

# Hobie HOTLINE

JANUARY/FEBRUARY 1994

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

**Star-Studded**

Kmart/AC-Delco

## NATIONALS

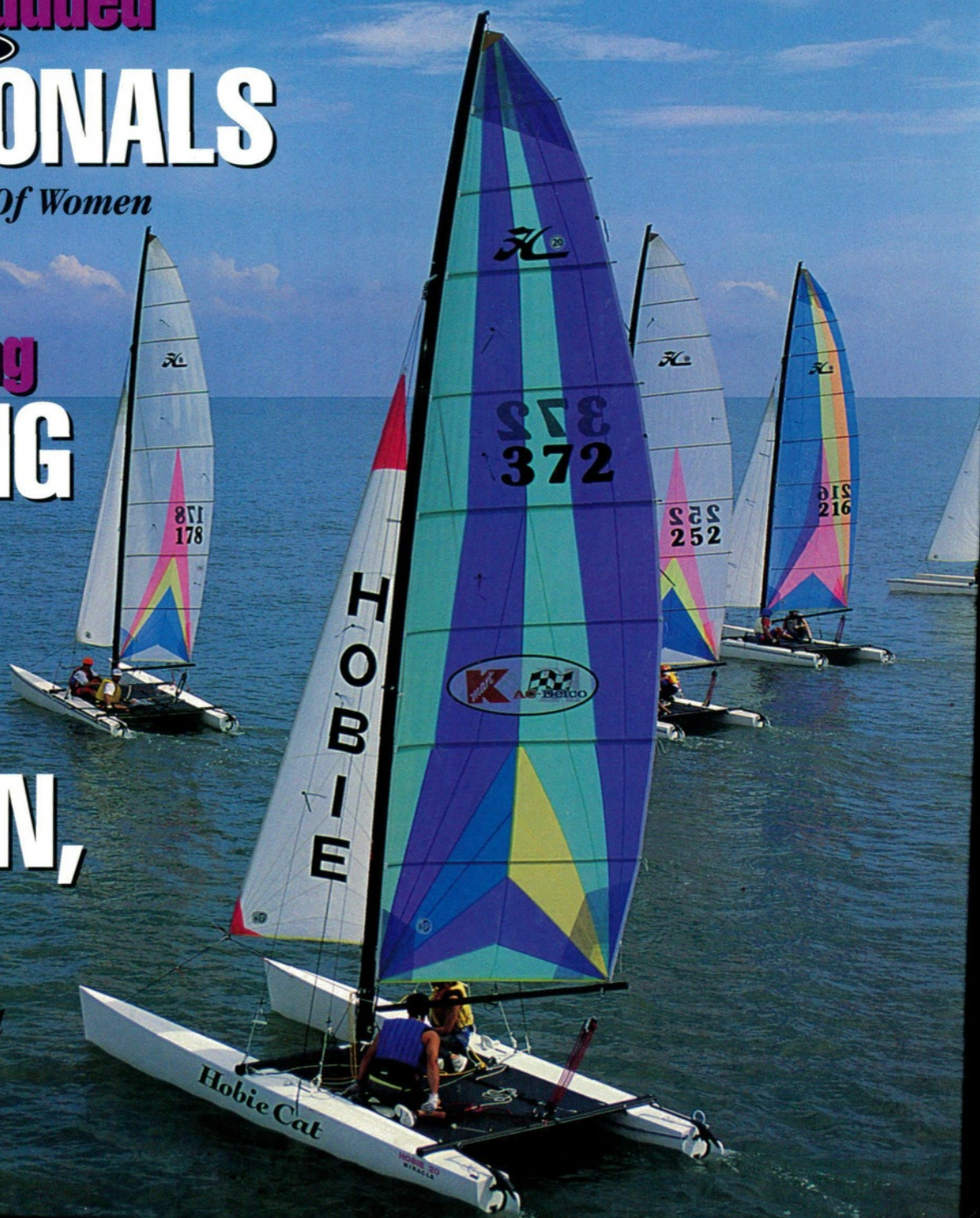
*And A World Of Women*

◆  
**Stringing  
ALONG**

*Crewing The  
Hobie 20*

◆  
**Play It  
AGAIN,  
Wick**

*The Rules By  
Which We Sail*







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## HOBIE HOTLINE

JANUARY/FEBRUARY 1994 • VOLUME 23 NUMBER 1



MURRY SILL

### DEPARTMENTS

#### 4 HOBIETORIAL

#### 6 LETTERS

#### 8 WAVELINES

#### 10 ASK THE EXPERT

Dear John. High-fiber diet: the Jenny Craig of Hobie Cats has all the answers.

#### 12 CAT TALES

The Winning Spirit. The Hobie spirit is a healing force for Carmel and Mark Schleckser.

#### 14 IN TUNE

Making Adjustments. A crew's eye view of meeting the new challenges of a Hobie 20.

#### 19 HOBBIE RACING

#### 30 RACER'S EDGE

Rights of Passage. Is there life after Part IV? Decide for yourself in part two of Wick Smith's dissection of the IYRU Rule Book.

### FEATURES

#### 20 YOUTH MOVEMENT

A teen participant's account of the first Junior National.

#### 22 SISTER ACTS

Wild women and Wildwood: the winning combo for the Kmart/AC-Delco 1993 Women's Worlds.

#### 24 SOME LIKE IT HOT!

The number of teams almost equals the temperature as great competition heats up the Kmart/AC-Delco 1993 Hobie 16 National Championship.

#### 26 ANIMAL MAGNETISM

The new Cat in town attracts racers of all stripes to the Kmart/AC-Delco 1993 Hobie 20 National Championship.

#### 28 TRAP-EASE

They call themselves "twisted skippers," but these disabled sailors have a straight-out great time at the 1993 Hobie 16 Trapseat World Championship.



HANNAH POTEAT

#### On the cover

Lack of wind never means lack of fun when it comes to Hobie racing. The 1993 Hobie 20 National, Kiawah Island, Charleston, SC; photo by Murry Sill.

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

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## Meeting The Challenge

**A**s a star member of Workaholics Anonymous (that means while everyone else is out enjoying happy hour, we pledge to remain glued to our desks, phones, computers and other accouterments of over-achievers), when I learned my ailing grandmother back in Virginia was gravely ill, my first thought was, "Oh no, we're right at the crucial point of producing the magazine!" A millisecond later, as warm childhood memories of my grandmother bubbled up through my head, and my heart, my next thought was, "No matter what, I have to go see her."

There are grandmothers, and there are grandmothers. All my life, this grandmother has really been my "Grand Mother." I spent the first ten months of my existence with her, and in the old-fashioned style, she spoiled me rotten. I'm sure I loved every minute of it.

Heedful of the special bond between us, and realizing that at the age of 83 and bombarded by serious ailments, she might not make it this time, I quickly made my decision and went to visit her.

She has never disappointed me, but thank goodness, once again she "disappointed" fate or doom or whatever you call it. Despite brain tumors and surgery that many others do not live through, she survived last year. Now, having suffered a heart attack and mini stroke, along with her chronic pernicious anemia, she has triumphed once again.

"I love this old world. I just don't want to die," she explains, simply.

My grandmother's strength, the very rightness and righteousness of her life, the way she has met challenges head-on ... all this has made her a shining example in my own life.

I returned to work renewed, restored, reinvigorated with my grandmother's spirit; and ready to tackle the next HOTLINE issue, the one you now hold in your hands.

As I perused the articles, I saw the common thread running through so many of them. Each is about a challenge; a vastly different challenge, but a challenge nonetheless.

As I read sailor and veteran crew Mark Santorelli's explanation of the challenge of the Hobie 20 — all those strings to pull, it made me think of the balancing act we call our everyday life.

Every year, I look forward to hearing about the great escapade known as the Trapeze Championship. I've watched this event grow from birth into maturity, always marveling at how these disabled sailors just go out and do it. I often wonder if I would have the strength and courage to even get out of bed, let alone get out on a boat, if I found myself similarly afflicted by the challenges they daily face.

As a parent, the Schleckers' tragedy affected me deeply. Could I go on as bravely as they have? Could I even go on? Some challenges are too frightening to ponder.

As these stories and thoughts threaded their way through my mind, I made what for me, after being involved with the sport and company so many years, is a common connection: that between Hobie Catting and life.

Boy, wouldn't we all like to sail smoothly through life, choosing our challenges as we go, being completely prepared for each one of them, and mastering them with expert ease. Of course, it just doesn't happen that way, and maybe that's one of the great benefits of the junior sailing program I consider so critical to the future of our sport.

Sailing teaches our kids to face challenges. The racing aspect shows they can't always beat 'em the way they'd like to, but they can meet 'em head-on and do their very best.

That's all any of us can do ... our very best. When you think about it, that's quite a lot.

I know many of you out there will be facing your own personal challenges in the coming year. Some, like those brought on by the still-faltering economy, are externally driven. Some, like starting up your own business or changing your lifestyle, are self-propelled.

To me, sailing and life, and as I said, the illuminating example of my grandmother, have made me realize that it's not the challenges you face, it's how you face the challenges that determines your inner success as a human being.

Here's wishing you many successful challenges in the year ahead!

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# GET REAL

## GET HOBIE

### Speed Up Your 16 With A Spinnaker

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

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



### Turn Your Boat Into A Hobie Hilton

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

#20970550 \$300.00

### Chill Out

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

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



### Hobie Vests — Wear 'Em For Life

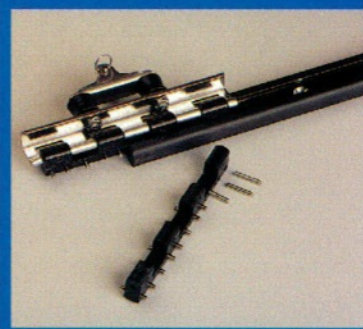
These Coast Guard-approved Type III Hobie Adult Life Vests fit comfortably over a T-shirt or wet suit and trap seat. The short-waisted vest with Ensolite® flexible foam flotation folds into a compact 12" wide x 4" high package. A bright coral right shoulder and left chest make the vest — and you — highly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

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

### A Roaring 20's Tramp

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

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



### Travel Though The '90s In Style

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

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

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## HOBIE FUN IS A NATIONAL PASTIME

We just wanted to drop you a note to let you know what a wonderful time we had at Kiawah Island, South Carolina during the Hobie 20 National.

My husband wanted to go from the first time he saw the article on Kiawah in the *HOTLINE*. I was not sure I wanted to go. Pete kept coaxing me, saying, "Come on — it will be like a vacation."

A vacation! The last time we went on vacation to a big race was the 1986 Hobie 16 National in Cape May, New Jersey. I spent four days being seasick, and with all of the black and blues on my legs, it was two weeks before I could wear a dress.

I decided to be a sport and go to the Hobie 20 National armed with lots of Dramamine. I am glad we went. We had a great time. Kiawah is one of the most beautiful islands I have seen. The "southern hospitality" is something I'll remember for a long time.

The racing was a lot of fun (no thanks to the weather!). Who would have thought the race committee (Doug Skidmore and Paul Ulibarri) would initiate a water balloon fight while waiting for the wind to pick up in the 7th race at a National. It made us wish we had brought our water guns.

This event was so much different from the one we attended in 1986. We don't know if we can go next year, but we will make every effort. If at all possible, we'll be there.

Bonnie, keep up the good work. You and everyone at Hobie made this event what it was — GREAT.

It really was a perfect vacation after all. Thank you all for letting us be a part of the "Hobie Way of Life."

Mary and Pete Fraker  
East Islip, NY

Thanks, Hobie Cat staff, for the major effort involved in pulling off a terrific National (the Hobie 20). It's now time for the nervous breakdown you've rightfully earned. My personal thanks for how wonderful everyone made me feel. My knee really held me back, but I still felt as though I was able to be of value to your effort.

Thanks for your considerate, warm and giving natures. Despite the numerous demands, everyone had a compassionate and caring demeanor.

Ah! The "Hobie Way of Life." Nothing like it. You all make up a part of that life. Thanks for being so wonderful!

Bettyarlene Rodal  
Cupertino, CA

## COMPROMISING POSITIONS

This photo shows my Hobie 21 in a position it should not assume. On-land hull flying is certainly not recommended, but it occurred early one Sunday morning during a freak storm.

My Hobie 18 and 16 were secure on their rollers, which lead to the Rappahannock river in Virginia. The 21 had been readied for launching when the wind lifted her from the trailer and flipped her onto her side. The 18 did a great job of breaking the fall of the mast and preventing any serious damage (other than to my nerves) from occurring. The topside of the 21 suffered only a slight dent from the hull of the 18. This says a lot about Hobies being built tuff!

H. Penn Burke  
Richmond, VA



## ALL ABOUT BOB

I wish to nominate Mr. Bob Poteat as Hobie Cat "Man of the Year."

I have competed with Mr. Poteat for years at national events. Each time he does something to make me realize what a great person he is.

In 1990 at Myrtle Beach, he bought a lot of raffle tickets and won the grand prize, a set of Cat Trax. He said, "I have a set. Draw another number." That was a \$350 prize he gave back. I was impressed.

In 1991 in San Diego, after they had called us off the beach for one of the final races, I accidentally demasted while trying to replace a mast chip. I was screaming, yelling, cursing and just totally out of control.

There were only about five boats left on the beach. I knew I would not make the start. Bob came over and calmed me down. Then, not even worried about being late himself, he helped me take down the sail (that is, get it out of the mast track), replace the chip, re-raise the mast and sail, and then pushed us off the beach.

Last year, in North Wildwood, New Jersey, Bob's wife, Hannah, organized the first Hobie Junior National. Since the divi-

sion running the 16 National was not involved with the Juniors, there was no money for trophies. So, the Poteats designed a trophy, ordered (and paid for) one for each Junior National skipper and crew. The trophies were very nice and, I am sure, expensive.

By the way, in San Diego in 1991, trophies were awarded to the top 15. I think Bob got 14th. He accepted his very humbly, saying he had raced in many national events, but this was his first-ever national trophy.

I nominate Bob Poteat as Hobie Cat's 1993 "Man of the Year."

John O. Hauser  
Huntington Beach, CA

## FLEET 250 IS RIGHT ON THE MONEY

After many years of enjoying the Hobie lifestyle with sun, fun, beer and sandwiches, I experienced firsthand the true meaning of this special way of life.

On Labor Day weekend, I participated in Fleet 250's Statue of Liberty regatta in Sandy Hook, New Jersey. After the race, we enjoyed post-race festivities on the beach and turned in for a relaxing night of sleep after a six-hour sail (for me, anyway).

I awoke the next morning and started my drive back to Washington, DC, completely forgetting I had left my checkbook, cash, Navy ID card and credit cards on my boat trailer in the parking lot. Since I was already two and a half hours into my drive and at a toll booth, there wasn't much I could do but continue on my way home.

Much to my relief, when I got home, my wife told me she had gotten a call from a member of Fleet 250 and he had my checkbook and everything else intact.

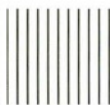
I would like to publicly thank the individual at Fleet 250 who turned in my things and the fleet in general for the caring it showed me. It truly shows the friendship that develops among Hobie sailors and the camaraderie that exists among people who share the common enjoyment of the Hobie Lifestyle. Thanks again to Fleet 250 and to all Hobie sailors who would have done the same thing.

Bill Morgan  
Arlington, VA

*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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## WE'RE LOOKING FOR A FEW SPECIAL SAILORS

In 1995 at New Haven, Connecticut, sailing will be included as a competitive sport for the first time at the Special Olympics. A catamaran is one of the competition classes. Not just any cat. A Hobie Cat.

Hobie 18s will be used for what event organizers are calling the "single unified" event, with teams consisting of a skipper, athlete and coach. The term unified means that athletes with and without mental retardation will compete against similarly comprised teams.

Organizers are looking forward to having 100 sailors with mental retardation come to Connecticut from around the world to compete. At a kickoff press conference last July, Special Olympians conducted a Hobie Cat sailing demonstration on Long Island Sound. Andreas Josenhans, the mainsail trimmer on Bill Koch's America<sup>3</sup>, joined the participants.

A Hobie 18 also has been chosen for the 1994 Connecticut Special Olympics Invitational Sailing Regatta. In preparation for both events, the Special Olympics seeks coaches to teach sailing to athletes with mental retardation, and to race with them in the Olympics. Coaches would assist on three levels of training and competition: learning head sail trim; learning to use a spinnaker and helmsmanship; serving on a Special Olympics team.

If you're up for a special challenge and an equally special reward, the Special Olympics would be happy to welcome you. For more information, contact Joe Maganello, race commissioner of the Hobie 18 Fleet, at (203) 421-3614.

## BAY BLUES TURN RED HOT

With many years of sailing under their belts, skipper Eric Rodal and crew John Hutson were wired to win the Multihull Speed Trials on the Presidio in San Francisco last October. Before the race began, however, they met their match in some wires connected to an unused building. Most fortunately, their boat's COMPTIP™ saved them.

Arriving late at the site, they parked in an unfamiliar lot. As they pulled into the driveway, John noticed the wires, reminding himself to look out for them. In the hustle and bustle to get to the starting line, he forgot.

As they rolled their Hobie 20 down a short road to a ramp leading to the water,



the boat jolted and they heard an explosion. Spectators saw an arc of electricity and a cloud of smoke as the COMPTIP mast hit the wire. Both sailors were holding the metal rear crossbars, so if not for the COMPTIP they surely would have been killed.

The Hobie Cat Company is working on getting the wires taken down, which will benefit owners of boats that still do not have a COMPTIP. At the Multihull event, by the way, the skippers of those competitor crafts without COMPTIP masts were quite relieved it wasn't their boat under the wire; they realized they wouldn't have lived through the experience.

## THREE'S THE MAGIC NUMBER FOR HOBIE 16 NATIONALS ON BEWITCHING CORPUS CHRISTI BAY

Eight days of racing; three categories of championships; the great Gulf Coast in autumn: it's no wonder Fleet 99 expects one of the largest turnouts ever for the 1994 Hobie 16 National Championships. From October 27 - November 6, junior, women and open sailors will be racing back and forth on Corpus Christi Bay between on-the-water competition and off-the-water fun. To make the week even more exciting, a Halloween welcome party is sand-witched right in the middle of the event.

Fleet co-chair Scott Kee and EM Marketing Company reveal one of the secrets that draw sailors to the area: "It's known as the second most windy city in North America." Attention Chicago-area racers: Come to Corpus Christi and try this wind on for size.

## SAILORS CHOP TILL THEY DROP AT 10TH ANNUAL HOBIE PICNIC

The "Hobie Beach Club" of Ann Arbor, Michigan (above) meets every year to sail its Hobies on Lake Michigan. During its 10th annual picnic, the group shared good eats and a great Hobie Day, despite some challenging water conditions. With all the waves going chop-chop, maybe they should have called out for Chinese food!

## NAME GAME CORNER



This photo was submitted by Fran Gutkowski of Pittsburgh, Pennsylvania without an explanation. Our guess is that Fran works for the U.S. Post Office, thinks foreign-made products are for the birds, likes to wing it on weekends, or ... ? If you have a notion, please let us know.

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



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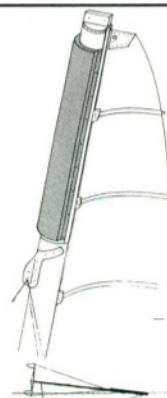
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## Dear John

BY JOHN HACKNEY

### HIGH-FIBER HOBIE DIET

*There seems to be a lot of talk about boats being made out of Kevlar™, carbon fiber and boron fiber. Could Hobie Cats be built from these materials? If yes, how light would the boats be and what would they cost?*

**J**ust imagine your normal Hobie 18 weighing in at 10 pounds below the Hobie Class Association's minimum weight of 400 pounds. Most racers would love to have that boat!

How about reducing the weight of your Hobie 18 by 10, 20, 40, or dare you imagine, even 100 pounds? But, what a price you would have to pay! The cost of the boat could easily double or triple, depending on how much weight you would like your boat to lose; something like a "pay as you lose" diet plan.

Yes, a Hobie diet is costly; but once the weight is lost you do not have to worry about the boat gaining it back again. It's the perfect diet! Lose the weight, and never worry about those pounds again! Yes, people, just send \$19.95 to Hobie Weight Reduction, c/o John.

The 100-pound weight reduction may seem farfetched to some, possible to others, and a few just don't care. But wouldn't it be nice to pull your Hobie Cat, now weighing 100 pounds less, across that hot, sandy beach? Just think of the boat speed you'd gain!

To achieve this hefty weight reduction, many areas of the boat would have to be put on a diet, including the hulls. Components such as the mast, boom, crossbeams, daggerboards and rudders would have to be trimmed and slimmed. Physical shapes could remain the same, but composite material selection would reduce overall weight.

The Hobie Cat essentially could be built without aluminum, using existing technology; it also could have a great deal of the stainless steel removed. That's right; chain plates, bow tangs, rudder gudgeons and mast hound could be replaced by composites.

Check out the Stealth fighter next time you are at an air show, or examine an America's Cup boat or Formula One racecar. We are talking carbon fiber brakes; no metal here. Get with the program.

A composite uses different materials which together perform a job that could not be accomplished by themselves. Reinforced concrete is a composite under this definition, but within our realm, composites usually refer to fiber-reinforcing materials and resin.

The most common reinforcing materials for composites are "E" glass, "S" glass, carbon and Kevlar. Generally speaking, E glass, commonly called fiberglass, is the reinforcing material used most often in boat building. At about \$1.67 per pound, it also is the least expensive of the materials mentioned.

**How about reducing the weight of your Hobie 18 by 10, 20, 40, or dare you imagine, even 100 pounds? But, what a price you would have to pay! The cost of the boat could easily double or triple.**

Carbon or graphite fiber (terms used interchangeably in this conversation) is the most expensive of the group, costing about \$20 dollars per pound. Common S glass resins include polyester, vinylester and epoxy, with many sub-types in each category. The resins vary in price, ranging from 75 cents a pound for polyester to \$1.50 a pound for vinylester and \$2.37 a pound for epoxy.

It's funny how this always seems to happen, but the least-expensive materials such as polyester resin and E fiberglass cloth, also produce the heaviest boat. The more expensive carbon fiber and epoxy resin provide the needed strength and rigidity with considerably less weight.

Other available fibers include Nextel, silicon carbides, boron, carbide whiskers and a multitude of truly exotic materials. These strange and wonderful materials are used in aircraft, spacecraft and nuclear submarines because of their ability to withstand extremes. They are not necessarily better for building Hobie Cats, unless, of course, you plan on sailing to the sun.

### MONEY IS A WEIGHTY SUBJECT

The key to weight reduction is money. The more you spend, the lighter your vehicle will become. This maxim holds true for the space shuttle, an F-16 fighter jet, an Indy car, or a Hobie Cat.

Let's say we want to keep our svelte Hobie Cat dream boat to three times the current price; what may we do to reduce its weight? First, the resin we use could be vinylester. Vinylester, a cross between polyester and epoxy, is as you would imagine priced between the two. Vinylester has excellent mechanical properties approaching the mechanical capabilities of epoxy. It is the best resin, but will be excluded due to price. Got to be frugal somewhere!

The reinforcing material used on our lightweight boat will vary from place to place, as mechanical need dictates. Carbon fiber would be great to use in the mast, but it conducts electricity, so if we ran into powerlines, problems could occur. Therefore, I suggest making the mast from a combination of Kevlar and carbon.

Kevlar provides excellent impact resistance (its common use is in bullet-proof vests) and is nonconductive. Used as an outside layer, Kevlar would produce an impact-resistant, nonconductive mast. Carbon would be needed along the 0-degree and  $\pm 45$  degree axis of the mast to reduce flex. Hoop strength would be developed by the off-axis outer layer of Kevlar. Patches of S glass would be used here and there for reducing galvanic problems; what?

Remember, materials of differing modulus should not be placed along the same axis. The material with the lowest modulus transfers its load to the higher-modulus material, forcing almost the entire load to be carried by the higher-modulus fibers; you know what they say about the weakest link of a chain. A chain's lowest modulus-of-elasticity link would stretch before all the other links, not necessarily break first.

Imagine two chains, side by side, supporting a load of concrete. One chain has a high modulus and the other a low modulus. Neither chain could support the concrete on its own. The low-modulus chain would stretch, transferring the load to the high-modulus chain, which now has to carry more load, and for the sake of argument, would break. Once the high-modulus chain breaks, the low-modulus chain must now support all the concrete and also would break. Food for thought.

Carbon fiber, by the way, has a very high modulus of elasticity. That means it doesn't stretch very much, and thus would produce a very rigid, non-flexible mast. The boom



could be made from the same materials as the mast for the same reasons.

Replacing the aluminum mast and boom with composite counterparts could reduce the weight of the mast and boom by about 20 percent. The composite mast could be manufactured much stiffer in predetermined directions for better sail shape. The front and rear crossbeams also should be made from carbon fiber for stiffness, with a Kevlar off-axis outer layer for impact resistance. Doing this would save that same 20 percent of weight over conventional aluminum crossbeams.

#### **HULL OF A DEAL**

For cost-saving reasons, the hulls should be made from S-2 fiberglass. S-2 is much stronger than standard E glass, but not as expensive as carbon or Kevlar. S-2 glass also is more impact-resistant than carbon, a quality which is needed in a beach boat.

This composite structure would not be as light as a carbon-fiber hull, but would cost a lot less and be impact-resistant for sailing onto the beach. The drawback of becoming too exotic with the hulls is they will tolerate sailing stress, but will not be very beach-friendly.

**The drawback of becoming too exotic with the hulls is they will tolerate sailing stress, but will not be very beach-friendly.**

Again, vinylester resin would be used as previously mentioned. The costly and no longer available, epoxy EPO Hobie rudder blades could be resurrected to save another few pounds from our boat.

Lastly, all attachment points for the shrouds, forestay, mast tangs and rudders gudgeons would be resin transfer molding (RTM) produced from a Kevlar/epoxy matrix. The configuration would result in lightweight, impact-resistant attachment points, saving yet another few pounds. These attachment points would be rather costly for the weight saved, but this is just a dreaming exercise anyway, and dreams are cheap. Well, maybe not emotionally.

#### **AND NOW FOR PRODUCTION**

The final thought on weight savings is processing. Our new slimmed-down Hobie would not be built in the conventional manner, but rather using aerospace production technology. All components would be created through prepreg materials, not

conventional "wet layup" fiberglass construction.

**Our new slimmed-down Hobie would not be built in the conventional manner, but rather using aerospace production technology.**

Normally, in the "boating fiberglass" industry, fiberglass cloth is laid into a mold and resin is applied; quite messy. In "prepreg" manufacturing, the fiberglass reinforcement (or carbon, etc.) is preimpregnated (no, this has nothing to do with sperm banks) with resin and partially cured before being put into the mold. The mold then is placed into an oven under vacuum, and possibly even pressure, to cure the prepreg completely; just like Betty Crocker, one hour at 250 degrees and you have a boat.


This process accomplishes something very desirable for reducing the weight of a boat, as it removes excess resin. The resin content of the finished boat can be reduced without affecting strength. In fact, reducing the resin content of the laminate actually will make it stronger.

The resin content of a well-manufactured boat using the conventional wet layup method is about 50 percent. In other words, about half of the weight of a bare hull is resin and the other half is fiberglass. Most boats are built with more like a 60 to 70 percent resin content.

Prepreg construction, on the other hand, can achieve consistent resin contents in the 35 percent range, resulting in a minimum 15 percent weight reduction with absolutely no decrease in strength. Almost sounds too good to be true!

Changing to the prepreg manufacturing technique alone could reduce the weight of the hulls 20 pounds and be stronger to boot. Let's do it! The prepreg method also allows more precise fiber placement, and with better quality control, further weight reduction can be achieved.

The down-side of the production method is its expense. As this method has its roots in aerospace, the cost presently is higher than conventional wet layup methods. However, don't be dismayed, the technique is spreading and soon may find its way into marine production. Remember, the latest America's Cup boats were built using the prepreg method.

Yes, there is a need for more boat speed. Weight reduction could be the next quantum leap. 

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# The Winning Spirit

## Some Races Cannot Be Won, But They Can Be Bravely Fought

**“W**e miss her terribly. Sometimes it's too much for us.” Those quietly spoken words of profound sadness sum up the summer of '93 for Carmel and Mark Schleckser of Fleet 65 in Bricktown, New Jersey. Used to winning local regattas and yacht club races, and consistently excelling at national and world events, the Hobie Catting Schleckses came up stone cold against a race they couldn't win.

This story is not only about a tragedy. It's about the Hobie spirit; about having the will to do your best, and the fortitude to go back and try again the next day.

Casey Alise was born with that Hobie spirit ... she must have inherited it from her parents. Her father, Mark, has been sailing since he was five years old, and winning Hobie Cat races for several years. Her mother, Carmel, despite an admitted wariness of water, has forged herself into an outstanding crew.

Carmel and Mark needed their indomitable Hobie spirit to see them through their nightmare; they have survived to continue their sail through life, shaken but not beaten. Having lost their firstborn child, Casey, after just one month of life, they are looking ahead, and have not abandoned their plans to have a family.

### AN UNEXPECTED TRAGEDY

“We had no clue of any problem throughout the pregnancy,” explains Carmel, noting that she had undergone every test in the book. “We were totally unprepared for what happened.”

Little Casey was born with a herniated diaphragm, preventing one lung from fully developing. Even had the condition been detected prior to birth, nothing could have been done at that point.

“She was born on July 23rd. She died on August 24th,” Casey's mother recounts. “Thirty-two days,” Carmel says with reluctant finality, cherishing each precious one.

In-between were heroic efforts by the hospital and physicians; four operations,

several complications, and a nightmare of daily visits to the hospital for Carmel and Mark. Nothing worked. Finally, it was over.

“The only time I got to hold her was when she died.”

### MALEVOLENT MURPHY'S LAW

Carmel says she doesn't mind talking about the experience; it's therapeutic in a way. Hobie Catting has been equally therapeutic for the Schleckses, although an evil magician still hovers over them waving a wand of bad luck.

When one thing goes wrong, nothing else seems to go right. (As Lucy once told a downcast Charlie Brown, “Adversity prepares you.” “For what?” Charlie wonders. “More adversity!”) Deciding to plough right back into life and sailing, last September Mark and Carmel attended the Hobie 20 National at Kiawah Island, Charleston, South Carolina.

The fairy-tale ending to their sad summer script would have Mark winning the Hobie 20 National. Instead, he had an accident with the boat and couldn't finish the race. They returned home; Mark patched the hole in the boat; went sailing at the yacht club; and (you know the ending!) yes, someone hit him and put another hole in the boat.

### GETTING BACK ON BOARD


On the bright side, Mark loves his new boat. Carmel hasn't crewed on it yet, but is looking forward to getting back in the swing of things. She's considering going back to school to earn an MBA and they're still hoping to start a family, of course. They have each other, and they have their Hobie friends, who, Carmel says, have been very supportive.

Living right near Barnegat Bay and just down the street from their yacht club, Mark and Carmel spend the greater part of each summer sailing, attending local regattas and journeying as far away as Canada and California to keep their competitive edge.

### THE COURAGE TO CONTINUE

She may not swim and she's not on the friendliest of terms with water, but Carmel is the epitome of a Hobie Cat sailor. The tenacity she has shown learning to sail and crew has seen her through what has been the hardest struggle of all.

Although she lost what was most dear to her after just 32 days, Carmel will never lose what English poet John Milton called “the unconquerable will ... the courage never to submit or yield.”

Carmel possesses an unquenchable determination to meet life head-on. For her, right now, success lies in continuing the effort. In that, her life story is a saga of enduring success. 

## Trust Fund Established

**F**or a couple who spends all summer sailing and all winter trying to recoup their expenses, getting a hospital bill of \$443,000 was a bit — what can be said — a bit much.

A bit MUCH? In her wildest imagination, Carmel had guessed that with surgeons being consulted on a global basis and two around-the-clock nurses, the cost might be as high as \$250,000.

The unhealthy sum of \$443,000 is just the hospital bill. Soon, the many doctors' bills will come rolling in.

Carmel and Mark are hoping their insurance will cover at least 90 percent of the cost. Even if it does, that still leaves a lot of unpaid medical care for which payment will be due.

Hobie Cat Company has established a trust fund through Bank of America to help the Schleckses cover the cost of medical care for Casey Alise, who died while fighting to live.

If you would like to make a contribution, please mail it to: The Casey Alise Fund, P.O. Box 1008, Oceanside, CA 92051.

Carmel and Mark thank everyone in advance for their contributions. Nothing can take the place of a beloved child, but the presence of caring friends surely helps the healing begin.

*Although this story does not have a happy ending at this point, it certainly had a happy beginning, as evidenced in the tale told on the next page. Since life, like a Hobie Cat race, is a series of beginnings, endings and new beginnings, we wish the Schleckses many happy beginnings and a happy ending, too.*



# Phone Tag

**H**ow appropriate that an AT&T employee would meet his wife over the telephone!

Mark and Carmel Schleckser actually did meet on the phone, carrying on conversations for months before they saw each other face-to-face. It wasn't distance that kept them apart — Carmel worked at Prudential Insurance, right around the corner from AT&T.

Mark shared an office with a friend of Carmel's. One day, while Carmel and her friend were chatting on the phone at their respective places of employment, her friend said, "Oops — my boss is calling me. Here, talk to Mark awhile." And the rest, as they say, is history.

Hobie history, too. Pretty soon Mark and Carmel were talking on a daily basis. Mark told Carmel he had a Hobie 16 but was thinking of buying a Hobie 18. Carmel advised him to do it: "Good idea — you should buy it — move up a step."

"When I said that, I didn't even know what a Hobie was!" she now confesses.

## FINALLY, THEY MEET

Mark took her advice, bought the boat, and invited Carmel to come see it, and him. They had lunch one afternoon; that evening they admired the new boat. They began dating; Carmel learned to sail; five years ago they got married.

The Schleckses are a team on the water, too; quite formidable competition, actually, winning many of the multitude of regattas they enter. "I never leave the beach without my life jacket," stresses Carmel, who has not allowed her lack of swimming ability to affect her skill as crew. Mark and Carmel are still moving right along — they now own a Hobie 20.

Some things, however, never change. While Carmel was being interviewed for this article, she excused herself to answer the phone. Her caller? If you guessed her husband, you'd be right on the Mark.

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# Making Adjustments

## The Hobie 20 Presents New Challenges, Even To An Experienced Crew

BY MARK SANTORELLI

*Author Mark "Golden Crew" Santorelli is the longtime crew of much-winning racer, Wally Myers. On several occasions, Mark has sailed with skipper Rich McVeigh, who explains the origin of Mark's nickname.*

*"My wife, Annette, came up with it, as every time this colorful character and I sail together, I end up with a story of an amazing feat Mark performs. Once, we sailed at a regatta with large piles of eel grass in the water — enough weeds to stop the boat. We had to clear the rudders continuously. Most teams would unsheet and have the skipper come in from the wire to clear the rudders. We devised a faster approach. I stayed on the wire, while Mark went in and down to the leeward side, clearing the rudder while we were under way. Incidentally, while doing this, he was under water."*

*Rich's comments are echoed by veteran Hobie skipper Rob Sterling, a member of Team USA at the very first Hobie 16 World Championship. After Rich and "Golden Crew" raced in a heavy-wind regatta, Rob returned to the beach with a hurt look on his face, saying, "Mark yelled at me because I was too slow!"*

*By the way, the term "Golden Crew" does not apply to Mark's coiffure. He doesn't have a crew cut by any means; instead, he sports a four-inch pony tail with flying Hs shaved into the side of his head. Obviously, this guy is a crew's crew. No wonder so many skippers say, "I want a crew like Mark!"*

**T**he first time I hopped on the Hobie Miracle 20, I was in awe of its size and power. After having served as a Hobie 16 crew for the better part of eight years, I was not prepared for the new challenge, speed and power of the Miracle.

A Hobie 16 is to a Miracle 20 what Godzilla is to the Terminator; while the first is simple yet efficient, the latter is high-tech and much more efficient.

Initially, I was baffled and befuddled at all the lines at my feet. There were times I found myself so entangled in these lines that I would have to ask skipper Wally Myers to stop the boat just so I could regroup. Then I remembered my first experience on a Hobie Cat — it was a Hobie 16. I was awestruck by all there was to do. I figured out how to survive and crew effectively on that boat, and so I now welcomed this new challenge.

### GETTING STARTED

Wally and I borrowed a friend's boat for the 1993 Kmart/AC-Delco Hobie 20 National at Kiawah last fall. We had to become reacquainted with this speed machine, as we had not sailed one since attending the initial National in South Lake Tahoe back in September, 1992.

We rigged the boat as quickly as we could, so we could participate in the scheduled practice races. After sailing a couple of A-C courses in a moderate 15-18 knot breeze, we felt it would be to our advantage to return to the beach and "land-sail" this thing. We were fumbling with all the lines on the deck, so we decided to fine-tune my end of the boat on the beach. By land-sailing, not really sailing on land but just going through the motions, I was able to organize which lines needed to be under which; determine if certain lines were too long and where best to dead-end them. It is nearly impossible to do these things while racing.

All particulars of this organizational task are a personal preference gained through racing, but on the Hobie 20, I believe less is more. The time we took to get my end of the boat organized paid off greatly in allowing me to get my job done more efficiently and effectively.

I do not need to be going through a tack and find I have the wrong end of the jib sheet in my hand, the barberhaul line wrapped around my right ankle and my left foot wedged under the jib wire. I guarantee I will hear some pretty colorful metaphors from my skipper if I should ever find myself in this position.

The many adjustable features on the Miracle 20 make my job much more challenging than on a Hobie 16, but I also derive a greater sense of fulfillment knowing I am more than just ballast with arms to help my skipper keep the boat down.

Crewing on a Hobie 21 in my fleet racing program has definitely helped me become familiar with the various duties on the Miracle. The Hobie 21 has much the same crew requirements as the Hobie 20.

### ON THE WATER

Starting a race on this boat is similar to starting on a Hobie 16; that is, once I set everything for the conditions at hand. I feel a good start and fast first weather leg can win and sometimes lose a race, so having my act together well before the start is of utmost importance.

Our Hobie 16 rig is set on the beach. I just have to be concerned with where my jib travelers are set, to be sure I maintain proper sail shape.

The 20 involves many more variables. The only adjustment I make on the beach is locking my jib blocks inboard with their set screws and moving the jib cleat to its uppermost position.

The Hobie 20 jib luff must be set. Basically, I just snug up the line enough to put tension on the jib and remove any wrinkles along the luff itself. The jib luff is, for all intents and purposes, my sail's downhaul.

**I derive a greater sense of fulfillment knowing I am more than just ballast with arms to help my skipper keep the boat down.**

The mast rotation should be set up remembering that with a pre-bent mast, more is more; meaning over-rotating will power up the main, while under-rotating will depower. Over-rotating powers up the main only to a certain degree; at some point, the mast will become a brake to wind, not allowing for a smooth entry and flow. This concept is exactly opposite to that of boats with adjustable mast rotation and without a pre-bent mast, like the Hobie 21 (not the Hobie 16).

I usually start with the rotator pointing at the shroud, and adjust it from there. Set the downhaul snug enough to remove all the wrinkles in the leading edge of the main, and then just a little more. The outhaul should be set to give the main power at the foot, but without bagging it out too much. The boat will not sail to weather very effectively without enough outhaul.

With all this done, I can set up my four-way jib traveler system. It is important first to make all prior adjustments to set the main, then set up the jib to complement it.

Oh, I can't forget about the daggerboards; they go in the water when sailing

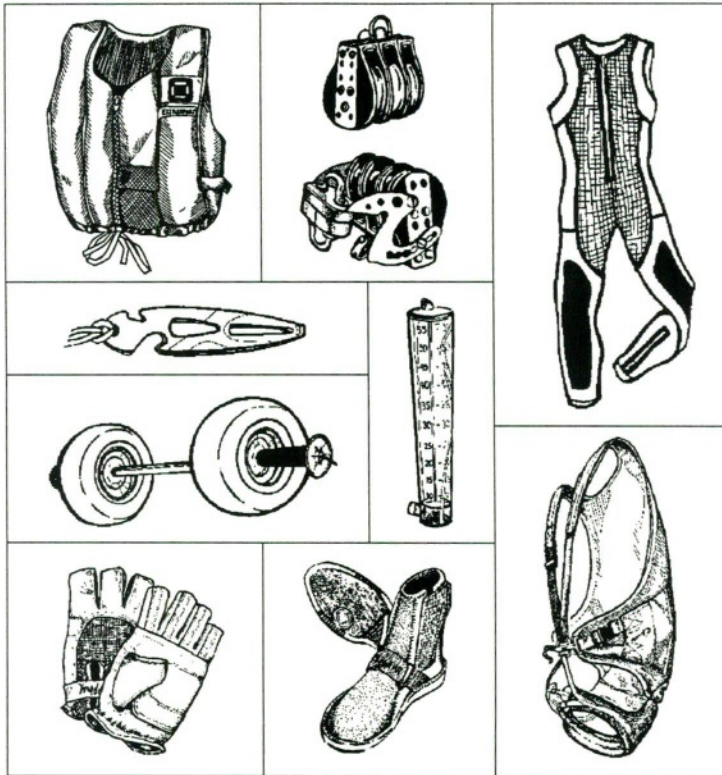


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to weather. I never had to worry about boards on a Hobie 16, unless they were floating in the surf.

### TRAVELING RIGHT ALONG

The fore and aft position of the jib traveler system is critical to maintaining proper sail shape, thereby enabling the jib to pull equally from head to foot. I start with the travelers set pretty far forward. In some setups, the mast rotator cleat is mounted in the forward end of the jib traveler track. In those cases, I'll start a couple rivets back of that cleat.

As he sails slowly to weather, Wally will gradually turn the boat into the wind, while I watch the jib telltales. If the top telltale breaks early, I move the car forward; if the lower telltale breaks early, I move the car back. The object is to get all telltales breaking together. I use the reference of top/up, bottom/back to remember which way to move the cars.

The inboard/outboard traveler is set very similarly to the Hobie 16 jib traveler. In lighter conditions, I set the travelers inboard, but never farther than the hiking straps. As the breeze freshens, I begin to move them outboard, to keep the slot open and the sails breathing properly.

There are two sides to all these adjustments; once one side is set, the other must be set in like fashion. I find myself pulling the continuous line for the downhaul all to one side while racing and having to read only them. This responsibility is just part of "keeping house" on the *Miracle*, which is much more involved than on the Hobie 16 and equally important.

To simplify some of these duties, I tie a small bungee between the fairlead straps on the jib blocks, to keep them from rolling over in addition to their set screws. Greg Thomas, Jeff Alter's crew at the 1993 Hobie 20 National, showed me a neat trick to minimize the possibility of the lazy sheets becoming tangled under the mast. Instead of tying a bungee in a triangle between both ends of the front crossbar and the diamond wire, go from the diamond wire turnbuckle straight to the bridle. With this setup, I don't have to climb over or around a bungee to get onto the bow of the boat.

### TO THE WEATHER MARK I GO

I've noticed it is a little more challenging to park the *Miracle* on a starting line; the boat just wants to go to weather. It's always been nice to be able to carve a spot on the line early and hold it, but when you're racing a 20, doing so will take some practice.

Starting at the pin on a port-favored line is different as well. It's easy to pinch a Hobie 16 above the pin, drive off, tack and cross the fleet. Driving the *Miracle* off a few degrees doesn't seem to produce the needed increase in speed over a close-hauled boat, allowing us to tack and clear

the starboard fleet. I conferred with Glen Purcell, the current Hobie 20 National Champion crew, and he stressed this difference to me while we were both sailing at the Alter Cup in Pensacola Beach.

After the red shape goes up and the race has begun, it's time to go to work. Once we get the boat powered up on the proper course and I'm on the wire (by the way, this boat double-traps in about 8-10 knots of wind), I clear my lines on the deck, preparing for the next tack. I hold the main traveler in my aft hand, lay the jib sheet on my aft leg and work the downhaul with my fore hand.

**Hobie 20s  
accelerate very fast,  
so the closing  
speeds are very  
different from a  
Hobie 16's.**

My working the downhaul in gusts enables Wally to steer a straighter course. He also doesn't have to feather the boat as often. When I do increase the downhaul in a gust, it seems I never pull more than 4-8 inches, which is 1/2-1 inch down the mast. As the boat settles, I ease it back to power up again. I only play the main traveler when we need to pull off the wind or when it's just too hard to hold down in a strong breeze. Of course, on the Hobie 16 the main traveler is all I have, since the downhaul is not adjustable from the wire.

Tacking the Hobie 20 is a miracle in itself. As we are about to go through a tack, I ease the jib slightly and re-cleat as I come in from the wire. In a strong breeze, it is hard to get the jib uncled from the deck; the boat comes through the wind so fast, the jib is back-winded, putting a lot of pressure on the jib cleat. I "fly" my jib through a tack only in really light air.

If I'm trapping, I don't even think about when to break the jib. I just uncleat as I come across, grab the lazy sheet in my trailing hand, sheet in and get on the wire as fast as I can. The *Miracle* tacks so fast, at times Wally is on the wire before me. Once on the new tack, I again clear all my lines; re-establish my main traveler, jib sheet and downhaul lines; and start looking for the weather mark or starboard boats — whatever the case may be.

Speaking of starboard boats, Hobie 20s accelerate very fast, so the closing speeds are very different from a Hobie 16's. Also, the tacking angles are tighter,

necessitating some adjusting in calling crosses and laylines.

### REACHING AND RUNNING

Upon arriving at the weather mark, there are two potential second legs: reaching and running. If the second leg is a screaming reach, I dump the main traveler about half-way down, bring my jib sheet around behind the side shroud, move back on the boat, and hold on. If I can, I will pull the windward board up. Sometimes, this is not easily accomplished.

It is almost impossible to cleat the jib with the jib blocks set all the way up. Instead, I just hand-hold it, and play it from there, making sure the jib is always pulling. This maneuver places a lot of strain on my hand and arm, but I think it best not to cleat the jib on a screaming reach, anyway. If I am sitting on the deck, I ease the downhaul, set my barberhaul out about one-third, get the windward board up and the leeward board up half-way.

If the second leg is a run, the scenario is identical to turning the reaching mark onto a run. As I come in off the wire, easing the jib as I come in, I pull up the windward board. Once on the run, I set my barberhaul out all the way. I also set and cleat my jib, freeing me to perform the rest of my duties.

First, I pop the outhaul, allowing maximum bagging in the foot of the main. I then ease the downhaul to wrinkle the main, but not too much. I also ease the jib luff to wrinkle it, again not too much. I pull up the leeward board, set the positive mast rotator, and get into position to sail my jib and fly downwind.

I save the mast rotator for last, because we may be jibing; all the efficient positive mast rotators I've seen are not self-tacking. When I do rotate the mast, I rotate it as far as possible, to really bag out the main.

At Kiawah, I pulled so hard on the stock rotator that the line blew apart. I was left wedging myself between the leeward board and the mast, holding the rotator over by pushing on it with my foot. The technique worked well, but I was stuck in this position, unable to move my weight around to assist in driving down waves and such.

Although the *Miracle* doesn't quite feel like a rocketship when going to weather, off the wind this Cat becomes a lion in heat. Running on a *Miracle* can be a very wet and wild ride. (Maybe if I could somehow grow a set of gills ...)

Jibing the *Miracle* is very fast. Although pitchpoling is nothing to worry about, I'm never surprised to see the new leeward bow driving through the face of an oncoming wave. On a jibe, I release the mast rotator, uncleat the barberhaul and grab the lazy sheet, pulling the jib across as the boat turns down through the eye of the

—Continued on page 38



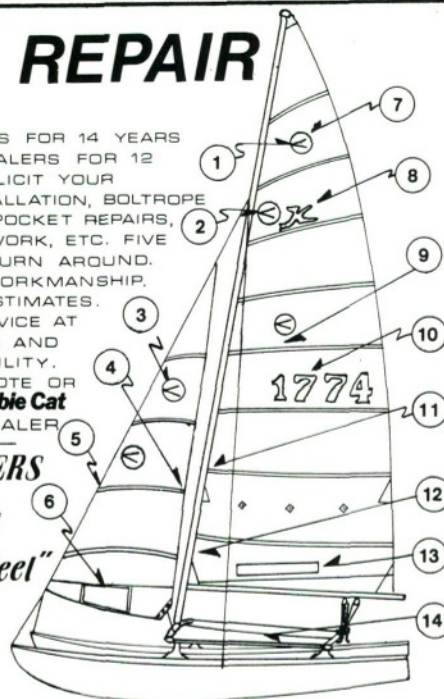
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- Major Regattas
- 1993 Hobie 16 Junior National Championship
- 1993 Kmart/AC-Delco Women's World Championships
- 1993 Kmart/AC-Delco Hobie 16 National Championship
- 1993 Kmart/AC-Delco Hobie 20 National Championship
- 1993 Hobie 16 Trapseat World Championship
- Racer's Edge
- IHCA Report
- North American Region News
- Race Results

JANUARY/FEBRUARY 1994

## MAJOR EVENTS

### MAJOR REGATTAS

#### 1994

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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. 12-13	Midwinters East Davis Island Yacht Club Tampa, FL	Michael DiSalvo Clifford Roche	(813) 885-4573 (813) 621-1911 (813) 831-1565
Mar. 22-Apr. 4	Trophy Cat Tunisia	Hobie Cat Europe	(33)94.08.11.88
Jul. 25-Aug. 8	IYRU World Sailing Championship La Rochelle, France	IYRU	011-44-71-928-6611
Aug. 28-Sep. 2	Hobie 16 Trapseat World Championship Catamaran Resort Hotel, San Diego, CA	Mike Strahle	(916) 221-7197
* Oct. 10-16	14/14T/18/SX-18 and 18 Women's North American Championships Puerto Peñasco, Mexico	Ron Palmer	(602) 299-0609
Oct. 28-Nov. 5	Hobie 16 Junior, 16 Women's and 16 National Championship Corpus Christi, TX	Scott Kee Chuck Miller Elaine Motl	(512) 994-1816 (512) 886-3930 (512) 884-1265

\* Event Dates Are Tentative



BY MORGAN POTEAT, AGE 17

As talk began of a Hobie 16 Junior National, I assumed the event was only talk and would take years to come together. The more I heard, the easier it became to believe it might happen. Once things got settled and the event was announced, I figured the number of competitors would be six or seven, tops.

Due to the fact that my mother, Hannah Poteat, was vice chairman of the NAHCA and in charge of youth programs, I noticed lists of potential junior sailors around the house. I took phone messages and began to realize this event really would take place!

Throughout the summer, 14 sailing teams practiced for the approaching Junior Championships. Sailing in local and regional regattas, we prepared for the competition in North Wildwood, New Jersey.

Parents, experienced Hobie sailors, and local fleets got involved in supporting this special event for sailors ranging from 12-18 years of age. I knew the competition would be tough.

The Junior National was scheduled to take place Saturday and Sunday, August 21 and 22. I arrived at the Atlantic City airport Thursday afternoon, along with two competitors from Texas. After a 30-minute drive to North Wildwood, we settled in and then wandered out to the beach to watch the Women's Worlds. The wind was heavy; the waves were fierce.

### Lull Before The Storm

On Friday, I watched more and more juniors arrive at the site. The wind had picked up, and there was talk about the

wind being too heavy for the juniors to compete. We watched the weather reports and were informed of a storm expected to hit that night. Calmer air was promised for Saturday.

On Friday night, the junior sailors gathered in our condo to get acquainted. The get-together offered us a chance to see the people we would be competing against and to learn a little about each other.

With sailors from Arizona, California, Connecticut, Florida, New Jersey, New York, North Carolina, Pennsylvania, Texas, Virginia, and even one team from Canada, there was a lot to learn. We were awkward at first, but by 10:00 PM it was a PARTY!



HANNAH POTEAT

All sailors got a decent night's sleep and awoke to 15-knot winds from the northwest accompanied by a calm surf. The registration room was full of excitement and anxiety. We were ready to sail, and the conditions were ideal.

Skippers' meeting: 10:00 AM; mini-seminar: 10:30 AM; WHITE FLAG: 11:30 AM on the dot!

### The Race Is On

We sailed a course three. All racers realized competition would be tight. Brett McGinnis from Florida finished first, with Michael Whittington from Texas close behind. After the initial race, R.C. sent us to the beach for pizza and a chance to rehash the battle among ourselves.

We were finally called off the beach by Tim, the beach captain. We punched through the Atlantic Ocean surf with no difficulty, and finished two additional races before calling it a day.

Brett McGinnis captured the second race, and the third was won by Michael Whittington. By the end of three races, we were drained by the sun and looking forward to warm showers.

### Food And Fun

Hot dogs and hamburgers were ready for us Saturday night, and we were ready for them! After eating, we organized some beach volleyball games. We joked together like old-time friends. We were at ease with each other, enjoying the good company.

Division 11 had managed to obtain complimentary passes to two piers on the boardwalk for all of us, so after two games of volleyball, we headed for the action. The piers were complete with rides, games, arcades, food stands and people — thousands of people!

We scattered among the different attractions. By the end of the night, we had ridden roller coasters, the ferris wheel, a flume ride, go-carts and swings. Some of us jumped on trampolines, played machine poker, drank Arizona iced tea, and played numerous games of pool.

# Youth Mo

CHILD'S PLAY IS SERIOUS STUFF AT



Saturday night was filled with excitement and happiness. It was amazing how close we had become. It was as if I were among a group of my best friends.

## Back To The Race


Sunday morning we awoke to find conditions similar to the previous day: 15-knot southeast winds with a calm surf. Three races would be sailed, so we posed for photographs, launched the boats, and prepared to race.

Michael Whittington won the first race, followed by Jason Sanchez of Florida. Sub sandwiches were provided on the water before the second race, and a few of us decided to take a quick swim. Dave Edwards of New Jersey captured the fifth race of the series, but Michael came back and took the final race.

## Good Times, Then Goodbyes

We sailed back to the shore, calculating final scores inside our heads. As we waited for the official results, hot dogs and hamburgers were prepared for us. The trophy presentation was drawing near, and it was time to think about goodbyes.

This goodbye would be quite difficult. We did not know exactly what to say.

Although it seemed like we had spent a lifetime together, the three days were coming to an end. Some of these sailors would not return to race in this event. Some I might see a year from now in Corpus Christi. As I walked with my brother, my skipper, I softly said, "If I could sail every regatta with this group of sailors, I would never miss a single competition!" 

# Born To Sail

## Junior Program Gathers Momentum

It's been a bit like going through the joys and pains of a pregnancy. Then the blessed event takes place and you discover now that you have given birth, your job has just begun.

The Hobie Junior Sailing Program has followed that same course. Thanks to the sailing enthusiasm of a great bunch of kids and many thanks indeed to the efforts of their parents and the support of the Class Association (and Hannah Poteat, prior vice chairperson of the NAHCA), after two years of hard work the program is up and running.

1993 saw the first two of what we hope will be many exciting junior sailing events: the Hobie 13 Championship in Guadeloupe, which was concurrent with the Hobie 16 World Championship, and the Hobie 16 Junior National in North Wildwood, New Jersey, which took place along with the Hobie 16 National and Women's Worlds.

## Fun-Raising

Now that the junior program has been born, it's time for it to start growing. That means we, the proud parents of the program (and, in many cases, of the juniors) have many responsibilities to look forward to; enjoyable responsibilities.

Up until now, a few active parents have given their all to the program and the events. They would welcome your help!

How? Some kids, who live and breathe Hobie sailing, would love to attend junior events, but need financial support. Members of Arizona Fleets 66 and 514 recently joined forces to outfit and send a 16-year-old Hobie Catter to the Junior National.

Some kids need the friendship and help of more experienced (read: older!) sailors, and/or a chance to serve as crew or even learn how to skipper. Even if you don't have a child sailor of your own, you could be Big Brother or Big Sister for a day to a young sailor in your neighborhood; it would be a good way to find out if old age and treachery really do win out over youth and skill.

## Growing Up

Supporting the Hobie Junior Sailing Program can take place at any level ... division, fleet or individual. The 1994 Hobie Junior National in Corpus Christi, Texas next October might be a good place to start.

The important thing is to be supportive, as your time and finances allow. Not only will you be helping a youngster (who may some day ace you out at the finish line!), but you will be helping to ensure the future of our sport.

# vement

THE HOBIE JUNIOR NATIONAL



BY MIMI APPEL

Anyone who thinks women's sailing events are freak shows should have been in North Wildwood, New Jersey last summer. The Kmart/AC-Delco Women's Worlds were held August 15-19. The event was a qualifier for the 1994 IYRU World Sailing Championship in La Rochelle, France. The top three teams that raced in the predominantly heavy-air, three-day, nine-race series in Wildwood earned a seat at the prestigious IYRU regatta, which will be raced on stock Hobie 16s.

The seven miles of Wildwood beaches are gorgeous and impeccably groomed. The weather was incredible, with tons of sunshine and a serious ocean breeze.

Now that the B.Y.O.B. format has existed for a couple years, it's not surprising to see few boats chartered. Scales were simple but effective. Boat weights weren't the big issue; crew weight was. The 250-pound minimum of the past had been returned to 285. The majority of women carried 15 to 30 pounds. One 18 skipper and crew, Kate Selden and Jackie McHugh (Connecticut), carried 55 pounds and had to petition the committee to race.

## Hot Shots

Some of Hobie Cat's big-name ladies were at Wildwood to take a shot at the crown. Puerto Rico's longtime women's champion, Dorian Goldberg, flew in to meet crew Laura Farris (Washington). Dorian won the 1990 Women's 16 National in Myrtle Beach, South Carolina and the 1992 Women's in Bear Lake, Utah. She also placed second at Coronado, California in 1991. Dorian came looking to bring home hardware, and visions of France danced in her head.

Californian Annie Nelson, an Olympic board-sailing silver medalist and 1991 Women's Hobie champion was also on hand. As the newly elected director of the Women's Hobie Cat Racing Association (WHCRA), Anne was responsible for securing major sponsors, Kmart and AC-Delco.

Among other known competitors, Susan Pesane Korzeniewski from

responded, "The Coyote Point Women's Worlds proved to me that I could handle it." After this year's event was over, she reported, "In Wildwood, it was the tides that I found challenging."

In the 18 class, Betty Bliss from Aurora, Ohio teamed up with sister Mary Wells-White. They first raced together as kids entering monohull regattas with their dad. "I've always been the skipper," said Betty,

explaining their sailing relationship. "Mary is a fabulous crew. We click together." The 1991 San Diego World's was the first time they had raced together in 20 years. Mary is one of the wheels behind Rick White's catamaran racing seminars.



ERIC WEEKS

## Racers Start Strong

Day one saw the wind blowing early at about 8 knots. Anne Tully surprised past hot dogs with the first bullet of the series. Susan Korzeniewski and crew Laura Geremia won race

2, while the wind built steadily.

By race 3, the swells had reached 3-4 feet and the winds about 18 knots. Heavy-air animals were in their glory. Goldberg stole the bullet; Korzeniewski took second.

A collision at the start totaled New Yorker Karen Cowley's Hobie 16. In the 18s, Thomson blasted out with two firsts and a second. Bliss/Wells raced strongly, with two seconds and a fifth.

The welcome party was held at Jimmy's, a fun, pool-shooting, bar where the ladies got reacquainted while chowing down on Domino's pizza. Team pictures taken by Deidre McHugh turned into a contest of who could sport the best pose!

Liverpool, New York made a name for herself with a strong second-place finish at the 1990 Women's 16 National. Gillian Thomson from Richland, Washington won the 1992 18 National at Utah and is the 18 Women's Canadian Champion.

Anne Tully of Loveland, Colorado didn't think she could make it to Wildwood, until Shelli Harding from Wyoming offered to double-stack Tully's boat cross-country. California sister-in-law, Jean, a veteran skipper in past women's and open events, jumped on the front of the boat to make Team Tully tight.

France was the motivating factor in the "who would skipper" decision. When asked about racing in heavy air, Anne

# Sister Act





DOUGLAS LEITE

The wind was blowing 12-15 knots for the start of the second day of racing. The heavy-air bullet in the first race went to Sue Korzeniewski.

After lunch, the wind died. Nelson and crew Shirley Gresham won race 5, in grueling light air with lots of chop. Californian Linda Leon picked off the last bullet of the day.

The Hobie 18 women gained a healthy respect for Bliss and Wells when they won all three races in their class. Betty was quick to say how much fun the women had racing: "Singing downwind."

Hobie 18 crew, Carrie Bird, sailing with her mom, Gail Force, chirped that she never knew how well she could do until she saw her mother sail.

Cheers was the place for that night's party. The fare was a buffet only a rabbit could love. A late dinner bell kept some of the ladies around their motel pool, sipping margaritas.

## More Racing Ahead

Race committee Paul Ulibarri did a great job, especially with the limited chase-boat support. Problems were

ironed out; start lines were square; courses were competitive.

The top chase-boat man was Californian Bruce Fields. 'Wrinkly' was quick to lend a righting hand. "Hobie racing has been good to me for years; I thought it was time for a little pay-back." What a Hobie god!

The final day was blowing hard early, then built to blowing the dog off the chain. Team Tully won race 7, with Goldberg hot on the trail. In race 8, Tully finished 16th (her throwout) because of a tangle at A-mark with Juli Dixon from Florida. Sue Korzeniewski, racing in second place, was washed off the boat in the surf, pushing her back to eighth; Dorian Goldberg won it.

The quote of the day belongs to Sue Korzeniewski. While bashing downwind, Wendy Howard's crew, Nicole O'Brien, was holding on for dear life and still trimming as she saw Laura fixing Sue's hair. When asked about it later, Laura quipped, "We were cruising pretty good and out of the blue Sue orders, 'Sheet the jib and fix my hair tie!'"

Race 9 was like sailing in a nuclear washing machine. The committee boat

reported gusts up to 25 knots and 7-foot seas. Canadians Kathryn Garlick and Barb Murray dazzled the 16 fleet with a laser bullet. In the other part of the pack, Mimi Appel was giving crew Lorilee Smith a dazzling demonstration of how to pitchpole upwind.

The 18 group's final-day finishes saw heavy-air Illinois sailors Kitsy Amrhein and crew Tami Sontag score bullets in races 7 and 9. Sisters Bliss/Wells won race 8.

When all was said and done, past champion Dorian Goldberg finished fourth in the Hobie 16 event. Sue Korzeniewski captured third. Annie Nelson took second. Cinderella story Team Tully won the whole shooting match.


Veterans Bliss and Wells dominated the 18s, with Thomson in second and Amrhein placing third.

## A Photo Finish For All

The awards banquet at Moore's Inlet was a lovely, sit-down dinner. Lynn Meyers did a great job on the trophies, giving beautiful jewelry boxes to the top five finishers and a framed photo to everyone who participated.

The bartender kept the bar open late, saying he'd never waited on such a great group of people. Much later, at the main bar, some of the women asked the bartender his name. He responded, "\$2.75." Mr. Seventy-five ("Two" to his close friends) mixed a mean drink.

The beauty of this year's series was the fabulous wind. To survive at the top, you had to be an excellent heavy-air racer who could handle the little light air thrown in, too.

CONSISTENCY was the ticket. Heartfelt congratulations go to sisters-in-law Anne and Jean Tully, winners of the 1993 Hobie 16 Women's World. Their sailing prowess is second only to their laid-back manner. Congratulations also go to sisters Betty Bliss and Mary Wells-White, the Hobie 18 Women's World winners. 

TEAMS GALLOP FOR GOLD  
AT THE K MART/AC-DELCO  
WOMEN'S WORLDS



## THE SUN SHINES BRIGHT ON THE KMART/AC

BY RANDY MACCONNELL

What's your pleasure? Heavy winds? Moderate winds? Light winds? No wind? Whichever you prefer, you were sure to find it at the Kmart/AC-Delco 1993 Hobie 16 National Championship held August 23-28 in North Wildwood, New Jersey. The six days of racing took place in 80-90 degree temps and sunny weather, with never a hint of rain.

Some teams arrived the week prior to the event to compete in the Women's Worlds or the Hobie 16 Junior Championship. With 96 teams registered for the National, early arrivals eased the burden of weighing every boat competing in the event.

Most competitors arrived on Sunday, August 22, from all areas of the U.S. and as far away as Canada, Puerto Rico and South Africa. Although rental boats were available, most skippers opted to bring their own Hobie Cats.

Some of the double-stacked trailers were a sight to see. The most inventive arrangement was Californian John Hauser's triple-stack, which when closely observed, carried a disassembled fourth boat in among the other three!

## A Relaxing Beginning

As people settled in to their respective abodes, the Division 16 group completely captured the LeSabre hotel. They made themselves thoroughly at home, even erecting their own party lights! What about the owner? The good sport loaned his ladder and supplies to complete the task!

Although Monday had been scheduled for qualifying, it was decided all 96 teams would be allowed to compete in the semi-final rounds, guaranteeing everyone six days of sailing. Thus, this day instead was used to tune up, and to have a little fun.

An off-the-beach practice "parade race" was held in 15-20 knot winds with large swells. The parade led competitors

on a triangle course on or close to the nearby inlet, treating the racers to challenging surf conditions and some very exciting sailing.

The welcome party was held at Moore's Inlet Restaurant. Teams from around the country had a chance to meet each other and rekindle old friendships while they enjoyed an outdoor buffet.



ERIC WEEKS

## A Swell Start

On the first day of racing, teams awoke to sunny weather already climbing toward 90 degrees. All 96 teams were split into four groups, A through D, for the semi-final, round-robin series. This format pairs together two groups, so each race consists of two 48-boat starts.

The first race was sailed in 10 mph winds, with challenging ocean swells.

Group A/B winners were Connecticut's team of Cliff McCarty and Jennifer Boatspede. Californians Jeff Alter (recently relocated to Idaho) and Kathy Ward were second, while third place went to fellow Californians John and Linda Hauser.

Group C/D winners were California's team of Paul and Mary Ann Hess. In second was the local Ocean City, New Jersey team of Wally Myers and Mark Santorelli, while Colorado's Boyd Bass and Barbara Wintern captured third.

After a second race held in virtually the same conditions as the first, a pizza lunch was provided on the beach by Domino's. Teams had a chance to fine-tune their boats before heading out for the next two races.

The wind built to 15-20 knots for races 3 and 4, and the waves followed suit, testing the racers in heavy air/sea conditions. The downwind surfing was AWESOME, and the chase boats were kept busy with downwind and even upwind pitchpoles!

At the end of the four races on this hot first day, the Alter/Ward team and Florida's Carlton Tucker and Glenn Purcell were deadlocked in first with 3.50 points each. Myers/Santorelli were hot on their heels in third with 4.75 points. Bass/Wintern and Texans Ray Shaw/Aimee Larchar were in fourth and fifth, respectively.

The hectic pace slowed down that evening as sailors embarked on a sunset dolphin sightseeing cruise. The outing gave everyone the chance to unwind, relive the day's adventures and enjoy Wildwood's beautiful coastline.

## More Sunshine, More Pizza, Less Wind

Day two of the semifinals again treated the skippers to bright sunshine. Light winds of 5-10 mph were present throughout the day with much smaller seas than

# Some Like



# -DELCO HOBIE 16 NATIONAL CHAMPIONSHIP

on day one. The B/D winner of race 5 was the California team of Alan Egusa and Annette Stucky.

Group C/A finally got started after multiple general recalls. When the smoke cleared, the winners were Hess and Hess, who would continue their winning streak throughout all three of the day's races. (They must love that light stuff!)

Wind and seas remained light for the two remaining races. At the end of seven races, Myers/Santorelli were in first; Hess/Hess, second; Tucker/Purcell, third; Alter/Ward, fourth; and Jeff and Lynlee Petron from California in fifth. Following the day's races, the teams met at Club Cheers for drinks and a buffet.

## No Wind, But Lots Of Fun

Mother Nature became uncooperative on the third and final day of semifinals. Teams were greeted by another beautiful, hot, sunny day, but unfortunately ... NO WIND!

Most competitors escaped the heat in the shade of the beach tent. The previous two days' results were posted, and those just below the 56-boat, gold fleet, final cut point prayed for wind, while those just above the cut point were hoping the air would stay away. The wind never did show, so the results stood for the night's cut party.

The hot time in the afternoon was not wasted, however. Carlton Tucker, Jeff Alter and Wally Myers conducted off-the-cuff racing seminars.

Lack of wind did not put the lid on other forms of racing, either. A boogie board relay race took place in the ocean surf. The hard-fought event was won by Team Boat Shoes. A pizza lunch was again provided by Domino's.

The cut party was held at Seasons Restaurant. Competitors feasted on a hot-and-cold buffet and drinks. Films of the 1992 Hobie 16 World in Guadeloupe were shown throughout the evening, and all danced the night away!

## Final Hours

The two days of finals were sailed on separate race courses; one for the 56-boat gold fleet, and a second for the 39-boat silver fleet. Bright sunshine and light winds heralded the initial day. After the gold fleet's race 8 was won by Hess/Hess, all teams were brought in for a southern-style chicken and ribs sandwich barbecue.

Winds remained light for races 9 and 10. Myers/Santorelli captured first in the 9th race; Alter/Ward took the lead in the 10th. By race 11, the final race of the day, the wind finally filled in to 15-20 mph. It was won by Alter/Ward.

Silver fleet competition was equally fast and furious. The protest committee was kept up late, hearing ten protests from the day's racing.

At the end of that first day, the gold fleeters Myers and Santorelli were in first; followed by Alter/Ward, Hess/Hess, Tucker/Purcell and Petron/Petron.

## A Real Test

The final day brought more bright sunshine. The winds began light, but would build throughout the day to 15-20 mph. The weather would prove a fitting end to the week's varied conditions, testing the teams to determine the most consistent in all conditions.

Race 12 proved disappointing for then-current leaders Myers/Santorelli, who finished 16th. Fortunately for them (maybe it was final-day jitters), none of the other top-five boats finished among the top five, either. Race 12 was won by McCarty/Boatspede. (With a name like that, how could they lose?)

The top five teams regained their composure for the second race, which was won by Petron/Petron. The team of Ketterman/Leon was second; Tucker/Purcell, third; and Myers/Santorelli, fourth.

The tension mounted as the wind and waves steadily built for the final two races,

which would decide the winner. Race 14 was won by Alter/Ward. The final race for the championship was sailed in 15 mph winds. Again, Alter/Ward emerged victorious.

## Consistency Pays Off

Jeff and Lynlee Petron had a great final day, including a first and second.

Although they pulled themselves within five points of first place, it wasn't enough.

Ultimately, the 1993 Hobie 16 National Champion was Ocean City's own Wally Myers! Wally, while only winning two races throughout the entire 15-race series, again proved what anybody who has been racing long enough knows: consistency wins regattas!


Immediately after the last race, Wally agreed to do some surf sailing for the photographers, who thereby obtained some great close-up shots of our newly crowned champ rolling his Hobie 16 over the surf!

Rounding out the top five finishers were Jeff and Lynlee Petron in second, Jeff Alter and Kathy Ward in third, Carlton Tucker and Glenn Purcell in fourth, and Paul and Mary Ann Hess in fifth.

## Peerless Fun

The Morey's organization hosted an awards party under a large tent erected on the beach. Teams were treated to a buffet dinner and slide show of the week's racing.

Morey's also graciously provided free pier passes, giving everyone who needed more racing action a chance to challenge each other on the go-carts; or those thirsting after even hotter excitement the chance to ride the Sea Serpent roller coaster or any of the many other exciting rides.

The pier activities provided a unique but fitting conclusion to the excitement and fun which was the 1993 Kmart/AC-Delco Hobie 16 National Championship! 

# It's Hot!



The air was sultry, like the backdrop of a Kathleen Turner movie. Instead of a summer cottage by the lake, however, there was a brand-new Atlantic Ocean Beach Club complete with pool and showers; instead of "Body Heat," there was fiery competition on the hot, new Hobie 20 catamaran; and although William Hurt was nowhere to be seen, Ft. Walton Beach, Florida skipper Carlton Tucker clearly emerged alive and victorious.

Last year's debut of the Hobie 20 National Championship appropriately took place in the high and mighty locale of South Lake Tahoe on the California/Nevada border. The 1993 Kmart/AC-Delco Hobie 20 National held over Labor Day weekend moved far east, to Kiawah Island/Charleston, South Carolina.

Hobie Cat was proud to have Kmart and AC-Delco as sponsors of the event. The two companies also jointly sponsored this year's Hobie 16 National and the Women's Worlds.

## Great Teams Are The Theme

Cream-of-the-crop sailors are drawn to great races on fast boats like Hobie Cats to wind and water. An unheard-of number of Hobie 20 racers — 63 teams — filled the starting line on September 5, forming a beautifully blinding color guard.

The competitors were not only geographically diverse, but recognized racers on a variety of boats, including rival manufacturers' cats and even monohulls. Winner Carlton Tucker has won Hobie national events on the 14, 18 and 21. He also is a three-time Alter Cup winner. His crew, Glenn Purcell, recently skippered a catamaran in a North American multihull championship.

Wally Myers, the Hobie 20 National runner-up, had just won the Hobie 16 National in August. Jeff Alter, the defending champion of last year's Hobie 20

National, captured third in this year's event. Another Alter boy earned a very special second. Jeff and Laurie's son, Cody, celebrated his first birthday while enjoying his second year of attendance at a Hobie 20 National.

In addition to the notable sailboat racers heeding the Hobie 20 call to Kiawah, several former Hobie Catters were welcomed back into the fold. In addition to the external attraction of the Hobie lifestyle, the magnetic force of the high-tech Hobie 20 — its sheer speed and great racing performance — seemed to be the key attraction.



MURRY SILL

The diversity and magnetism spread out in waves beyond the racing community, too, resulting in great media coverage of the event and the racers. Three major sailboat magazines, Wave radio live remote, TV, and even coverage from above via helicopter helped ensure the National and the sport would receive the attention they deserved.

## What A Site

The call to Kiawah may have been a call to the wild, in terms of racing, but Kiawah Island, which hosted the event, could soothe the most savage beast or fierce Hobie Cat competitor. Four acclaimed golf courses, two lovely-to-play-

on tennis centers, a 21-acre recreation park with lake, and an unparalleled ten miles of gorgeous beach would tempt even the most A-type personalities to lay back, relax and refresh.

A romantic 21 miles away from Kiawah lies the southern charmer of them all — Charleston. Antique-steeped Charleston, pacesetter of the south, set the pace for the racers by hosting the first night's welcome party and by giving each team a bow-bedecked welcome basket complete with snack-packed styrofoam cooler and VIP passes to nearby entertainment attractions.

A round-up of festivities would finish off the event in style at the awards banquet. Before that, however, came the competition, and it was intense.

## Driven To Win

The drive to win began with a grueling overnight excursion into insanity for Steve Leo, a California skipper who had journeyed to Kiawah only to find the boat he was borrowing from Florida would not make it. About 13 hours and counting before the race began, Steve finally found another Hobie 20. He and his crew, Tracy Nackle, drove nonstop to retrieve it in time; and yes, they were on the starting line just under the gun.

A competitive drive akin to Steve's set the tone for the entire event. Jeff Alter began where he left off last year with two opening-day firsts. His early lead was impressive; at 1.50 points, he was well ahead of Nigel Pitt in second with 10.00, George Pedrick in third with 11.00, and eventual winner Carlton Tucker in fourth with 12.00.

The top ten racers on that first day showed not only a formidable depth of sailing expertise, but an exciting breadth of geographical hometown locations. Two Californians, three Floridians and one Georgian were flanked by Wally Myers from New Jersey, Tim Stater of Chile and Duncan Ross all the way from South Africa.

# Animal Mags

KMART/AC-DELCO HOBIE 20 NATIONAL CHAMPIONSHIP  
ATTRACTS MANY SPECIES OF WORLD-CLASS CATTERS



## Competitors Weather The Storm

While racers had still been preparing for their journey to Kiawah, South Carolina was pouring the threat of a little southern discomfort over the Hobie 20 National prep team. The hurricane would pass to the north, leaving wind and water spouts in its wake, but the charterboat builders suffered the brunt of the heat. The boat building was accomplished Mediterranean-style, with the work being performed in the early morning and later afternoon hours.

As the racing got under way, first-day winds began at 14-15 knots, decreasing to 6-10 knots. By the time the first race was set to begin, a storm had rolled in, stifling competition for that day.

On the second day, threatening thunderstorms and shifting winds delayed the start until early afternoon, but did nothing to dampen the ardor of Wally Myers, who captured second- and third-place finishes. Team Piranha sailors Jeff Newsome and Dan Ketterman bit off a win in the first race, but Carlton Tucker began his solid climb to overall victory in the second.

Day three dawned with renewed threats of thunderstorms, water spouts and shifting winds. Again, only two races were completed; and again, Carlton Tucker's conservative, middle-of-the-road strategy paid off. "No mistakes" was the key to their string of victories, said Carlton.

Carlton and crew Glenn Purcell continued their error-free leadership into the fourth and final day. Favored to win, they did not disappoint, aceing the only race of the day in light and shifting winds to maintain their first-place status.

## Smart Sailing

"We sailed smart, not physical," Carlton explained. "It was a matter of being in the right place at the right time, and always attacking the boat ahead while covering the boats behind."

With a total of 12 points, the Tucker/Purcell victory was lopsided, to say the least. A full 31 points behind them in second place was Wally Myers, with Jeff Alter on his tail at 43.50. Woodie Cope's

—Continued on page 38

# Scene but not Heard

MURRY SILL



## Many Thanks To A Great Supporting Cast

Often, in the hustle and bustle of a national event, the sponsors, although never taken for granted, do not call attention to themselves. It is impossible to overestimate the importance of their presence (and their presents!) to the success of an event, especially one with the magnitude of the Hobie 20 National Championship at Kiawah.

Also an important part of the behind-the-scenes crowd were the scorers and countless other volunteers undaunted by weather, work and the logistics of organizing a large race. First and foremost was Hobie dealer Kit Regnery of Time Out. He was involved from beginning to end; actually, way before the beginning, too, providing contacts and being on-the-spot whenever and wherever needed.

It's hard to have a race without boats — lots of boats, and people to staff them, too. Thank you, boat builders and scorers. Thanks also go to those who donated and ran chase boats, jet skis and the committee boat.

Here is a list of the Hobie 20 sponsors, who through supporting the event, providing awards to the winners, door prizes, and other fun stuff made the week a very rewarding experience for all who attended. Please give them a hand, and think of them next time you go shopping!

## The Top 27 Of Our Top 20

*The following, after the naming of event title sponsors, are listed in alphabetical order, with no order of significance intended. Each one of them is number one with us!*

Kmart/AC-Delco  
Baker Motors of Charleston  
Caribbean Watersports  
Charleston Trident Convention and Visitors Bureau  
Davis Instruments  
Elliott/Pattison Sailmakers  
Florida Sailcraft  
Harken  
Heavenly Ski Resort  
Hobie Cat Company  
Hobie Sunglasses  
Kiawah Island Beach Club  
Kiawah Island Resort  
Kiawah Island Real Estate Association  
Kiawah Island Straw Market  
— Merchants  
Kiawah Shop  
Laylin Associates  
Oak Point Golf Course  
Patagonia  
Power Bars  
Richardson's Resort  
Roleez  
Salty Dog  
Sheraton Key Largo  
Time Out  
Timex  
Wave Rebel Boogie Boards  
Yale Cordage



# TRAP-EASE

## Those Daring Young Men And Women On The Flying Trapseats Make The 1993 Trapseat World Championship A Battle Of The Best



Hard-core racers blew into Whiskeytown Lake near Redding, California last September for the 1993 Hobie 16 Trapseat World Championship. As in the past, each Trapseat team consisted of a disabled skipper and able-bodied crew.

Of the dozen teams entered, half were event veterans. The other half were newcomers, but no less competitive.

The teams split up into two divisions according to level of experience. As they gathered at the skippers' meeting, everyone's mind was on the "Do or Die" finale just a few days away. Out of the six teams in each division, the top two places would be ensured a spot in the final competition. Last-place teams would be reduced to spectators. Those in third, fourth and fifth would battle each other in a "Do or Die" format that would qualify the winner for the finals.

This year, the lone Canadian entrants were Tom Maurer and Daryl Strahle. Tom, Daryl and the others raced on six specially equipped Hobie 16s, each outfitted with a Trapseat. Boats were rotated every race, to provide total equity.

### Light Wind, Heavy Competition

"No room for mistakes" was the battle cry of the racers from day one, especially in the prevailing light winds. After the first day of racing, Alice Tidwell/Charlie Doggett led division one, with Mike and Carl Strahle topping division two.

The Strahle brothers continued to dominate on the second day, although Tom Maurer/Daryl Strahle gave them a run for their money. Meanwhile, back in division one, Joe Hawkins and Andrew Townley were leaders of the pack.

By the third morning, the wind had increased. So had the tension, as this day marked the final qualifying series.

The top qualifiers at this point were, respectively, Mike Strahle/Carl Strahle, Joe Hawkins/Andrew Townley, Alice Tidwell/Charlie Doggett and Michelle Erickson/Mike Lattin. The six teams getting set to "Do or Die" were Mike Chatreau/Willie Carlton, Dave Felter/Jim Kennedy, Jim Sasser/Roboat Lackey, Rick Doer/Andy Muss, Henrik Hartz/Jim Dee and Tom Maurer/Daryl Strahle.

Forced to bow out at this juncture were Greg Jacobs/Gordon Buck and Mark Granger/Bob Voorhees. They had fought the good fight, but both teams had landed in last.

### A Die-Hard Fight To The Finish

The crystal-clear waters of Whiskeytown Lake exuded a serenity that was soon to be smashed, as teams engaged in hot and heavy racing to determine who would "do" and who would "die."

As the teams sailed out to the start, the wind picked up to 10 knots. Baby whitecaps beckoned the racers as they headed windward toward the first mark.

STORY AND PHOTOS  
BY MIKE STRAHLE



Felter/Kennedy and Sasser/Lackey pushed each other back and forth throughout the race. When the smoke cleared, Felter/Kennedy had the bullet. In second were Sasser and Lackey, who had missed the layline to the finish.

After three days of grueling racing and with two more days of intense competition to follow, it was time for a breather. The top six teams received their traditional finalist whiskey jug trophies and joined the others for dinner and drinks.

As they looked back on the preceding days' work, some were glad the arduous labor was behind them (although more lay ahead). Dave Felter had suffered from chronic neck pain, and Michelle Erickson from heavy pressure, but both had triumphed to continue the race, and both were in the upcoming finals.

## Finally, The Finals

Suddenly, it was September 11 and the finals were here. The slate was clean. Teams drew for boats, and the first of six races began.

The deep blue water was covered with a wildfire of whitecaps as the gun went off. Half the boats rounded to port; half to starboard. Predictably, mass confusion reigned, and the race was thrown out.

Erickson/Lattin, who had won that first time around, were determined to stay ahead of the game in the second, which they did.

The Strahle brothers, who captured second in that second race, provided some interesting stunts in the third. After taking the start, they tried to squeak by the first mark without tacking in a dying

wind. They ended up plowing the mark like Farmer John in a wheat field. Eventually, they regained both their composure and the lead.

After seven hours of intense racing, day one of the finals was over. Holding on to first place were Erickson/Lattin, with the Strahles close behind.

Everyone revived themselves at a great dinner held at the local Moose Lodge. While feasting on prime rib, the racers attempted to get each other intoxicated, hoping to cause serious hangovers to ease the following day's competition.

## Breezing In At The End

The morning after dawned in a stiff, 15-knot breeze. The lake was brimming with whitecaps, and racers were raring to go. Before the first shape, the six teams were flying hulls and screaming across the water like crazy.

Due to the heavy wind and waves, R.C. Mike Corlett had a rough time setting the anchor on the committee boat. Finally, all in Redding was in readiness.

Not.


With two minutes to go, the Strahles and Erickson/Lattin were positioning for a starboard start, with the rest of the fleet going to port. At minus one minute, the committee boat broke loose, drifting downwind, leaving both teams in a bogus position. Eschewing a protest, those two and the others raced off, with Hawkins/Townley emerging victorious.

As they ate lunch and prepared for the last race of the event, no one was unaware that first place was still up for grabs. The wind was holding, but beginning to get shifty in the middle of the lake. Whitecaps were coming from both ends of the lake and swirling in-between.

As teams sailed out to the start, they were flying hulls and ripping across the start in search of the best line toward the first mark. Sailboat races typically begin into the wind, unless the wind switches during the starting sequence. Well, guess what? That's right, the wind changed directions and racers were off to a downwind start.

Erickson/Lattin made the most of it, until the windward "leg from hell," when the wind began to make 180-degree shifts out of the blue. Soon, the team was singing the blues in the funky wind as it lost the lead.

Meanwhile, Hawkins/Townley sailed toward the other side of the lake hoping to find more consistent wind. They found it, and eventually found themselves the overall winners and proud new owners of beautiful, stained-glass trophies.

The trophies were awarded six deep. The feverish fun and happy companionship went far deeper. Two divisions, 24 participants, 12 teams, 6 Trapseats ... it all added up to a great event! 

## Don't "Dis" These Competitors

At first, disabled sailors used to feel a little like Rodney Dangerfield; they just didn't get any respect — or at least official recognition.

That changed in 1986, after the acceptance of former Hobie Cat Company IHCA executive director Kim Kymlicka's motion to that effect at an International Hobie Class Association board meeting. Last year's Hobie 16 Trapseat World Championship marked the sixth running of the event.

According to Mike Strahle, creator of the Trapseat and the race, "The competition has grown, and so has the event." Although held to date in California, the regatta has been enjoyed by racers from Australia, South Africa, Canada and Italy as well as from the United States.

Each year, the event draws more participants and more well-deserved attention. Now, three prestigious organizations — the International Handicap Sailing Committee, United States Sailing Association and International Yacht Racing Union — have expressed interest in the Trapseat Championship.

Mike relates, "There is talk it may be included as a sailing class in the 1996 Special Olympics in Atlanta." He hardly need add, "All help on this matter will be accepted."

Next year's event will be hosted by the Catamaran Resort Hotel on Mission Bay in San Diego. If you would like to be part of a Trapseat team, which consists of a disabled skipper and able-bodied crew, give Mike a call at (916) 221-7197.

If you're in the southern California area next August 1-5, come join the Trapseat fun. Mike guarantees, "You will agree this is not just a bunch of disabled sailors out for an afternoon sail. This is a major championship event with highly competitive racers teaming up to do their best."





## Rights Of Passage

### The Ruling Class Revisited: Part IV Of The IYRU Rule Book

BY WICK SMITH

**T**his is the second in a multi-part series on the rules by which we sail. In the first article, we waded through the definitions that are the foundation upon which the rules are built. Now, we continue the discussion with a close examination of Part IV of the International Yacht Racing Union (IYRU) Rule Book.

Part IV contains the true meat of the book. It is titled "Rights and Obligations When Yachts Meet." This topic covers a lot of ground! Luckily, only nine pages are devoted to this section.

Many articles and appeals have been written about Part IV. If you concentrate on nothing else, read and fully understand this area of the book. It will cover 80 percent of the situations you get into on the race course and nearly all occasions in which you are involved with another boat.

For the sake of this discussion, direct quotes from the rules will be italicized.

#### INTRODUCTION TO PART IV: RIGHT-OF-WAY RULES

*The rules of Part IV apply to yachts that intend to race, are racing or have been racing in the same or different races, from the time they begin to sail in the vicinity of the starting line until they leave the vicinity of the course after finishing or retiring except when the sailing instructions prescribe that ... other international or governmental laws apply.*

Sailing instructions rarely modify this statement. It is self-explanatory. See Rules 30 and 31 for a significant limitation to the above paragraph.

#### SECTION A: OBLIGATIONS AND PENALTIES

##### 30 Hindering Another Yacht

*30.1 Before or after she is racing, a yacht shall not seriously hinder a yacht that is racing.*

*30.2 Except when sailing a proper course, a yacht shall not interfere with a yacht that is exonerating herself in accordance with Rule 52.2(a) or accepting a 720 degree turn penalty in accordance with Appendix B1.*

Rule 30 covers two situations. Rule 30.1 deals with sailing in the vicinity of the course just prior to a start or after finishing with other boats racing. If you get in the way of boats currently racing, it is a violation of the rules and a protestable offense.

Rule 30.2 states that you cannot deviate from your proper course to hinder a boat doing a turn to clear itself. Any boat attempting to do a 360 after hitting a mark or fouling another boat must get clear of all boats before doing its turn. You cannot deliberately alter your course away from your proper course so as to prevent the boat from doing its turn.

**31 Penalty Limitations** - *A yacht shall not be penalised for infringing a rule of Part IV, other than Rule 30.1, unless the infringement occurs while she is racing.*

Remember that, by definition, you are racing from five minutes before your start until you have finished and cleared the finish line. If you have a port-starboard confrontation with another boat in your class seven minutes prior to your start, it is not a protestable offense.

**If you concentrate on nothing else, read and fully understand Part IV. It will cover 80% of the situations you get into on the race course and nearly all occasions in which you are involved with another boat.**

Keep in mind that there is a rule in Section I of the book called the Fair Sailing Rule. This is a catch-all for anal-compulsives who might try to hide under Rule 31 by damaging other boats prior to racing. The Fair Sailing Rule will be discussed in a future column.

**32 Serious Damage** - *When serious damage results from a collision, a yacht that had the opportunity but failed to make a reasonable attempt to avoid the collision shall be penalised.*

This is a little-known rule that should be highlighted more than it is. Even if you have the right-of-way over another boat, you must make a reasonable attempt to avoid a collision. If you collide with another boat

and serious damage results, you will be penalized if you failed to make a significant attempt to avoid contact.

Serious damage is clarified in IYRU Case 36. It states, "Consideration must be given to: its extent and cost of repair relative to the size and value of the yacht concerned; whether or not it was feasible or prudent for her to continue to race; and whether the damage markedly affected her speed and materially prejudiced her finishing position."

The last of these three criteria is the easiest to apply. A gel coat ding certainly qualifies as damage, but under this definition, it would not be construed as "serious."

The rule covering serious damage is in place to help avoid collisions. Keep it in mind! We are all out to race and have a good time. There is no room in our sport for sea lawyers and bumper cars.

**33 Contact Between Yachts Racing** - *When there is contact between yachts racing that is not both minor and unavoidable, the yachts shall be penalised unless:*

*(a) one of them lodges a valid protest; or  
(b) one of them, or a third yacht, retires (or exonerates herself by accepting an alternative penalty when so prescribed in the sailing instructions) in acknowledgment of an infringement in that incident.*

Rule 33 is one of the least-enforced rules in Hobie racing. We still must be mindful of its existence. If two boats collide on the course while racing, one of the boats, or a third boat involved, must either "do a turn" (a 360-degree turn to acknowledge responsibility for the collision and to exonerate itself) or file a valid protest.

If neither of these situations occurs, both boats involved in the contact SHALL BE THROWN OUT. Under this rule, another boat witnessing the event, or even hearing about the incident later, can file a third-party protest.

The protest committee has some flexibility in the hearing. If it determines the collision was both minor and unavoidable (an often-abused and overused phrase), it can choose not to penalize either party. If the contact does not fall under this category, and neither boat protested properly, both boats must be thrown out despite who might have been in the right-of-way position.

Only the protest committee can ascertain what is minor and unavoidable. This cannot be determined (abused) by the sailors on the course.

Rule 33 is the primary reason you should carry a protest flag while racing. You may not want to get involved in protests, but if someone hits you and you don't fly a flag and protest, you can be thrown out, too!



**34 Retention Of Rights** - A yacht that may have infringed a rule but that is not obviously retiring or exonerating herself retains her rights under the rules of Part IV, and other yachts shall treat her accordingly.

If you violate a rule such as fouling another boat, touching a mark or starting prematurely, you still are accorded all rights until you begin altering course to exonerate yourself. At that point, you have no rights over anyone (even those on port tack). You must get clear of all boats before doing any turns. You also must remain clear of all boats when returning to the starting line if you were over early. Once you begin your turn or your trip back behind the line, you regain full rights — only after you have fully completed your obligations.

## **SECTION B: BASIC RIGHT-OF-WAY RULES AND THEIR LIMITATIONS**

These rules apply except when overridden by a rule in Section C.

Section B deals with the rules on an open part of the race course, free of marks or obstructions. Some rules in this section can be overridden (such as port-starboard) when in the vicinity of marks and other objects. Section C covers those situations and will be the subject of the next column.

**35 Limitations On Altering Course** - When one yacht is required to keep clear of another, the right-of-way yacht shall not alter course so as to prevent the other yacht from keeping clear, or so as to obstruct her while she is keeping clear, except:

(a) when luffing as permitted by rule 39.2; or

(b) when assuming a proper course either:

(i) to start, when she is on the starboard tack and the other yacht is on the port tack; or

(ii) when rounding a mark.

Under most circumstances, if you have the right-of-way over another boat, you must not alter course to prevent it from keeping clear. If you are on starboard, and a port tack boat is maneuvering to go behind you, you cannot slow down, tack, or otherwise change course in an attempt to hinder his efforts to avoid you. This is a common-sense standard designed to give some rights to a boat attempting to play by the rules.

Three exceptions are stated in the IYRU Rule Book. They are:

1) When luffing under Rule 39.2, after the start, when you are to leeward of another boat, and that boat is not in the mast abeam position (see the last issue of Racer's Edge for an explanation of this position), you may luff as quickly as you wish without regard for the other boat. You do not have to give that boat time or "room and opportunity" to respond. Also, you do not have to hail it, although that is generally considered the decent thing to do. This exception does not apply before the start. See Rule 38.2.

2) When starting on starboard, you may luff up to a close-hauled course (your proper course) as you normally would at the starting gun, without regard for any approaching port tack. If this exception were not in place, the alteration of course by the starboard tack boats would prevent the port tacker from keeping clear.

## **Some of the worst and most violent collisions occur in the rounding down of the starboard tackers after A-mark in heavy air.**

3) When rounding a mark, you may round as you please within the bounds of Section C, without regard for the impact on boats that have not rounded. This exception is applied most often on the course at A-mark. Those boats rounding the mark on starboard have the right to round down to their proper course to the next mark, even though doing so could put them in the path of port tackers coming to the mark. Port tackers must anticipate this maneuver and react accordingly.

Be mindful of the consequences on this area of the course. Some of the worst and most violent collisions occur in the rounding down of the starboard tackers after A-mark in heavy air. Boats have both a legal and moral obligation to use common sense and good judgment in this situation.

**36 Opposite Tacks** - A port tack yacht shall keep clear of a starboard tack yacht.

Rules 36 and 37 define the basic rights for open-water confrontations. A port tack boat must yield right-of-way to a starboard tack boat. It is not important that the boats be on the same leg of the course. A starboard tack boat heading downwind has rights over a port tacker that is close-hauled heading upwind.

## **37 Same Tack — Basic Rules**

**37.1 OVERLAPPED** - A windward yacht shall keep clear of a leeward yacht.

When two boats are overlapped on the same tack, the leeward boat may determine its proper course without regard for the windward boat. There are limits to leeward's rights only when the windward boat has mast abeam. See Rule 39.1 for the limitations. The definition of proper course has extreme significance when applying this rule.

As with Rule 36, the two boats do not have to be on the same leg of the course. A port tack boat on a close-hauled course

converging with a port tacker on a broad reach are said to be overlapped. The reaching boat must yield right-of-way. By definition, that boat is the windward boat.

**37.2 NOTOVERLAPPED** - A yacht clear astern shall keep clear of a yacht clear ahead.

Once again, definitions play a major role. A boat defined as clear astern must yield right-of-way to a boat clear ahead. This situation is sometimes referred to as the "overtaking yacht keep clear" rule.

If you are directly behind another boat (usually in a downwind situation), you must anticipate any move that boat may make, including surfing up and down on waves with drastic changes in its course direction and speed. Don't get lulled to sleep and run up its rear!

**37.3 ESTABLISHING AN OVERLAP** - A yacht that establishes an overlap to leeward from clear astern shall initially allow the windward yacht ample room and opportunity to keep clear.

Rule 37.3 stipulates that when you initially create an overlapped situation from astern, you can't stick your windward bow six inches under the other guy's leeward stern and start luffing. As he comes up, his stern will swing to leeward and strike your boat. This occurrence would show you did not initially give him room to keep clear.

This rule is a great defense for the windward boat. If someone sticks his bow in too close and yells for you to come up, push the tiller hard to leeward immediately. If your tiller or stern hits him, he is out! If it doesn't, he gave you enough room.

Leeward and windward boats must be mindful of the word "initially." The windward boat must be allowed room and opportunity during the initial establishment of an overlap. That doesn't mean he can take five minutes to alter his course to windward, all the while screaming, "You have to give me room and opportunity!"

**Rule 37.3 doesn't mean the windward boat can take five minutes to alter his course to windward, all the while screaming, "You have to give me room and opportunity!"**

In the event of contact, a jury will consider how much time transpired between establishment of the overlap and contact. Generally speaking, anything less than five seconds would probably be too close; any



more would constitute enough time. This element is purely subjective, and depends on the conditions, size of the boats and mood of the jury.

### **38 Same Tack — Before Clearing The Starting Line**

**38.1 SAILING ABOVE A CLOSE-HAULED COURSE** - *Before she starts and clears the starting line, a leeward yacht shall not sail above her close-hauled course when the windward yacht is mast abeam and would have to alter course to keep clear.*

Rule 38.1 establishes a limit on how high a leeward boat may sail prior to starting and clearing the line, if a windward boat is converging and in the mast abeam position. By definition, there is no proper course prior to the starting signal. After the starting signal, a boat's close-hauled course is considered his proper course for an upwind start. The course to the first mark is usually his proper course for a downwind or reaching start.

**38.2 LUFFING** - *Before she starts and clears the starting line, when a leeward yacht or a yacht clear ahead luffs so that another yacht will have to alter course to keep clear, she shall luff only slowly, and initially in such a way as to give the windward yacht room and opportunity to keep clear.*

During pre-start maneuvers, any luffing of a windward boat by a leeward boat must comply with this rule. It requires leeward to slowly alter its course to windward. The initial luff also must allow windward room and opportunity to keep clear.

As with Rule 37.3, timing is the key. Windward cannot continue to hail, "I need room, and time, and opportunity," and on, and on, and on. Call windward's bluff on this. Encourage him to come up.

Some sailors even choose to point out their belief that windward's parents were never married. Making remarks such as these are not recommended, but don't be surprised if you hear them on the line. At some point, he must alter his course to windward to show a response to your luff.

Typically, most boats will be stopped or moving only slowly in the two-minute period before the gun. Here is a good defense for a windward boat that is moving very slowly but wants to stay put. Upon the initial luff by leeward, put the helm down hard and announce to leeward that you are doing so. If you are not moving, the boat will not move! You are still doing everything in your power to comply. Hopefully, leeward will see this and move on down the line.

Another limitation on leeward's rights occurs if windward has another boat above him (including the committee boat). When leeward begins his luff, windward must have an opportunity to keep clear. He can't do this if there is an obstruction in his way. Leeward must begin the luff prior to windward's becoming overlapped with the obstruction.

If you are the leeward boat and a barge is trying to get between you and the committee boat, make sure you hail him (and luff him) prior to reaching the boat. If you say nothing and don't luff him until he is between you and the RC boat, you may be out of luck.

Note also that this rule does not require a verbal hail prior to luffing. Hailing certainly helps your case with the jury and is considered common courtesy, but it is not required.

### **39 Same Tack — After Clearing The Starting Line**

**39.1 SAILING ABOVE A PROPER COURSE** - *After starting and clearing the starting line, when a windward yacht has been mast abeam at any time during the overlap, the leeward yacht shall not sail above her proper course unless she luffs and tacks without interfering with the windward yacht.*

Mast abeam is a defense for a windward boat to curtail the luff of a leeward boat. Rule 39.1 is the "Mast Abeam" rule. Leeward may luff as she pleases after starting and clearing the starting line (subject to Rule 37.3), until the windward boat has achieved the mast abeam position. At this point, leeward must return to a course no higher than her proper course.

From this point forward, as long as the overlap is maintained, leeward cannot luff windward. She regains luffing rights only if she pulls ahead, and the overlap is broken and then reestablished by windward.

**Some luffing leeward sailors even choose to point out their belief that windward's parents were never married.**

Remember that leeward determines her proper course at all times. If windward chooses to sail lower than leeward, that's too bad. Mast abeam only limits leeward's right to alter course toward windward. By definition, leeward only has to apply her proper course with some consistency and have a logical reason for doing so.

**39.2 LUFFING** - *After starting and clearing the starting line, subject to Rule 32, a yacht clear ahead or a leeward yacht may luff as she pleases unless the windward yacht has been mast abeam at any time during the overlap.*

Rule 39.2 continues the discussion about leeward's rights for luffing. It further codifies her right to luff as she pleases within the limits of Rule 39.1.

**39.3 SAILING BELOW A PROPER COURSE** - *A yacht on a free leg of the course shall not sail below her proper course when she is within three of her overall lengths of a leeward yacht or a yacht clear astern that is steering a course to leeward of her, unless she bears away and gybes onto another proper course without interfering with the other yacht.*

In my many years of sailing, I have never seen this rule alluded to by anyone. That doesn't mean it isn't there. There is not a Hobie racer in the country that hasn't violated it at one time or another; mostly through lack of knowledge that it exists.

The rule is in place to provide a defense for the boat attempting to pass to leeward that has gained an overlap from astern. To maintain clean air, leeward must attempt to pass several boat widths to leeward of windward.

This rule prevents windward from "coming down" on leeward in a kind of reverse luffing action. The last statement says that windward can fall off toward leeward only in the act of gybing, provided windward can do so without fouling leeward.

Note that the rule states three boat lengths, not widths. For example, if a Hobie Miracle is less than 60 feet to windward of another boat, he cannot sail below his proper course to block leeward's air. Sixty feet is a long way!

I am sure some sailor in Podunk, Any State will read this in the dead of January. He will be chomping at the bit for the first regatta so he can use this obscure rule on his buddies and have them tossed out. The sailor's fleet should consider itself forewarned.

### **40 Other Limitations On A Leeward Yacht**

**40.1 DOUBT ABOUT MAST ABEAM** - *When there is doubt that a windward yacht is mast abeam and her helmsman hails "Mast abeam" or words to that effect, the leeward yacht shall promptly comply with Rule 38.1 or Rule 39.1. When she believes the hail is improper, her only remedy is to protest.*

Windward has the right to hail when he thinks he has achieved the mast abeam position. Leeward cannot dispute the call. He can respond only by returning to her proper course. Leeward then can protest the call.

**40.2 SAFETY LIMITATION** - *When a windward yacht hails that an obstruction, a third yacht or other object limits her ability to keep clear when a leeward yacht luffs, the leeward yacht shall give the windward yacht room to pass the object.*

This scenario resembles the discussion on luffing before the starting signal. You cannot luff a windward boat into an obstruction. The obstruction can be another boat, the race committee boat, a shoal or channel marker, or similar obstacle. If you wish to luff a windward boat, begin the luff



well prior to either boat reaching an overlapped position with the obstruction. This rule blends in with the rules in Section C dealing with room at marks and obstructions.

**40.3 LUFFING TWO OR MORE YACHTS-** *A leeward yacht shall not luff unless she has the right to luff all yachts that would be affected, in which case they all shall respond, including any intervening yacht that does not otherwise have the right to luff.*

If a leeward boat has more than one boat overlapped on her windward side, she must have the right to luff all the boats that will be affected by her alteration of course. That is to say, no boat in the group can have the mast abeam position over her. Nor can they be limited by an obstruction. If none of the boats above her falls into any of these categories, then she may luff without regard for their position to each other.

## 41 Changing Tacks — Tacking And Gybing

**41.1 BASIC RULE** - *A yacht that is either tacking or gybing shall keep clear of a yacht on a tack.*

Let's recap the definition of tacking and gybing, the better to understand Rule 41. Your boat is tacking from the moment its bows cross head-to-wind until it reaches a close-hauled course on the other tack. This circumstance could last a few seconds or more.

Your boat is gybing from the moment your boom crosses the centerline of your boat until the sail fills on the other side. This time span is measured in fractions of a second.

Rule 41.1 deals only with the time your boat is tacking or gybing. For the duration of these two maneuvers, you have no rights over a boat that is on a tack.

**41.2 TRANSITIONAL** - *A yacht shall neither tack or gybe into a position that will give her right-of-way unless she does so far enough from a yacht on a tack to enable that yacht to keep clear without having to begin to alter her course until after the tack or gybe has been completed.*

Subjectivity comes into play with this rule, which is best explained by using an example. Assume that two boats are sailing to windward on port tack, with one boat clear astern of the other and sailing a slightly higher course. If the boat clear ahead chooses to tack, Rule 41.1 confirms she has no rights while her boat is turning from head-to-wind to her new starboard tack. Rule 36 maintains a starboard tack boat has rights over a port tack boat. Therefore, you would conclude that once the tacking boat reaches her new close-hauled course, she has rights over the port boat. That conclusion is true in most cases, but Rule 41.2 adds a caveat to the situation.

The tacking boat not only has to arrive at her new close-hauled course before the

port tacker gets to her, she must allow port room to keep clear once she reaches starboard tack. Port does not have to begin altering course until starboard completes her tack. If, at that point, she does not have room to keep clear, starboard tacked too close and has fouled port.

Port also has an obligation under Rule 32 to avoid collisions that might result in serious damage. If port determines that she will not have room to miss starboard while starboard is tacking, and she alters course to avoid the collision prior to starboard completing her tack, port has been fouled by starboard.

Keep in mind that if two boats are sailing on starboard, as in the example above, the boat clear ahead that chooses to tack to port has no rights while tacking. She also will have no rights after completing her tack, because she will be on port. It then becomes an issue of which rule she gets thrown out on — 36 or 41.

The same concept applies to a boat that is gybing. Because boats gybe very quickly, Rule 41.1 is rarely cited in conflicts downwind. Rule 41.2 becomes the operative rule in allowing a newly burdened boat some defense.

**Over time, you will discover that the rules are not as complicated as some might have you believe.**

**41.3 ONUS** - *A yacht that tacks or gybes has the onus of satisfying the protest committee that she completed her tack or gybe in accordance with Rule 41.2.*

This rule assigns the burden of responsibility to the boat attempting to tack or gybe. If a dispute arises about whether she tacked or gybed too close to another boat, she must convince the protest committee that she gave the other boat enough room to keep clear.

This situation usually requires a witness to prove your case. Remember that next time you "think you can make it" on that super-duper-quick tack in front of another boat.

## TIME TO RELAX

Take a deep breath. You now have completed Sections A and B of Part IV. The next Racer's Edge will continue with an analysis of Section C — Rules That Apply At Marks And Obstructions. These rules include such notables as buoy room and barging!

Keep reading and studying. Over time, you will discover that the rules are not as complicated as some might have you believe. *✍*

# Sail

## UPGRADE

*Are your sails in great shape except for the hardware? The Hobie Cat Sail Loft will upgrade your sails to 1994 hardware configuration.*

### OFFER INCLUDES...

- **New batten caps** with 3/16" rivets
- **Re-rivet head, tack and clew** with 3/16" rivets
- **Add liner rings** to head, tack and clew
- **Grommets** in 5-hole jib clew plate (H16 only).

<b>HOBIE 14</b>	Main	\$60.00
<b>HOBIE 16</b>	Main & Jib	\$95.00
<b>HOBIE 18</b>	Main & Jib	\$75.00

Price includes return shipping. Offer ends Feb. 28, 1994. Sails received after that date will not be accepted. Sails must be shipped without battens and outside of box must be clearly marked "Sail Upgrade Program".

# 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!



## Poised For Success

### IHCA Better Positions Itself Within IYRU At Annual Meeting

BY JEFF ALTER  
IHCA EXECUTIVE DIRECTOR

It has been a full year since we last discussed the potential Olympic Hobie Class at the 1992 annual IYRU meeting in London. This year, the meeting was held in Toronto, Canada. The Hobie Class was represented by Doug Campbell, IHCA president; Paul Pascoe, IHCA vice president; Paul Ulibarri, IHCA race director and John Dinsdale, president of Hobie Cat Europe.

This year, our mission was not to promote a Hobie in the Olympics, but to position ourselves better within the IYRU. There were many items on our agenda. Most important was the passage of new rules.

Throughout the past year, the IHCA reviewed many rule change submissions. All submissions were analyzed by the IHCA rules committee, and were either rejected or passed. The latter were sent to the IHCA council for approval. The council consists of a representative from each region and a manufacturer. The council-approved rules were submitted to the IYRU.

#### IYRU RATIFIES RULES

The IHCA submitted four rule changes to the IYRU. Two were tabled and two were passed. The following rules will go into effect for the 1994 season.

#### Submission #1

<b>Rules Committee Vote</b>	Yes (6) No (1)
<b>IHCA Council Vote</b>	Approve
<b>IYRU Vote</b>	Approve

Current General Rule:

16.5 — Mesh and canvas trampolines manufactured by the Hobie Cat Company are class legal.

a) Trampolines may be reversed end for end if desired.

b) Storage pockets and flaps may be added to prevent water spray.

c) A second set of hiking straps may be replaced and altered as desired.

d) Hiking straps shall not be adjustable while on the water.

Add New Rule:

16.5 e) A trampoline may be comprised of one to three pieces.

#### Submission #2

<b>Rules Committee Vote</b>	Yes (6) No (1)
<b>IHCA Council Vote</b>	Approve
<b>IYRU Vote</b>	Approve

Add New Rule:

7.1 — The minimum combined women's crew weight for women's class racing events (non open events) shall be 260 lbs. (118.2 kg).

#### TABLED SUBMISSIONS

The IYRU tabled the following submissions. They will not go into effect.

#### Submission #3

<b>Rules Committee Vote</b>	Yes (6) No (1)
<b>IHCA Council Vote</b>	Approve
<b>IYRU Vote</b>	Disapprove

Current Rule Hobie 17:

9.1 — Any type of traveler cars that operate in the Hobie Cat Company supplied traveler tracks are acceptable. The tracks shall not be altered, changed or added to in any way.

9.2 — The Hobie Cat Company supplied integrated traveler systems are class legal.

Add New Rule:

9.3 — The Harken Traveler Track and Car (Harken parts 154 and 159) may replace existing track and car.

#### Submission #4

<b>Rules Committee Vote</b>	Yes (6) No (1)
<b>IHCA Council Vote</b>	Approve
<b>IYRU Vote</b>	Disapprove

Current Rule — Hobie 18:

1. — Rudder blades, rudder assemblies and daggerboards.

1.1 Rudder blades, rudder assemblies and daggerboards shall be stock as supplied by the Hobie Cat Company. Hobie Cat Company supplied rudder housings and daggerboards shall not be modified except for minimum filing to improve fit and function. Only Hobie Cat Company supplied after-market rudders are allowed to replace stock rudders.

1.2 Daggerboards in the down position shall not extend into the daggerboard trunk beyond one-half the diameter of the rope handle hole.

1.3 Anti-chafing and shimming pads may be added to the leading and trailing edges of the daggerboard trunk.

Modify Rule:

1. — Rudder blades, rudder assem-

blies and daggerboards.

1.1 Rudder assemblies and daggerboards shall be stock as supplied by Hobie Cat Company. Hobie Cat Company supplied rudder housings and daggerboards shall not be modified except for minimum filing to improve fit and function.

1.2 Daggerboards in the down position shall not extend into the daggerboard trunk beyond one-half the diameter of the rope handle hole.

1.3 Anti-chafing and shimming pads may be added to the leading and trailing edges of the daggerboard trunk.

1.4 Rudder blades made of another material, yet conforming with the size, shape, and minimum weight of the standard rudder blades, may be used. Profile plans are available through the IHCA.

1.5 The maximum thickness of a rudder blade(s) shall not exceed 1 in. (25.4 mm) tapering over a distance of 2 ft. (60.96 cm) to a maximum thickness of 1.2 in. (12.7 mm), 2 in. (50.8 mm) from the bottom tip of the rudder.

The IYRU stated that it did not want to see another traveler system introduced to the Hobie 17. It recommends the manufacturer consider using the integrated crossbar traveler for all 17s.

The IHCA is currently working on getting the United States manufacturers to use the integrated crossbar. The Hobie 18 rudder rule was disallowed. The IYRU felt the class should continue to use factory supplied rudders.

#### IYRU WORLD CHAMPIONSHIPS — LA ROCHELLE, FRANCE

The event will be sailed on Hobie 16s, 470s, Lasers and a keelboat to be announced. There will be an open and all-women's discipline in each class. The dates are set for July 25-August 8, 1994.

Currently, the event is funded, although the FRILLS are NOT. Additional sponsorship is being actively sought by the IYRU. Funding received through sponsorship will be appropriated to 1) the event; 2) promotion; 3) participants. It looks as if the IYRU will be utilizing the IHCA to assist with event planning and race management.

The IHCA is seeking sponsorship for the multihull participants. We recommend that all regions help their qualified teams attend the event. We have received word that the NAHCA and EHCA currently are pursuing this matter.

Each country is allowed three open teams and three women's teams. In addition, the current world champion in all classes will be qualified. Here are those racers:

Hobie 16 Open — Sean Ferry, S. Africa



Women — Anne Tully, USA  
Hobie 14 Open — Chris Metcalf, Aus  
Hobie 17 Open — Bob Seaman, USA  
Hobie 18 Open — Clive Kennedy, Aus  
Women — Betty Bliss, USA

Three teams are to be selected by the IHCA. Two will come out of the 1993 Hobie 16 World Championship ranking. The third selection is still being considered.

The IYRU reported that as of October 31, 1993, 37 women's teams and 66 open teams have qualified for the event.

#### **OTHER POINTS OF INTEREST**

Nacra 5.0 and Prindle 18.2 made requests to become recognized by the IYRU as international classes. Both requests were denied, as neither class fulfills the IYRU standards of international distribution and organized racing.

Tornado is going to present a ballot to its membership requesting a change of equipment to a bigger jib, bigger main and double trapeze for the Olympics. A spinnaker has been voted down by a narrow margin. The Tornado class also is trying to obtain a single sail source for the near future. The class also announced that it is financially broke.

The IYRU Youth Committee has received 13 nations' endorsements for a multihull discipline for the IYRU Youth Worlds (maybe a Hobie 16).

#### **A COMPETITIVE POSITION**

The International One Design Council has recommended as part of the IYRU realignment proposal that each International One Design Multihull Class (in our case, the IHCA) shall appoint members directly to the IYRU multihull council. At present, this council is composed solely of Tornado sailors.

This proposal would place all catamaran classes on an even playing field. The Tornado class reign would be broken.

There is some concern that the multihull council could be eliminated by the IYRU permanent committee. The council also has proposed that a new classification be given for classes that do not meet the qualifications for international one design status, which IHCA currently enjoys. Only classes with international status will be considered for future Olympics.

The International Hobie Class Association's relationship with the IYRU is growing stronger and stronger. Hobie Cat is becoming the chosen catamaran to be involved with many different IYRU-sanctioned events worldwide. Our strength comes from our regional organizations, and from you, the sailors. *✍*

# **NORTH AMERICAN REGION NEWS**

## **..... Ways And Means**

### **Where There's A Will To Increase Sailing Fun, There's The Hobie Way**

BY GIGI MOORE  
NAHCA CHAIRPERSON

"Hobie Way of Life": This phrase has become the backbone of the North American Hobie Class Association; the heart and soul of the organization. Its meaning may be interpreted on a personal level, according to your sailing interests; whether racing, cruising or both.

Committed to enhancing and expanding the "Hobie Way of Life," the NAHCA strives to meet the many needs of all members. This season our focus is on being accessible. We also want to contribute to programs enjoyed by junior sailors, pleasure sailors and disabled sailors.

#### **Junior Program**

The interest and success of the junior program this year has strongly impacted the council's decision to direct our attention to recruitment of members from all areas of sailing, including but not limited to racers.

The junior program will be expanded to include activities at all area championships. Due to the variable number of young sailors within each area, we have asked the host fleets to create an appropriate program. It may be a separate start on the race course, or an onshore seminar for junior skippers and crews.

By recognizing the importance of juniors at our events, we will continue to build their interest and confidence, in hopes they will remain active and also encourage other juniors to get involved. We would rather give our kids something to identify with, than have them go to bed while the adults play!

#### **Disabled Sailors Program**

The council has formed a disabled sailors committee to identify programs in which the NAHCA should be involved. The committee also will bring to the forefront specific issues that need to be raised, to broaden sailing options for both mentally and physically handicapped sailors.

This year, we will concentrate on the Hobie 16 Trapseat Championship in San Diego and the qualifying events for the 1995 Special Olympics in Connecticut. The committee also will discuss viable equipment improvements and adaptations designed to encourage more sailors to try a Hobie. It also will make recommendations for rule accommodations.

**"Hobie Way of Life":  
This phrase has become  
the backbone of the  
North American Hobie  
Class Association —  
the heart and soul of  
the organization.**

#### **In Search Of New Blood**

The membership committee will be working with all fleets and divisions to identify potential markets for advertising the membership program, specifically targeting the pleasure sailor and/or part-time racer. The search for sailors who prefer to organize events or participate on the race committee is on.

Many volunteers and potential volunteers who are interested in becoming certified through US Sailing have not been able to coordinate a timely program to obtain all the necessary experience and documentation. To help these sailors pursue their goals, the NAHCA's race director and appeals committee will work with the council to identify interested persons and develop a program to encourage participation.

Running through these various programs is the common thread of enhancing the "Hobie Way of Life." Over the next 12 months, the NAHCA intends to encourage more people to become involved with the organization, open access to different interests and needs, and increase our overall effectiveness as an organization.

Join us in 1994 ... Just Say Yes! *✍*



# HOBIE RACING

## RACE RESULTS

### DIVISION 2

**HOBIE 16/14 CHAMPIONSHIPS**  
**FLEET 3, DIVISION 2**  
**LONG BEACH, CA**  
**SEPTEMBER 18-19, 1993**

HOBIE 16A	POINTS
1. Curt Christianson	8.50
2. Tom Materna	12.00
3. Keith Christianson	12.75
4. Alan Egusa	20.00
5. Annie Nelson	21.00
6. Bob Seaman	22.75
7. Dan Delave	28.00
8. John Hauser	28.75
9. John Forgrave	31.00
10. Charles Froeb	37.00
11. Lee Dockstader	37.00
12. Greg Thomas	40.00
13. Ross Tyler	43.00
14. Tom Acuna	47.00
15. Ron Wagniere	49.00
16. Steve Leo	50.00
17. Udo Winkler	53.00
18. Sandy Takacs	61.00
19. Mary Gantsweg	62.00
20. Eric Bjerring	64.00
21. Larry Redding	74.00
22. Paul Ashley	76.00
23. Brian Dolan	78.00
24. Ziolkowski	83.00

HOBIE 16B	POINTS
1. Dean Zimmerman	4.25
2. Brenden Hammond	7.75
3. Steve Attard	12.00
4. Carter Moe	15.75
5. Jack Winter	16.00
6. Team McGraw	21.00
7. Al Mohli	22.00
8. Team Beef	28.00
9. Rob Purciel	31.00

HOBIE 16C	POINTS
1. Loretta Peto	6.75
2. Roy Van Roden	9.75
3. Sam Speagle	11.50
4. Hunter	11.75
5. Team Poe	14.00
6. Clich	20.00
7. Scott Baker	22.00
8. Bruce Kooka	24.00
9. Sonny Napial	30.00

HOBIE 14	POINTS
1. Bart Sherriff	3.00
2. Bruce Fields	6.75
3. Jim Lantz	11.00
4. Dick Lantz	14.00

HOBIE 14T	POINTS
1. Dennis Woods	3.00
2. Brian Wilson	10.00
3. Woody Campbell	13.00
4. Glen Wadsworth	15.00
5. Earl Landres	20.00
6. Bob Heyer	21.00

**HOBIE 17, 18 & 20 CHAMPIONSHIPS**  
**FLEET 3, DIVISION 2**  
**LONG BEACH, CA**  
**OCTOBER 16-17, 1993**

HOBIE 20	POINTS
1. Egusa/Woods	7.00
2. Ketterman/Newsome	12.75
3. Lundburg/Margetts	15.75
4. Schafer/Delave	17.00
5. Leo/Nackel	20.00
6. Fogerty/Seaman	24.00
7. Jenkins/Bainbridge	27.00
8. Skidmore/Skidmore	38.00

HOBIE 18A	POINTS
1. Timms/Timms	8.50
2. Parizeau/Bates	10.50
3. Lewis/Zezula	16.75
4. Brown/Nunes	16.75
5. Lindley/Lindley	23.00
6. McGraw/McGraw	29.00
7. Miller/Miller	31.00
8. Forgrave/Eldridge	42.00
9. Veenbaas	46.00
10. Gillett	47.00
11. Hanks	49.00
12. Thomas/Froeb	54.00
13. Brown	63.00
14. Kline	68.00

HOBIE 18B	POINTS
1. Wadsworth/Winter	8.25
2. Liberator/Liberatore	9.75
3. Overdeest/Beck	11.75
4. Daily/Smith	12.75

HOBIE 18C	POINTS
1. Denny Osburn	8.00
2. John Jansen	12.75
3. Mark Christoffels	14.00
4. Phil Hall	16.00
5. Don McKenna	17.75
6. Gene Vasquez	24.00
7. Marcus Chan	35.00

HOBIE 17A	POINTS
1. Steve Kerckhoff	8.50
2. Bruce Fields	9.50
3. Erik Bjerring	13.75
4. Tom LeLong	13.75
5. Dick Blount	20.00

HOBIE 17B	POINTS
1. Teri McKenna	3.75

**BLUE WATER REGATTA**  
**FLEET 15, DIVISION 2**  
**VENTURA, CA**  
**SEPTEMBER 11-12, 1993**

HOBIE 20	POINTS
1. Lundberg/Margets	3.00
2. Egusa/Correll	9.00
3. Jenkins/Overdeest	10.00
4. Bishop/Weir	16.00

HOBIE 18A	POINTS
1. Timm/Timm	3.00
2. Lewis/Zezula	9.75
3. Lindley/Lindley	11.00
4. McGraw/McGraw	12.00
5. Brown/Burnight	15.00
6. Veenbaas/James	22.00

HOBIE 18B	POINTS
1. Overdeest/Beck	4.25
2. Simon/Olmstead	8.00

HOBIE 18C	POINTS
1. Chelmsky/Wynhoff	3.00
2. Harness/Harness	10.00
3. McKenna/Gavin	12.00
4. Murdock/Murdock	16.00

HOBIE 17A	POINTS
1. Bruce Fields	8.00
2. Erik Bjerring	10.50
3. Bill Myrter	10.75
4. Tom DeLong	11.75
5. Jack Linn	15.75
6. Steve Kerckhoff	16.00
7. Gordon Gracia	22.00
8. John Baudry	27.00

HOBIE 16A	POINTS
1. Materna/Brown	6.25
2. Petron/Petron	7.75
3. Christensen/V-Boy	10.00
4. Seaman/Marie	11.75
5. Christensen/Tracy	15.00
6. Gatsweg/McPhearson	22.00
7. Hauser/Hauser	24.00
8. Winkler/McKenna	27.00
9. Wagniere/Bowen	32.00
10. Takacs/Rampfen	35.00
11. Redding/Redding	39.00

HOBIE 16B	POINTS
1. Mohli/Mohli	4.25
2. DeLong/Mathews	7.75
3. Winter/Winter	7.75
4. Hunter/Hunter	16.00

HOBIE 16C	POINTS
1. Nicole/Nicole	5.25
2. Modesti/Modesti	8.75
3. Whitten/Baker	9.00

### DIVISION 3

**PRESIDIO INVITATIONAL**  
**FLEET 3, DIVISION 3**  
**CRISSEY FIELD, CA**  
**OCTOBER 2-3, 1993**

HOBIE 20	POINTS
1. Timms/Loose	4.50
2. Rodal/Hutson	5.75
3. Goodell/Vaughan	6.75
4. Yahalom/Smith	12.00
5. Joder/Oxford	13.00
6. Harris/Sawyer	17.00
7. Head/Lane	18.00
8. Van Dijk/Bellows	21.00
9. Wiegman/White	26.00
10. Valenta/Dillon	28.00

HOBIE 18A	POINTS
1. Bliven/Mullins	2.25
2. Heberer/Madeley	4.75

HOBIE 18B	POINTS
1. Kelly/Hipley	2.25

HOBIE SX-18	POINTS
1. Wagner/Wagner	2.25

HOBIE 17A	POINTS
1. John Baudry	2.25
2. Al Leonard	6.00
3. Dave Baumgartner	13.00
4. Steve Osborne	13.00
5. Pete Rudnick	14.00
6. William Tripp	15.00
7. Gordon Gracia	17.00

HOBIE 16A	POINTS
1. Hess/Hess	4.75
2. Porter/Blessing	5.75
3. Montague/Ward	5.75
4. Sajdak/Muns	9.75
5. Katz/Reilly	14.00
6. Klein/Kg	17.00
7. Peters/Farrell	20.00
8. Parseghian/Maccaro	23.00
9. Marriott/Hites	25.00

HOBIE 16B	POINTS
1. Shahnfar/Renfro	2.25

HOBIE 16C	POINTS
1. Sinclair/Little	1.50
2. Bjork/Bjork	5.00
3. Allen/Hansen	5.00

HOBIE 16N	POINTS
1. Glass/Lopez	1.50

### DIVISION 6

**WILD BILL REGATTA**  
**FLEET 6, DIVISION 6**  
**HOUSTON/GALVESTON, TX**  
**OCTOBER 16-17, 1993**

HOBIE 18A	POINTS
1. Richnow/Nelson	3.00
2. Puffer/Ellis	9.00
3. Davis/Davis	14.00
4. Mimitch/Mimitch	14.00
5. Johnson/Johnson	16.00
6. Eller/Guinn	20.00
7. Monosmith/Reeh	25.00
8. Hyatt/Bill	29.00
9. Snieder/Davis	31.00
10. Yurinak/Yurinak	35.00

HOBIE 18B	POINTS
1. Gremlington/Goslin	3.00
2. Biggs/Brast	6.75

HOBIE 17A	POINTS
1. David Koons	4.25
2. Royce LaVerne	5.50
3. Stephen Acquart	15.00
4. Kyle Nichols	16.00

HOBIE 16A	POINTS
1. Miller/Altemus	9.50
2. Seta/Brown	9.75
3. Ashworth/Brunson	9.75
4. Mallum/Anderson	11.75
5. Bach/Collins	15.00
6. Sykes/Mikel	16.00

HOBIE 16B	POINTS
1. Urband/Hennessey	6.75
2. Larchar/Reber	8.50
3. Warren/Thenhaus	11.75
4. Sammons/Sammons	16.00
5. Larson/Boozler	17.00
6. Vrabel/Gleitman	17.00
7. Brown/Tomko	18.75
8. Miloy/Wodash	25.00
9. Moir/Moir	35.00

HOBIE 16C	POINTS
1. Fazzoli/Stump	3.00
2. Westmoreland/Thomas	10.00
3. Floyd/Owens	13.00
4. Hadlock/Skinner	14.00

### DIVISION 7

**10,000 LAKES REGATTA**  
**FLEET 515, DIVISION 7**  
**LAKE MINNETONKA, MN**  
**SEPTEMBER 11-12, 1993**

HOBIE 21	POINTS
1. Neiman/Shore	7.00
2. Baldwin/Witt	8.75
3. Cowell/Cowell	17.00

HOBIE 21 SPORT	POINTS
1. Knutson/Foster	4.50

HOBIE 20	POINTS
1. Leekley/Cool	7.00
2. Reed/Reed	8.25

HOBIE 18M	POINTS
1. Brachman/Geavy	4.50
2. Erickson/Erickson	8.25

HOBIE 16	POINTS
1. Popp/Sontag	4.50
2. Wagner/Ostergren	13.00
3. Smith/Segner	16.00

HOBIE 16	POINTS
1. Carlson/Swanson	7.00
2. Johnson/Johnson	15.75
3. Condon/Condon	18.00
4. T. Jagger/Jagger	19.75
5. A. Jagger/Jagger	24.75
6. Rine/Borthe	28.00

HOBIE 14	POINTS
1. Watson	4.25

HOBIE 16A	POINTS
1. MacConnell/MacConnell	7.75
2. Dowell/Cramer	17.75
3. Yates/Yates	19.00
4. Glanden/Glanden	19.75
5. Hippensteal/Hippensteal	19.75

HOBIE 17	POINTS
1. James Travis	6.50
2. George Schmidbauer	6.75
3. Lee Christofersen	12.75
4. Doug Ackroyd	21.00
5. Roger White	21.00

HOBIE 16A	POINTS
1. MacConnell/MacConnell	7.75
2. Dowell/Cramer	17.75
3. Yates/Yates	19.00
4. Glanden/Glanden	19.75
5. Hippensteal/Hippensteal	19.75

HOBIE 16B	POINTS
1. Slavin/Rozman	3.00
2. Schneider/Roney	10.00
3. McHugh/Leite	10.00
4. Sickenberger/Sickenberger	10.75
5. Gerner/Jones	21.00

HOBIE 16C	POINTS
1. Landis/Landis	7.50
2. Lipske/DiPasquale	9.75
3. Morgan/Kuney	13.00
4. Kudrewicz/Kudrewicz	16.75
5. Schuknecht/Schucknecker	16.75

HOBIE 21	POINTS
1. Keyser/Jones	4.25
2. Beery/Webster	7.75
3. Deans/Bobby O.	9.75
4. McCarty/Spence	12.00

HOBIE 20	POINTS
1. Carlson/Sassaman	5.50
2. Dunn/Scott	9.75
3. McNeal/Stephanie C.	12.75
4. Loewen/Loewen	14.75
5. Fuger/Sassaman	16.00
6. Powers/Rodriguez	20.00
7. Bernier/Stacy	21.00
8. Keyser/Lovell	21.00

9. Hubel/Champagne	36.00
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HOBIE 18A	POINTS
1. Liebel/Liebel	4.25
2. Johnson/Johnson	7.75
3. Cunningham/Cheryl	11.75
4. Whidden/Albina	13.00
5. Cooper/Revia	15.00
6. Kulfic/Kulfic	19.00
7. Johnson/Coblish	26.00

HOBIE 18B	POINTS
1. Moehl/Ponnellian	3.00
2. Shafer/Shaffer	7.75
3. Henderson/Eads	9.00
4. DiSalvo/Cabrera	13.00
5. Barrios/Mendoza	19.00
6. Conlon/D'Arcy	21.00
7. Gauntlet/Shipes	24.00

HOBIE 18M	POINTS
1. Tyler/Murph	6.75
2. Bowers/Bowers	7.50
3. DeWitt/Roagers	9.75
4. Reed/Murphy	15.75
5. Adano/Friers	16.00
6. Dugan/Dugan	20.00
7. Timonere/Timonere	25.00
8. Kisida/Kisida	27.00

HOBIE 17A	POINTS
1. Scott McMillen	4.25
2. Al Campbell	7.75
3. Cliff Roche	11.00
4. Roy Bertollet	13.75
5. Ron Willey	18.00

HOBIE 16A	POINTS
1. Merritt/Merritt	7.50
2. Dixon/Dixon	7.75
3. Camp/Adcock	14.00
4. Schwiend/Holy	21.00
5. Vasilev/Stelling	23.00
6. Sammons/Sammons	23.75
7. McDonald/Mulbauer	24.75
8. Zable/Meg	25.00
9. Caffee/Caffee	28.00
10. Beuerlein/Killah	31.00
11. McPherson/Sullivan	32.00
12. Sanchez/Cohen	35.00
13. McGinnis/Scott	37.00
14. Sanchez/Eames	50.00

HOBIE 16B	POINTS
1. Hoopes/Brian	3.00
2. Grinstead/Proenz	8.75
3. Robinson/Vandrn	10.00
4. Herendeen/Kozel	18.00
5. Kadam/Kadam	19.00
6. White/D'Arcy	19.00
7. Coleman/Jacoky	25.00

<b>HOBIE 16B</b>	<b>POINTS</b>
1. Hoopes/Brian	3.00
2. Grinstead/Proenz	8.75
3. Robinson/Varnadrn	10.00
4. Herendeen/Kozel	18.00
5. Kadau/Kadau	19.00
6. White/D'Arcy	19.00
7. Coleman/Lepky	25.00



# HOBIE RACING RACE RESULTS

4. Hart/Failor	20.75
5. Gramont/Gramont	21.00
6. Busche/Hurican	36.00
7. Lamborn	39.00
8. Horton/Horton	40.00
9. Jones/Jones	42.00
10. Scott/Corn	45.00
11. Slonim/Slonim	56.00
12. Anderson/Anderson	58.00

HOBIE 16	
POINTS	
1. McDonald/Meyers	5.00
2. Turlington/Turlington	13.75
3. Buckingham	16.00
4. Miller	22.00
5. C. Wilder/Ginger	24.00
6. Wilder/Wilder	26.00

## NATIONAL CHAMPIONSHIPS

CANADIAN NATIONAL CHAMPIONSHIPS  
GIMLI, MANITOBA, CANADA  
AUGUST 5-8, 1993

OPEN FLEET	
POINTS	
1. Wright/Wright	5.25
2. Neiman/Thomson	15.75
3. Gray/Gray	20.00
4. Cowell/Cowell	26.00
5. Grant	34.00
6. Stanley/Schroeder	36.00

HOBIE 16A	
POINTS	
1. Cramer/Cramer	9.00
2. Thompson/Smith	18.75
3. Starkey/Starkey	29.75
4. Kwasniewski/Kwasniewski	38.75
5. Hopper/Starkey	40.75
6. Murray/Murray	43.00
7. Walker/Walker	46.00
8. Johnson/Johnson	59.00
9. Crabbe/Boudreau	61.00
10. Van Blitters/Craig	64.00
11. Borg/Borg	65.00
12. Scott/Polard	70.00
13. Hughes/Scott	82.00
14. Peto/Rey	82.00
15. Guest/Kulba	95.00
16. Healy/Birtor	98.00
17. McGowan/McGowan	107.00
18. Dorschner/Dorschner	111.00
19. Farrow/Farrow	122.00
20. Maffenbeier/Loutit	133.00

HOBIE 16B	
POINTS	
1. Bittsema/Ritsem	5.25
2. Aldridge/Vadeboncoeur	14.00
3. Viehhaber/Viehhaber	19.00
4. Drake/Varden	27.00
5. Wall/Lawrence	27.00
6. Mazur/Brown	37.00

HOBIE 17A	
POINTS	
1. Paul Garlick	7.75
2. Chris Ulton	23.75
3. Jeremy MacLavery	28.00
4. Paul Nagle	34.00
5. Kathryn Garlick	37.00
6. Bob Lidington	38.75
7. Dale Jamieson	40.00
8. Clive Warwick	48.00
9. Bruce Briggs	55.00
10. Nancy Worth	62.75
11. Peter Churchill	68.00
12. Charles Smith	72.00
13. Mike Baldwin	72.00
14. Peter Mazzerole	90.00
15. Arthur Whittey	99.00
16. Chuck Watson	110.00
17. Kevin Dinga	115.00

HOBIE 16A	
POINTS	
1. Bass/Winteritz	6.50
2. Robinson/Mitchell	26.00
3. Jagger/Diersen	31.75
4. Donitz/Donitz	36.75
5. Swanson/Chase	49.00
6. MacDonald/McDonald	51.00
7. Schubach/Skelton	53.00
8. Hiern/Petch	56.00
9. Kachowski/Graves	57.00
10. Kristianson/Zacher	63.00
11. Conlon-Davi/Mar	68.00
12. Grigg/Funk	72.00
13. Hilton/Hilton	79.00
14. Sweetnam/Ellis	80.00
15. Sansom/Sansom	84.00
16. Kroupa/Carlson	89.00
17. Lester/VanAert	103.00
18. Kilimnik/Duguid	103.00
19. Dawson/Dawson	109.00

HOBIE 16B	
POINTS	
1. Beddows/Beddows	5.25
2. Newton/Henderson	13.75
3. Denbak/Verborg	25.00
4. Robinson/Robinson	29.00
5. McWilliams/McWilliams	32.00
6. Law/Wieler	33.00

HOBIE JUNIOR NATIONAL CHAMPIONSHIP  
WILDWOOD, NJ  
AUGUST 21-22, 1993

SKIPPER/CREW	
ST POINTS	
1. Whittington/Gundlach	TX 6.25
2. Edwards/Kornack	NJ 12.75
3. McGinnis/Alexander	FL 16.50
4. Sanchez/Sanchez	FL 22.00
5. Tomko/McCarthy	NY 27.00
6. Olney/Anderson	NY 28.00

7. Hauser/Lovett	CA 32.00
8. Patterson/Cloud	AZ 33.00
9. Busche/Shea	NC 46.00
10. Poteat/Poteat	NC 46.00
11. O'Shea/Kissling	NJ 48.00
12. Smith/Winward	PA 48.00
13. Myer/Lang	PA 56.00
14. Sheehy/Sheehy	PA 59.00

HOBIE 16 NATIONAL CHAMPIONSHIP  
WILDWOOD, NJ  
AUGUST 22-28, 1993

### GOLD COURSE SKIPPER/CREW

ST POINTS	
1. Myers/Santorelli	NJ 59.50
2. Petron/Petron	CA 64.25
3. Alter/Ward	ID 65.50
4. Tucker/Purcell	FL 69.50
5. Hess/Hess	CA 76.75
6. McCarty/Jennifer	CT 90.50
7. Egusa/Stucky	CA 96.75
8. Ketterman/Leon	CA 115.00
9. Hauser/Hauser	CA 148.00
10. Bass/Winter	CO 165.00
11. Liebel/Liebel	CAN 166.00
12. Nelson/Froeb	CA 167.00
13. McCredie/Summers	TX 167.00
14. Jerry/Christine	NY 180.00
15. Bourde/Apple	MI 181.00
16. Korzeniewski/Korz	NY 212.00
17. Shaw/Larchar	TX 217.00
18. Montague/Burton	CA 238.00
19. Davis/Davis	TX 245.00
20. Whittington/Whittington	TX 249.00
21. Glandon/Glandon	DE 255.00
22. Kulkoski/Villa	NJ 255.00
23. Woodruff/Woodruff	MD 269.00
24. Kvech/Ross	MD 273.00
25. Payne/Payne	NJ 280.00
26. Collins/Collins	OK 285.00
27. Kaplan/Novak	NJ 285.00
28. Carpenter/Kasley	PA 286.00
29. Kuchentuch/Eck	MI 290.00
30. Loeffelholz/Taylor	OK 291.00
31. Boone/Boone	FL 315.00
32. Perkins/Perkins	NY 325.00
33. Sterling/Kavanaugh	NJ 329.00
34. McVeigh/McVeigh	MD 332.00
35. Mohney/Mohney	MI 337.00
36. Jeffers/Geremia	NY 377.00
37. Group C	CA 381.00
38. Garlick/Garlick	CAN 386.00
39. Simpson/Winsand	CO 387.00
40. Ortiz/Sandovaz	PR 391.00
41. Thompson/McNamara	NY 404.00
42. Hippensteel/Hippensteel	PA 419.00
43. Ackerman/Ackerman	MD 421.00
44. Dixon/Dixon	FL 422.00
45. Brown/McHugh	FL 425.00
46. Stater/Hogan	GA 426.00
47. Williams/Blaucas	MI 430.00
48. Flanagan/Slavin	MD 435.00
49. Anderson/O'Connor	NY 438.00
50. MacConnell/MacConnell	NJ 445.00
51. Amico/Anstey	NY 447.00
52. Sherm/McHugh	PA 448.00
53. Crompton/Edwards	DE 461.00
54. Ayscue/Moody	NC 490.00
55. Kleise/Kleist	NH 506.00
56. Diamond/Diamond	OH 520.00

### SILVER COURSE SKIPPER/CREW

ST POINTS	
1. Gracey/Blair	PA 16.50
2. Sadjak/Nums	CA 23.00
3. Ross/Kornack	NJ 26.00
4. Ackroyd/Keenan	NJ 26.50
5. Baker/Johnson	MA 39.00
6. Zable/Weber	FL 51.00
7. Colon/Gonzales	PR 51.75
8. McPherson/Santor	FL 53.00
9. Viers/Villa	VA 54.00
10. Anderheggen/Mulaney	CT 55.00
11. O'Connor/Holmes	NY 56.50
12. Magin/Magin	NY 59.00
13. Thomson/Davidson	CAN 65.00
14. Raybon/Raybon	NJ 69.00
15. Villa/Villa	NJ 72.00
16. Dowell/Cramer	VA 76.00
17. Krause Sr/Carroll	VA 76.00
18. Hall/Lee	NC 98.00
19. Bisesi/Bombard	NY 112.00
20. Kast/Kast	PA 119.00
21. Flanagan/Gellier	MD 120.00
22. Wells/Winter	CA 121.00
23. Glenn/Davis	SC 126.00
24. Stevens/Wittmann	NJ 134.00
25. McLaughlin/Carvelia	MD 137.00
26. Stiemma/Stiemma	MI 142.00
27. Miller/Whalen	NY 144.00
28. Smith/Smith	PA 147.00
29. Loughran/Herrmann	NJ 147.00
30. Ladd/Laver	VA 152.00
31. Sullivan/Dewan	NJ 153.00
32. Talotta/Talotta	NJ 163.00
33. Turner/Williams	VA 164.00
34. Begrow/Begrow	PA 173.00
35. Gundlach/Gundlach	VA 180.00
36. Parson/Seybold	NJ 189.00
37. Bergstedt/Stauffer	NJ 193.00
38. Stephen/Stephen	PA 193.00
39. Levy/Torzilli	NY 193.00

### SILVER COURSE SKIPPER/CREW

ST POINTS	
1. Gracey/Blair	PA 16.50
2. Sadjak/Nums	CA 23.00
3. Ross/Kornack	NJ 26.00
4. Ackroyd/Keenan	NJ 26.50
5. Baker/Johnson	MA 39.00
6. Zable/Weber	FL 51.00
7. Colon/Gonzales	PR 51.75
8. McPherson/Santor	FL 53.00
9. Viers/Villa	VA 54.00
10. Anderheggen/Mulaney	CT 55.00
11. O'Connor/Holmes	NY 56.50
12. Magin/Magin	NY 59.00
13. Thomson/Davidson	CAN 65.00
14. Raybon/Raybon	NJ 69.00
15. Villa/Villa	NJ 72.00
16. Dowell/Cramer	VA 76.00
17. Krause Sr/Carroll	VA 76.00
18. Hall/Lee	NC 98.00
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21. Flanagan/Gellier	MD 120.00
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23. Glenn/Davis	SC 126.00
24. Stevens/Wittmann	NJ 134.00
25. McLaughlin/Carvelia	MD 137.00
26. Stiemma/Stiemma	MI 142.00
27. Miller/Whalen	NY 144.00
28. Smith/Smith	PA 147.00
29. Loughran/Herrmann	NJ 147.00
30. Ladd/Laver	VA 152.00
31. Sullivan/Dewan	NJ 153.00
32. Talotta/Talotta	NJ 163.00
33. Turner/Williams	VA 164.00
34. Begrow/Begrow	PA 173.00
35. Gundlach/Gundlach	VA 180.00
36. Parson/Seybold	NJ 189.00
37. Bergstedt/Stauffer	NJ 193.00
38. Stephen/Stephen	PA 193.00
39. Levy/Torzilli	NY 193.00

### HOBIE 20 NATIONAL CHAMPIONSHIP

KIAWAH ISLAND, CHARLESTON, SC  
SEPTEMBER 4-8, 1993

### SKIPPER/CREW

ST POINTS	
1. Tucker/Purcell	FL 12.00
2. Myers/Santorelli	FL 13.00
3. Alter/Thomas	ID 43.50
4. Cope/Cope	FL 46.00
5. Team Piranha	CA 47.75
6. Pedrick/Harris	CA 52.00
7. Pitt/Knatz	GA 57.00

8. Leo/Nackel	CA 60.00
9. Boone/Boone	FL 63.00
10. Perkins/legge	FL 68.00
11. Duns/Scott	FL 70.00
12. Rodell/Harris	CA 77.00
13. Ferree/Bliss	PA 83.00
14. Stater/McCambridge	VA 93.00
15. Willard/Misner	NC 98.00
16. Pariseau/Froeb	CA 107.00
17. Carlson/Grimstead	FL 110.00
18. Haley/Young	FL 115.00
19. Marshack/Marshack	OR 117.00
20. Phillips/Lohmayer	FL 118.00
21. Blackburn/Blackburn	SC 122.00
22. Burgess/Lynch	CT 124.00
23. Shea/Barry	CT 136.00
24. Stewart/Stewart	SC 148.00
25. Wooten/Wooten	NC 149.00
26. Brown/Bates	CA 150.00
27. Cuttito/Ferrara	NY 154.00
28. Fraker/Fraker	NY 157.00
29. Smith/Youngerton	NC 158.00
30. Ross/Oliver	CARIB 157.00
31. Hackney/Sargent	FL 162.00
32. Fuger/Sassaman	FL 163.00
33. Harkinder/Harkinder	GA 163.00
34. Stewart/Griffith	SC 164.00
35. Smith/Humphries	FL 164.00
36. Loewen/Loewen	FL 188.00
37. Jones/Sheridan	GA 192.00
38. Schafer/Glawitsch	CA 196.00
39. Williams/Folk	NC 198.00
40. Fischer/Popp	WI 210.00
41. Reed/Reed	IL 212.00
42. McCarthy/Tartaglino	NH 214.00
43. Ulfon/Borg	CAN 225.00
44. Keyser/Lovell	FL 226.00
45. Wright/Rubedeau	CAN 235.00
46. Taubee/Hogan	NJ 235.00
47. Harper/Owens	SC 241.00
48. Bernier/Berry	FL 248.00
49. Frets/Carter	VA 250.00
50. Burling/Leonard	CA 259.00
51. Kieckhefer/Hogan	NJ 263.00
52. Carpenter/Moore	VA 270.00
53. Flack/Stoehr	SC 274.00
54. Anderson/Ober	KS 296.00
55. Moore/Moore	SC 304.00
56. Armstrong/Armstrong	NC 305.00
57. Norton/Milford	MA 313.00
58. Valenta/Dillon	CA 320.00
59. Almeroth/Almeroth	GA 342.00
60. Hamburger/Townsend	PA 342.00
61. Isco/Carter	IL 351.00
62. Przybysz/Przybysz	IL 356.00
63. Glude/Genovesi	GA 357.00

## WORLD'S

WOMEN'S WORLDS  
WILDWOOD, NJ  
AUGUST 19-20, 1993

### HOBIE 16 SKIPPER/CREW

ST POINTS	
1. Tully/Tully	CO 27.50
2. Nelson/Gresham	CA 28.75
3. Korzeniewski/Geremia	NY 45.50
4. Goldberg/Farris	PR 38.50
5. Garlick/Murray	CAN 38.75
6. Leon/Bowen	CA 44.75
7. Holmes/Creef	TX 53.00
8. Myers/Hippensteel	NJ 58.00
9. Dixon/Boone	FL 60.00
10. Defuria/McConnell	NJ 75.00
11. Appel/Smith	NY 83.00
12. Stucky/Anstey	WA 83.00
13. Howard/O'Brien	NY 90.00
14. Fuller/Summers	TX 93.00
15. Villa/Kaseley	NJ 110.00
16. McPherson/Collins	FL 112.00
17. Kavanaugh/McHugh	NJ 116.00
18. Brennan/Sammons	FL 127.00
19. Crowley/Ryan	NY 133.00
20. Schultheis/DuBois	NJ 147.00
21. Harding/Warfield	WY 148.00

### HOBIE 16 SKIPPER/CREW

ST POINTS	
1. Bliss/Wells-White	OH 14.00
2. Thompson/Burton	CAN 16.50
3. Amrhein/Sontag	IL 19.25
4. Szabo/Roten	OH 24.00
5. Grim/Patterson	CT 37.00
6. Force/Bird	CT 49.00
7. Selden/McHugh	CT 49.00

HOBIE 16 TRAPSEAT WORLD CHAMPIONSHIP  
WHISKEYTOWN LAKE, CA  
SEPTEMBER 8-12, 1993

### FINALS SKIPPER/CREW

COUNTRY POINTS	
1. Hawkins/Townley	USA 6.50
2. Erickson/Lattin	USA 8.50
3. Strahle/Strahle	USA 8.75
4. Tidwell/Doggett	USA 10.00
5. Sasser/Lackey	USA 11.00
6. Felter/Kennedy	USA 15.00

### QUALIFIERS SKIPPER/CREW

COUNTRY POINTS	
1. Strahle/Strahle	USA 3.75
2. Hawkins/Townley	USA 6.25
3. Tidwell/Doggett	USA 8.25
4. Erickson/Lattin	USA 9.75
5. Felter/Kennedy	USA 12.75
6. Sasser/Lackey	USA 15.00
7. Maurer/Strahle	CAN 15.00
8. Doer/Muss	USA 19.00
9. Hartz/Dee	USA 21.00
10. Charteau/Carlton	USA 21.00
11. Jacobs/Buck	USA 22.00
12. Granger/Voorhees	USA 22.00



wind. As we establish the new direction of sail, I set the barberhaul all the way out, set and cleat the jib. Again, I leave the mast rotator until last. Then, it's back to the leeward side and away we go.

### THE DOWNWIND-UPWIND TRANSITION

As we approach the leeward mark, I must focus my attention on all that must be done before we turn the corner and head back upwind. The boards, jib luff, outhaul, mast rotation, downhaul and barberhaul must be reset for going to weather. Since the boards have the smallest negative effect on downwind speed close to the mark, I put them down first.

Often, we approach the leeward mark on starboard, and must jibe before turning the corner. In this situation, Wally usually puts the windward (soon to be leeward) board down for me. Racing is a team effort; if one of us can help the other in any way, we just do it.

Next, I set my jib luff. I put enough tension in it to just pull out all the wrinkles; about a 10-pound force.

The positive mast rotator must be released and the rotation preventor cleated, to set the proper rotation to weather. We mark the rotator line for three preset positions: in front of the shroud, at the shroud and behind the shroud. If the lines are not marked, it is very hard to set the leeward side without counter-rotating the mast; I never want to have a counter-rotated mast.


Now, I set the outhaul on the main. Also at this point, we put marks for various settings. Usually, we mark both sides of the boom with strips of white duct tape.

This is a good time for me to make sure that my continuous downhaul line is not pulled all to one side. Just as we are about to turn the corner, I pre-downhaul. As I come across to the windward side, I release the barberhaul, sheeting in the jib as I go. Once on the wire, I set the downhaul, sheet the jib in hard and off to weather we go.

### MEETING THE CHALLENGE

There is so much for a crew to do on the Hobie 20; it's easy to forget something. I do believe practice makes perfect. The more water we put under our boats, the better we will get; are you listening Carlton?

I plan to do some strength/stamina training in the off-season. The Miracle 20 is not a weight-sensitive boat like the Hobie 16, so I can sacrifice putting on a few pounds of muscle; isn't that right, Jeff?

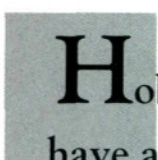
I look forward to the growth of this great new Hobie class. The 20 offers opportunities for all sailors, regardless of size. I hope to see a lot of new faces as well as some old ones in the seasons ahead. 

46 points earned him fourth place while Team Piranha ate up fifth with 47.75 points.

By the way, Steve Leo's drive to win never left him. After winning the race to get to the starting line on time, he took eighth place overall. One can only imagine how he would have fared with a good night's sleep.

### Family Entertainment

Hobie Cat events have an ambience all their own. They're almost like family gatherings. Perhaps that's because Hobie sailors feel they're part of an extended family. The affection flows freely, and the in-jokes, instead of excluding those "not in the know," serve to envelop everyone in friendship and fun.

 **Hobie Cat events have an ambience all their own. They're almost like family gatherings. Perhaps that's because Hobie sailors feel they're part of an extended family.**

At the National Championship, as in other Hobie races, the entertainment popped up long before the serious racing began. Undaunted by a little summer rain, the Sunday evening pig-and-oyster-roast welcome party, complete with blue-grass band, was held under a tin roof pavilion at Mingo Point.

### Rated PG For Party Games

From the beginning welcome party to the finale of fun at the awards banquet, there were prizes galore, including ski packages generously donated by last year's event resort, Richardson's, and Heavenly Ski Mountain in South Lake Tahoe. In many cases, the treasure seekers had to work hard for their booty. How hard? How long can you keep a hula hoop going? Must have been an ex-hippie who won that one!

Other competitors were blindfolded and placed on their knees on the dance floor, in search of a very small Harken block. The lucky find-and-seeker found himself the proud new owner of a Hobie 20 spinnaker donated by Elliott/Pattison Sailmakers.

Some people didn't have to "sing for their supper," so to speak; they won simply by being in the right place at the right time — with the right raffle number. The Kiawah Island Straw Market Merchants staged a daily raffle. All you had to do was grab your ticket and visit each of the shops to see if your number came up. If it did, you won a merchant-donated prize. Among the great gifts given away was a one-of-a-kind wood picture frame signed by the artist; not bad, just for taking a stroll through some wonderful shops.

Some spectacular prizes, donated by a bunch of great companies (see sidebar article on page 27), also were awarded, several for some rather shady doings. No underwear? No problem!


The "first-unlaced" winner to prove he was not wearing underwear won a trip back to Kiawah. As the first-place winners, on the other hand, Carlton Tucker and Glenn Purcell won't have to worry about proper attire. They each won a Patagonia sailing suit. Carlton and Glenn won't have to worry about where to wear their prizes, either, as they also won six-night, seven-day Key Largo vacations for two donated by Caribbean Watersports.

Speaking of Carlton Tucker, although he was the decisive winner, he nevertheless was treated by his crew like Rodney Dangerfield. Among the many gag gifts that hit home with humor at the awards banquet was a can of Slim-Fast presented to the burly winner by his compact crew. Seems Carlton had mentioned a weight problem on the boat. Whose weight and whose problem?

Obviously, Carlton had no problem taking first place, and he took home a beautiful stained-glass trophy to prove it. The second-place trophies, awarded to Wally Myers and crew Mark Santorelli, were just as magnificent, albeit smaller. Similar stained-glass trophies were given all the way through tenth place.

### May The Magnetic Force Be With You

Participants at the 1993 Kmart/AC-Delco Hobie 20 National Championship escaped a major hurricane, but they witnessed a storm of activity centering on one of the newest and fastest entries in the sailboat racing market.

A mere two years old, the Hobie 20 has really jumped into the eye of the hurricane of world-class catamaran racing. The company calls the boat the racer's dream and the competition's nightmare. With the Hobie 20 attracting so many racers of other cat classes, the on-the-water competition may become more fierce, but the more-the-merrier type of typical off-the-water Hobie fun will be a dream come true. 



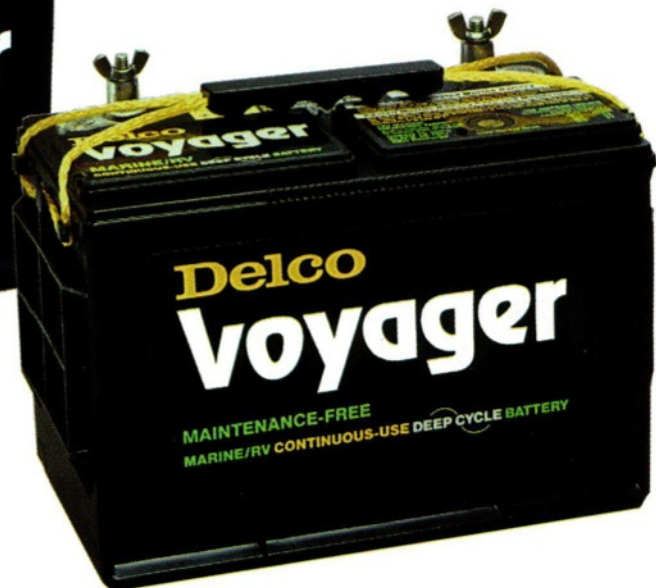
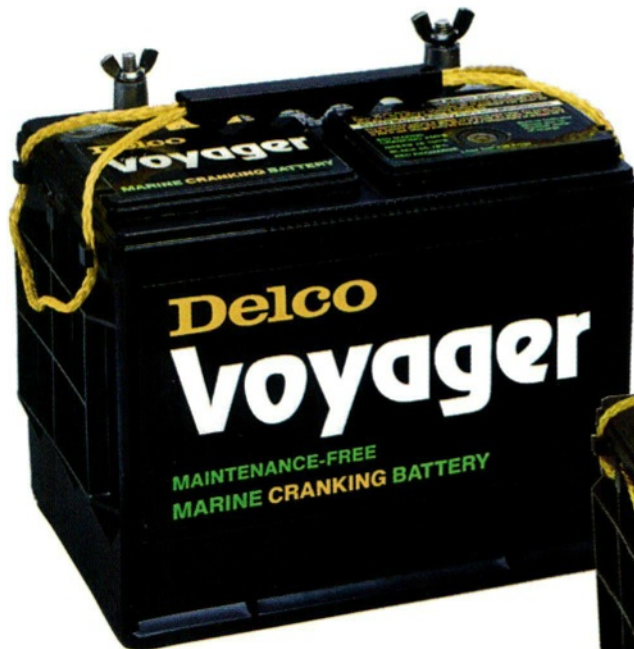
# Remember when your parents told you not to stay out too late ?

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



**PERFECT**

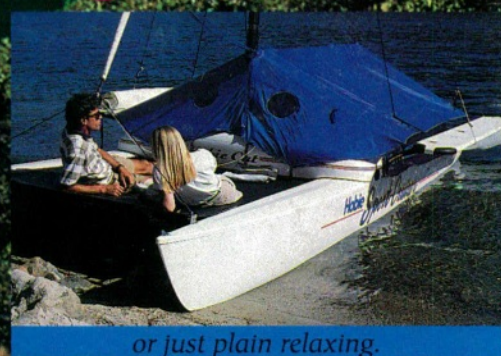
*Getaway*



Ideal for camping ...



day cruising ...



or just plain relaxing.

For the Hobie dealer nearest you, or for more information, please call 1-800-HOBIE49 ext. 308