8. Allen/Jackson	32.00

## DIVISION 16

### DIVISION 16 CHAMPIONSHIPS FLEET 238, DIVISION 16 SACANDAGA, NY AUGUST 14-15, 1993

<b>HOBIE 20</b>	<b>POINTS</b>
1. Ransley/Ransley	2.25

<b>HOBIE SX-18</b>	<b>POINTS</b>
1. Roberts/Roberts	2.25
2. Byron/Barrow	4.75

<b>HOBIE 18A</b>	<b>POINTS</b>
1. Deans/Broughton	3.00
2. Rundell/Cieimbrowki	10.00
3. Demming/McMahon	10.75
4. Weiss/Weiss	15.00
5. Shear/Bodenstab	19.00
6. Mercer/Foy	20.00

<b>HOBIE 18B</b>	<b>POINTS</b>
1. Miller/Moroney	2.25
2. Capuano/Dore	5.75
3. Cleveland/Clark	8.00

<b>HOBIE 17</b>	<b>POINTS</b>
1. John Sherm	2.25
2. Michael Garrett	4.75
3. Gerard Blom	8.00
4. Roger White	12.00
5. Bob Denninger	13.00
6. Richard Olson	15.00

<b>HOBIE 16A</b>	<b>POINTS</b>
1. Jeffers/Geremia	3.50
2. Liebel/Liebel	4.75
3. Miller/Hovencamp	12.00
4. Amico/Anstey	14.75
5. Jerry/Anderson	16.00
6. Magin/Magin	16.00
7. Ladu/Ladu	17.00
8. Perkins/Perkins	18.00
9. Howard/Schrader	20.00
10. Davidson/Davidson	24.00
11. Snyder/Snyder	25.00
12. Anderson/Holmes	30.00
13. Young/Anderson	39.00
14. Kirk/Kirk	40.00
15. Schwerzmann/Schwerzmann	40.00

<b>HOBIE 16B</b>	<b>POINTS</b>
1. Witmer/Witmer	4.75
2. Mortenson/Mortenson	5.75
3. Hughes/Hughes-Keddy	7.75
4. Balzer/Balzer	8.75

5. Sanford/Murphy	12.00
6. Beutter/Smith	15.00
7. Bustin/Kassoy	19.00
8. Meier/Wiley	21.00
9. Alessio/Wallace	21.00
10. Mercer/Hendren	24.00
11. Gelaznik/Sutton	28.00

<b>HOBIE 16C</b>	<b>POINTS</b>
1. Duley/Dowling	4.75
2. Robillard/Altsman	5.75
3. Kerr/Kerr	9.00
4. Schwerzmann/Scherzmann	9.75
5. Fallon/Fallon, Jr.	11.75
6. Hinkley/Hinkley	12.00
7. Powers/Sherlock	17.00
8. Jansok/Panova	22.00
9. Couch/Goodman	26.00
10. Kramer/Thumm	30.00

<b>HOBIE 14T</b>	<b>POINTS</b>
1. Glen Rogowski	3.00

## NATIONAL

### MULTI-BOAT NATIONALS JACKSONVILLE, FL JULY 31-AUGUST 8, 1993

<b>HOBIE 21</b>	<b>POINTS</b>
1. Daniel/Webster	31.00
2. Deans/ Bobby O.	37.25
3. Bergman/Bergman	37.50
4. Cutlilo/Young	49.50
5. Wooten/Wooten	51.75
6. Halsey/Norton	61.75
7. Keyser/Jones	68.00
8. Heyse/Howell	79.00
9. Beery/Casey	87.00

<b>HOBIE 18</b>	<b>POINTS</b>
1. Cope/Knight	30.50
2. Pitt/Pitt	38.00
3. Liebel/Steve	64.50
4. Egusa/Sammons	67.25
5. Dunn/Scott	69.00
6. Mooneyham/Trevey	106.75
7. Rodrigue/Mark	111.00
8. Stater/Brookings	111.00
9. Boone/Boone	118.00
10. Cooper/Jim	118.00
11. Cunningham/Cunningham	127.00
12. Brown/Wong	128.00
13. Team Jaws	136.00
14. Richnow/Nelson	152.00
15. Whidden/Scott	159.00
16. Johnson/Johnson	165.00
17. Harper/Brennen	172.00
18. Miller/James	173.00
19. Lindley/Lindley	173.00
20. Mondragon/Saran	211.00
21. Phillips/Phillips	220.00
22. Jones/Jones	223.00
23. Sheridan/Olson	239.00
24. Sutterfield/Glenda	242.00

25.	Rigdon/Taylor	250.00
26.	Humphries/Crockley	255.00
27.	Massai/Jesus	282.00
28.	Kidder/Kidder	284.00
29.	R. Mimitch/S. Mimitch	291.00
30.	D. Mimitch/B. Mimitch	314.00
31.	Williams/Kasseburg	323.00
32.	Damonte	331.00
33.	Adiano/Green	349.00
34.	Musgrove/Bowland	355.00
35.	Duran/Duran	362.00
36.	Caffee/Caffee	362.00
37.	Newland/Rodriguez	362.00
38.	Hauer/Seward	363.00
39.	Ridenour	379.00
40.	Johnson/Cowart	403.00



# IHCA REPORT

## Northwest Passage

### IHCA Office Moves To Idaho

BY JEFF ALTER

**G**reetings from McCall! To those of you who never have heard of McCall, Idaho, I'll let you in on a secret: neither had Laurie and I, until recently. But in September we moved everything — lock, stock and barrel, as they say — to this great little town located about 100 miles north of Boise.

Transferring the whole kit (actually, kid!) and kaboodle was a real chore, but I hope that by the time you read this we will be all unpacked and settled. The "all" includes my company, Hobie Design, and of course the International Hobie Class Association office.

The new address is:

IHCA  
502 North 3rd Street, Suite 202  
McCall, Idaho 83638  
Phone (208) 634-3912  
Fax (208) 634-4116

### Sailing Ahead

There's a lot of great things in store for us in the future. On a personal level, although I said goodbye to the Pacific Ocean where I grew up, we're conveniently located right near a good-sized lake; Payette, it's called. I'm sure the sailing will be great; as soon as I unpack all our gear, I intend to find out!

In addition to our new location, we have a new assistant: Ricky Luff. Ricky will be available to answer your phone calls and to assist you with your IHCA needs.

A bit further ahead on the agenda is the International Yacht Racing Union (IYRU) World Championship coming to La Rochelle, France in August 1994. Perhaps you haven't heard, but the Hobie 16 is the catamaran of choice for that event — the only cat racing will be a Hobie Cat.

The races will be sailed on factory-supplied boats, so we can show the IYRU the benefits of the supplied-boat system developed by the Hobie Class. We'll also be able to show the world just what a Hobie Cat can do!

Speaking of the IYRU, by the time you read this, we'll just be returning from the IYRU annual meeting in Toronto. In addition to myself, the Hobie Class will be represented by Doug Campbell, IHCA president; Scott Foresman, president, Hobie Cat USA; John Dinsdale, president and general manager, Hobie Cat Europe; and Paul Ulibarri, IHCA race director.


**The Hobie 16 is the catamaran of choice for the International Yacht Racing Union (IYRU) World Championship coming to La Rochelle, France in August 1994.**

Among the issues of interest to you, the sailor, are the 1994 rule changes, which I believe will be few. We'll be bringing you a complete update of the conference and a list of the new IYRU-ratified rule changes in a future issue of **HOTLINE**.

### '94 Sailing Season Just Around The Corner

In the meantime, as winter comes sooner and colder up here in the northwest, I'm already thinking about next year's racing. There's going to be a great season ahead. As a matter of fact, we're currently finalizing plans for the Hobie 17 World Championship taking place next September at Hood River, Oregon.

So, until I see you or converse with you in this column again, let me wish you the best of sailing and the best of times (often those two are the same thing!) in the coming year. Until then, I know I'll be busy.

I've learned that moving your family, home and business hundreds of miles away gives new meaning to the phrase, "Pack it in, pack it out." Here's to packing in a lot of great Hobie memories in 1994! 

## BACK ISSUES

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**Jan/Feb** Rules for the Beginner  
Rudder Maintenance  
**Nov/Dec** Sailing Strategy  
Reefing the 18 - Heavy Air

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**May/Jun** Understanding Rules I  
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**Sep/Oct** Understanding Rules III

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**Jan/Feb** Formula for Success  
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**Mar/Apr** Flying the Magnum  
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**Mar/Apr** From Last to First  
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**Jul/Aug** Hobie 14 Tips  
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**Sep/Oct** Notes for 16 Performance

**Nov/Dec** New Sailor Dictionary  
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**Jan/Feb** Winter Sailing Spots

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**Mar/Apr** Spinnaker Pole vs. Bridle  
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**Jul/Aug** Anatomy of an 18

**Nov/Dec** 16 Setup & Tuning

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**Jan/Feb** Boat Refurbishing

**May/Jun** Miracle 20

**Sep/Oct** Hobie 17 Tuning - Part 1

**Nov/Dec** Setting Your Sights to Win

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**Jan/Feb** Hobie 16 - Part 1: Setup

**Mar/Apr** Hobie 16 - Part 2: Tuning

**May/Jun** Hobie 16 - Part 3: Sailing

**Jul/Aug** Hobie 20: Setup, Tuning  
& Sailing

**Sep/Oct** Sail Camping  
Starting Techniques

**Nov/Dec** Rick White, Tuning: Part 1  
Heavy Air Sailing

**Jan/Feb** Rick White, Tuning: Part 2  
Boat Speed

**Mar/Apr** Rick White, Tuning: Part 3  
Downwind Tactics

**May/Jun** Division Book  
Sail Shape & Boat Speed

**Jul/Aug** Hot New Sport Cruiser  
Sailing Ocean Waves

**Sep/Oct** Light Air Sailing: Part 1

Light Air Sailing: Part 2  
Downhaul Systems

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P.O. Box 1008, Oceanside, CA 92051.

11/93



# Happy Trails To You

## Winterize Your Trailer For Tip-Top Travel

NOW THAT YOUR HOBBIE CAT IS ALL clean and in good repair and bedded down for its long winter's nap, what is that mound of dirt still standing? Oh, my goodness. Must be the trailer!

Give this important piece of equipment some TLC this fall, to ensure it will get you where you want to go next spring. Winterize your trailer before storing it (you were going to store it, right?!) to prevent any damage over the next several months.

### Wash 'N' Dry

Winterizing procedures differ according to the climatic conditions that prevail in your location. No matter where you live, the first thing to do to your trailer is wash it, removing all salt and sand. Next, drain all water from enclosed areas. You don't want your trailer to rust, and you certainly don't want ice to break any parts.

Two notorious areas for water collection are wheel hubs and trailer lights. While you're removing all water from the bearings, add more grease if necessary. You may have to remove the lens cover of the lights to drain the water. Spray the metal parts with CRC to inhibit corrosion and make sure the reassembled light will not collect water over the winter.

Before you put away the CRC, spray the gears and bushings on the winch. Covering the tires is a good idea, especially for sailors who live where the sun shines brightly.

### Tie Your Trailer Down, Sport

The best place to store your trailer is in a nice, dry garage or shed. The next best plan is to cover your trailer and put it on blocks, so the tires do not touch the ground. If you store your boat on the trailer, tie the trailer to earth anchors.

So much for being tied down to your trailer. By the way, winterizing does not equal maintenance; you'll still have to perform an annual check-up before the 1994 sailing season begins. But hey, that's a long way off ... a whole bunch of football games, pizzas and nachos down the road.

—Continued from page 16

brush can harm your sail. Don't get fanatical; stains that have set are probably permanent, so don't keep scrubbing them.

Rinse your sail well and hang it out to dry. While it's drying, check the batten pockets for parted seams and check the grommets on the clew and tack for excessive wear. Get a jump on next spring's tune-up by applying paraffin to the bolt rope, and by using sandpaper to round off any cracks or signs of wear on the battens.

Once your sail is totally dry, let it keep your tramp company in the house or garage. Your pocketbook will thank you in years to come.

### THE FINAL TOUCHES

Performing the Big Clean may not be as entertaining as watching reruns of "Gilligan's Island," but it sure beats raking leaves; and besides, you're almost done.

**The Big Clean may not be as entertaining as watching reruns of "Gilligan's Island," but it sure beats raking leaves.**

In preparation for storage, drain your hulls completely; let them air dry or use a hair dryer to hasten the process. As with the mast, ice is not nice to hulls. When you put the hull plugs back on, lubricate the outside so melting snow or rain cannot get between the plug and the hull.

Attention Hobbie 17, SX-18 and 21 owners: Plug or cap your wing sockets, to prevent water damage in those spots as well.

### GOOD NIGHT, SWEET HOBIE

Finally, it's storage time. Of course, you know you should never store your boat at anchor. Park it where you can safely forget about it for the winter, and by all means cover it.

A vinyl boat cover is a worthwhile investment. At the very least, cover your Hobbie with a large sheet of heavy, opaque plastic, tenting it over your boat to form an "A." The opacity will keep out the sun, and the shape will prevent snow or rain from building up around the boat.

Now that your Hobbie Cat is tucked in, you're probably all tuckered out. Why not curl up for a nice long nap, while hull-flying dreams dance like sugarplums in your head.

Nighty, night! 

# CATAMARAN SPEED instruments

**Harness wind and water speed with New Age microelectronics.**



## SPEEDWATCH CATAMARAN

- Solar powered and wireless
- Reads water and wind speed in tenths to 99.9 knots
- Also displays max speed attained
- Waterproof and shock resistant
- Display head and impeller attach without any holes in your boat
- Also designed for sailboards



- Reads wind speed to 99 knots
- Compact & waterproof
- Rotating impeller housing protects against damage
- Lifetime battery
- Accurate & shock resistant

Contact your Hobbie dealer or Laylin Associates, Ltd.  
10413 Deerfoot Drive  
Great Falls, VA 22066

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*W*

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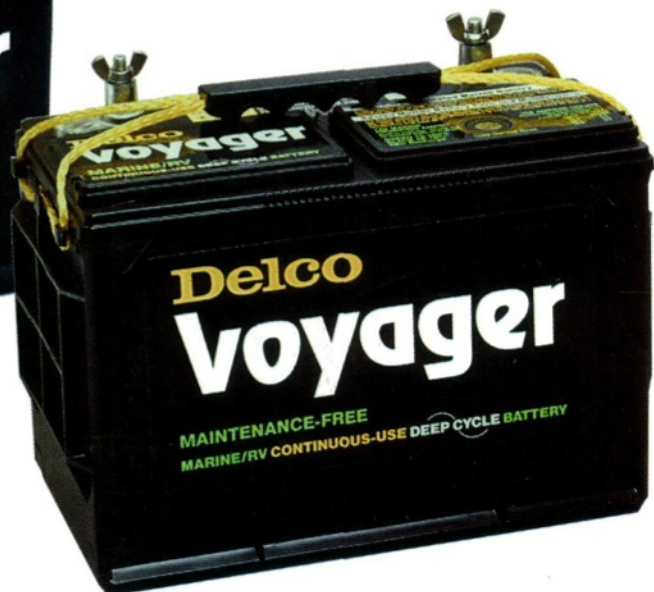
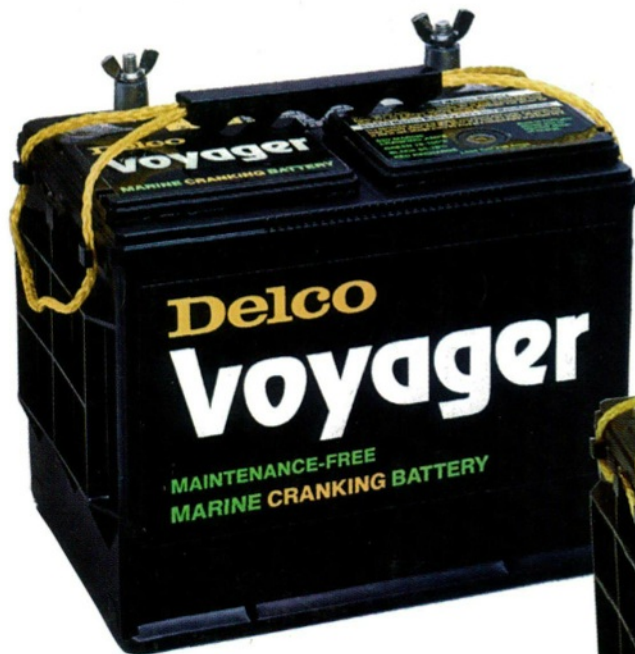
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