

Hobie HOTLINE

JULY/AUGUST 1994

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Hobie HOTLINE

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

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On the cover

Hobie 20s race to the finish with mixed-company crews. Photography by Guy Motil.

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This Land Is Hobie Land

Pardon my pride, in both my country and company, but whenever I hear "America the Beautiful," I think of all the places in the U.S. I have had the good fortune to visit, and all the interesting people I have met — especially in planning and also attending Hobie Cat events.

A friend's recent trip to Japan made me realize just how special our country and our sport are. I am not implying other lands and people are not wonderful and worthy of admiration as well. Obviously, Americans have nothing over the Chinese or many other cultures when it comes to enduring, rich civilizations and centuries of tradition. I'm sure French people are glad they are French, and Russians wouldn't want to trade places with Brazilians — or vice-versa. It's just that I am very happy and thankful to be what and where I am.

Back to my travel-happy friend. She also confirmed that while travel is broadening (in more ways than one!), it is enlightening only to a certain extent, unless you know the language. Although she was lucky to encounter many friendly and helpful people fluent in English to a greater or lesser degree, many more than the number of Americans who speak Japanese, or any other language, for that matter, her biggest challenge was the language difference.

But, she said she also felt rather odd filling out an "Alien Documentation Card" on the plane before disembarking (isn't that something they do to noisy dogs?), and going through the customs specified for "foreigners." I guess it's always disconcerting to look in the mirror of another culture and realize you are the one who is different.

After getting off the plane and collecting her luggage, she set off for what she hoped was the correct place to catch a shuttle to the hotel. All the Japanese letter characters were, as they say, Greek to her. Delving into her helpful phrases book, she was gathering the courage to ask the nearby young adult if she was at the right place and time. To her immense surprise, the gentleman strolled over and said, in perfect, unaccented English, "Hi. Is this where we catch the shuttle to the Shiba Park Hotel?" Turns out the guy was as American as apple pie. He just looked Japanese!

You're probably wondering what all this has to do with Hobie Catting. I'm getting to that. (Like going to Japan, sometimes you have to travel west to go east.) With all the problems in the world that separate people (trade issues, racial barriers, gender differences), sailing is one of those great things that bring folks together. It's like Hobie Sr. always said — in sailing, success depends not on the size of the wallet, but the skill of the sailor.

Taking it a hull lot further, successful living, like successful sailing, depends not on your place of birth or what language you speak, but your "skills" as a human being. Hobie Catters who have attended international events have discovered what great sailors and special people all the racers are, whether they hail from Hoboken or Hawaii, Portland or Puerto Rico, North Carolina or South Africa.

Here in America, on this Fourth of July, look around at the folks sharing your fun at the parade or your good times on the beach. Chances are that until they speak, it's hard telling whether they are from Mexico, Milwaukee, Australia or New York.

In other countries, foreigners stand out. Here in America, everyone stands out. Have an outstanding summer!



HOBIE PARTS

The All-American Way To Play!



Sweet 16 And Never Been Cleated?

You'll be able to cleat and release from anywhere on your Hobie 16 with this all-in-one Low-profile Jib Block. The cleating system mounts easily on the jib track, eliminating the sliding block as well as the swivel cam cleats on the crossbar.

#1075	With cammatic	\$60.00
#1076	Without cammatic	\$45.00

July/August Special



Connect With The Best — Miracle-Style Tiller

We've adapted our proven and popular Hobie 20 Miracle Tiller Connector and Adjustment System for other Hobie Cats. Your old favorite has given you lots of great times: here's your chance to reward it ... and you. Say goodbye forever to system slop and extend a quick (10-second assembly/disassembly!) welcome to this great upgrade.

#1953	\$59.95
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Harken Makes The Sailing Easy By Design

Cleating the mainsheet from any position is a breeze with the innovative Harken Low-profile 7:1 and 8:1 Block Systems. Featuring the most advanced ratchet block design, the fourth sheave is an integral part of the block and sits directly over the centerline of the other three. You won't know how you ever lived without this system.

#H064	3-inch lower unit; 7:1 or 8:1	\$190.00
#H070SP	3-inch boom block with bracket; 7:1	\$100.00
#H069SP	3-inch quad block; 8:1	\$120.00



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	\$310.00
#20970510	Blue vinyl	\$335.00
#20970555	Black mesh	\$350.00



Speed Up Your 16 With A Spinnaker

Increase the tempo and fun of your Hobie 16 with our 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	\$350.00
#20999001	Blue/yellow spinnaker	\$500.00
#20999002	Green/pink spinnaker	\$500.00



Don't Leave The Beach Without Bob

We call him "Hobie Bob," because this roto-molded, lightweight Mast Float is so sailor-friendly you'll want him along on every sail. Hobie Bob fits all boats, displaces 60 pounds of water to keep the mast from going full-turtle, and also acts as a great masthead windvane. What more could you want — a quick release for trailering? Bob's got that, too!

#30113	\$105.00
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COUPLE DISCOVERS MIRACLE OF FUN

I don't know if you remember us or not, but we are the couple who purchased a Hobie Miracle 20 at the Atlantic City boat show. We have taken delivery of it through the Ship's Store in Wilmington, NC. The boat has far exceeded my most optimistic expectations, and thrills my wife and me every time we take it sailing. Totally awesome!

If you recall, Josie and I have never owned a boat before, and there was some question in both our minds (and I'm sure in yours too!) how we would fare on the top-of-the-line Hobie speed machine with very little prior sailing experience. Well, I am writing to tell you all is well and we are having an absolute blast!!

There are a great deal of crossover principles between sailing this boat and piloting the aircraft I fly. I can't say the transition has been totally smooth, but it has been exciting and fun.

In reference to the Ship's Store in Wilmington, I thought you would like to know that Jack Kilbourne, who manages that store, is a first-class person. Both my wife and I were really impressed with his attitude, enthusiasm and all-around great personality. He spent no less than three hours with us demonstrating setup and breakdown procedures with a whole lot of practical sailing advice thrown in. Probably the most important thing he did was prevent our over-eager selves from putting the boat in the water immediately; it was only blowing about 30 knots or so at Wrightsville Beach! A wise move, indeed.

Although I cannot speak for the entire Hobie dealer network, if all are as patient and friendly as Jack Kilbourne, you no doubt have a very satisfied and loyal customer base.

In addition, I would like to thank you for the free passes to the boat show that second day we attended. We had a good time talking to you and the other people in the Hobie booth.

I hope that all the ice and snow didn't hurt your business too much. In my opinion, the inclement weather made the show even more enjoyable. I hate to be inside when the weather is fair. Here in North Carolina, the weather is warming nicely and the water temperature is up to about 61 degrees. We are looking forward to a great summer on our new Hobie 20!

Steve and Josie Grand
Macclesfield, NC

CONSIDER IT MENTIONED

Kudos on the excellent job you put together each month to produce **HOTLINE**. My point in writing you is to request that you mention there are a lot of Hobie Cat folks on Compuserve in the Sailing Forum under the Multihull section. Compuserve's rates have come way down, making it an effective way for people to communicate. Although I am not affiliated with Compuserve in any way, I would highly recommend this service for Hobie people as a way to keep in touch.

Scott Radwick
Atlanta, GA

T. L. MYSTERY CONTINUES

Regarding the Ultimate Pool Party, can there be two Ted Lindleys enjoying this "Hobie Way of Life"? Paul Pascoe, whom I've known for a lot of years, may be giving this Arizona Lindley credit for a great pool party in which I really didn't participate. Too much good beer will do that to our memories. I'm sure it was great fun, Paul. Wish I had been there.

Ted R. Lindley
Paradise Valley, AZ

STOLEN BOAT ALERT

The following boat was stolen in Tampa, Florida on April 9, 1994. 1993 Hobie 20; hull #CCMP0293E393; performance trailer, Florida tag #KVE93B; Cat Trax with cradles and sailbox; white hulls, white sails; sail #327.

If you have any information, please contact Woodie Cope at (813) 885-5397; Fax (813) 889-7197.

A note to dealers: The boat needs some parts, including daggerboards. If someone orders daggerboards, it should ring a bell.

Woodie Cope
Tampa, FL

LOOKING FOR A HOBIE MERMAID PEN PAL

Here is a picture of a Hobie 16, "Out for a day's sail," crewed by Barry Newport and Jamie Durward of Fleet 550 in New Zealand. If any Hobie Catting mermaids from around the world would like to correspond, please write Jamie, Box 845, Gisborne, NZ. Thanks.

Jamie Durward
Gisborne, NZ

JUST SAY NO TO "LSD"

A great piece on "The Singles Scene" in your March/April 1994 "Ask The Expert" column.

Just for the record ... the switch from life-saving device to personal flotation device was not a matter of corporate attorney dictate. There were those who thought encouraging boaters to be sure they had their "LSD" with them when out in the water might have a less than desirable effect on the accident rate. Therefore, to prevent such acronym-induced accidents, the National Safe Boating Council suggested the switch to personal flotation device (PFD), and the Coast Guard made the switch.

George Rounds
Director, Association Services
National Marine Manufacturers
Association
Chicago, IL

WORLD-CLASS WOMEN

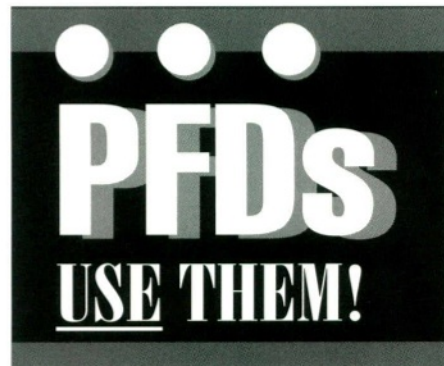
Best of luck to all the gals who will be representing Hobie Cat U.S.A. at the International IYRU event in France this August. I ran into Susan Pesane (didn't quite catch her married name) at MidWinters East, and the reality of my not going to last year's Women's Nationals really hit home.

Having raced against Annie Nelson, Jean Tully and Susan, I am confident they will do us wannabees proud!

By the way, if a position opens up for an alternate skipper or crew, I am already packed!

Marlene Sassaman
Cocoa, FL

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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NEWS FLASH ... ANNIE NELSON SELECTED AS MEMBER OF AMERICA'S CUP ALL-FEMALE TEAM

Hobie Catting's own Annie Nelson is used to being first. Now, she is facing an exciting opportunity to be part of a truly historical first — she will be one of a select few women sailors on an all-female America's Cup team. Both the concept and team are the brainchild of Bill Koch, owner of America³.

Annie, who is sponsored by Kmart/AC-Delco in the Hobie Cat racing circuit, is one of only 23 women chosen

out of a phenomenal 700 applicants. According to her, sailor selection was based on "attitude, teamwork and ability — in that order. They didn't want rock stars," she notes.

The selection was made just as this issue of the magazine was going to print, so more details will be forthcoming in future HOTLINES. For now, let us just extend a huge Hobie "Congratulations!" to Annie, and also comment that her selection is an important achievement for all women as well as for the sport of Hobie Catting.

CASEY ALISE FUND UPDATE

On behalf of Carmen and Mark Schleckser, the Hobie Cat Company

and HOTLINE would like to say "Thank You!" to all the wonderful Hobie Catters who contributed money to the Casey Alise Trust Fund, named in memory of the Schlecksters' daughter who died shortly after birth. The story of the family's courage amid tragedy was told in the January/February 1994 HOTLINE article, "The Winning Spirit."

The money collected will help pay off the family's astronomical medical bills. Anyone wishing to contribute is invited to send a donation to: The Casey Alise Fund, P.O. Box 1008, Oceanside, CA 92051.



I would like to introduce you to the newest member of Kansas City Fleet 149: seven-month-old Nathan Conner (as in Dennis Conner) Ross. Nathan enjoyed his first regatta on a weekend last May at the Tulsa Catfight. He was on the beach cheering on Dad Chris and Uncle Dale Wilcox to victory aboard the "Sexy SX" with spinnaker flying. Nathan is planning on taking his maiden voyage at Fleet 149's 15th annual Hull's Angels regatta at Perry Lake, Kansas.

Cindy Ross
Westwood, KS

Little did we know when we created the "Name Game Corner" several issues ago just how successful it would be. Many HOTLINE readers have told us that's the first thing they look for in each new issue, and we bet some of you have opened up the magazine to this very page on your way in from the mailbox.

Actually, the "Name Game Corner" is as popular around the office here as it is at your home. We can't wait to see the warm and witty things you show and tell that describe how you feel about your Hobie Cat.

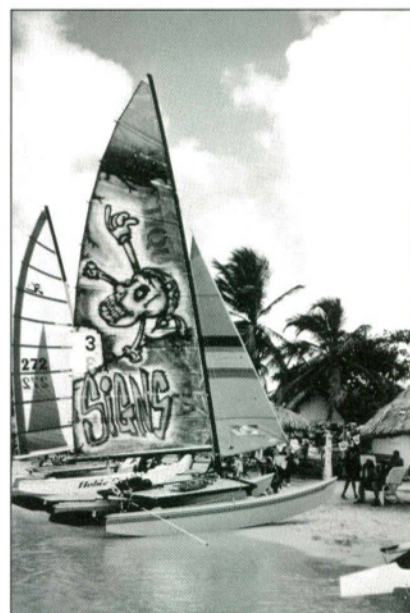
Due to the success of the "Name Game Corner," and in our continuing effort to reflect and involve our readership in what really is an interactive relationship, we are introducing a new feature in "Wavelines"; namely "Spot Shots."

Pictured above is the first "Spot Shot." We invite you to send us photos of your kids, pets, other family members and friends on board your Hobie Cat; whoever you share your good sailing times with, so we can share them with the rest of our readers.

Send your photos and explanations to: Spot Shots, HOTLINE, P.O. Box 1008, Oceanside, CA 92051.

Don't forget, now — we're saving this spot for your shot!

NAME GAME CORNER



I have received my first HOTLINE. While reading the "Name Game," I decided I should share this picture of my spare sail with your readers.

Even though my spare sail isn't as fast as my competition one, it has something that catches the attention of everybody. I raced with it at the 1992 25 International Regatta in Bonaire. I wasn't first, but you can bet it was the most popular boat during the event. Now I am residing in San Diego, hoping to continue the Catters' way of life in the U.S.A.

Jorge Zabaco
San Diego, CA

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

Dealer Menu



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Dear John

BY JOHN HACKNEY

SAILING OFF THE BEACH

I sail my 18 off a beach that's straight downwind. What's the easiest way to get to the beach safely?

Sailing on crystal-clear Lake Tahoe with majestic mountains in the background has got to be right up there on the list of all-time favorite sailing locations, but for me the ultimate sailing takes place on the open ocean. A few outstanding spots come to mind; Tahiti, Hawaii, or maybe the Virgin Islands. Although the Virgin Islands technically is not on an ocean, there are open water and ocean swells to be found.

Don't get me wrong. I enjoy sailing on lakes and rivers, but there is something about sailing on open ocean swells. Three-foot lake chop just doesn't count, and even Gulf of Mexico-type waves are not quite the same. We're talking steady, rolling, cowabunga dude, ocean swells.

This is not a macho trip. The waves do not have to be big, just rolling ocean swells that do not need local winds for power. The waves I like just roll along for thousands of miles, looking for an unsuspecting shoreline on which to unleash their thunderous power.

The majestic ocean swell may be only a couple feet in height, but the distance from crest to crest is substantially longer than a wave that develops in a lake or gulf. Ocean swells require real water, countless nautical miles, serious fathoms, and Mother Nature's breath to incubate their relentless formation. Say, what? Oceans swells add another dimension to sailing, as they can be totally independent of wind direction.

Despite what this column is called, I don't profess to be a wave expert, or any other type of expert, for that matter, so bear with the explanation. This preface is about sailing your Hobie out through the waves when launching your boat off the beach.

A little footnote before we start: Sometimes, if the waves are too big, or the wind is not blowing correctly, it may be wise to leave the boat on the beach. Even the best ocean sailors can get into trouble when sailing in waves, so if you feel uneasy, maybe your skills and confidence need a little more time to develop.

ASSESS CONDITIONS FIRST

Sailing out through the waves can be dangerous to you and your boat, so always evaluate the situation before heading out. Rudders are very vulnerable in shallow

water; they can hit bottom if your boat backs down a wave, destroying them and ripping out the transoms on your hulls. If you're lucky, the rudders may be the only thing to break.

Some of the most difficult situations in the surf are caused by lack of wind and not wave size or overpowering breezes. Lots of damage can occur in two-foot surf with no wind.

The easiest and best wind condition for sailing on and off the beach is with the wind blowing parallel to the beach and waves. This configuration enables you to power-reach, both on and off the beach. Good wind direction with 12 knots or more of wind usually gives the boat enough speed to outrun the waves if necessary and punch through a wave or two on the way out.

Sailing upwind off the beach, for my money, is the worst condition, as it does not allow you to go directly through the surf. The boat must take the waves on an angle, and you risk stalling the boat if you try to punch it directly into the wave on the way out. Returning to the beach upwind is easier than going out, as you can ride the waves in if necessary (although surfing can cause problems as well).

Please keep in mind the wave size should be within reason; more than seven feet and you probably should stay on the beach. If you sail in waves bigger than a few feet, you do not need my advice!

Sailing downwind off the beach is not a major problem, if you have, say, 12 or more knots of wind. This velocity should allow you to reach up to gain speed between waves, avoiding the breaking surf whenever possible. You can sail more downwind if necessary, to go straight over the waves as they break.

PLAY IT STRAIGHT

An important lesson is, always take a wave straight on when breaking. If you take the wave sideways, the boat can broach and possible roll over.

The problem with going straight through the wave is if you do not have enough power, the boat can surf down the wave backwards, damaging the rudders as they hit the sand. In addition, a boat going backwards down the face of a wave generally is a boat not under the skipper's control. At that point, your only hope is that Mother Nature is a better sailor than you.

Sailing downwind returning to the beach is easy if you have enough wind to keep the boat between waves, which will allow a mellow ride back. If a wave catches you from behind, keep your weight back, as the bows may submarine (one very nasty pitchpole).

Depending on the size of the wave, you and the boat can broach down the face of

it, possibly rolling the boat over. Keep a good grip on the helm, as a lot of pressure can be exerted there in waves.

REMEMBER THESE TIPS

Here are a few general suggestions about getting in and out through the surf. Always make sure you have enough wind to maneuver your boat; even two-foot waves can cause problems and result in boat damage if you are not in control. Wait for the lull between sets of waves. Ocean waves usually come in sets of larger and smaller waves, so wait for the smaller ones.

The safest place to be when returning to the beach is on the back of a wave. Staying on the back may not be the most fun, but trying to surf into the beach requires much more skill. Surfing a Hobie creates a lot of pull on the tiller, making the trip physically difficult. Surfing requires a great deal of skill in anything but small waves.

As you go out through the surf, keep up your speed between waves and punch through the breaking waves as close to perpendicular as possible. The problem again is if you do not have enough wind to power through the wave, the boat will start to surf backwards. Experience and luck become major factors if your boat stalls and you momentarily lose control.

Getting into irons or suffering a loss of momentum and speed going out through the surf is absolutely the worst thing that can happen. It's better and much more fun to get into trouble going fast than to be sitting in irons as a large set of waves bears down on you. Spectators on the beach are always more impressed with a good, high-speed crash and burn, as opposed to a boat sitting like the proverbial duck.

The worst place to learn about getting out beyond the surf line is at your first ocean regatta, as you will feel you have no choice but to brave the surf. This combination can result in bruised egos, bodies and boats.

Please do not feel discouraged by all the precautions. Ocean sailing is great fun! For safety's sake, start out on a small-wave day to get the "feel" and build your confidence and skills.

As a final warning, always wear your PFD, never go out on the ocean without proper equipment, always have a friend nearby who can help in case of a problem, and never sail beyond your ability.

NO BUTTS ALLOWED

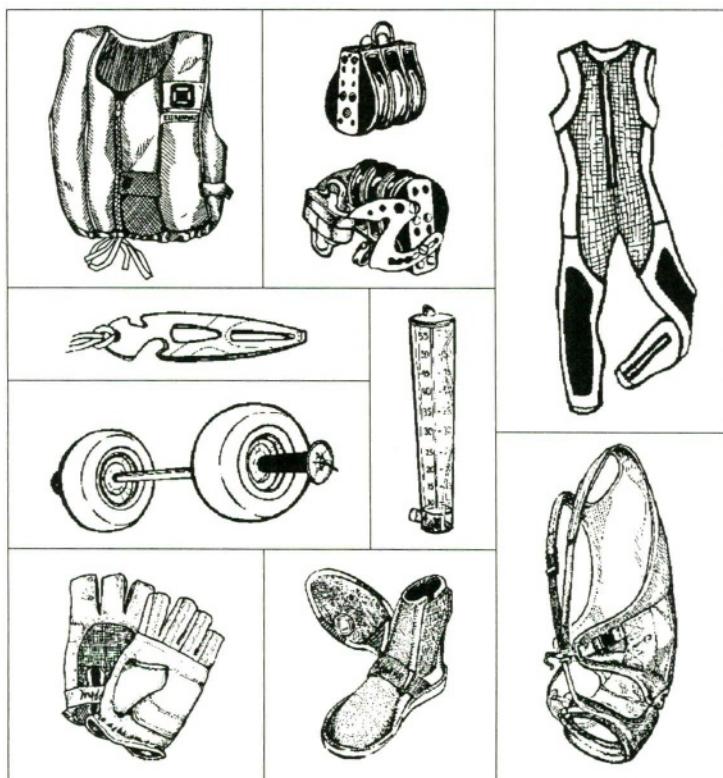
My son, who is 13 and very big for his age, has been using an old, worn-out trapeze harness to sail with me. I didn't want to buy him a new harness until I was sure his

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interest in sailing would endure. Since he seems to love our fast, new Hobie 20, I now want to buy him a new harness. My questions are, butt bucket? Full-harness? Padded or plain? All nylon? Spreader buckle or standard buckle? What about emergency release standard size buckles? Last but not least, what works the best — wearing your harness under or over your PFD?

My butt hurts, my back is sore; talk about awesome wedgies, it appears the trapeze harness is without a doubt an important piece of sailing gear. When you think about it, your butt and back are very important parts of your anatomy and care must be taken to keep them comfortable on long trapeze reaches.

The trapeze harness, for obvious reasons commonly called the butt bucket or diaper, has the potential to make sailing a lot more enjoyable. The trapeze definitely is the most exciting place from which to sail your Hobie. If done correctly with the right equipment, trapezing is also the most comfortable and easiest location from which to sail. The classic spot to be is "out on the wire," savoring the thrill of being just inches off the water at blazing speeds.

Trapezing sets the Hobie Cat apart from other forms of sailing. I know the song says that "sailing takes me away," but give me a break! Get a canoe.

Trapezing, with your butt skimming across the water (love those saltwater enemas), is something all sailors need to experience. Weenies need not apply. So, as stated, the trapeze harness is a very important piece of personal equipment and its comfort requirement sets it apart from most other sailing equipment.

BUTT WEIGHT

Getting back to your question, the trapeze harness must be strong enough functionally to support your weight. Inspect the harness to ensure you feel confident with the durability of the components; notably the straps and buckle.

Most commercially available harnesses are strong enough to do the job, although seasoned sailors have stories of falling into the water, due to trapeze equipment failure. The harness itself, trapeze wire, or handles have inspired countless stories, which, as with most stories, get better with age.

Purchasing a harness from your Hobie dealer will ensure that the quality of the components are sufficient to get the functional job done. Dealers are in business to keep your sorry butt happy.

Obtaining a new trapeze harness used to be such an easy task. All you had to do was get a full harness with straps over your shoulders, or the aforementioned diaper type called the butt bucket.

These basic types of harnesses still are available today. You also can choose from dozens of others. Some are so-called diapers with just a series of straps; other types can best be described as sexual toys.

Another area of evolution is the buckle assembly. Quick-release buckles were developed to allow release, in case lines or wires got tangled in the buckle. Tangling your trapeze buckle in the rigging, although rare, can be dangerous.

Another buckle-related innovation is the spreader bar. The spreader bar eliminates the squeeze the harness applies to your hips and spreads out the harness load. Basically, the full harness is said to support your back best, whereas the smaller, diaper-type butt bucket gives the sailor much more maneuverability. The scenario is somewhat convoluted, because there are myriad of variations between these two classic types.

Modern harnesses have developed to the point at which back support can be accomplished without interfering straps over the shoulders. Wearing a PFD also may complicate the trapeze equation, as some sailors wear a PFD under the harness, some over the harness and others have a PFD built right-in. Suffice it to say dozens of different kinds of trapeze harnesses exist.

WHATEVER FLIES YOUR BUTT

The ultimate question is, which trapeze harness is best? That's easy, buy the old, classic butt bucket for both skipper and crew. It gives lots of mobility, enough support and keeps back pain to a minimum.

Whoa, you say, this-here full harness is great and nothin' else fits on my ugly butt, or should I wear the new 3/4-strap-type harness, which never gives me a wedgie and the back feels fine? The answer is, everybody is correct. You know the old sayings: If it feels good, do it; whatever flies your butt. I say: Buy the harness you like and use it, doggone it!

What you should do is go to your cooperative Hobie dealer or your friends, and try as many different harnesses as you can. Next, borrow the best few and go sailing. Nothing like 20 minutes of sailing to determine if the harness is comfortable and easy to hook in and out of the trapeze wire.

Everyone maintains their harness is the best. The bottom line is, try as many types of harnesses as you can and give your butt a break. Once you find a good-fitting and good-feeling trapeze harness, treat it like a pair of your favorite underwear. Nobody else should ever wear it. It's a custom fit!

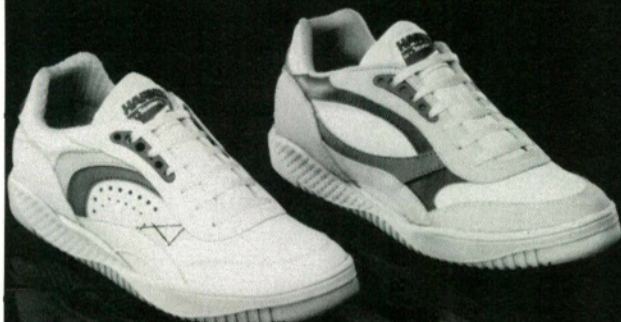
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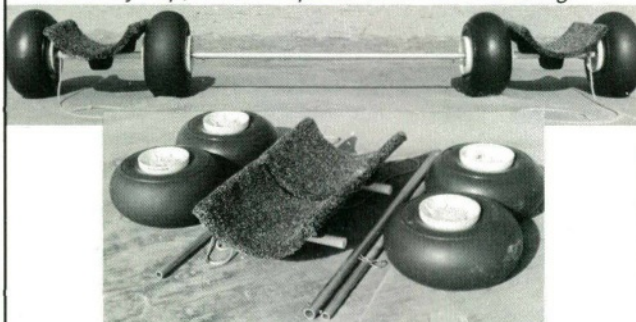
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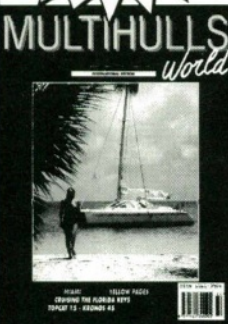
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Where Eagles Dare

Boy Scouts Fly To Maturity On The Wings Of A Hobie Cat

Icarus, in the Greek myth named for him, uses wings fashioned by his father, Daedalus, to fly to freedom. Tragically, Icarus ignores his father's dire warnings about soaring too high in the sky. The sun melts his wings and he falls helplessly into the ocean.

In a modern-day reversal of the myth, Boy Scout Troop 22 leader Larry Hale has supplied "his boys" with today's version of wings — the hulls of a Hobie Cat. Learning to sail has taught the teenagers about freedom and responsibility, and also about the dangers of flying too high, or too close to perils.

While testing themselves, some, including Larry's own son, Bryce, have attained the apex of scouthood, becoming an Eagle Scout. All are learning they can successfully go where eagles dare.

WINGS OF CHANGE

Birds push their children out of the nest in a "fly or die" scenario. Although the world can be equally dangerous for our species, human parents try to prepare their kids for the chances and choices that await them. Larry Hale believes a Hobie Cat is an ideal vehicle for youth in transition to adulthood.

On the surface, Larry's story began when Hobie Catting helped his son sail beyond the limitations set for him in school, where, according to Larry, "they said Bryce had attention deficit disorder." That story continues today, with Bryce, now 21, attending college and imparting the joys of sailing in the Florida Keys during the summer. In his capacity as captain of the high-adventure Boy Scout Seabase camp, he teaches sailing to hundreds of kids each week.

In a deeper sense, Larry's story, like life itself brimming with both unfortunate circumstances and fortuitous events, began over 20 years ago, before Bryce and Hobie Catting came along. Along the way, Larry Hale learned many things of value, he relates.

Among his favorite sayings are these: "Fatherhood doesn't stop at conception; it begins at conception." "Get out of the way and let kids make their own mistakes; they'll do it and learn from it."



PHOTO COURTESY OF LARRY HALE

Larry is much more than an armchair philosopher; he's still out there in the trenches (on the water), facilitating exciting learning experiences for the members of his troop.

SCOUT'S HONOR BEGINS IN 'NAM

The saga actually started in the real trenches of Vietnam, where Larry saw more action than anyone should have to endure in a lifetime. His witnessing of terrible atrocities committed to children in turn led to his lifelong commitment to youth.

"I was shot up pretty bad in Vietnam, then paralyzed from the neck down for three years as the result of a car accident that killed my best friend. The car wreck happened right after I returned home from Vietnam. I promised the good Lord that if I could ever get back up, I'd do something to honor the boys who didn't make it home."

"You can't ride a dead horse. You have to go on with life," believes Larry, who has proven his resiliency time and time again. He moved from Tallahassee, where he grew up, to St. George's Island, a patch of Florida on the Gulf of Mexico that Larry calls the "Redneck Riviera." Now 48, Larry is a partner in Sun Coast Realty and Property Management, Inc.

He relishes his little bit of country. "South Florida's been turned over to the Yankees. Up here, we still have eagles, and we can see porpoises without having to watch them shut up in a tank." He says he doesn't miss big-city life, explaining, "I grew up on a farm in Tallahassee. Now what grows there is politicians and bureaucrats."

St. George's is a barrier island just one mile wide and 26 miles long. Schools are on the mainland at Eastpoint, a fishing village connected to the island by a six-mile bridge. Also nearby is Apalachicola (ask Larry how to pronounce it!), a vintage town almost as old as historic St. Augustine. Instead of the "engineered beaver ponds" in Tallahassee, Larry and his neighbors can enjoy the real thing, and the Gulf, too.

HANGING TEN

Perhaps relative isolation breeds an independence of spirit, or maybe it was just a lucky combination of circumstances that led Larry, his son and his boy scout troop to Hobie Catting. Larry describes how it began.

"A lady called me to say she had a 22-foot sailboat she'd like to sell our troop. I told her we couldn't afford this beautiful boat. She offered to give it to us for ten dollars, so we bought it!"

Later, she confided the reason behind the great deal. Seems her ex-husband, who was living in Hawaii with his young girlfriend, had asked his wife to "sell the sailboat and send me the money."

That family's squabble turned out great for the kids ages 10-18 in Boy Scout Troop 22, which in another quirk of fate, possesses the same number (22) as the very first boy scout troop that just happens to hail from St. George's, England. "We already had canoes, so I thought we should sell the boat," relates Larry. His retired friend, Jerry "Tinker" Beaman, convinced Larry to keep the boat. True to his name, Jerry promised to help them keep it afloat and offered to help teach the kids how to sail.

FAST MOVE TO A HOBBIE

Larry observed an almost immediate maturation among the scouts. "That boat was like their own personal spaceship. It gave them freedom. It also gave them responsibility. They began to learn the two go hand-in-hand." In addition to sailing the boat, the boys performed the maintenance on it, too, learning another valuable lesson — you have to work to get what you want and keep what you have.

In a second lucky sequence of events, the troop acquired a Hobie 16. "The kids quickly dropped the monohull," recounts Larry. "Compared with the Hobie, it wasn't fast or exciting or thrilling."

A Hobie 17 made its temporary home with the troop, too, but isolated on the island, parts were hard to come by, so Larry, Tinker and the guys did a lot of makeshift part-building.

The 17 had arrived in an unusual way, also. It was given to the troop after Bryce extricated the new owners, a young couple, from a potentially dangerous situation and then taught them how to sail.

SAILING MAGIC

Year after year, Larry has watched his scouts advance in leadership and self-confidence. "Sailing is a great equalizer," he believes, of both age and background.

Most importantly, sailing enables the boys to get within themselves while flying beyond their normal routine (escaping especially from the TV and video-game playing that Larry condemns as meaningless and a thief of time and thought).

"Sailing forces kids to work together and coordinate their efforts. When the wind dies down, it gives them a chance to relax and contemplate their problems in life."

SOARING TO SUCCESS

Larry watched sailing work its magic in his son's life. When Bryce was having problems in school stemming from an inability to concentrate, Hobie Catting provided not only an outlet but a solution. "On a sailboat, you learn to pay attention," observes Larry, who proudly watched his son succeed on the water and in his personal situation. "Sailing gave him the time and space to work out his problems, and it made me a better father as well."

Once he took control of the helm and of his life, Bryce kept on going, full speed ahead. Now, following the pattern of his father, he is giving back to kids some of what he gained as a teenager. A total Hobie addict, Bryce is pursuing a business degree, respecting the advice of Larry, who is certain this practical background will bear fruit if Bryce decides to open a Hobie dealership or tackle a similar venture.

Thanks to Hobie Catting and to his own persistence, Bryce became an Eagle Scout a few years ago. Now, at 21, he is teaching others to achieve and to cope with difficult periods in their flights to adulthood.

Two incidents illuminate the difference Bryce is making in other kids' lives. Recently, he took on the task of teaching two "incorrigible" boys how to sail. The father could not believe the dramatic turn around in his children. As he handed Bryce \$600 for six days' effort, the dad declared it was the best money he'd ever spent. "You did more for my kids in one week than the psychiatrist was able to do in months!"

On another occasion, Bryce's cool head and compass smarts helped a family escape foul-weather problems. While waiting for the marine patrol to find the family in a storm, Bryce kept everyone calm and wrapped the 12-year-old daughter in the sail to prevent hypothermia.

BRIDGING THE GAP

Just as St. George's Island is isolated from and yet linked to the Florida mainland and the rest of the United States, our children are separate from and yet connected to us, their parents, as well as to the mainland of the rest of the world. Although it takes place on the water and not in the air, Hobie Cat sailing lifts teenagers moving on the often-treacherous stair-stepper from childhood to adult life.

"Sailing helped me build bridges with my son when he had problems as a teenager," confirms Larry. In today's world, where not just the sun, but drugs and other ills threaten to melt the wings of our teens, we and they need all the bridges we can get. *✍*

THE NAKED TRUTH SAFETY FIRST

As befits a resident of the "Redneck Riviera," Larry Hale is a man of many opinions. Foremost among them is that safe sailing is all-important. As the following anecdote illustrates, although he is cautious, Larry is not a stick-in-the-mud.

One time Bryce and a friend were out on a boat with two young ladies. His dad, ambling by on shore, wondered why he could barely (and that is the operative word here) see them. Curious as to what they were doing out so far on the water, Larry grabbed his binoculars, only to discover the four-some had lessened the weight load by discarding all their clothes.

Nude sailing? When Bryce returned to shore, his father chastised him severely. No, not for sailing naked — for sailing without their PFDs.

"I could care less if you all take off your clothes," Larry recalls admonishing his son, "but don't ever go without your life jacket!"

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Do It Up Right

The Comparison Lineup Of Righting Systems

BY MATT MILLER

PHOTOS BY WILL GIBSON

Our test fun run on the Sport Cruiser (detailed in "The Happy Camper" published in the May/June 1993 *HOTLINE*) was the catalyst for this unbiased comparison of a variety of righting systems. Both a Hobie Bob and Hollowbraid snapback with Up-right Solo System are standard on a Sport Cruiser, so righting the boat was a piece of cake. For our test and this article, we decided to try different righting recipes on other boats.

The "What's Right?" discussion that began in the July/August 1993 "Ask The Expert" and has continued throughout several issues of *HOTLINE* made us realize this comparison would be of service to many Hobie Cat sailors out there, and would help you decide for yourselves on what system(s) to rely.

We tried to cover it all, and cover it fairly. We tested a wide variety of equipment on both a Hobie 16 and a Hobie 20, using the same team (an experienced skipper and an inexperienced crew). Basically, all systems worked the same on the 16 and 20.

SKILLS ARE AS IMPORTANT AS EQUIPMENT

Before we delve into the different righting systems, I want to stress that doing it up right depends on the sailors as much as on the equipment on board. The importance of sailing skills and confidence levels cannot be over-emphasized.

Being prepared for any and all contingencies is a crucial part of Hobie sailing fun. Having an appropriate and effective righting line system is important, but knowing how to right your boat is even more important.

We strongly recommend you practice flipping your boat intentionally and then righting it. It is better to rehearse the procedure in a safe and leisurely fashion than to be forced to try it for the first time when you don't have a choice.

LINE

A 15-foot line can be stored or tied to the boat. However, a line is not as easily accessible as a snapback (see the following description).



Pre-adjust your snapback's length. Excess length is a drag on your butt and makes righting your Hobie difficult.

In comparison with other righting equipment, a line requires more time for the sailor to get in position to right the boat. On the other hand, no adjustment is necessary; you just grab on wherever it fits you best.

As you might imagine, a line is the least expensive system on the market. Among other advantages, it offers easier body positioning vertically, is lightweight, and requires no assembly.

One disadvantage of using a line is that it is more of a circus act to get two people hanging on a rope — they almost have to get on top of each other to obtain the best weight advantage. It also is difficult to hold onto, and fore-and-aft crew weight positioning is not possible.

SNAPBACKS

The Hollowbraid, Hawaiian and Web snapback systems work virtually identically — and operate on the same theory. They do differ in hardware attachments, the feel to your hands and appearance, but functional differences are minimal. Each requires some assembly.

The benefits shared by all snapback systems are easy accessibility, no storage and no lines dragging in the water. After use, they snap back to their original storage position; hence the name, snapback.

Some pre-adjustment of system length is necessary for snapbacks to work properly. During our

testing procedure, the lines had not been adjusted to skipper and crew.

Excess length results in butts hanging in the water, making leverage angles incorrect. (See the July/August 1993 "Ask The Expert" for correct positioning suggestions.)

Snapbacks make it easy for the skipper and crew to stand side by side. In addition, they are more comfortable and easier to hold onto than a line. Snapbacks also allow crew weight movement fore and aft while righting the boat.

HOLLOWBRAID

The Hollowbraid consists of a hollow core line with a bungee cord inside. Its clean and simple design looks good. The Hollowbraid is the easiest to grip of all snapbacks, making it easier to move around and position yourself. One slight disadvantage is that it could catch and not rebound.



To obtain optimum weight advantage with a line, crews may have to perform a circus act.

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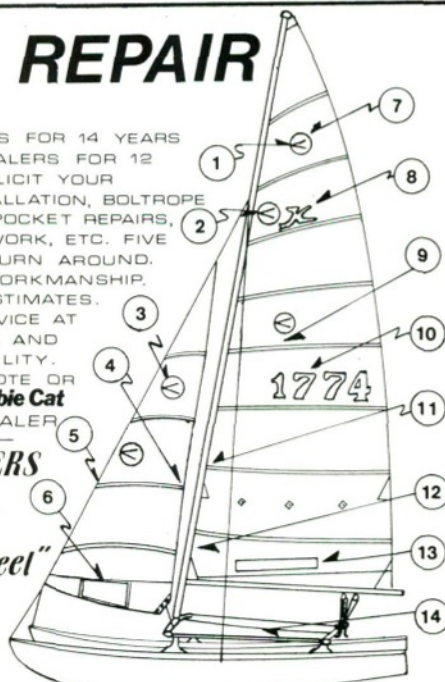
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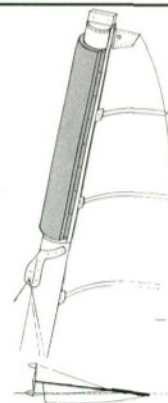
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WEB

Essentially the same as a Hollowbraid, the Web consists of hollow webbing with a bungee shock cord inside. It seems to retract more smoothly and completely than the Hollowbraid, and is the easiest snapback to adjust for correct length. On the down side, webbing is extremely slippery, making this system more difficult to hold onto.

HAWAIIAN

The Hawaiian is the original snapback system. The bungee shock cord is mounted and runs through a bullet block under the trampoline. It requires the most assembly of all snapbacks.

The Hawaiian runs the smoothest and snaps back more easily and completely than other snapback systems. As it looks more complex and contains more hardware, some may consider it as more clutter on the boat.

RIGHTING BUCKET UP

This system consists of a rope-rimmed cloth bucket with a length of line and snap

shackle. The system requires adjustments for proper operation. When set up correctly, it is simple to use.

The bucket helps add weight to the crew, enabling more righting leverage. It is an excellent system for solo sailors and lighter-weight crews. Actually, it is the only way to add righting weight without carrying an additional and/or heavier crew.

One disadvantage: it requires extra storage or tiedowns. Some practice time is necessary to ensure confident, effective use of the system.

UPRIGHT SOLO SYSTEM

Basically a shroud extender, the Upright Solo System requires the most assembly and looks a bit complex, but it works great.

All the other righting systems have to overcome the weight not only of the sail and mast, but also the upper hull. This equipment allows the mast to lean over so that the upper hull lies over the center, positioning the weight of the hull as added



(Left) Solo-righting the Hobie 16 is easier with a bucket and Hobie Bob. (Above) Don't be a mudhen! Hobie Bob prevents the boat from turtling and offers crew lots of positioning time to right the boat.

righting leverage. Instead of trying to lift the hull, the hull helps you lift the mast and sail.

To make this system work, you need to release a quick pin on the upper shroud, hence lengthening the shroud. You then grip the righting line, which flops the upper hull, pulling the hull platform over, yet leaving the sail in the water. More leaning, and the added platform weight will right the boat.


Once the boat is righted, you repin the extended shroud to its original position by tacking the boat, putting the extended shroud on the leeward side. Proper retension of the rig is recommended.

HOBIE BOB

"What about Bob?" The most important advantage is that by keeping the mast on the surface, Bob prevents the boat from turtling, and allows you almost unlimited time to get your crew and righting systems in position to right the boat.

For those of you who have never experienced turtling, the term refers to what happens when the mast goes upside down, possibly sticking into the bottom (making you an official member of the mudhen club). The experience is one you want to avoid, not only because it is embarrassing, but also because it can cause considerable damage to your mast and sails.

A (perceived) disadvantage is the assembly and attachment to the upper mast, adding additional weight that may make the boat harder to right for some.

Based on our testing, the added weight does require more righting weight, but we believe peace of mind is well worth the additional weight. To us, Bob's use with the Righting Bucket Up or Upright Solo System more than compensates for the added weight. 

RIGHTING SYSTEMS COMPARISONS CHART

		SNAPBACK SYSTEMS					
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Assembly Tools Required	None	Only On H17, H20, H21	None	None	None	None	All
Initial Setup Time	5 min.	10 min.	10 min.	15 min. H18-1hr.	5 min.	20 min.	20 min.
Storage/Tiedown Required	Yes	No	No	No	Yes	No	No
Added Weight	1 lb.	3 lb.	3 lb.	2 lb.	1 lb.	1 lb.	4 lb.
Class Legal	Yes	Yes	Yes	Yes	No	No	No
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It May Not Be The Big Apple, But Syracuse Has Appeal All Its Own

BY MIMI APPEL

"Syracuse, New York? Where is that? Must be near New York City."

Central New Yorkers hear this statement often. Are we near New York? I guess it depends on your definition of near. Nestled in a peaceful, scenic area, Syracuse is a mere 260 miles away from New York City, and pretty far in temperament from that city's madding crowds.

We're not in the middle of nowhere, however. Syracuse is dubbed the "Crossroads of the Empire State" for good reason; the New York State Thruway and I-81 intersect within the city limits, continuing the tradition of outstanding transporta-

tion facilities set way back in 1825 when the Erie Canal opened to water traffic.

Speaking of water transportation traditions, Hobie sailors as "near" as New York City and as far away as Florida and elsewhere will be continuing the tradition of great sailing events at the 1994 Hobie 17/21 Nationals coming to Syracuse September 18-23. Before you arrive, you may appreciate a preview of the area, so you'll know what great things to expect once you get here.

By the way, for those of you pondering the derivation of the term "Salt City," Syracuse has an illustrious Native American history. In 1570, the



PAT CASTEV



PAT CASTEV

renowned chief, Hiawatha, designated the area as capital of the Iroquois Confederacy. The discovery of salt deposits — called "Devil Water" by the Indians — led to salt processing, the region's first major industry. The city of Syracuse was established in 1805 and for many years remained the source of America's salt.

Variety Is The Spice Of New York Life

Diversity is the name of Syracuse's game. Everything from the climate and geography to the entertainment attractions offers a variety of experiences. Take the climate. (If Henny Youngman had lived here in the winter, he might have said, "Take the climate ... please!") Really, the changing of the four seasons is fabulous; why else would anyone trudge through 170 inches of snow!

Attention Hobie 17/21 racers: You won't have to worry about snow. Septem-

ber features an interesting mix of summer- and fall-like conditions. During the Nationals, the average temperature should be around 61 degrees, with afternoon highs perhaps close to 90.

Visitors traveling to the area by car should consider stopping at some of the wonderful sites located through the state. One of the seven wonders of the modern world, Niagara Falls is located 160 miles from Syracuse. The 180-foot drop of this magnificent waterfall is a sight that delights young and old.

Bordered by the U.S. and Canada, the Falls offers a plethora of attractions. The Cave of the Winds observation tower and Marineland are a few of the many things to see and do. Don't miss the Maid of the Mist boat ride, which takes you directly in front of the Falls.

New York's many lakes abound with recreation opportunities. On the northern border is the Great Lake, Ontario. Nationally known for fabulous sport fishing, Lake Ontario boasts large salmon, bass and trout populations.

State parks dotting the shoreline offer everything from water sports to hiking. The Adirondack Mountains feature six million acres of breathtaking, unspoiled nature.

The Finger Lakes are 11 glacier-carved, finger-shaped bodies of water that bear names reminiscent of the Iroquois civilization. The majestic area encompasses 9,000 square miles and presents a scenic panorama of rolling vineyard-covered hills and valleys, sprinkled by over one thousand waterfalls.

Lovely small towns and quaint villages offer unique dining and shopping as well as charming bed and breakfast accommodations. One sightseeing favorite is a tour of the Glenora and Summerhill vineyards, two of the 50 fabulous wineries in the area.

The Big Apple

New York City is the business, entertainment and publishing capital of the country. The 314-square-mile city is packed with hundreds of museums, art galleries and theaters, not to mention lots of interesting people.

Tourist attractions include the Statue of Liberty, Empire State Building and Rockefeller Center. Nowhere is the multi-ethnic composition of the city more evident than in the thousands of mouth-watering restaurants. Broadway and the many wild nightclubs make the Big Apple a destination point you won't want to miss.

Lots To Do In Syracuse

Syracuse is a great place for Hobie racers (and all tourists) to bring their families. Oneida Shores Park is a lovely area that is sure to please. As a matter of fact, some event parties will be held at

Arrowhead Lodge, a cozy, family-type facility located right in the park.

Local attractions include the Burnet Park Zoo, home to one of the few Asian elephants born in captivity. Sainte Marie among the Iroquois is a 17th-century French fort containing a hands-on museum for kids and adults. Art lovers will enjoy the Everson Museum.

Shopping has become a large industry in Syracuse. The newest mall, Carousel Center, is only an exit away from the Holiday Inn. Its 170 shops, four anchor stores and numerous restaurants attract shoppers from around the Syracuse area and even from Canada. For those interested in local flavor, historic Armory Square in downtown Syracuse is full of unique specialty shops.

True to its reputation for diversity, dining in Syracuse features something for every taste. The Dinosaur Bar B Que offers smokin' ribs and cool live blues in a funky atmosphere. Large families are sure to enjoy Sam's Lakeside Restaurant's big portions at great prices. Refreshment connoisseurs should stop by Clark's Ale House, where guests can select from among 22 draft beers and one sandwich.


Hobie 17/21 National Event Is A Family Affair

Family values is the buzzword of the '90s, and host Fleet 204 is eager to make Hobie 17/21 Nationals participants feel like a valued part of its family. Dynamic members are thrilled to be hosting this event and already are preparing to roll out the red carpet for visitors to their wonderful area.

Event chairperson Rob Jerry speaks for the fleet as he proclaims, "Racers who sail together should party together!" He notes that this year's event "will be big on basic ingredients, such as excellent race management and good, clean fun."

The racing begins with a bang on Monday, September 19, and ends with a sigh and goodbye on Friday, September 23; a format that lends itself well to convenient travel. Major airline carriers fly directly into Syracuse's Hancock Airport. Host hotel, the Syracuse Holiday Inn, will transport you quickly to your room, which is close to the airport and just minutes from the race site at Oneida Lake.

Fleeting Pleasures

All of us in Fleet 204 are looking forward to showing you Syracuse-style Hobie hospitality. Most people never have the pleasure of seeing more of the state than New York City. Thanks to the 1994 Hobie 17/21 National Championships, you and your family will have the opportunity not only to discover where in the heck Syracuse is, but also why we say, "I love New York!" 

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18/SX-18

18 WOMEN'S



PHOTO COURTESY OF PUERTO PEÑASCO

¡SÍ,
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SONORA!

Puerto Peñasco, Mexico Is Close To The U.S. But Far From Mundane

By Ted and Sue Lindley and Ron and Shirley Palmer, with material from the Sonora Department of Tourism

Everyone has a favorite getaway spot somewhere on the globe. Ours is a beautiful ocean and beach, along with a wonderful facility that has been an undiscovered jewel for many years.

Playa Bonita RV Park and Hotel is located on a sandy beach in Puerto Peñasco, a community of 47,000 located in Sonora, Mexico, 60 miles south of the border. Rocky Point is three feet above sea level and comprises 63 miles of shoreline, encompassing estuaries, beaches, coves and bays. It is situated in the largest part of the Altar Desert, close to the volcanic zone of the Pinacate Mountain range, a national ecological reserve.

Peñasco is a wonderful place, just waiting for you to discover it. The town is around the corner from the southwestern United States; not far from home, yet a good, long way from the everyday routine of work and school.

Visiting Puerto Peñasco is well worth the trip, as the great adventures awaiting you and your family will make your vacation truly memorable. High-quality hotels and trailer parks with full facilities abound in the area. You can dine delightfully anywhere and at any price; a sunny afternoon may find you scarfing down three fish or shrimp tacos for 75 cents at a taco stand,



PATRICK MCDOWELL

known as CEDO (El Centro de Estudios de Desiertos y Océanos). It is popularly called "The Castle of the Whale," in honor of the 66-foot skeleton of the animal beached there in 1982.

Taking the coast road farther south, detour toward the Morua Estuary to visit the oyster cultures. Bring limes, salsa and your favorite beverage.

This spot also is a great sailing destination, but be sure to watch the tide table, since it is difficult to get in and out of the estuary at low tide. Farther south lies the paradise of the Sierra Pinta Estuary and its virtually untouched beaches.

Tired of the coast? Travel east to the legendary mines of La Sierra Pinta, where tons of gold have been extracted for transport to the distant port of San Francisco, California.

At the beginning of the century, a train bore the mineral for processing from the depths of the Sierra Pinta to the beaches of the estuary. The remains of boilers and material still can be seen as memories of those times.

If you head north from Playa Bonita RV Park and Hotel, the first stop is Playa Arenosa (Sandy Beach), a favorite weekend camping spot for students from the Tucson and Phoenix areas. Just north of that beach is Cholla Bay, a small settlement where many tourists from north of the border own beach houses. Cholla Bay is a great place to charter fishing trips or to rent scuba equipment, horses, three-wheelers, boats or anything else to enhance your vacation.

Coasting On

From Cholla Bay, follow the coast in a dune buggy or four-wheel drive vehicle. After traveling through Cerro Prieto (Black Mountain), you eventually will arrive at the salt flats and abundant marine life of Adair Bay.

If you're interested in more adventure, continue north to Sierra del Pinacate, where you will find enormous masses of multiform rocks skirted by many kilometers of lava rivers remaining from the last eruption hundreds of years ago. You can explore more than 500 volcanic manifestations in the form of craters, ash cones, escarpments, volcanic bubbles and mysterious underground passages, as well as beautiful pools of water that are small oases within the arid and hostile landscape of the Pinacate. NASA astronauts came here in 1969 to practice for their lunar excursion, because this environment is so similar to that of the moon.

Getting There And Getting Around

Traveling to foreign countries usually involves lots of preparation and money; often, you need passports, visas and

(ouch) inoculations. In contrast, going to Mexico for a few days is a breeze. Traveling around once you get there is refreshingly simple, too.

The border crossing at Lukeville (U.S.)/Sonora (Mexico) is uncomplicated and hassle-free. Visas are not required.

Vehicle liability insurance for travel in Mexico not only is recommended, but also required by Mexican law. The cost varies, depending on the coverage desired, but it is relatively inexpensive and can be purchased on either side of the border. The Chevron station at Why, Arizona is a convenient and helpful insurance provider.

Automobile travel in Mexico is much like motoring in America. Roads are posted with speed limits (in kilometers) and information signs in Spanish are easily interpreted. As fuel generally is more expensive, tourists usually fill up shortly before reaching Mexico so they will not have to refuel again before returning to the States.

Our families have had breakdowns in Mexico, but never have had a problem finding help at service stations. On one occasion, we were aided by the well-known Green Angels that offer help to tourists on the highway.

By the way, if you're traveling to Sonora from other parts of the country or world, you should consider first stopping to enjoy the multitude of tourist attractions in nearby Phoenix and Tucson. One amazing, north-of-the border, must-see destination on the way to Mexico is located just before the Lukeville/Sonora line. It's called Organ Pipe National Park, and it makes an ideal rest stop, well worth the time and a picture or two.

Come On Down

A little southern exposure never hurt anyone, especially when it's the exciting northern portion of Mexico. How lucky we Zonies are to live so close to the mucho sol (much sun) and fun of Puerto Peñasco, Sonora.

FIVE HOBBIE RACES IN ONE FIESTA PLACE

1994 North American Multi-Boat Championship Gets Off The Beach In Puerto Peñasco, October 10-16.

Puerto Peñasco may be only a fish taco's throw away from the United States in terms of distance, but Mexico is another country, after all. For that reason, the 1994 Multi-Boat Championship could not really be called a "National" — hence the title change to "North American." The event is hosted by Phoenix Fleet 66 and Tucson Fleet 514. *CONTINUED ON PAGE 38*

while the evening may beckon you to sit down to an elegant dinner at a fine restaurant.

If you're in search of soul food, the local artist community continually offers something new to the tourist. For those who prefer sole and other species, sport-fishing boats are available for charter. Taking a dip in water warmed by the Sonora sun, relaxing on a beach moistened by rhythmical waves while enjoying the refreshing sea breeze will give you a lifetime's vacation in just one luxurious afternoon.

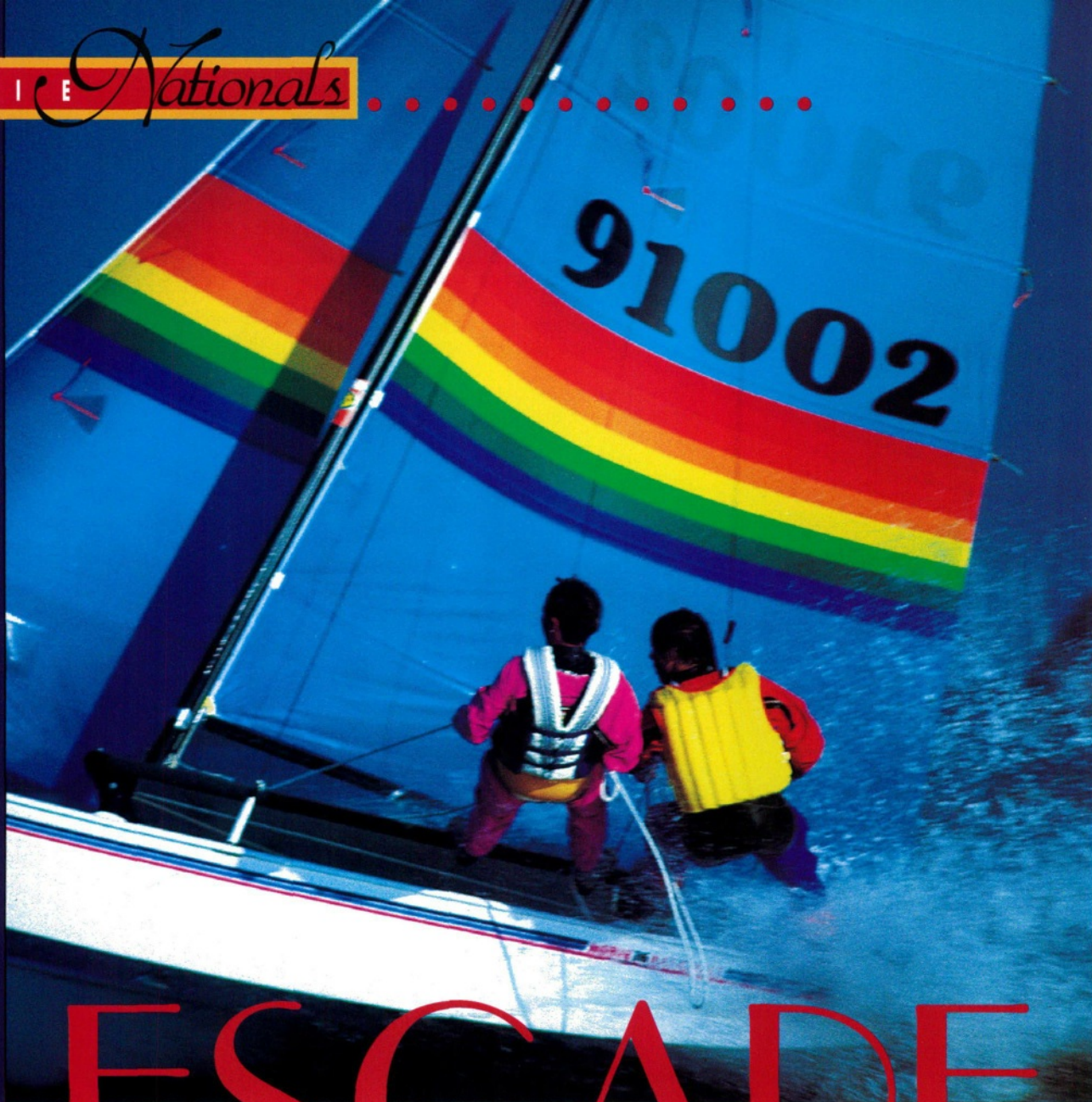
All Roads Lead To Pleasure

South of town are the sandy avenues of Las Conchas, a development of beautiful homes located on a dramatic shoreline of cliffs and beaches. In that area is the Augustin Cortés Center, better

16 JUNIOR

16 OPEN

16 WOMEN'S



PATRICK MCDOWELL

ESCAPE

T O C O R P U S C H R I S T I

This "Third Coast" Town Will Engulf You In Texas-Sized Fun

BY ELAINE MOTL

Relax. Slip into the laid-back lifestyle of Corpus Christi, Texas, sparkling city by the sea. Known as one of the friendliest communities in the entire state, Corpus Christi is truly a treasure.

Nestled on a shimmering bay, Corpus Christi was named in the early 1500s when Spanish explorer Alonzo de Pineda discovered this beautiful area off the Gulf of Mexico in Texas' southeastern tip.

Home to the Carancahua Indians, Corpus Christi is rich in history. A walking tour through Heritage Park puts visitors in touch with the

town's early settlers. The homes represent the ethnic and cultural diversity of Corpus Christi today.

The Best Li'l Lore House In Texas

The Texas State Aquarium brings an ocean of excitement to Corpus Christi. It's a place of learning and exploration, wonder and discovery. A Texas-sized undersea adventure, the aquarium offers a wide array of fascinating marine habitat exhibits. Each offers a close-up view of the wonders of the Gulf of Mexico.

These exciting aquatic tanks contain more than 250 species of sea life in over 350,000 gallons of water. The

ever-changing presentations, educational programs and exhibits make the aquarium a place you'll want to experience again and again.

Just offshore from the aquarium you can get a first-hand look at U.S. naval history. It's all aboard the U.S.S. Lexington.

The U.S.S. Lexington is a vintage wartime aircraft carrier. Commissioned in 1943, she served the United States longer and set more records than any other carrier in the history of naval aviation. It also is the first carrier to have sailed with women in the crew.

This sleek beauty is 910 feet long, and houses a number of unique historical artifacts. Guests may visit the captain's quarters, hang out on the fan tail, see exhibits on the flight deck, and actually discover how to drive this massive ship.

Royal Delights

Sailing is king on Corpus Christi Bay. Every Wednesday night, visitors can observe locals boarding their vessels for a friendly, weekly ritual, the Wednesday night sailboat races.

Corpus Christi also is the home of the world-famous U.S. Open Windsurfing Regatta, so it's no surprise that sport is a favorite activity. Beginners can try their luck on the beautiful Laguna Madre, while advanced enthusiasts line the parks along Ocean Drive.

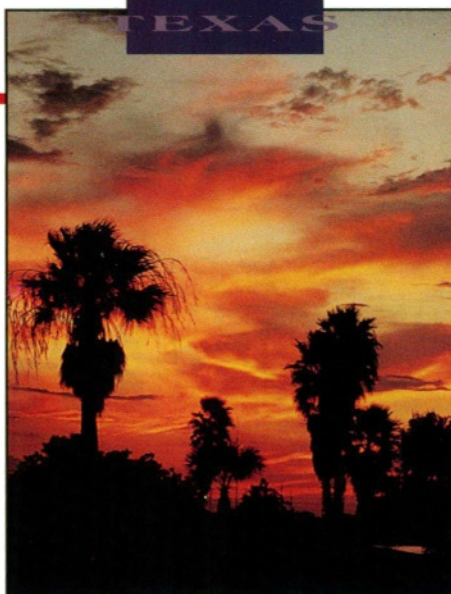
The Corpus Christi area offers catamaran sailors the best of both worlds. Corpus Christi Bay is unique, featuring its very own catamaran sailing park available for great launching. The Gulf offers dedicated sailors an opportunity to test their skill and ability. Just an hour north of Corpus Christi, you can launch your Hobie at Lake Corpus Christi for a freshwater sail.

Since sailing on the bay is king, it seems only natural that the port of Corpus Christi would be home to the Queens, Las Carabelas. Carabelas means "caravels," a type of Spanish sailing ship.

These re-creations of Christopher Columbus' ships were built by the government of Spain to commemorate the 500th anniversary of the explorer's discovery of the New World. The authentic reproductions of the Nina, Pinta and Santa Maria now make their home in Corpus Christi. Many of the same materials and techniques employed in the fifteenth century were used by the shipwrights who built these vessels.

Food For The Soul

Only steps away from the Columbus Fleet resides a collection of great attractions that include a Spanish shipwreck, reptile exhibit and special children's area at the Corpus Christi Museum of Science and History.



CORPUS CHRISTI CONVENTION AND VISITORS BUREAU

The museum is the new home of the "Seeds of Change" exhibit recently shown at the Smithsonian Institute. Portions of the exhibit are now being displayed, with the full exhibit expected to open in April 1995. Outside the museum, find a place to sit and enjoy the scenery of the calming Watergardens, a beautiful fountain park.

Enjoy art of all cultures — past and present. The Art Museum of South Texas, located on the city's sun-streaked bay, is a cultural center for Corpus Christi and the Coastal Bend.

A rotating schedule of diverse and exciting exhibitions is shown in three beautiful galleries. The museum is committed to recognizing and exhibiting work by important American artists, with an emphasis on the art of Latin America.

Corpus Christi has become known for its great shopping. You can start at the luxurious Padre Staples Mall, home of several major department stores. Look for gifts in the Waterstreet Market and Totally Texas or Gifts by the Sea. Enjoy the best in taste in the La Mar Park Shopping Center, which features one-of-a-kind stores with art and clothing from all over the world.

Just Plain Food

If you like seafood, Corpus Christi is a great place to be. Many restaurants offer unique dishes. Waterstreet Seafood Company is the number-one favorite among locals in the Coastal Bend. Waterstreet Oyster Bar, its sister restaurant, is located right next door. Both offer the best fresh seafood around. They will be crowded, but worth the wait!

For a southwestern flair, La Pesca on Water Street just can't be beat. On weekends, La Pesca features live Mariachi music and great margaritas. Marco's on Chaparral is perfect for exquisite native Italian food, fine wine and a relaxing atmosphere. Also try the Lighthouse & Landing Restaurant for the best view on the bayfront.

More Kingly Fare

Tourists enjoy visiting the area's charming little coastal towns and sampling the King Ranch and nearby small farming communities full of down-home friendly folks. The 825,000-acre King Ranch is one of the largest ranches in the world. Founded by Captain Richard King in 1853, the ranch is the birthplace of the Santa Gertrudis breed of cattle. A guided tour will take you through the ranch, the King Family Museum and the famous King Ranch Saddle Shop.

If you like the night life, get ready for Corpus Christi at its best! Start your evening off at the Executive Surf Club, where a catamaran sailor will feel at home, as the ceiling is covered with Hobie sails! Then take off for a great night of dancing at the Yucatan Beach Club, a Hobie Fleet 99 hot spot. The Yucatan features live music — heavy on reggae and blues.

For those who want the full taste of Texas, grab your cowboy duds and stampede to Booters Country & Western Bar! This congenial scene will provide boot-scootin' action with the latest in country music that will mend just about any achy-breaky heart.


Corpus Christi's A Beach

Beaches are the numero-uno attraction in Corpus Christi. Padre Island, located just 30 minutes from downtown, is one of 11 national seashores in the United States. With beautiful sand dunes on one side and crashing waves on the other, beaching it is an easy way to relax and enjoy a great getaway. Padre Island also is an ideal place to launch your Hobie and take in a day of sailing on the Gulf.

Corpus Christi offers a variety of hotels at reasonable rates. Many are located on the beach or boast a view of the sparkling waters. Hobie Fleet 99 recommends the Sandy Shores Hotel, part of the Best Western chain, or the Villa Del Sol condominiums. Both are right on Corpus Christi Beach, and offer special discounts!

Hobie Racers Heading To Town

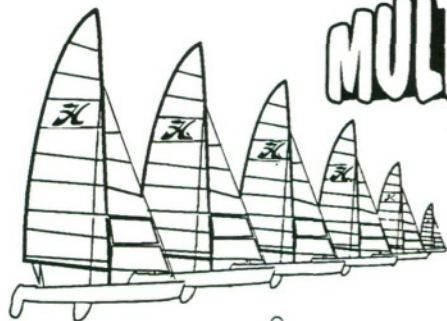
The best thing about Corpus Christi this fall is that it's the site of the 1994 Hobie 16 Nationals, October 28 - November 5. Fleet 99, with the assistance of Division 6, will host the event on beautiful Corpus Christi Beach. Corpus Christi Bay, one of the windiest bays in North America, will surely offer some challenging conditions.

Escape to Corpus Christi, the Isles of Texas! 

For more information on Corpus Christi, call E.M. Marketing company at (512) 884-1265.

NORTH AMERICAN HOBIE MULTI-BOAT CHAMPIONSHIP

HOBIE 18, 18SX
October 10 - 13
HOBIE 14, 14T, WOMEN'S 18
October 14 - 16



Hobie
TUCSON FLEET 514

1994
PUERTO PENASCO, MEXICO

Hobie
Fleet 66
Phoenix

LOCATION: Puerto Peñasco is located 210 miles south of both Phoenix and Tucson, Arizona. The site offers miles of sandy beach, a full-service RV Park, hotel and restaurant on the shore of the Gulf of California (known locally as the Sea of Cortez).

ACCOMMODATIONS: The Playa Bonita Hotel and RV Park have full facilities for Hobie racers. Both are located on the beach at the race site. Just be sure to say Hobie when you make your reservation. The Hotel is \$55.00 per night. Call 011 52 6 383 2586. RV spaces are \$13.00 per night, \$78 per week, tents are welcome. \$20.00 deposit. Call 011 52 6 383 2596.

AIR TRAVEL: Phoenix Sky Harbor Airport is served by all major airlines. Shuttle transportation can be arranged for anyone who requests it. Rental cars are available at several agencies for use in Mexico.

RACES: All events are B.Y.O.B. (bring your own boat). For charter boats, please call the numbers listed below.

REGISTRATION: All competitors must pre-register by September 1, 1994 to avoid late fees. Registration will include racing, lunches, welcome party, award banquet, trophies and shirts.

Pre-Registration
H-14*, 14T* --- \$125
H-18, 18SX* -- \$200
Women's* ----- \$175

Late Registration
H-14, 14T ----- \$175
H-18, 18SX* --- \$250
Women's* ----- \$225

*15 boat minimum preregistration to hold event.

For more information contact
Ron Palmer, Tucson, (602) 299-0609 or
Ted Lindley, Phoenix, (602) 991-1065.

NORTH AMERICAN MULTI-BOAT CHAMPIONSHIP REGISTRATION FORM

Skipper _____ Boat _____ Shirt M L XL XXL
Street _____
City _____ State _____ Zip _____
Phone _____ NAHCA # _____
Crew _____ Shirt M L XL XXL



Mail to: North American Multi-Boat Championship
Ron Palmer, 4935 N Calle Esquina, Tucson, AZ 85718 USA

HOBIE RACING



GUY MOTT

IN THIS SECTION

- Major Regattas
- Racer's Edge
- Regatta Schedule
- IHCA Report

JULY/AUGUST 1994

MAJOR EVENTS

MAJOR REGATTAS

1994

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 San Diego Hilton Beach & Tennis Resort San Diego, CA	Mike Strahle	(916) 221-7197
Sep. 10-13	US Sailing Alter Cup Put-In-Bay, OH	Jim Frederick	(419) 898-0400
Sep. 13-17	Hobie 20 National Championship St. Joseph, MI	Bonnie Hepburn	(619) 758-9100 x604
Sep. 18-23	Hobie 17/21 Nationals Oneida Lake, Syracuse, NY	Rob Jerry	(315) 437-4586
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 Championships Corpus Christi, TX	Scott Kee Chuck Miller Elaine Motl	(512) 994-1816 (512) 886-3930 (512) 884-1265

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HOBIE RACING RACER'S EDGE

Trim Is In

Carlton Tucker Explores Upwind Performance

BY WICK SMITH

Sailors who have followed catamaran racing for any length of time have seen Carlton Tucker's name prominently and consistently listed in the race results of Hobie championships. He has been four-time runner-up in various world championships, third at the 1993 Hobie 16 World in Guadeloupe, three-time winner of the prestigious Alter Cup, and most recently the 1993 Hobie 20 Miracle National Champion.

Carlton lives in Ft. Walton Beach, Florida and has been sailing for 20 years. In this issue of "Racer's Edge," I talked with this highly respected racer about upwind performance. More specifically, I asked him some questions about boat trim and handling.

R.E. What are the most important factors in making a Hobie go fast upwind?

C.T. They are decent steering technique, concentration, proper sheeting and having your rig at least tuned in the ballpark. I would like to avoid getting too deeply involved in the last category, because it is not my strong suit and I don't think it even matters that much. That's why I use the word ballpark; as long as you set up much like the other guys, you can concentrate on more important elements.

Good steering technique refers to the ability to steer to the conditions. Knowing how to read the wind and change your course to accommodate it is critical to good boat speed upwind.

For instance, you should learn to make the most of headers and lifts. In the case of a header, I would tack if it was significant enough, or bear off to foot through the smaller shifts.

Lifts can be a little different. Most boats will have some weather helm. Releasing the pressure on the helm slightly allows the boat to come up just a bit. This technique avoids sudden motions of the tiller and the resulting speed reduction.

The ability to steer in waves is very important. The bigger the waves, the more of an obstacle course you face in front of you.

Steering through and around waves upwind is definitely an art. It's a rhythmic, "get into the motion of the ocean" type of steering. I can't put it into words, but experience and practice will help you develop that feel.

Try to keep the windward hull in the water. Jumping waves and flying a hull look cool, but keeping the boat flat and in the water is faster. The best method is to head up (point) as your bows are going up the face of the wave. Doing this reduces the heeling moment in the boat, and helps keep the wind from getting under the tramp as you are launched off the top of the wave.

As your bows clear the top of the wave, begin to fall off (foot) down the backside to get your speed back up. When your boat reaches bottom, you are ready to do it all again on the very next wave, and the one after that, and so on.

You should get into a rhythm, but don't overdo it. Lots of guys attempt to sail catamarans like Lasers. They pump the helm all over the place. Hobie Cat sailing isn't that; it's finesse.



It's a rhythmic, "get into the motion of the ocean" type of steering. I can't put it into words, but experience and practice will help you develop that feel.

R.E. Do you pump hard on the tiller, or do you let the boat steer itself most of the time?

C.T. I let the boat steer itself where it will. You will notice the boat encounters a little lift as it goes up the face of the wave. I loosen my grip on the tiller which, with a little weather helm, allows the boat to steer itself up.

As I reach the top of the wave, I begin to use the biceps a little and pull the boat back down. I keep the hulls in the water so I don't bounce off the tops of the waves.

The technique is based on a sort of sub-concentration. I'm not aware of each separate action. I don't think about pushing the helm down to head the boat up over each wave and then forcing it back down each wave. With practice, the thought process becomes automatic.

I believe there is a right and wrong way to steer the boat in waves. Skippers who

practice steering will pick up on what I am trying to say. The maneuver is not so mechanical that you can break it down into steps one, two and three, but after quite a bit of practice, it's going to enter your mind at a subconscious level. Once the technique becomes second nature, steering is a piece of cake.

R.E. Tell us about your level of concentration on the boat. How do you achieve it, and how do you block out other things that go on around you?

C.T. There are a few things you can do. I think it is damn near impossible to concentrate if the skipper is yelling at the crew or the crew is hollering at the skipper. It's easier to study in a library than in a room filled with people making noise.

A race situation is similar. Especially in those few minutes after the start when concentration is absolutely imperative, sometimes you must tell your teammate, "Give me a break here. I need to concentrate."

You can learn how to concentrate. While practicing in uncrowded areas, try closing your eyes while sailing upwind. Rick White uses this drill in his clinics. I think it is a really good exercise, one which makes a strong impression on people.

As instructors, we observe funny things during this drill. Some skippers really start to luff up; many foot way off. Others already have a feel for it, and they hold a pretty good course.

With a little bit of practice, everyone becomes rather proficient. Have your crew watch where you are going, ask for a couple minutes of silence, and discover what you can do.

Concentration is even more important in waves. There is more feedback through the boat, and you begin to anticipate what the boat is going to do. The concentration doesn't so much involve what you see as what you feel.

You are connected to the water by the rudders, and to the wind by the sails. If you can get in the middle and be a lubricated cog like everything else, you will attain that feel and enjoy utter confidence in your boat speed. After that, your subconscious takes care of the speed aspect and you only have to resort to telltales and other aids when something doesn't feel right. Normally, in heavier air, when things go haywire with a capsize or other catastrophe, often the problem is not the gust or wave (although they get the blame), it's a lapse in concentration.

I once taught some blind children how to sail on monohulls. They were extremely attuned to the movements. If they can learn

without the benefit of sight, we can, too. Although the kids had no experience, after a short time they did very well.

R.E. What are your thoughts on sheeting the sails?

C.T. In lighter air, you should ensure you are not oversheeting the main. Tell your crew to ask occasionally if you are trimmed properly, especially when you feel you aren't going very well. Make sure your crew doesn't oversheet the jib either.

In moderate air, it's a lot simpler — basically, you're trimming tight going to weather. You can use your telltales to determine if your sail is tight enough, but you don't really have to worry too much about it in mid-range winds.

In heavy air, you are biting off all you can chew. It's a matter of pulling it in as much as you dare, and steering the boat.

R.E. What do you look at on the sail to determine whether or not you are oversheeted?

C.T. I start the process before I head out. If I expect light air, I set the boat up on the beach and sheet the main tight. Then, I observe it from behind, to see whether the top third of the mainsail is hooking past the centerline of the boat.

I don't want that arrangement in light winds, so I judge how much sheet tension can be put on the boat. I then know I don't want to sheet it past that point unless the wind comes up.

Some folks go so far as to put a black mark on the mainsheet at the jaws of the cleat, to denote exactly where that point is. Doing so will benefit people who have a problem in light air.

I believe that 80 percent of the time, the problem is not necessarily boat or crew weight that is too heavy. I don't think weight matters that much in really light air. The problem is that skippers and crews tend to oversheet. They get frustrated and can't concentrate, and then they sheet harder because the adrenaline is pumping. Boat speed deteriorates more, and they end up in the back of the pack.

This phenomenon often happens at the start. Some racers spend the first three minutes oversheeted, then wonder why they got driven over and under, and that's it for them.

R.E. In very light conditions, wind velocity may change from one to four knots and back again. Do you constantly adjust the sail to accommodate velocity changes?

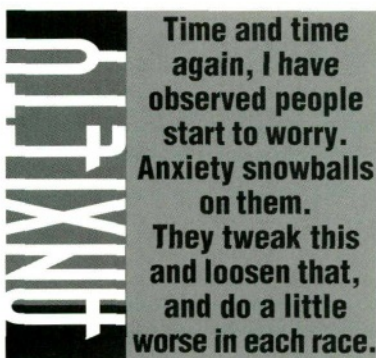
C.T. Yes I do. If you are sensitive, you will feel the boat accelerate in a puff. You will know that during that puff, your leech just got blown open farther, so you should start bringing in a little more sheet and grabbing a little more power.

As you feel the puff subside, you have to shift gears and let out that same arm's length you just brought in. It may have been only half an arm's length.

In light air, an inch equals a mile. You can make minute adjustments. If the wind picks up a couple knots, perhaps you can "click, click, click" about three notches on your ratchet; just enough to give you a little more acceleration than the guy who didn't alter his sail trim.

If the lull comes, the opposite action is even more important. You need to crack off that same distance.

The same theory is true for the jib. The main and jib should work in unison. Sheet tension on the jib in light air is extremely important, more so than on the main because you have to keep flow going past the main. You'd be much better off too loose than too tight. I always say, "If in doubt, let it out."



R.E. You acknowledge that boat rigging/tuning is not your strong suit. What do you do to ensure you are in the ballpark?

C.T. Over the last 10 years, I have learned how to set up the 16. It is a mature class, with only a few strings to pull.

The jib halyard is the adjustment that affects leech tension on both sails. In light air, I use a relatively loose job halyard, which I might set on the beach. I might set up the boat to determine if, when fully sheeted, the jib was closing the slot, and maybe the top batten was up against the main. Also I'd check to see if the main hooked past the centerline. If any of these things was happening, I would loosen the jib halyard some more, so it would act as a governor to prevent oversheeting.

The jib halyard is very important on the 16. Because it adjusts the leeches on both sails, it affects rig tension as well as mast rake. It is the one rig tuning device that overshadows all others.

The jib halyard is more or less loose for light air, and tight for medium air. If the air gets really strong, the halyard should be loose so that it softens the sails up and spills a little wind. That works quite well.

For the 18, you're back to the ballpark again. You can't adjust rig tension when you are out on the water, so you must set up on the beach like the rest of the guys. I would set it up like whoever has been going fast. I want to make sure I am sailing a boat similarly rigged and tuned to the other boats.

I don't sweat it. Many people worry way too much about that sort of thing.

The 20 is kind of like the 18. In fact, I didn't know anything about the Miracle last year at the Hobie 20 National event. My crew and I took the boat exactly as it had been rigged by the beach captain, who told me he rigged it according to the assembly manual.

I thought to myself, "Well, that's probably a good place to start. Let's try it out and see how it goes."

I made a conscious decision not to worry, even though I didn't know anything about tuning the rig on the boat. I figured the beach captain knew what he was doing and followed the instructions, which was good enough for me. My job was to concentrate.

Damn if we didn't get a top-ten finish in the first race! Our achievement confirmed that I didn't need to worry about the rig. We already were in the ballpark.

Time and time again, I have observed people start to worry. Anxiety snowballs on them. They tweak this and loosen that, and do a little worse in each race. They get overly concerned about something that isn't that important anyway.

R.E. What about telltales? Do you use them, and if so, how?

C.T. I only use telltales if something doesn't feel right, not as a matter of course. I don't rely on them because I can feel when the boat isn't going well.

If you are fairly new to sailing, you certainly should depend on telltales more than I do. You only can truly disregard them once you obtain a feel for sailing the boat upwind. Also, you need the confidence to know you can achieve that.

You can use telltales to see if you are oversheeted, and then after that, not look at them again until or unless something doesn't feel right. The only time I rely on them to any extent is if the wind is light and oscillating back and forth. In that case, I use them to help read the lifts and headers in which I am sailing. Keeping the boat in the groove in those conditions is tough.

R.E. Do you try to get a sail flatter to improve upwind performance, or doesn't it make much difference?

C.T. I believe flatter sails do work better upwind in light air and in stronger winds. Recently, I have discovered you can get away with a really tight downhaul in light air because it flattens the sail. You are not giving that wind, which is weak to begin with, as far to travel through as deep a curve on the sail. The increased downhaul provides a flatter entry, flatter cambered sail, and a more open leech that is harder to oversheet.

The downhaul on a Hobie 16 is a little more difficult to adjust, but in a light-air race, I still will put a little more tension on it to bend that COMPTIP™ and let that leech open up. If the wind comes up and the

water gets a bit choppy, I'll ease it off a little. This maneuver will power the sail up and give me more punch in the waves.

If the wind really comes up, I will try to depower by tightening the downhaul again and tensioning the outhaul to flatten the sail. I also will travel out on the main to help keep the boat flat.

I try not to sheet out too much in heavy air. Every time you ease the sheet, it makes the sail fuller, which means more powerful, thus increasing the healing moment and so on. I use my traveler more and also use more downhaul.

R.E. Do you ever play the traveler upwind instead of the mainsheet, to adjust for puffs? Some call it traveler sheeting.

C.T. The 18 traveler allows you to do this if it is well-lubricated. The crew can crack the traveler and ease it down just a few inches during the puff, and the skipper never has to break the main. It works very well.

I haven't spent enough time on the Hobie 20 to learn if the technique works on that boat, but I don't see why it wouldn't. It's got a great traveler and a very powerful rig. If you have a good crew, traveler sheeting should work.

I think the 18 and 20 are a lot alike. They are both board boats with bendy masts and tunable rigs.

Once you flatten that sail, which you certainly can do with the sheet and downhaul, why blow it by cracking off the mainsheet? In a puff, let the crew crack off the traveler and leave the main cleated. As the puff subsides, pull on the mainsheet without uncleating, to help the crew get the traveler back in.

Crew coordination and timing are the keys to success using this method in heavy air.

R.E. What differences are there on boats with little or no centerboards such as the 16 and 17, as compared with large-board boats such as the 18 and 20?

C.T. The less board you have, the less you should try to pinch or point the boat upwind. The more board, the higher you can sail the boat.

R.E. How important is jib trim upwind?

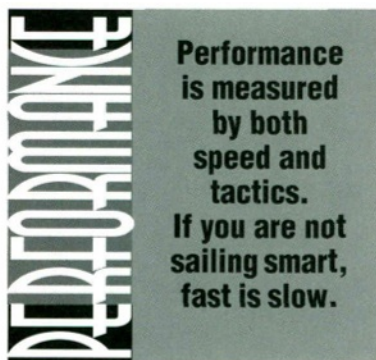
C.T. I think it is more important than the main in terms of sustaining flow. The jib is the first thing the wind is going to see. I either can accelerate the wind and complement the mainsail, or hinder the wind and throw it right back into the main by being oversheeted, which is common especially in light to medium air. Make sure the jib directs the air in a flow parallel to the back side of the main, not away from it, or into it.

R.E. Do you subscribe to the "windward hull just skimming the tops of the waves" theory, in terms of reducing wetted surface?

C.T. Not really. I believe a flat boat is a fast boat. There is no choice when the wind is

light to moderate. In heavier winds, the windward hull does spend some time just skimming the tops of the waves, but I wouldn't be overly concerned about maintaining that position. Concentrate instead on keeping the boat relatively flat.

Another factor to remember is that as you heel the boat, you tilt the rig. The system is designed more or less to work in a vertical fashion. The more you heel, the more air is spilled off the top of the sail plan.



R.E. In really light stuff, do you travel out the main upwind?

C.T. I travel out about a hand-width or so, to help ensure I don't overtrim the main. I do this on all boats I sail. It gives me a little more governor, to prevent oversheeting the leech.

R.E. What do you do when your speed isn't there with the other boats in your class? What things do you look for?

C.T. I try to ask myself honestly, how did that race go for me? Did I do something wrong? What caused a problem to happen? Was it truly a fault of my own? Did I sail to the wrong side of the course? Did I have the boat speed?

If I eliminate all possibilities but boat speed, I don't panic. I do begin assessing what others were doing that I was not.

If I am out on the water, I look at the things I can control. On most boats, I can't very well change mast rake on the water. I focus on jib lead placement and sheet tension. If boats are in front of me and pulling away, I look at the leech of their sails and try to size up what they are doing.

R.E. Do you "go up through the gears" to get the boat rolling after the start or after a tack, or do you go immediately to pointing gear?

C.T. You definitely have to start in low gear. After a tack, you have slowed down and cracked your main to complete the tack. I hope you have gone further through your tack than the perfect close-hauled course on the new tack.

Trim the main in within a few inches of good, close haul trim, to leave some fullness

in the sail and enough power to get you rolling. Get your speed up, get your boards and rudders working, and get the flow attached to your hulls and sails. Then, let the lift off the sails and hulls bring you up to a higher angle, slowly trimming in as you come up.

R.E. Are there any other keys to upwind performance?

C.T. Performance is measured by both speed and tactics. If you are not sailing smart, fast is slow. You might have a speedy boat, but if you are not sailing well tactically, you'll be sailing in the wrong direction, and you won't have good upwind performance.

I define good upwind performance as getting to the weather mark in decent shape. To accomplish that, I have to sail my boat smart. I must maintain a level of concentration that allows me to get my head out of the boat, so I can think about things on the race course tactically.

Being among the first few boats at A-mark requires three things. First, it requires a very good start, meaning clear air at the favored end of the line. Second, it requires the ability to concentrate after the start and carry on good boat speed; and third, the tactics to get into advantageous positions.

After the start, mastering tactics is possible only if you get your mind out of the boat, away from speed concerns, and onto the playing field where positioning and strategic thinking are a must. That is where the battle is won or lost.


Another major factor of success is the experience to minimize mistakes. Experience is something you can't buy; it must be earned by participating in regattas.

Nevertheless, you can take advantage of the many resources available today. Clinics can do wonders for the experience level of attendees. Books offer a world of tips you may never figure out on your own. You also can glean much useful information by watching or helping out at a regatta.

There is no substitution for spending quality time on the water with good sailors. If you are not sailing against people who are better than you, you never will improve.

Take a look at the guy who is king of the pond. He always wins the local regatta, but when he goes to a bigger pond, he gets a real lesson because he hasn't been challenged in a long time.

If you consistently win every regatta, you are not being challenged and you will falter when you reach a level with fiercer competition. You have to go out and butt heads with people who are better and more experienced. Then, you will learn from it!

I thank Carlton for his gracious help. I would like to keep the window open for a future column, to get his ideas on upwind tactics required to win races. The next issue of "Racer's Edge" will take a close look at Portsmouth ratings and the new world of handicap racing that has become a necessary evil for many sailors. 

1994 Hobie 17 & Hobie 21 Nationals Syracuse, New York Oneida Shores Park, September 18 - 23

LOCATION: Oneida Shores Park is located seven miles north of Syracuse on the 22-mile long by 5-mile wide Oneida Lake. The park features complete camping facilities, including hot showers, convenient parking, and a large, sandy beach. Hotels are only minutes away.

ACCOMMODATIONS: Special Hobie Cat rates are available at the Holiday Inn North, located at the intersection of Interstate 81 and 7th North Street, approximately 10 minutes from the race site. For reservations call (315) 457-4000. The special rate is \$52.00 per night plus tax for double occupancy.

AIR TRAVEL: Hancock International Airport is located six miles south of the race site and is serviced by most major airlines.

RACES: Both events are bring your own boat (B.Y.O.B). For charter boats, call (315) 437-4856.

Sunday -- Registration and Practice Races
Monday thru Friday -- Championship Series
Friday -- Awards Banquet

REGISTRATION: All competitors must pre-register by August 1, 1994 to avoid late fees. Registration will include racing, lunches, parties, trophies and t-shirts for all competitors.

Pre Registration

H-17 \$200.00

H-21 \$275.00*

Late Registration

H-17 \$250.00

H-21 \$325.00*

*10 boat minimum required at pre-registration.

No personal checks will be accepted at race site.

For More Information Contact Rob Jerry (315) 437-4856

1994 Hobie 17 & Hobie 21 Nationals Race Registration Form

Send to: Bridget Quatrone, 206 Washington Boulevard, Fayetteville, New York 13066
Make checks payable to *Hobie Fleet 204*

Skipper: _____ Boat Size: _____ Crew Name: _____

Address: _____

Phone: (_____) _____ NAHCA No.: _____ Sail No.: _____

T-Shirt Size: (circle one) M L XL XXL

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	Jul 2-3 1994	Kailua Bay	Ken Kaan	808/988-9222
6	Jul 24 1994	*WYC Masaji Tamura	Ken Kaan	808/988-9222
6	Aug 6-7 1994	*Haliwa Campout	(Germain)	
6	Aug 13 1994	*HHCA Invitational Kaneohe	(McFaul)	
6	Sep 5 1994	*Lahaina to Oahu	Ken Kaan	808/988-9222
6	Sep 18 1994	*Kailua Bay	Ken Kaan	808/988-9222
6	Sep 24-25 1994	State Championships	Ken Kaan	808/988-9222
6	Oct 16 1994	Duke Kahanamoku WYC	Ken Kaan	808/988-9222

DIVISION 2

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
14	Jul 1-4 1994	4th of July Cruise Puerto Peñasco, Mexico	Karen McMaster	602/299-2652
USSA	Jul 9 1994	*Area J Alter Cup Long Beach, CA	Alan Egusa	310/545-2355
162	Jul 16-17 1994	Lake Isabella Regatta Bakersfield, CA	Howard Chase	805/854-3956
259	Jul 23-24 1994	CA State Championships Port San Luis, CA	Tod Hansen	805/543-8470
66	Jul 23-24 1994	*Family Fun Day Lake Roosevelt, AZ	Bernie Bruchhauser	602/846-7226
4	Aug 6-7 1994	Todos Santos Ensenada, Mexico	Ross Tyler	619/268-0125
3	Aug 20-21 1994	14 & 16 Divisionals Long Beach, CA	Teri McKenna	714/971-2766
30	Sep 3-4 1994	*Women's Regatta Lake Perris, CA	Curt Smith	909/684-7204
3	Sep 10-11 1994	17, 18 & 20 Divisionals Long Beach, CA	Tom Materna	818/784-4500
66	Sep 17-18 1994	*Fall Series Lake Roosevelt, AZ	Bernie Bruchhauser	602/846-7226
180	Sep 24-25 1994	Marina del Rey Championships	Marv Gantsweg	310/306-0106
514	Oct 8-9 1994	Piñata Regatta Puerto Peñasco, Mexico	Audi George	602/887-0124
51	Oct 29-30 1994	*Halloween Regatta/Lake Havasu Lake Havasu, CA	Stoney Douglas	702/293-5008

DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
17	Jul 9-10 1994	White Caps Union Valley Res., CA	Chris Borris	916/989-2585
259	Jul 23-24 1994	North-South Championships Avila Beach, CA	Joyce Hansen	805/543-8470
194	Jul 30-31 1994	Round Treasure Island Alameda, CA	Pete Rudnick	510/846-3320
62	Aug 13-14 1994	Mile High Regatta Huntington Lake, CA	Dan Davis	209/299-8179
194	Aug 28 1994	*RIO Round Up Brannan Island	Pete Rudnick	510/846-3320
537	Aug 28-Sep 1 1994	*Para-Olympics Mission Bay, CA	Mike Strahle	916/245-0964
17	Oct 9 1994	*Bay Sail Richmond, CA	Brian Joder	916/452-7240
222	Nov 5-6 1994	Turkey Regatta Monterey Bay, CA	Alan Houser	408/394-7661

DIVISION 4

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
193	Jul 2-3 1994	Dorena Lake	John Stahr	503/344-5585
535	Jul 16-17 1994	Lake Wenatchee	Mark Selle	509/884-9113
72	Jul 30-31 1994	Yale Lake Yale Lake, WA	Ken Gertz	503/692-3390

USSA	Aug 11-12 1994	*Alter Cup Lake Quinalt	Steve Jung	604/263-1347
Div 4	Aug 13-14 1994	NW Area Championship Lake Quinalt	Andrew Richardson	503/291-1450
72	Aug 27-28 1994	Skamokawa Columbia River	Ken Gertz	503/692-3390
214	Sep 3-4 1994	Harrison Lake Regatta Harrison, BC	Steve Jung	604/263-1347
37	Sep 17-18 1994	*Bellingham Bay Bellingham, WA	Zop	206/733-3291
72	Sep 17-18 1994	Cascade Locks Regatta The Gorge, OR	Andrew Richardson	503/291-1450
72	Oct 2 1994	*Fall Series The Gorge, OR	Andrew Richardson	503/291-1450
	Oct 8-9 1994	*Columbus Day Regatta Newport, OR	Joe Rioux	503/581-5200
72	Oct 16 1994	*Fall Series The Gorge, OR	Andrew Richardson	503/291-1450

DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
61	Jul 2-4 1994	Bun Burner Lake McConaughy	Deb Betts	303/789-2046
61	Jul 30-31 1994	Rocky Mtn Regatta Lake Dillon, CO	Art Mast	303/694-2633
50	Aug 20 1994	*AYC Day Boyd Lake, CO	Craig Simpson	303/484-3625
61	Sep 3-5 1994	*The Mac Attack Lake McConaughy	Dan Brennan	719/599-7277
50	Sep 24-25 1994	Last Gasp Boyd Lake, CO	Craig Simpson	303/484-3625
61	Oct 1 1994	*Ochobiefest Cherry Creek, CO	Ron Hilton	303/367-2062
61	Dec 3 1994	*Christmas Party Hobie Hangar		

DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
8/128	Jul 16-17 1994	MidSummer Classic Palacios, TX	Joe Monosmith	210/654-3217
99	Jul 30-31 1994	Sand Dunes Corpus Christi, CA	Sonia Garza	512/991-8608
64	Aug 6-7 1994	AquaFest Open Lake Travis, TX	Mike Rohrer	512/335-2865
64	Sep 17 1994	*Big Brothers/Big Sisters Hobie Day		
64	Sep 24-25 1994	Cruise Lake Amisted		
64	Oct 15-16 1994	*Fleet Championship		
	Oct 29-30 1994	Women's & Junior 16 Nationals Corpus Christi, TX		

DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
192	Jul 2-4 1994	*Sail Away II Lewis & Clark Reservoir		
57	Jul 9 1994	*Boom Fellow Lake	Bill Hopper	417/736-2760
52	Jul 9-10 1994	Bald Eagle Regatta St. Croix, MN	Ted Jagger	612/429-1950
192	Jul 16-17 1994	*Nebraska State Games Branched Oak Lake	Tim Kirkpatrick	402/423-9490
532	Jul 29-31 1994	North American Lake Sakakawea		1-800/435-5663
192	Jul 30-31 1994	Bent Mast Regatta Lincoln, NE	Dwight Thomas	402/489-8155
475	Aug 13-14 1994	SLOBS Div 7 Championship Storm Lake, IA	Phil Redenbaugh	712/732-3986
192	Aug 13-14 1994	*Sunny & Share Regatta Branched Oak Lake	Gina MacDonald	402/572-6632
Div 7	Aug 27-28 1994	No Frills Regatta Yankton, SD	Rod Phipps	402/572-8029
192	Sep 3-4 1994	*Sail Away III Lewis & Clark Reservoir		

*Non-points regatta

REGATTA SCHEDULE

149	Sep 10-11 1994	Pitchpole Regatta Lake Perry, KS	Chris Ross	913/236-5890
10	Sep 17-18 1994	Clear Lake Regatta Clear Lake, IA	Steve Neiman	515/357-8758
57	Sep 17-18 1994	*Wild Weekend Stockton Lake, MO	Bill Hopper	417/736-2760
273	Oct 8-9 1994	St. Louis Blews Regatta Alton Lake, MO	Wendel Fouts	314/926-0440

DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
5	Jul 3 1994	*SAMS Race	Michael DiSalvo	813/885-4573
	Jul 9-10 1994	Jacksonville Regatta Jacksonville, FL	Jeremy Tyler	904/725-5505
42	Aug 7 1994	*SAMS Race		
80	Aug 20-21 1994	Summer Sizzler Daytona Beach, FL	Tom Stelling	904/252-3088
5	Sep 3-4 1994	Div 8 Championship St. Petersburg, FL	Wade McPherson	813/541-2310
27	Sep 11 1994	*SAMS Race		
39	Oct 2 1994	*SAMS Race		
	Oct 29-30 1994	*Dixie Regatta Sanford, FL		
5	Nov 6 1994	*SAMS Race		
	Dec 3-4 1994	*Florida Citrus Sailfest Sanford, FL		
	Dec 10-11 1994	*Key Largo Steeple Chase Key Largo, FL	Rick White	305/451-3287
42	Dec 11 1994	*SAMS Race		

DIVISION 9

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
101	Jul 9-10 1994	Offshore Regatta Wrightsville Beach, NC	Richard Womack	909/256-6468
53	Sep 3-4 1994	Division 9 Championships Kiawah Island, SC	Rob Stewart	803/795-9662
191	Sep 24-25 1994	Old Spice Regatta Aurora, NC	Dan Purvis	910/229-7899
92	Oct 8-9 1994	Lake Norman Regatta Charlotte, NC	Jeff Price	704/892-1936
53	Oct 29-30 1994	*Halloween Regatta James Island YC	Rob Stewart	803/795-9662

DIVISION 10

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
18/ GRAM	Jul 9-10 1994	Muskegon Regatta Muskegon, MI	Ginger Cochran	313/887-8120
519	TBA 1994	Ludington Points Ludington, MI	Dave Steimsma	616/323-2822
400	Jul 30-31 1994	Fleet 400 Divisionals Toledo, OH	Dave Sullivan	419/698-3576
18/ GRAM	Aug 13-14 1994	Tawas Bay Regatta East Tawas, MI	Ginger Cochran	313/887-8120
199	Aug 27-28 1994	Muddy Waters Carlyle, IL	Terry Allen	618/398-1087
85	Sep 10-11 1994	Alum Creek Columbus, OH	Jamie Diamond	614/267-0004

DIVISION 11

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
250	Jul 9 1994	*Statue of Liberty Atlantic Highlands, NJ	Vic Simon	908/583-6558
250	Aug 13-14 1994	Sandy Hook Atlantic Highlands, NJ	Vic Simon	908/583-6558

443	Aug 27-28 1994	*Wildwoods Classic Cup X Wildwood Crest, NJ	Doug Ackroyd	609/861-5674
54	Sep 17-18 1994	Gunpowder Regatta II Chase, MD	Dave Nolte	410/467-4584

DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
231	Jul 1994	July Regatta Seabago Lake, ME	Greg Harwood	207/622-1105
136	Jul 9-10 1994	*Special Olympics Qualifying West Haven, CT	Joe Manganello	203/421-3614
124	Jul 16-17 1994	Mid-Summer Classic West Sayville, NY	Lee Christoffersen	516/286-8368
Div 12	Jul 23 1994	*Div Learn-to-Sail Program Salisbury, MA	John Smith	508/636-8210
28	Jul 30-31 1994	Buzzard Points Regatta New Bedford, MA	Steve Latham	508/993-0867
	Jul 30-31 1994	*Area A Alter Cup New Bedford, MA		
136	Aug 6-7 1994	Savin Rock Festival West Haven, CT	Joe Manganello	203/421-3614
496	Aug 13 1994	*Youth Sail Winnepesaukee, NH	Ruth Larkin	
231	Aug 13-14 1994	Seabago Lake Regatta Raymond, ME	Richard Pierpont	207/655-3701
Div 12	Aug 18-19 1994	*Learn-to-Sail Program West Haven, CT	John Smith	508/636-8210
496	Sep 10-11 1994	5th Annual Salisbury Bch Salisbury, MD	Bob Gibbons	603/224-7145
28	Sep 17-18 1994	MA State Championships Duxbury, MA	Jim Dillon	508/745-9387
28	Sep 17-18 1994	*MA State Champs Duxbury, MA	Jim Dillon	508/745-9387
448	Sep 24-25 1994	Rhode Island Fall Classic Narragansett, RI	Tina Connor	401/884-4861
56	Oct 1-2 1994	LI Sound Championships Westport, CT	Kate Selden	203/254-0705
31	Oct 8-9 1994	*Connecticut St Champs Brookfield, CT	Cliff McCarty	203/740-8318

DIVISION 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
133	Jul 2-4 1994	*Travesy to Palominos	Robert Newland	809/754-7840
133	Jul 16-17 1994	San Juan Cup	Robert Newland	809/754-7840
133	Aug 20-21 1994	Combat Cat Fight	Robert Newland	809/754-7840
133	Sep 3-5 1994	Cutty Sark Regatta	Robert Newland	809/754-7840
133	Sep 10-11 1994	Don Q Regatta	Robert Newland	809/754-7840
133	Sep 24-25 1994	Copamarina Cup	Robert Newland	809/754-7840
133	Nov 19-20 1994	Flamingo Road Challenge	Robert Newland	809/754-7840
133	Dec 10-11 1994	4th Annual X-mas Ball Regatta	Robert Newland	809/754-7840

DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
63	Jul 9-10 1994	*OK State Championships Norman, OK	Pat Allen	405/321-4689
27	Jul 23-24 1994	Prairie Regatta Lake Cheney, KS	George Wright	316/721-0527
63	Aug 6-7 1994	16 Invitational Norman, OK	Pat Allen	405/321-4689
27	Aug 13-14 1994	Cheney Cat Chase Lake Cheney, KS	George Wright	316/721-0527
23	Sep 17-18 1994	*Sail Fair Dallas, TX		
23	Oct 1-2 1994	Dallas Regatta Lake Lewisville	Bob Mirlitch, Jr.	903/447-4111
468	Oct 15-16 1994	Recycled Regatta Lake Eufaula	Boyd Bass	303/224-4470

REGATTA SCHEDULE

DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
70	Jul 2-3 1994	*Island Hop/Ocean Springs, MS Ocean Springs, MS	Greg Ervin	601/872-3747
178	Jul 9-10 1994	Hobie for Heart Mary Esther, FL	Carlton Tucker	904/581-2628
USSA	Jul 16-17 1994	*Area "D" Alter Cup TBA	Kirk Newkirk	904/932-5520
120	Aug 6 1994	*Around Shell Island Panama City, FL	Mike Wilson	904/235-2823
35	Aug 20 1994	*Big Mouth Regatta Pensacola, FL	Pam Rupprecht	904/433-7470
70	Aug 27-28 1994	*Shearwater Regatta Ocean Springs, MS	Greg Ervin	601/872-3747
533	Sep 10-11 1994	*GYA Cat Championships Long Beach, MS	Doug Stein	601/864-5039
178	Sep 17-18 1994	*Round the Island Ft. Walton Beach, FL	Nanette Bell	904/664-0361
CMA	Oct 1-2 1994	*Hooters to Hooters Destin to Panama City, FL	Corky Pittsenberger	904/939-1775
CMA	Oct 1-2 1994	*Juana's Good Time Regatta Navarre, FL	Juana	904/939-2130
134	Oct 1-2 1994	*Broken Mast Regatta Arkabutla Lake	Charlie Miller	901/744-7552
35	Oct 8 1994	*Mayor's Cup Pensacola, FL	Kirk Newkirk	904/932-5320
N/A	Oct 22 1994	*Celebrate the Gulf Long Beach, MS	Doug Stein	601/864-5039
277	Oct 29-30 1994	*Cat Caper Regatta & Costume Party Tom Shannon		205/985-8119
35	Nov 6 1994	*Great Turkey Race Pensacola, FL	Pam Rupprecht	904/443-7470

DIVISION 16

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
119	Jul 16-17 1994	Wenot Beach Regatta Angola, NY	Bob Ruh	716/881-2067
295	Jul 23 1994	*Lighthouse Fun Days Parma, NY	Reuel Schappel	716/392-4275
295	Jul 29-31 1994	Ontario Open Hamlin, NY	Mark Thomas	716/964-9937
238	Aug 20-21 1994	Great Sacandaga Sacandaga Lake	Peter Byron	518/877-8851
295	Aug 27 1994	*Lighthouse Fun Days Parma, NY	Reuel Schappel	716/392-4275
	Sep 3-4 1994	*Shore 64 Regatta Long Distance Cruise	Dave Brown	
	Sep 10-11 1994	Peachtree Regatta Canandaigua, NY		

CHCA

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
446	TBA 1994	Prairie Winds Lake Newell, AB	Dale Jamieson	403/278-4384
214	Sep 3-4 1994	Harrison Lake Regatta Harrison Lake, BC	Steve Jung	604/263-1347
446	Sep 10-11 1994	End of Summer Hummer Sylvan Lake, AB	Peter Churchill	403/342-5390

INTERNATIONAL

DATE	EVENT	LOCATION
July 1-3	Vassiliki Classic Regatta	Levkas Island, Great Britain
July 2-3	Coppa Pietas Julia	Trieste, Italy
July 2-3	Open German Nationals	Starnbergsee, Germany
July 2-3	SCIA Cat Regatta	Ammersee, Germany
July 2-3	3a Point Regatta	Wassenaar, Netherlands
July 2-3	Open Spanish Nationals	TBA
July 3-9	Open European Hobie C/ship	Lorient, France
July 8-10	Halkidiki	Thessaloniki, Greece
July 13-15	Open Swedish Nationals	Simrishamn, Sweden
July 16-17	Hobie TT	Tresaith Mariners, Great Britain

July 16-17	Podersdorf Regatta	Neusiedlersee, Austria
July 16-17	Multilario	Darvjo, Italy
July 16-17	Gromitz Cup	Gromitz, Germany
July 20-24	Hobie Sicily Cup Long Distance	Palermo, Italy
July 23-24	Veteranen Cup	Oud Naarden, Netherlands
July 23-24	Berlin-Meisterschaft	Berlin, Germany
July 25-27	IYRU World Sailing C/ships	La Rochelle, France
Aug. 4-8	Open HC 18 Italian Nationals	Bracciano, Italy
Aug. 5-7	Nordsee Cup	Nordsee Fohr, Germany
Aug. 13-14	Open Danish Nationals	Charlottenlund, Denmark
Aug. 13-14	Super Sails	Charlottenlund, Denmark
Aug. 13-14	Sommertraum	Goldkanal, Germany
Aug. 13-15	Open British Nationals	Eastbourne, Great Britain
Aug. 20-21	Super Sails/Pro Rainer Cup	Kellenhusen, Germany
Aug. 20-21	Open Finnish Nationals	Helsinki, Finland
Aug. 20-21	Sommerregatta	Stamberger See, Germany
Aug. 20-21	Saxophon Cup	Wilhelmshaven, Germany
Aug. 20-21	Kellenhusen IDB HC 14	Kellenhusen, Germany
Aug. 20-24	European HC 16 Youth C/ship	Saint Raphael, France
Aug. 20-24	French Hobie 16 Youth C/ship	Saint Raphael, France
Aug. 26-28	Open Dutch Nationals	Scheveningen, Netherlands
Aug. 26-28	Super Sails	Scheveningen, Netherlands
Aug. 26-28	Open Norwegian Nationals	Horten, Norway
Aug. 26-30	Halkidiki National C/ships	Thessaloniki, Greece
Sept. 2	Hobie TT	Felixstowe Ferry, Great Britain
Sept. 2-4	Brettenbrunn Regatta	Neusiedlersee, Austria
Sept. 3-4	Int 2 Lander Cup	Gooimeer, Germany
Sept. 3-4	IDB HC 17/HC18	Gooimeer, Germany
Sept. 3-4	Point Regatta	Breitenbrunn, Austria
Sept. 3-4	Int 2 Landen Cup	Oud Naarden, Netherlands
Sept. 3-4	Duiste Kampioenschappen	Oud Naarden, Netherlands
Sept. 9-11	Open Hobie German Nationals	Dummer, Germany
Sept. 12-18	Training Championnat Bretagne	Quiberon/Carnac, France
Sept. 17-18	Fort Boyard	La Rochelle, France
Sept. 17-18	Hobierregatta	Ammersee, Germany
Sept. 17-18	Cata Ora Cup	Riva del Garda, Italy
Sept. 18	Matchrace	Altmuhlsee, Germany
Sept. 22-24	Schinias Regatta	Athens, Greece
Sept. 24-25	Ugly Cup	Copenhagen, Denmark
Sept. 24-25	Rollo's Regatta	Harkortsee, Germany
Sept. 24-25	Hagars Axt	Stamberger See, Germany
Sept. 24-25	Vindicio Cup	Formia, Italy
Oct. 1-2	Kiepper las Regatta	Plobsheim, Germany
Oct. 1-3	European Hobie 14 Cup	Zorpichersee, Germany
Oct. 1-3	Oortkatenanfeurer	Oortkaten, Germany
Oct. 6-9	Turn Down Regatta	Middelfart, Denmark
Oct. 6-9	Hobie Ausk lang	Steinhudermeer, Germany
Oct. 15-16	EuroCat Hobie Shop	Saint Tropez, France
Oct. 15-16	Harbswindregatta	Liedolsheim, Germany
Oct. 16	Regate Ligue	Gosier, FWI
TBA	Hobie TT	Grafham Water, Great Britain
Oct. 24-30	Training Regatta	Quiberon, France
Nov. 19-20	Essener Eispokal	Baldeneysee, Germany
Dec. 26-30	Christmas Training Regatta	Hyeres, France

*1994 IYRU Sailing World Championships Qualification Regatta

DANGER

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



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Junior's	\$ 30 before September 15	\$ 60 after September 15
Open	\$260 before September 15	\$310 after September 15

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- Night - Scott Kee (512) 850-8884

OCTOBER 28
through
NOVEMBER 6
1994

SCHEDULE

October 28-30 Women's

October 29-30 Juniors

November 1-6 Open



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1994 Hobie 16 National Championships REGISTRATION FORM

Skipper:

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Crew:

Address:

City/State/Zip:

Sail Number

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Worlds Collide In Hobie Fun

Global Sailing And Sailors Come Closer Together As IHCA Membership Grows

BY RON AND SHIRLEY PALMER
IHCA ADMINISTRATIVE DIRECTORS

The International Hobie Class Association has had a busy and eventful year so far. The 1994-96 IHCA Rule Book was distributed to all regions. Rule books are provided free to all current IHCA members.

An ongoing effort to standardize Hobie racing worldwide has been established and significant progress has been accomplished. Standard sailing instructions and race procedures at local fleet races will be identical to those at national and world competitions.

The newly revised 1994 IHCA Class Event Manual is available. This manual is especially useful for any group hosting an event for a regional, national or world title. Each division/country chairman has been given a copy. Additional manuals are available for the cost of printing.

MEMBERSHIP IS WHERE THE ACTION IS

Sailors are responding positively to IHCA membership through the regions, including European, International, North American, South African and South Pacific Hobie Class Associations. This fantastic support has enabled the IHCA to grow and progress.

The IHCA council is comprised of Hobie sailors who are elected through the regions that represent five active geographic areas in the world. The IHCA receives input through elected regional chairpeople or presidents. In addition, we regularly solicit comments and suggestions to programs.

We at IHCA can respond to your needs only if we know what they are. Please contact your representative if you have ideas or concerns. We can best accomplish our goal of enhancing the spirit of our class and promoting sailing by receiving feedback from you, the sailors.

Although Hobie Cat associations and companies are separate entities, we operate in a spirit of cooperation, to keep our one-design classes alive and well.

Communication is maintained with all five factories (Australia, Brazil, Europe, South Africa and the USA).

MORE VENUES ON THE MENU

World championship venues for each international class (Hobie 14, 16, 17 and 18) have been investigated in every corner of the globe. Many bids are in the process of negotiation. We will keep you informed as 1995 dates and locations become a reality.


The 1994 IYRU World Championship will be held in La Rochelle, France in late July. The Hobie 16 is the cat chosen by the IYRU for this event.

The IHCA is taking advantage of this gathering of sailors to hold its annual general meeting at the event. The structure of the organization will be reviewed at that time. Proposals for modifications to the IHCA Class Rules also will be entertained.

Any changes or additions must be presented to the IYRU before they become official for the IHCA. If your region wants specific rules to be considered or reviewed, be sure your representative is aware of your desires before the meeting.

WHO'S WHO AND WHAT'S WHAT

Administrative and marketing offices have been established in an effort to strengthen our Class Association. Following are the addresses and contacts for these offices as well as a listing of other key IHCA contacts.

To all IHCA members, past, present, AND FUTURE: let's keep on keeping on ... together! 

ADDRESSES & CONTACTS

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the title change to "North American." The event is hosted by Phoenix Fleet 66 and Tucson Fleet 514.

The site chosen for the 1994 North American Hobie 14, 14T, 18, SX-18 and 18 Women's Championship event is the Playa Bonita RV Park and Hotel in Puerto Peñasco, Sonora. This location has been the scene of Division 2 points regattas as well as numerous races and recreational sailing activities over the past ten years.

Three facilities are located right on the beach, adjacent to each other. Playa Bonita RV Park has over 200 full hook-up, double-wide RV spaces with clean restroom and shower facilities. Spaces rent for \$13-16 per day (\$78-96 per week).

The new Playa Bonita Hotel offers 96 rooms. Rates range from \$55-65 per night.

Conveniently situated between these two facilities is the Puesta Del Sol Restaurant and Bar, which features magnificent patio dining overlooking the beach race site. The restaurant serves up excellent food at reasonable prices, and will provide an inexpensive breakfast daily for those attending the Hobie Cat event.

Park It Right Here

Puerto Peñasco's beautiful, white sand beach is long and wide, providing for ample boat parking. A few years ago, Playa Bonita constructed a special ramp to give Hobie Cat sailors easy access to the beach over the seawall.

The North American Championship date was selected based on a favorable tide sequence. The pattern will be beneficial for the staging of races as well as boat parking (the boats will not have to be brought up as far each night).

The Sea of Cortez (aka Gulf of California) is especially magnificent in the fall of the year. Water temperatures hover warmly in the 80s. Air temps climb to the 90s during the day, then fall comfortably to the 70s in the evening. Winds generally are steady, between 12 and 15 knots. As with any other sailing venue, conditions may vary widely, but races here have seldom endured a lay day for lack of wind.

And Now For The Racing

The North American Multi-Boat Championship for the Hobie 14, 14T, 18 and SX-18 boats will start on Monday, October 10. This series will be conducted for four days, ending on Thursday, October 13. After a practice day that same Thursday, the 18 Women's series will begin on Friday and run through Sunday.

On the weekend preceding the Championship, sailors can take advantage of a great warm-up opportunity: the Piñata Regatta. This Division 2 points regatta normally attracts some 100 Hobies from California, Colorado, Nevada, New Mexico, Texas and Arizona. Based on pre-registration figures, organizers will provide two courses if necessary.

Be Prepared ... For Fun

Scheduled air transportation to the Puerto Peñasco site is still in the planning stage, and will be limited, if available at all. The best air flight and fares are to Phoenix. Upon arrival by air, car and RV rentals are available for travel into Mexico in Phoenix and also in Tucson.

Once you get where you're going, plan to stay on the go. Puerto Peñasco offers a myriad of attractions, including unique shops, multitudes of restaurants and night spots, historical sites, educational research facilities, fishing and sightseeing charters, fresh fish markets, and much more. Entertainment information will be provided in the race packets mailed out to pre-registered sailors.

Arizona Hobie Fleets 66 and 514 cordially invite you to come sail with us at the 1994 North American Multi-Boat Championship in Puerto Peñasco. We're certain you'll enjoy this unique, uncrowded and very special spot. *SK*

For more information about the 1994 North American Multi-Boat Championship, contact one of the following couples: the Palmers, 4935 North Calle Esquina, Tucson, AZ 85718, Tel: 602/299-0609, Fax: 602/577-8486; or the Lindleys, 8518 North 49th Street, Paradise Valley, AZ 85253, Tel: 602/991-1065, Fax: 602/991-1090.



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This southwest region is full of natural beauty and family things to do. It's an antique mecca, a fruit and wine lover's paradise, and a charming piece of Americana that will make you feel right at home. The 1994 Hobie 20 National ... it's a hot race in a wonderful place. Come to St. Joseph, Michigan for a GRRRRRRREAT time!

Accommodations

Unpretentious comfort and lots of complimentary amenities make the St. Joseph Holiday Inn

the perfect Hobie 20 National host hotel. For reservations, call 1-616-983-7341. **Reservation deadline is August 15, 1994.**

RVs

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

Races

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

Tuesday, September 13

9 A.M.-Noon • Check-in and Registration

Wednesday, Sept. 14

Racing Begins • Welcome Party

Thursday, Sept. 15

Racing Continues

Friday, Sept. 16

Racing Continues

Saturday, Sept. 17

Final Day of Racing • Awards and Dinner

Charterboats

Fee: **\$350**

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

Nonrefundable USSA boat damage insurance: **\$50**

If you would like to get on the rental list for a brand-new Hobie 20 charterboat, send your name, address, daytime/evening phone numbers and a \$200 deposit (check, money order or credit card with information specified in registration form) made payable to Hobie 20 National Championship, to: Hobie 20 Charterboats, P.O. Box 1008, Oceanside, CA 92051. **Deadline: June 30, 1994.** Racers on the list will be contacted by July 22 to confirm charterboat availability.

Fees

Registration fee includes two great-looking shirts, lunches, welcome party and awards dinner.

Registration

Pre-registered before August 5, 1994: **\$175**

After August 5, 1994: **\$255**

Party Packets

Additional party packets may be purchased on site.

REGISTRATION • Entry must be postmarked by August 5, 1994 to avoid late fee.

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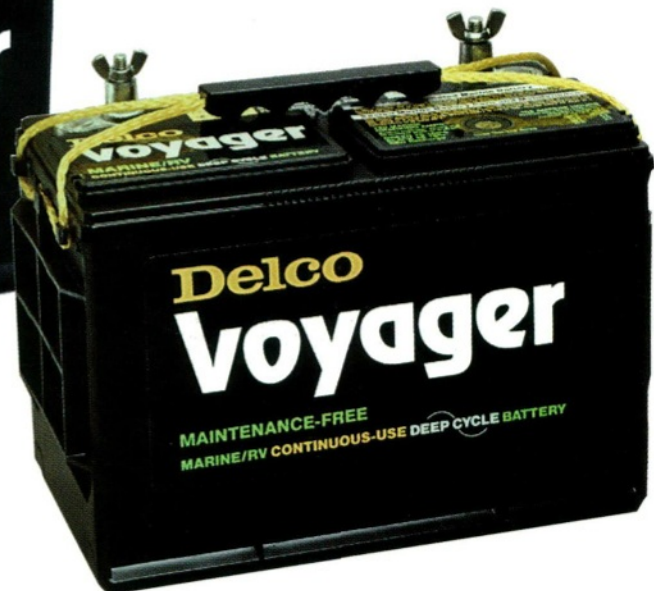
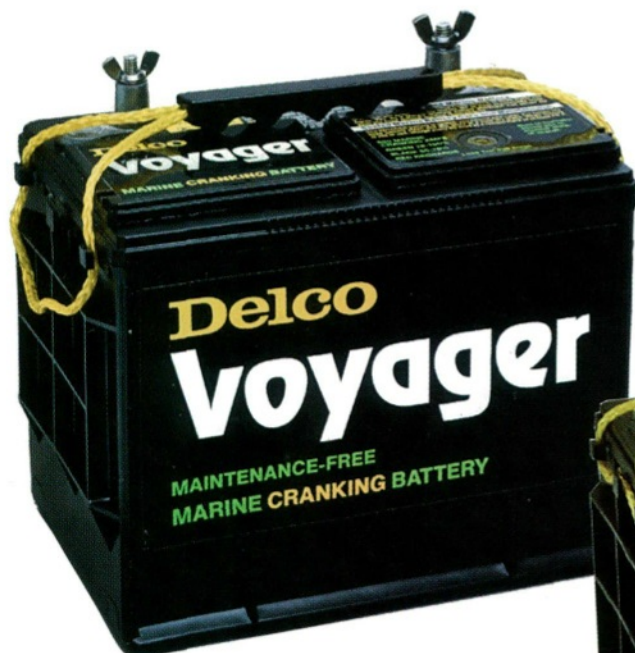
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