

# *Hobie* **HOTLINE**

SEPTEMBER/OCTOBER 1994

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



## **TIMELESS SUMMER**

THE HOBBIE CAT EXPERIENCE KEEPS YOU FOREVER YOUNG

## **FORMOSA CHALLENGE**

EAST MEETS WEST ON A HOBBIE CAT

## **WHAT'S YOUR NUMBER?**

UNDERSTANDING THE PORTSMOUTH HANDICAP







# Hobie

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## **Hobie** **HOTLINE**

SEPTEMBER/OCTOBER 1994 • VOLUME 23 NUMBER 5



PATRICK MCDOWELL

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Summer and time are endless on a Hobie Cat. Photo by Allison Behle.

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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## **The Hobie Way Can Be Everyone's Way**

**R**ecently, I heard a radio commentator interviewing a man celebrating his 100th birthday. Looking back on his century of existence, the gentleman noted that he had seen more technological changes in five decades than had occurred over hundreds of years past.

"What an exciting time to live in," commented the interviewer. The interviewee enthusiastically agreed, exclaiming, yes, he'd been fortunate to experience it all.

Upon hearing this, I thought, boy, I hope I'm lucky enough to live through lots of exciting times. And then I thought, gee, I'm living through them right now!

Not only have I seen changes in myself (maturation and professional growth, I like to think) during my 14 years with Hobie Cat, but I have witnessed so many exciting developments with the people who sail Hobie Cats.

In the beginning, Hobie Cat sailing (like surfing was and to a large extent still is) was a young man's sport; actually a young southern California man's sport. Now, it's everyone's sport. Don't believe it? Take a look around at the next Hobie regatta or let your fingers stroll through recent HOTLINE issues.

Uppermost in my mind is the all-female America's Cup team, which includes Hobie Catting's own Annie Nelson. Annie has been an inspiration to women sailors. We're starting to see more females serving as skippers as well as crews, and more women in not just women's events but regattas across the board.

Just like the recent baseball movie, "A League of Their Own," women sailors already have a Hobie league of their own (the Women's Hobie Class Racing Association). And just as the new Silver Bullets all-female pro baseball team is trying to inspire, and just as some high schools and colleges are experimenting with co-ed sports teams, Hobie women have shown their place can be on board as well as on the beach. As Annie, who in her 'spare' time serves as WHCRA director, has noted, Hobie Catting "has brought so much pleasure both to women and to men — especially to couples who share the sport."

Many HOTLINE "Cat Tales" show it's not only women jumping on the Hobie bandwagon, but people of both sexes and all ages. The youth sailing movement has grown quickly from a fertile idea into a viable concept. It's satisfying to see races devoted to kids, youth sailing camps, and parents sailing with their children.

The "Hobie Way of Life" has always been a family affair, but now the whole family is getting involved in the actual sailing. (Any day now, we expect to hear about the racing exploits of the third generation of famous Alter sailors, toddler Cody!) We've also heard a lot from our more mature crowd — folks out there in their 70s and 80s either discovering or re-discovering the joys of sailing.

Thanks largely to Mike Strahle, who invented the trapseat and has promoted the disabled sailor program, handicapped sailors can enjoy the Hobie lifestyle. The success of the Trapseat National increases every year. By pairing an able-bodied with a disabled sailor, the event fosters genuine understanding on and off the water.

I am really excited about the 1995 Special Olympics coming to New Haven, Connecticut. A Hobie 18 will be used in an event featuring handicapped athletes.

What does all this show? No matter what a person's age, sex, level of mental or physical abilities, anyone can join the Hobie family. And we hope everyone does!

Whatever the size or shape of your family, there's a Hobie Cat just right for you. Hobie Cat has been such a great part of my life; watching it become a wonderful way of life for more and more people every day is even more exciting!



# POWER TO WIN...

**Hobie Miracle 20, the new-generation racing catamaran!**

*White-hot speed  
and performance.*

*Fastest growing  
catamaran racing  
class in the  
world.*

*First-place design  
for maximum  
handling and  
control.*



# POWER TO PLAY...

**Hobie Sport Cruiser, for a fast getaway anywhere, any way!**



*Fast and fun  
recreational beach  
cruising and  
camping cat.*

*Spacious ... comfy ...  
versatile ... affordable.*

*Exciting extras  
come standard;  
great sailing safari  
options, too.*

# GET THE POWER!

To find the Hobie Cat dealer closest to you,  
call toll-free: In USA,  
1-800-HOBIE-49, ext 318.



**... a way of life**

International orders/inquiries,  
fax 1-619-758-1841. International  
orders will receive a call credit.



## WELCOME HOME, DAVE

Greetings from the land of camels once again — but not for long! After four and one-half years here in the Magic Kingdom of Saudi Arabia, the USAF is moving the girls and me back to America!

We are excited to get back to the U.S.A. — where you won't have to send my **HOTLINE** issues in a brown paper bag! We're even more excited because we are moving to Florida (Tyndall Air Force Base, near Panama City), where I will be an F-15 instructor pilot in the 325th fighter wing.

Flying Eagles during the week, and then flying a Hobie off the world's most beautiful beaches during the weekend — do you think I have a silly grin on my face or what?! Panama City even has a fleet! We've never lived anywhere near a fleet before, so we are really looking forward to it.

We depart the Kingdom on 10 June 94. You can send future **HOTLINE** issues (manila envelope not required!) to my Florida address.

You might note the change in rank — I now am a Lieutenant Colonel — so you will have to start acting like you respect me a lot more. Ha Ha!

As always, thanks for all the help. You have made these past four-plus years go by much more pleasantly than they otherwise might have. If you ever get to the Florida panhandle, get in touch!

Regards from the desert.

Dave Mintz  
Riyadh, Kingdom of Saudi Arabia

*HOTLINE* readers who remember Dave's delightful article, "Mafi Mush-Kila," in the November/December 1992 **HOTLINE** will share in our happiness at his return to the States while regretting we won't be enjoying another great Mintz tale from an exotic locale.

## HOBIE 14 CITY

I want to tell **HOTLINE** readers about what just might be the largest Hobie 14 fleet in the world. It is the Pembroke Avenue flotilla of Margate City, New Jersey (two miles down the beach from Atlantic City). We boast a DOZEN 14s. All are kept in excellent shape, with thanks partially to me, our local glass man and Hobie guru. My boat is 25 years old and looks like new. I can keep a Hobie Cat going forever.

Every summer on Labor Day for the last 20 years we have our own city-sponsored race, the Hobie 14 Marathon, which is not an activity for the timid, the boring or anyone who isn't in our fleet. The one and

one-half hour grind includes a La Mans start and a 20-mile course through breakers and around deep sea buoys, crossing and re-crossing big-wave channel shoals, dodging stinkpot gin palaces and monohulled monoliths.

We have a one-man race committee, me, and no protest committee. Incidentally, I have won this event nine times and am ready at any time to defend.

Twelve 14s! Oh, we have plenty of 16s, 17s 18s, etc. on our beach and at our disposal. We love the awesome speed and the teamwork involved in the bigger boats, but we prefer the individuality, the independence, the response, the wave-riding capabilities and the overall sports-car feel of the 14, the first boat Hobie Alter ever designed (without a jib), the boat that sold us all on cats, the Hobie 14!

Christopher Cook Gilmore  
Margate City, NJ

## HOTLINE NEEDS MORE HOT PHOTOS

I have enjoyed **HOTLINE** ever since I first picked up a copy in 1984. I purchased the magazine from various Hobie Cat dealers until I became a subscriber in late 1989. I always look forward to the articles in the next issue. Learning from those who are more knowledgeable saves a lot of time and shortens the learning curve.

After I index each article, author and date, I bring the issue to my high school physics class and leave it on the magazine rack for the students to look at and read at lunchtime. Students will often react to the spectacular pictures (for example, Jeff Cox's photo on the inside back cover of the May/June 1993 issue and the picture on pages 26 and 27 in the July/August 1993 issue). Others have been spectacular, but they seem few and far between.

The November/December 1993 Hobie Scrapbook was another issue that received a positive response from my students. Out of the 20 or so pictures, 11 were exciting.

The students saw these and thought this type of sailing would be thrilling. They had always viewed sailing as slow and boring — until they saw Hobie Cats jumping waves and riding the surf. To capitalize on their enthusiasm, I showed them Hobie videos I own, the most recent one being the Hobie 16 Worlds video.

The students (and I) were eager to see the January/February 1994 issue, but we were quickly disappointed when we saw it. There were a number of good articles

on various national and world events. The articles made mention of some heavy air and swells. The combination of these two should make for some exciting, and possibly spectacular shots. Only two had some "excitement" in them; those on page 19 and page 23.

I realize that not all photos can be thrilling, spectacular or exciting, but these kinds are the ones that will help "sell" the "Hobie Way of Life" to the next generation of sailors. All sailboats can sail slowly, but not many take sailing to a higher level of excitement. This is why we should use each **HOTLINE** issue to highlight and promote the Hobieilities (exciting possibilities while sailing a Hobie Cat).

Since the Hobie Cat calendar is no longer available, it would be nice periodically to have a full-page picture or centerfold of a Hobie Cat to put up in an office, workroom or classroom. I am sure that it is a question of economics — it usually is.

Again, I have really enjoyed the many articles in each issue of **HOTLINE** and look forward to all articles in future issues.

Robert B. Steidl  
London, Ontario, Canada

*First of all, we sincerely appreciate your enthusiasm in imparting the "Hobie Way of Life" to your students. We agree that all photos may not meet your standard of excitement. Since we are mostly dependent on the contributions we receive (not to mention Mother Nature herself), we don't always get the screamin', hang-on-by-your-toenails shots you'd like to see more of. If you (or anyone else out there reading this) would like to send photos of events or activities, we'd be happy to consider printing them, giving full credit to the photographer.*

*Excitement, like beauty, is in the eye of the beholder. Many readers, such as yourself, thrill to a hull-flying shot. Others may find the serenity they seek in a photo showing a romantic, easy-going cruise in a pristine getaway spot.*

*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.* ✍



**A race this fantastic could only be held on a Great Lake!**

St. Joseph  
Michigan

September  
13-17, 1994

# The HOBIE 20 National Championship

## Great Lake... Great Race!

The top 20 is heading to the top of your race chart September 13-17, when the 1994 Hobie 20 National Championship comes to St. Joseph, Michigan.

The white-hot Hobie 20 is the fastest-growing racing class in the world, so it's no surprise the National Championship keeps getting bigger, too. If you attended the first and/or second Hobie 20 National, you know the event mixes racing and fun in a BIG way. We couldn't stage a great race like this on just any old body of water, so we picked one of the greatest, and cleanest of the Great Lakes — Lake Michigan.

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.**

SKIPPER

ADDRESS

CITY/STATE/ZIP

DAY PHONE

EVENING

HOMETOWN NEWSPAPER

Shirt Size:

Skipper: ☐ Large ☐ Extra Large Crew: ☐ Large ☐ Extra Large

Mail your completed registration form to:

Hobie 20 National Championship • P.O. Box 1008, Oceanside, CA 92051.

**NO personal checks or credit cards will be accepted on site for any fees.**

CREW

ADDRESS

CITY/STATE/ZIP

WEIGHT

SAIL NUMBER

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

Charge: \$ \_\_\_\_\_ ☐ MC ☐ Visa

CARD NUMBER

EXPIRES

CARDHOLDER'S SIGNATURE

**For more information contact: Bonnie Hepburn (619)758-9100 x604 • (619)758-1841 Fax**



## GET THE POWER ... FROM HOBIE

If the thought of 15 feet, 10 inches of pure power and proven Hobie quality excites you, you'll love the new Hobie Jet 15. It's lightweight, fast (40 miles per hour), very stable and even environmentally correct, traveling in four inches of water without disturbing the habitat.

If you live in Florida, you may know that the underwater habitat is a prime concern, with potential destruction of marine life a key issue. For that reason, boats with outboard motors are outlawed in many areas of that state, and probably elsewhere as well.

Because the boat is so environmentally friendly, the renowned Baywatch Foundation elected to purchase a Hobie Jet 15 even though the group had been offered a "free" boat to use when performing ecological activities.

The Hobie Jet comfortably holds six people and is the only stand-up-and-drive jet on the market today. Independent market studies have revealed it to be one of the best handling boats available.

Although it is not manufactured by our Hobie Cat Company here in Oceanside, the Hobie Jet has a long history of quality design and production. The power hull was designed by the legendary Phil Edwards, and the boat currently is being made by longtime Hobie enthusiast David Weber's Hobie Power Boats in Clearwater, Florida. As the Hobie Jet preserves the clarity of the environment in which it travels, we find the "Clear Water" location eminently appropriate.

Attention Hobie Cat fleets: the Hobie Jet 15 makes an excellent regatta chase boat or committee boat. Although he's now into power, David Weber continues his interest in and support of Hobie Catting. To that end, Hobie Power Boats offers a 10 percent discount to Hobie Cat fleets.

The retail price of \$9,995 includes the boat and engine. For more information about the Hobie Jet 15 and the hot-off-the-assembly-line, 13-foot and 15-foot outboard motorboats, call 1-800-HOBIE49, extension 5, or write to: Hobie Power Boats, 1939 Sherwood Street, Unit B, Clearwater, FL 34625 (fax 813-442-7733).

## BOAT/U.S. OFFERS FREE MEMBERSHIP TO SAFE SAILING GRADS

You may have missed National Safe Boating Week June 5-11, but we trust you've been sailing safely all along. In honor of that week, Boat Owners Association of the United States (BOAT/U.S.) is

offering a complimentary one-year membership in its 500,000-member Association. All you have to do is complete an approved boating safety course by the end of 1994.

The complimentary membership will be given to anyone 18 and older who completes a course approved by the National Association of State Boating Law Administrators by December 31. These courses are provided by groups such as the Coast Guard, U.S. Power Squadrons, Red Cross and various state-sponsored organizations. For more information about where to send your certificate of completion and how to obtain a membership application, call (703) 461-2866.

BOAT/U.S. president Richard Schwartz explains the reason behind the free offer, saying, "A more knowledgeable boat owner is a safer boat operator." His organization strives "to help make the waterways safer for the millions of people who go boating each year." This complimentary membership is the latest in a series of unique programs designed by BOAT/U.S. to foster boating safety.

## BRAZILIAN TAKES HOBIE SPORT CRUISER ON A REAL SEA CRUISE

While enjoying a charterboat sailing vacation in the Virgin Islands this past summer, Hobie Cat sailor V. Gail Force encountered a skipper on an exciting Sport Cruiser trip. Actually, Marcus Sulzbacher is on more than just a trip; rather, it's a journey from Miami to his hometown of São Paulo, Brazil.

Marcus began the expedition last February; six months and seven crews later, he docked into Virgin Gorda Yacht Harbor. He hopes to arrive in São Paulo by early December at the latest.

Speaking of the latest, we hope to bring you Marcus's thrilling story in full in an upcoming issue of *HOTLINE*. Until then, we wish him well. Ahoy, Marcus, keep on keeping on!

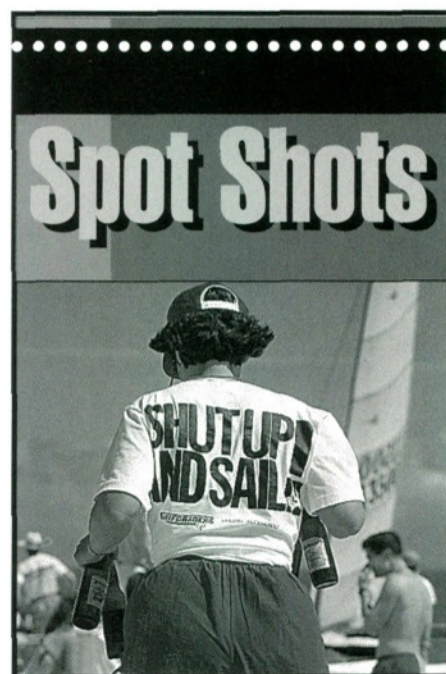
## BOOKSTORE OFFERS PRIZE FOR BEST SEA STORY

If you have a seafaring tale to tell, you could win a \$500 gift certificate and possibly receive a publication contract with a leading sailing magazine (no, not this one — could it be another leading sailing magazine exists?). The Armchair Sailor bookstore is conducting a SeaStory Contest. Finalists' stories will be read by well-known sailing personalities at Sail Expo 1995 in Atlantic City, New Jersey.

Contestants can choose from (or combine) the theme of Funniest or Most Hirsute (hairiest) adventure. Stories should be no longer than 1200-1500 words. Printed copies of the 12 finalists' tales will be distributed at the Expo and readers can vote for their favorite story. Ballot submitters will receive a free membership in the Armchair Sailor Club, special discounts and a chance to win a \$50 gift certificate.

Contest director Susan Dye is looking forward to a great selection of entries. "We all know how much sailors love telling tales of their adventures afloat. Now they have the opportunity to reach a big audience and win a significant prize!"

If you think your tale is worth telling, you can get more information and an entry form by contacting The Armchair Sailor, 543 Thames Street, Newport, RI 02840; phone (401) 847-4262, fax (401) 847-1219.



### DOES THIS MESSAGE SUIT YOU TO A "T"

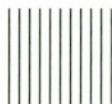
We received this photo anonymously, but we know the shirts are produced by Gary Griffin, owner of Grifgrabbers. We agree that no whiners should be allowed on board a Hobie Cat, or in any other activity, for that matter. It's like Tom Hanks declared in his role of coach in the movie *A League of Their Own*, "There's no crying in baseball!"

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!



# Dealer Menu



# HOTLINE

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**Sailsport Marine**  
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## MONTANA

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**Super Sport**  
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## DEAR JOHN

BY JOHN HACKNEY

### THE NEW SAIL BLUES

*Help. I think maybe my sail should be replaced, but I'm not really sure. Are there any warning signs I should look for?*

May I have a drumroll, please. Here (my apologies to David Letterman) are the ten best reasons to buy a new sail for your Hobie.

10. You want to support your friendly local Hobie dealer, who sees you and your friends through thick and thin, not to mention choppy.

9. You know you're a good sailor, but the boat just doesn't point as high as everyone else's and so you lose a lot of races.

8. You stop at the Goodwill store to leave a bundle of old shirts and observe a lady buying your sail to make a quilt. Seems your crew kindly donated it a few days earlier.

7. Your mainsail battens hang up on the forestay when you tack.

6. That colorful vertical-cut sail, which evoked gasps of admiration from spectators on the beach when it was purchased just a few years ago, now looks like an old sixties' tie-dyed T-shirt you discovered in the back corner of the closet ... in your father's bedroom.

5. You just remembered your boat and sail were not purchased in June 1989 but during the summer of '79!

4. The bolt rope is no longer attached to the sail.

3. You win a long-distance race. Two hours later, back on the beach, the local sailmaker asks where you got that great spinnaker. Unfortunately, you only sailed with a main and jib.

2. Your crew advises you to sheet the main in a little bit more, and you notice the boom is laying on the trampoline and the top of the sail is still at the top of the mast.

1. The crew comments how easy it is to see boats on the opposite tack through the mainsail window, and you remember a window has never been sewn in the sail.

Hey, let's have a contest. Send **HOTLINE** your top ten reasons to buy a new sail and you could win ... a leftover Hobie National's T-shirt; year and size to be determined.

### BUY LINES

When to purchase a new sail is an easy question for the racing sailor to answer. Buy a new sail every season. New sails are faster!

This question is a little harder to nail down for the recreational sailor. Usually, if a sail rips or if the battens poke through the luff, you need a new sail.

Generally, a sail failure is not life-threatening or catastrophic, just inconvenient. Making the trip back to shore with a torn sail can be done; it might just take a little longer. Misjudging when to replace a worn-out sail, therefore, is not a critical, life-and-death issue.

Drawing on my many years of experience as a sailor and longtime sailboat dealer, I believe sails can last over ten years for the recreational sailor, even with a little abuse.

### TAKE CARE OF YOUR SAIL

Now for a few quick maintenance tips you have heard a thousand times. The worst thing for the sail is the sun, maybe salt, or maybe tar balls. Oh no, not the dreaded tar balls.

Do not leave a sail up in the sun all the time. If you leave your boat at the beach or yacht club, the roller furling jib must be either covered or removed.

Salt-water sailors should always wash off the sails after every use with a little fresh water. (Remember to conserve that drinking water and use recycled water, if available.) Salt can accumulate on a sail when cruising in salt water, even if the sail is kept dry.

As you undoubtedly have noticed, after a few outings the shrouds will chafe the sail, most predominantly over the battens. To minimize this problem, use plastic-coated shrouds, which happily are common on most Hobies.

Clear or colored sail tape also can be placed over the batten pockets just where the shrouds and trap wires touch. Placing duct tape over the fiberglass battens or using specialized batten covers will decrease shroud-induced chafing, too.

### A FEW MORE TIPS

The battens can push through the luff of your sail at the bolt rope. A prudent sailor should make sure the rivets on the plastic caps are in good shape, so the battens do not punch through the sail.

After-market luff caps that fit on the batten ends spread out the pressure on the luff pocket, helping to increase the life of your sail. All rivets on the clew, tack and head plates should be inspected on a regular basis and replaced if they start to pull out, to avoid a ripped sail. The mast and boom also should be checked for rough spots, which over a period of time could rip the sail.

Do not store the sail with tension on the battens. Loosen the battens after every use.

The most common premature sail rips can be caused by the sail feeder on the mast as you hoist the mainsail up the mast. That little sail feeder from Hell can put a rip in your mainsail at the worst possible moment.

Racers know that speed costs money ... buy, buy, buy. Recreational sailors should get many, many, many more years of use out of that sail than your Hobie dealer might want to admit. Just remember: Sails, like sailors, do need tender loving care.

### THE HOBIE MAST TWO-STEP

*As the expert, you've got to know the easiest way to step a mast. You know, some neat trick or deep, dark secret. Thanks for all the great tips.*

Git ready for the Hobie two-step. This here's a cowboy's guide to mast steppin'. Let's take the pickup truck and go on down to the stock pond and find out how to step that mast.

Yo! Can you rope a boat, gringo? Isn't the Queen's English great.

A couple extremely informative articles explaining how to step the Hobie mast are on the must-read list for those in need of a little help with the task.

Chris Jernigan's "Stepping Out" in the March/April 1991 **HOTLINE** and Matt Miller's "Rigging Is Easy" in the August/September 1993 issue are worth reading to gain a full understanding of the finer nuances of stepping the stick; sounds like a movie title. These two articles are so comprehensive that nothing else needs to be said; well, maybe something new can be added as the editor requested more than 25 words.

### STEPPING THE SPORT CRUISER IS A BREEZE

The Hobie 21 Sport Cruiser has a uniquely easy system to step the mast, making the process for this new Hobie Cat simple and trouble-free. The boat's mast-stepping rig includes using a short "stepping pole," as it is called by Hobie, and attaching the mainsheet to the pole for added mechanical advantage.

Everyone does know, of course, real sailors do not need the help of mechanical devices to get it up; the mast that is.

### OVERALL ADVICE

In general for all Hobie Cats, one brief glance at the various **HOTLINE** ads, catamaran catalogs or Hobie Cat Parts and Accessories Catalog will tell you that after-market devices exist for the sailor who opts for an alternative to sheer muscle. Please read the aforementioned articles, ask a fellow sailor, or see your local Hobie dealer



for tips, lots of tips, and precautions for stepping that mast. The more information you obtain, the easier the task will be. Although physical strength does help, a strong back and custom Gold's Gym muscles are imperative to step a Hobie mast.

Safety is the first thing to consider. Overhead power lines should not be even close to the area in which you are stepping that mast. Just as the area for mast stepping needs to be power-line-free, so does the route to the water. Murphy's Law says if any power lines are in the vicinity, your mast will hit them.

Don't rely only on your COMPTIP™, look up before you set up! Trees, building overhangs, signs, flags, hot air balloons and even small branches can make stepping the mast impossible, so get in the habit of looking before you leap.

Also in the interest of safety, always make everyone around your boat aware of the fact that a mast is being stepped. A 20-30 foot aluminum mast can get away from you and do major damage to a passerby, so be careful and be aware.

#### DON'T STEP IN THE PITFALLS

Now, let's look at some pitfalls of stepping the mast. The shrouds and trapeze wires always seem to get caught under some part of the boat. The tangle will stop the mast about one-third of the way up, right when maximum strain is on your back. Vertebrae start cracking like popcorn in coconut oil.

After you have attached the mast to the mast base, make sure the shrouds are coming off the mast hound shackle straight down the mast, with no twists or turns. I like to lay the shrouds and trap wires over the trampoline between the rudders, right next to the mast. Keeping the wires in this position makes them less apt to get hung up on the aft corner of the boat, under the rudders, around pylons of the Hobie 16 or under the tiller crossbar, to name a few common places where wires can get caught. You also should make sure the shrouds are lengthened enough so the forestay can be attached to the front bridle without a major problem.

A little tip about the trapeze wires: place them in front of the wings, on boats so-equipped, so they actually help pull the mast up into place. In addition, this placement will keep the wires completely out of the way.

Lastly, make sure the shrouds are attached to the boat so the mast does not become an accessory on your car. The forestay attaching pin should be handy; some people put it in their mouth, not recommended, but it has to be close by.

#### TEAM TRICKS

Another trick is putting your aft foot on the rear beam when stepping the mast. Placing your foot on the rear beam takes a

lot of unnecessary pressure off the tramp and gives you solid footing.

Also, try to keep the mast moving upward, as the momentum will help you get the mast past the difficult points, like when the spreader wires pass by your belly, a big problem for some. The crew can help the process by getting the mast as high as possible before the person on the tramp takes over.

Lowering the mast requires a quick crew who releases the forestay, runs to the back of the boat, and catches the mast at about its mid-point. Do not stand under the mast as it is being lowered. Stand off to the side and go under the mast to catch it at the last possible moment. If the person loses control of the mast on the way down, remember that it is better to break equipment than people.

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

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## Turning Points

### This Sailor Charts Her Course Through Life, Taking Each Mark In Stride

PHOTOS COURTESY OF V. GAIL FORCE



Gail (right) and daughter, Carrie (left) at the 1993 Hobie 18 Women's World in Wildwood, NJ.

Some people want to finish first. Some are happy just to be in the race. Although V. Gail Force considers herself competitive, achieving her personal best is her goal, and the warmth of involvement with family and sailing friends is her reward. Like a wave, she rises to the occasion, whether it's a cross-country move, career change, or bidding her college-bound daughter goodbye.

Hobie Cat sailing entered her life late, but Gail was not about to let it pass her by. After years as a non-boater, as soon as she hopped on board a Hobie Cat, Gail immersed herself in the sport and sailing structure almost simultaneously. Amid the sailing, racing, family fun and event organizing, Gail, her husband, Jim Bird, and their daughter, Carrie, have grown closer to each other and closer to themselves.

#### GETTING ON BOARD

Had her parents known she was going to take the world by storm, perhaps they would have named her Gale Force, but no matter how it's spelled, Gail's name stands for total commitment and total effort. Her Hobie Catting experiences tell the story of family bonds forged on board. Children really do learn from example, so it's no surprise Carrie shares her mom's dedication and orientation toward achievement.

Gail's Hobie Catting adventures began seven years ago on a quiet note; actually almost a dull note, she explains. "We had just been relocated to Ridgefield, Connecticut from Denver, because of my husband's job. Some friends took us out on the Long Island Sound on a slow, 24-foot monohull." The monohull was too lethargic for them, the friends are now divorced and dispersed, but Gail is still hooked on the sport of sailing.

"There we were on that slow, slow boat," Gail recalls. "We were in a kind of race, dropping farther and farther behind. Finally, we dropped out."

Nevertheless, the two couples sailed together once again. This time, the skipper asked her if she'd like to take the tiller.

"I took it and handled it. The skipper accused me of almost tipping over the boat. I responded, 'No, we weren't going over. I could feel it.' He may not have

believed me, but I knew it in my center."

Although they didn't yet own a boat and indeed had not even heard of Hobie Cat, that was the day Gail became a sailor.

#### HELLO, HOBIE

At the time, Carrie was a teenager who had enjoyed sailing at girl scout camp for the past three years. "I wanted something to hold Carrie's interest and keep us together as a family," explains Gail. She also wisely realized, "In four years, Carrie would be stepping out the door. Jim and I needed something to keep us going together as a couple." A sailboat would be the perfect solution to both concerns.

Ah yes, a sailboat, but which sailboat? That was the question. The threesome looked around.

"Jim was leaning toward an 18-foot monohull. I wanted a catamaran. I knew they were fast, and I was excited by the America's Cup involvement," recounts Gail.

"We went to a boat show at the mall. We saw a catamaran and took a family vote. Carrie voted with me, so a catamaran won."

They bought a used Hobie 18, began spiffing it up with new sails and equipment, and joined the beach club at nearby Candlewood Lake, home of Fleet 31. "I already knew I wanted to meet other sailors," says Gail, who may not

have realized at the time just how involved she would become on an organizational level.

#### ONE GOOD TURN DESERVES ANOTHER

Gail fast discovered sailing a Cat was not at all like taking a slow ride on a big monohull or paddling a canoe. ("I made Jim sell that canoe," she confides. "I'm not into paddling.")

Gail is nothing if not truthful. "The first time out on the water, we were really scared. I screamed the whole time!"

She explains the dilemma they encountered. "Getting off and going was easy, but when I saw the shore looming up at us on our way in, without thinking I jumped off the boat to try to stop it."

She quickly learned there are better and easier ways to stop a Hobie Cat, but now that she was on her way, there was no stopping Gail. "I wanted to get involved and help organize activities and events." Gail currently serves as second vice chairperson for the NAHCA; in prior "lives," she was commodore and co-commodore of Fleet 31 as well as Division 12 secretary/treasurer. All this, and a professional graphic designer, too!

#### MORE TURNS IN THE ROAD

Busy with school and friends, Carrie's involvement dropped off somewhat, but Gail just kept on going. (Gail quips, "Car-



As a mother and daughter team, Gail and Carrie find Hobie racing not only challenging but an excellent way to spend time together.



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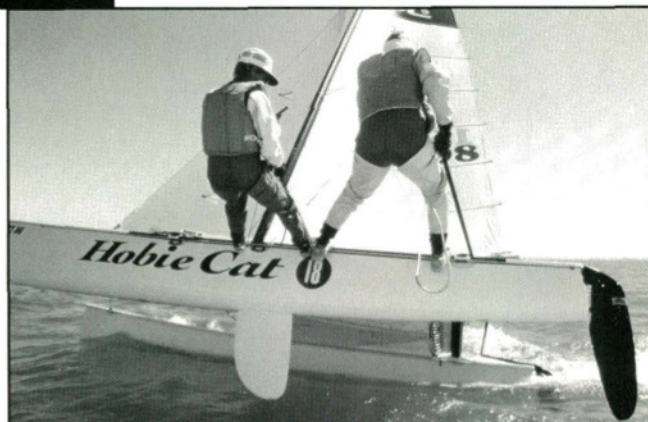
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rie likes to sail, but her idea of sailing is to go out with friends, start talking and let the boat go into irons.") Meanwhile, Gail and Jim wanted to sail and compete.

"People told us that if you want to learn how to sail, you should race. It's true," she confirms. "Everyone is willing to talk at a regatta. We learned a lot at our first race, and we've been learning ever since."

Gail and Jim routinely attend around eight regattas each summer, going to New York, New Jersey and other locations over long weekends. Gail affectionately refers to the experience as "trashing our bodies all summer long." They have benefited from Rick White's Sailing Seminars and have traded skippering and crewing chores. Therein lies the inner story of Gail and Carrie.

### **SHE DOES IT HER WAY**

"Jim had always been the skipper," explains Gail. "Last year, I wanted it to be my year, and I wanted to finish it with the Women's World in New Jersey."

Gail began her skippering career just like she started her sailing career — scared to death. "I realized I was responsible, and at first it unnerved me." (She now acknowledges Jim makes a better skipper and she makes a better crew. She says she also learned, "If a marriage can hold together on a boat, it can hold together through anything!")

Instead of knuckling under, Gail did as she's always done — she overcame her fear. "At the first regatta I skippered, the wind was raging and I was terrified. Jim understood and accepted my fear, which enabled me to own it and go on."

The fear was gone, but the desire to achieve remained. She emphasizes, "Going to the Women's World was not about winning. It was about being there."

It also was about being there with her daughter, whom Gail promised, "If you

ever want to quit or go in, I'll take you in. No resentments. No recriminations."

Gail stresses that for her, sailing is important because it represents a new accomplishment. "I didn't have sailing in my bones from when I was a kid. I wanted to be able to say that I did it." Carrie wanted to be able to say she did it with her mom, so she was happy to sign on as crew.

### **WHAT A WORLD!**

"Wildwood was a bear," remembers Gail. "Heavy seas — basic survival — but I knew I would get around that course." On the second day, the wind cut and Gail could see her daughter was not happy. The presence of a small shark keeping them company did not improve the situation. To make a long story short, the surf caught the boat, the Hobie went sideways and the two were washed overboard. "Carrie grabbed the strap as she went over and I grabbed the tiller. We turned the Hobie Cat back over the wave and crawled back on board."

Carrie looked at her mom, confessing, "I'm really scared." Gail was, too, but she assured her daughter, "I'm here. I'll get us in."

Reflecting on the situation, Gail now says, "It was one of those times I had to dig down deep and take responsibility as a parent. I did get us in."

Later that evening, Carrie called Gail into her room. "I have something to tell you," Carrie said.

"I thought this was it. Carrie wanted out."

To Gail's surprise, Carrie instead held out a gift, saying, "I want you to know how much I appreciate what you have done for me this week. You've taught me that I can be and do more than I ever thought I could."

That conversation took place months ago. Gail still has the lump in her throat. *X*

Gail jokes about Carrie's

racing battle scars.

Watch out Gail this could

be grounds for mutiny.

## *Family Ties*

Hobie Catting is a family affair for V. Gail Force, husband Jim Bird and daughter Carrie. Although Gail was one of the first women in line years ago to change her name back from married to maiden, she is a strong member of a very strong family. The ties that bind go deep — as deep as the water beneath their Hobie 18.

"I plan to go to the 1994 Women's Hobie 18 Championship," Gail confides, "but I don't know if Carrie wants to do it again."

Unbeknownst to her mom, Carrie does. "I'm not into sailing as much as I was when I was younger, but I'd love to do the next Women's Championship with my mom. I relished the excitement and adrenalin, and I liked the mother-daughter bonding experience."

Jim and Gail have deepened their relationship through sailing as well. Recently, they spent an idyllic vacation renting a 33-foot monohull in the Virgin Islands. They also have taken a power squadron navigation course; next up is a fascinating exploration of celestial navigation.

Thinking of the couple who introduced them to sailing, Gail reminisces, "They got divorced, but we're still trucking. We've been through our nicks and scrapes, but a Hobie Cat trampoline has been a great place to learn about ourselves, each other and our relationship."

She concludes, "Those six square feet of canvas have meant a lot to us."



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# Sail Smart

## Ask Not What Your Hobie Can Do For Your Sailing Skills. Ask What Your Sailing Skills Can Do For Your Hobie.

BY MATT MILLER

All sailors, whether recreational day sailors, racers or worldwide cruisers, look for the same thing ... how to get from point A to point B in the most efficient way. A and B may be course markers in a race, or they may represent the present location and the nearest safe port to a world cruiser.

Efficient sailing can win races and get recreational day sailors back to home shore before dark. All sailors can improve their performance by learning from the experience of seasoned sailors and racers.

The approaching national championship regattas bring to mind an excellent article by Brett Dryland published in the January/February 1985 *HOTLINE*. Brett was then the 18 World Champion and a former 16 World Champion. His advice holds true for the racer and recreational sailor both then and now.

Rather than giving pat answers, Brett raises the question of where to look for boat speed and efficient handling.

### NO FAST PATH TO SUCCESS

The road to success has never been, and never will be an easy road to follow. Every sailor strives for that victory celebration at the end of all sailing events.

However, in their struggle for the top, sailors appear to have let themselves get overburdened with the vast array of tuning techniques. They have forgotten the most important factor — sailing their boat.

It has gotten to a state now that Hobie sailors throughout the world will not put their boat on the water until it is fully equipped with all the finest and most expensive racing gear. The standard Hobie Cat seemingly no longer exists. It appears to me that sailors have gone overboard on this "off-the-water" preparation.

I would be the first to admit there are variances in the speed of boats. However, the fastest boat does not always win the race.

How often have you seen a good sailor get on board a slow boat and still do well?

The reason is not that he performs miracles transforming the boat into a speed machine. Rather, he sails the boat to the best of its capabilities. There is no substitute for good sailing.

Skippers must face the fact that their destiny in any race lies in their skill. Accordingly, sailors should focus their attention on improving their own performance on the water, and away from minute weight-saving fixtures, the latest rudder designs, better mainsheet blocks and the giant array of equipment options.

**A** All sailors, whether recreational day sailors, racers or worldwide cruisers, look for the same thing ... how to get from point A to point B in the most efficient way.

### GET THE FEELING

The next question is, how does one achieve this feat? Such a topic covers numerous matters, ranging from psychological build-ups to understanding the rules of racing.

However, the heart of the answer lies in the skipper's ability to develop a so-called "feel" for the boat, an affinity with the vessel the skipper is steering. This feel will enable the skipper to display such characteristics as relying very little on telltales to describe what is happening to the boat and being able to identify and correct problems with boat trim easily and quickly.

You cannot manufacture a feel for a boat; it comes largely as the result of experience. Listed below are several points that I believe are important not only in developing a feel for your boat but also bettering your sailing ability.

1. Most importantly, you must change your frame of mind. You must face up to the results of your sailing. Far too often, skippers blame their boats for their misfortunes, when in most cases the problem lies with the person steering the boat.

2. Sail many different boats in your class. This will force you to adapt your sailing techniques, and prevent you from getting the feel of only your own boat.

I find sailing slower boats to be more gratifying than sailing fast boats. I approach the task as a challenge, requiring me to sail harder than normal. There is nothing better than beating a skipper on

an old, discarded boat. You know you have sailed an excellent race if you have done well despite helping a slow boat.

3. Sail in as many different conditions as possible. Changing sailing locations, wind strengths and sea conditions will necessitate a modification in your sailing techniques to achieve good racing performances in diverse situations.

4. Maximum performance in any race is achieved largely through minimizing mistakes. Skippers and crews alike must concentrate on making as few mistakes as

possible. When mistakes are made, they should be analyzed separately and all efforts made to prevent their recurrence on the race course. You must learn by your mistakes — failure to do so will result in the continued repetition of the error.

5. Learn from your competition. More specifically, if someone is sailing faster than you, try to identify the reason by determining what they are doing differently. Have they more sheet tension? Less sheet tension? Are they pointing higher/


lower? Is the traveller in/out? Once the differences are identified, modify your sailing techniques accordingly.

This idea seems simple enough, but for reasons unknown to me, many people persist in their own way of thinking. They fail to realize the other skipper is sailing fast for a reason. Everyone should have the ability to admit they don't know everything and be wise enough to learn from others who know more. You never stop learning.

6. You must have, or develop, a characteristic of being able to roll with the ever-changing fortunes of competitive sailing. There always will be occasions when luck deserts you and mistakes are plentiful. In circumstances such as these, getting upset will only worsen the situation. Rather, keep calm and level-headed and never give up. There is always a chance so long as the race is not over.

7. Lastly, enjoy your sailing at all times. The reason you sail is for fun. Don't ever lose track of that. If you cease to enjoy sailing, you are getting too serious. Instead, kick back a gear, relax, and savor all that the "Hobie Way of Life" has to offer.

### GET IN TUNE WITH YOUR ABILITY

One final point to consider is that the ultimate sailing events, such as national and world championships, are contests of sailors' abilities to sail. If you can't master that, your tuned-up Hobie will sit in your backyard and be of no use to you. 



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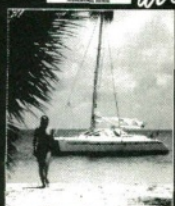
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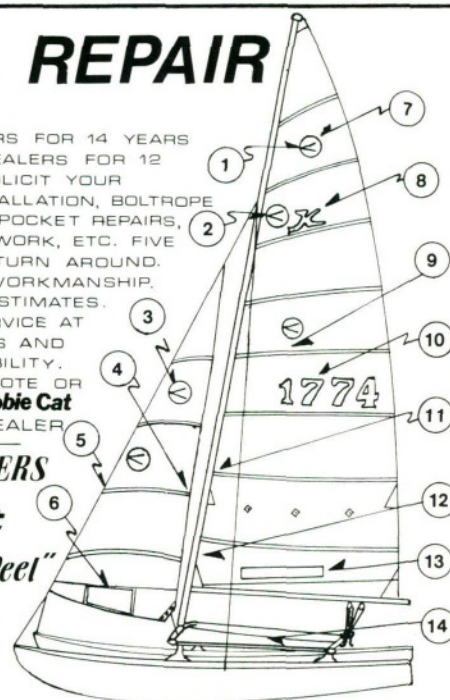
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it's what dreams are made of.



PATRICK MCDOWELL









# Taiwan On!

## China Takes To Cats In The Year Of The Dog

STORY BY BENOIT LISMONDE  
PHOTOGRAPHY BY JOSEPH RUPP

What do Belgium, Taiwan and the United States have in common? Since this is the Hobie HOTLINE, you hardly need ask, but you're right — sailing! Benoit Lismonde, the author of this article, is a citizen of Belgium who is a Hobie Cat dealer and rental agent on the Chinese island of Taiwan (also known as Formosa).

Writing in what he calls his "Belgian broken English," Benoit submitted this article in the international spirit of understanding other cultures through discovering common threads of experience. He hopes the story is "relevant and of interest to your readers, as Taiwan is not well-known, and we do not read a lot about Hobie Catting in Asia."

Starting with the next fascinating paragraph, now you will!

It all began a few years back in an old warehouse hidden away somewhere on the northeast coast of Taiwan. Where the enthusiasm and momentum engendered in the first Formosa Hobie Challenge (FHC) will end up in the Chinese "Year of the Dog" and beyond I do not know, but I do know that water fun is the wave of the future in this part of the world.





Among the junk in that antiquated warehouse slept a silent treasure. Joel, a French friend of mine, and I discovered the pieces of a strange old boat. No one knew how to put it together or use it, or even how it had arrived at its unusual resting place. Someone told me it had been imported by the nephew of Chang Kai Shek himself, during that era in which the importation and use of boats were very restricted by Martial Law.

In our era, now, the laws had changed. The boat did not speak to us of a carefully regulated government, but of a chance to sail!

### *Hobie 16 Returns From The Dead*

After moving piles of trash, we found yellow hulls and most of the other portions of what was once a Hobie 16. We made a list of the missing parts as well as an estimate of work to be performed.

When we proudly proclaimed our intentions to members of the Wanli Yacht Club, they viewed us skeptically, convinced we were madmen who had escaped from a Walt Disney adventure movie.

With the temperature at 38 degrees Celsius, Joel and I were sweating from all our efforts compiling the pieces of this intriguing puzzle. Perhaps we are crazy, we thought, doing all this work just to go sailing when we could much more easily use a sailboat already sitting alive and ready on the beach.

Deciding it would be more fun not to listen to the voice of reason, we spent each weekend for the next three months anchored to the boat. Every Saturday and Sunday, we worked on the wreck of our unique Hobie Cat while the other club members were on the water having fun. Every weekend they became more convinced that we may have been missing more parts in our brain than on the catamaran we were repairing.

Finally, our epoxy work was completed and we received all the parts we needed. We had made many trips to the Hobie dealer in Hong Kong; what we couldn't get from there, friends brought us from the USA.

The next weekend, we hoisted the brand-new, colorful sail and unveiled our masterpiece. Our yacht club friends and others on the beach were speechless.





# The Challenge Continues

Remember how it was when you first hopped on board a Hobie Cat? One sail and you were hooked!

And so it goes in Taiwan. Every year, the Formosa Hobie Challenge (FHC) seems destined to grow in popularity and sponsorship.

The four-weekend 1994 FHC began in June. The event format consisted of four races each weekend; two for local teams and two for international teams. Participants on Hobie 16s and 18s competed in seven Olympic triangle races and one distance race.

Organizers are already looking for sponsors and crews for the next challenge. According to event coordinator Benoit Lismonde, "We shall pay for the crews' accommodations, food and internal transportation. You pay only for airfare to Taiwan. The committee will organize airfare from the USA, Hong Kong, Thailand, Australia, Japan and Singapore."

He continues, "All companies, individuals, trade offices and others who want to sponsor and/or help in the organization of the event are welcome. A 10-week, mega-media package is a great way to market your company, products and services in one of the fastest-growing consumer markets in the world: Taiwan."

## Stirring Up Interest

In addition to the FHC, Hobie Catters in Taiwan are committed to developing water sports as a leisure-time activity. A sport fishing operation and sailing schools are among the recreational offerings.

Beginning last spring, two new Hobie Sport Cruisers kicked off a cruising service on the Pescadores Islands. Guests can visit one of the 64 islands untouched by Taiwan's rapid industrial development and live at the relaxing pace of migrating fish. During the winter months, winged Manchurian candidates for the warm Philippines stop by the islands on a flyover.

All in all, the journey is sure to be enjoyable and unique, especially considering that some of the world's most crowded and prosperous business centers such as Hong Kong and Taipei are but a one-hour flight (yet many centuries) away.

For more information about Hobie Catting in the Taiwan area in general, or about participating in future years as an FHC racer or sponsor, contact Benoit Lismonde at Fatel Enterprise Corporation, P.O. Box 105-132, Taipei, Taiwan.



We spent the whole day sailing. Everyone wanted to try this strangely shaped boat that sailed so fast and was so much fun. On that day in 1989, I decided to develop Hobie Cat sailing in Taiwan.

## American-Made Fun is Made in Taiwan

Sailing was a relatively new lifestyle in Taiwan (see sidebar entitled "Water Under The Bridge"). The lack of an infrastructure and of a water sport culture kept boating events to a minimum. Until 1989, the sole organized sailing activity was an annual yachting association regatta. Some Navy personnel and civilian friends also gathered on occasion to sail their boats, but I wanted to create something on a larger scale.

I wished to organize a fun event that combined Hobie Cat sailing with dancing parties, so sailors and other people could enjoy the sea and the beaches. Just like when I first went to work on my reclaimed boat, no one believed it could ever happen; not individuals, not any company, not even the Ministry of Tourism.

I knew that an eager base of prospective racers already existed. We had a dozen Hobie Cats sailing in Taiwan and an International Yacht Club to provide basic facilities. The spirit was there!

To get things moving, we established a sailing school at a river mouth, to which parents began bringing their children every weekend. These activities are commonplace in Australia, Europe or the States, but in Taiwan the rarity made news in the press.

## Birth Of A Challenge

Crazy and stubborn, I decided early in 1991 to put my own money into the project. I proclaimed, "This year, we will stage a regatta around the island. People then will associate catamarans with summertime fun." Thus, the Formosa Hobie Challenge was born; soon it would prove to be the most

extraordinarily entertaining event ever organized in Taiwan.

By May of that year, a few companies had come on board as sponsors. We established an organizing team of six people. After holding several press conferences and attracting many advertisers, we had a strong group of 20 people working on the office telephone and solving the many new problems that arose every day. Another team of coordinators was preparing to go to the first race site, in search of accommodations and necessary equipment.

## Pressing On

In the months before the event, we received good coverage from newspapers and a radio station. The media even helped find enough skippers for the dozen Hobie 16s we had prepared.

As experienced sailors were not abundant on the island, sailing skills were not well-balanced. Some friends signed up as a completed team. Only two or three participants had ever sailed a catamaran before.

We organized two selection weekends designed to assemble the best team. Fate chose to put the two heaviest men on the same Hobie Cat. Nearly 300 kilograms (666 pounds) made a hefty dent in a 16-foot boat!

I journeyed to Singapore, Japan and Hong Kong to invite local Hobie clubs and sailors to participate, but few knew of Taiwan's nice beaches and excellent weather. Only Hong Kong expressed an interest in joining in the fun. Three crews from the Hong Kong Hobie Club shared a boat during our four-weekend-long event.

## FHC Begins

The sun and the wind were already up and ready when the FHC began on the first weekend in July in Kenting, a national park in the south of Taiwan. The weather may





# Water Under The Bridge

## A Brief History of Sailing in Taiwan

Ironically, between 1949 and 1987 when sailing activities in the Republic of China languished under heavy restrictions, even yachts stamped "Made in Taiwan" were not allowed to sail in the area. The irony is compounded by the fact that Taiwan was named by Portuguese sailors who, awed by the beauty of their new discovery, called it *Isla Formosa*, the beautiful island.

Dr. Sun Yat Sen had created the Republic of China in 1911 after the fall of the last emperor. In 1949, when Mao Tse Tung won the civil war and established the People's Republic of China, former leader Chang Kai Shek fled to Taiwan, but he didn't do much sailing after he arrived.

After the civil war with communist China ended and Martial Law lifted, some inhabitants thought water activities would quickly flourish. Boating enthusiasts started to make big projects.

However, old habits are hard to break, and not sailing had been a habit for four decades. Slowly but surely, water sports and other outdoor recreational activities are becoming more popular. As they gain a higher standard of living and more disposable income, the Taiwanese people are beginning to include active recreation in their lifestyles. With the advent of a five-day work week, people now have time to visit the beaches and go swimming.

The government and the Ministry of Tourism are working closely with individuals and professional organizations to develop tourism in Taiwan. The Environmental Protection Agency is striving to reduce pollution and improve quality of life on this island of 21 million inhabitants that has attained status as the 12th largest trading nation in the world.

With lots of water, lots of people and now a lot more leisure-time opportunities on this beautiful island, Hobie Cats are the ideal, environmentally correct way to enjoy the great outdoors of Taiwan!

have been heavenly, but the racing was intense; every competitor knew that the top three crews would win an all-expenses-paid week at Club Med in Asia.

The China Airline-Club Med boat (skippered the first weekend by Lee and Sue Dockstader from the Hong Kong Club) won both legs of the regatta on that initial Saturday and Sunday. The International Community Radio of Taiwan and the Westin Caesar Park Hotel boats (the latter skippered by New Zealanders) were fighting like cats and dogs for a top berth as well.

Whenever the boats returned to the beach, spectators would gather around to take pictures of these exotic but good-looking vessels. As the sun went down on Saturday, more local inhabitants and tourists invaded the sand to enjoy what turned out to be the largest free beach concert ever to take place in Taiwan. The music and dancing continued without pause until midnight. Then it was time to think of the tooth-and-nail racing once again.

## Getting A Leg Up

After that first exhilarating weekend, TV, radio and newspaper reporting focused so much on the regatta that many new sponsors began seeking us out and asking to join the event. Even the Ministry of Tourism started to believe in Taiwan's untapped leisure resources. The Ministry put its money where its mouth was, too, by mailing us a check!

Between weekend legs of the race, our hard-working team did some racing around of its own. During that first break, we had the delicate task of moving by truck and ferry all boat, equipment and gear to Makung Island, site of the second leg.

Due to the typhoon season, the wind was absent in Makung, but the festivities were ever-present. The wild, unspoiled nature of the island charmed all in attendance. The local population joined with us to present a huge barbecue party.

As to the racing, the Coca Cola boat, with

an American and Chinese crew, won the second leg. Next up: legs three and four, along with an armful of entertainment.


## All On Board For Final Fun

The third leg took place in the northern part of Taipei, the main city of the Republic of China (R.O.C.). In contrast with the previous weekend's weather, this time there was too much wind. For safety's sake, the race committee mandated three sailors to a catamaran. The lone casualty was the Caesar Park boat, which was destroyed. Most fortunately, the crew members were fine and were given a new boat.

In organizing the FHC, we stuck to the maxim, "last but not least." The fourth and final leg was a long-distance race of 72 kilometers (45 miles) along the pristine northeast coast. Although the wind was not strong, the sailors had a very good time. During this seven-hour nonstop race, the committee boat team kept the racers going by tossing food and drinks to them as the boats sailed past.

Support was everywhere. The R.O.C. Navy provided us with three small vessels as escort/security boats. The Friendship Yacht Club supplied a great, 47-foot sport fishing yacht for the committee boat and a superb, 65-foot V.I.P. cruiser. The R.O.C. Sailing Association joined us on the last leg of the event while reporters and the press at large followed along on a 48-foot motorboat.

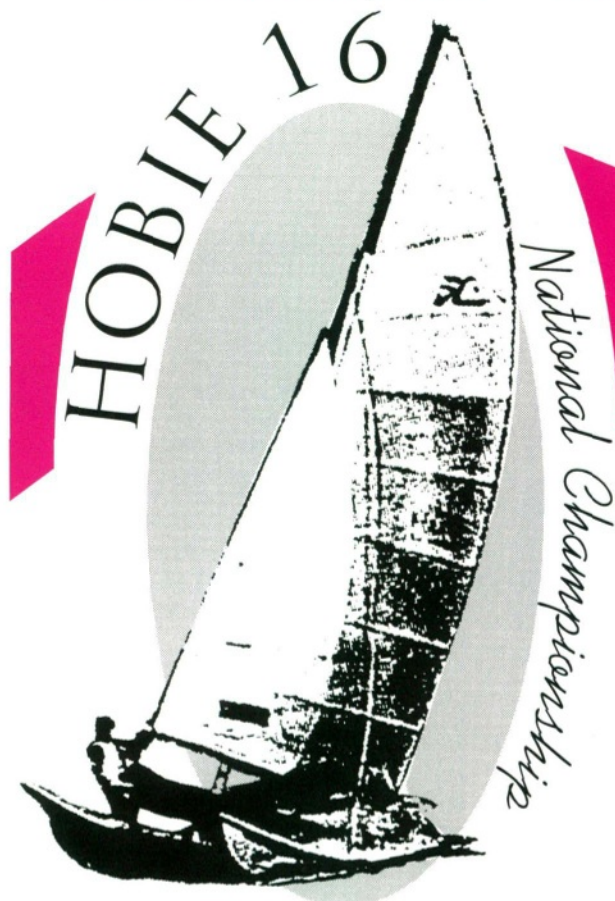
When the dust cleared, first-place honors went to China Airline-Club Med, skippered by the Dockstadters and their Hong Kong Club mates, followed by International Community Radio of Taiwan and Caesar Park. Even as the race was ending, we realized we were having so much fun we'd have to do it again in spite of all the work, effort and money it took.

It's a good thing we made that decision in our minds, because with over 10,000 people and extensive media coverage at the final beach party, people were already calling the liaison office to sign up for the next event! 



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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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Request Rate # 2049

### INFORMATION

- Day - Elaine Motl (512) 884-1265
- 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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SWISS MADE SINCE 1860



### 1994 Hobie 16 National Championships REGISTRATION FORM

Skipper: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

☐ Women's 16 ☐ Jr. 16 ☐ Open 16

Crew: \_\_\_\_\_

Address: \_\_\_\_\_

City/State/Zip: \_\_\_\_\_

Sail Number \_\_\_\_\_

Make checks payable to and mail to: Hobie 16 National Championships,  
1700 Frost Bank Plaza, Corpus Christi, Texas 78470

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# HOBIE RACING



GUY MOTIL

## IN THIS SECTION

- Major Regattas
- Racer's Edge
- Regatta Schedule
- Race Results
- NAHCA News

SEPTEMBER/OCTOBER 1994

## MAJOR EVENTS

### MAJOR REGATTAS

#### 1994

Sep. 10-13	<b>U.S. Sailing Alter Cup</b> Put-In-Bay, OH	Jim Frederick	(419) 898-0400
Sep. 13-17	<b>Hobie 20 National Championship</b> St. Joseph, MI	Bonnie Hepburn	(619) 758-9100 x604
Sep. 18-23	<b>Hobie 17/21 Nationals</b> Oneida Lake, Syracuse, NY	Rob Jerry	(315) 437-4586
Oct. 10-16	<b>14/14T/18/SX-18 and 18 Women's North American Championships</b> Puerto Peñasco, Mexico	Ron Palmer	(602) 299-0609
Oct. 28-Nov. 5	<b>Hobie 16 Junior, 16 Women's and 16 National Championships</b> Corpus Christi, TX	Scott Kee Chuck Miller Elaine Motl	(512) 994-1816 (512) 886-3930 (512) 884-1265

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## Ratings Game

### The Portsmouth Handicap System Can Help You Come Out Ahead

BY WICK SMITH

Think back to the time you took your first Hobie out on the water. It probably was not a race weekend. More than likely, you had it out for a shakedown cruise at a local lake or the beach. You were proud of your new Cat and looked forward to putting it in the water.

You sailed around for a while just getting the feel of the boat. After 30 minutes or so, you decided to explore its speed potential. You began reaching back and forth across the water and discovered a lot was there.

About mid-afternoon, lo and behold, another boat pulled up beside you. You snuck a glance at the skipper. He had a look of fierce concentration on his face. You sheeted in a little more just to get rolling. He sheeted in a little more than you and began to pull away. Your ego took over, and the race was on!

This chance encounter lasted about a minute. The one who began falling back peeled away and sailed to another part of the lake to lick his wounds and rationalize that his rival had a bigger boat, more sail area, a lighter crew, or his wife wasn't there to tell him to slow that confounded boat down and come to his senses.

The first three excuses could be legitimate reasons why one boat was faster than the other. The fourth has nothing to do with the configuration of your boat, but a lot to do with whether you want to keep it (the boat, not your wife). However, I digress.

#### THREE CATEGORIES OF RACES

Since the early days of sailboat racing, equality (or lack of it) among boats has been a major issue. There are generally three categories of sailboat racing in which you can participate today. One is the "open class," also known as the "run what you brung" category. This class is used in some long-distance races and special events. The rules stipulate a maximum length and width, and anything you want to do within those limitations is up to you.

Open class can be a very expensive game to play, and out of reach for most sailors. The most outlandish example was the 1988 America's Cup race between

New Zealand's 130-foot monohull and the United States catamaran, "Stars and Stripes."

The second category is "one design," in which classes have virtually identical boats. Most class rules allow very few, if any, changes to the boats other than what is supplied by the manufacturer. If you have enough boats of the same type to conduct a meaningful race or series, this system can't be beat.

In a one-design race, all boats in a given class start at the same time. Whoever crosses the finish line first is the winner. There is no guessing or waiting for results. Hobie is the largest and best known one-design multihull class in the world.



The third category is called "handicap racing." It is a combination of the first two. This type of racing incorporates some system of handicapping (rating) each boat so all theoretically enjoy an equal chance of winning. The system involves recording the finishing time of all boats and adjusting those times according to a known factor for each class.

#### CATEGORICALLY, THE BEST

One-design racing is considered the ideal form of sailboat racing in most circles. It truly is a measure of each skipper's and crew's ability, not the thickness of their wallet.

Hobie Alter worked from the start to ensure all Hobie Cats had strict class rules to maintain the one-design concept to its fullest extent. This principle is upheld and

remains quite evident in the International Hobie Class Association rules.

The vast majority of Hobie Cat racing is done at the one-design level. Hobie's system of fleets, divisions and regions has created a racing network that is second to none. It is simple, relatively inexpensive when compared to many other classes, and a heck of a lot of fun. Sailors who have raced Hobies for a few years have become very comfortable with the style of racing at these events.

As our sport evolves, however, we must be willing to accept new concepts. One idea whose time has come is handicap racing. As the number of individual Hobie Cat classes increases, and open multihull events become more prevalent, the call for handicap racing grows greater. Many sailors are fearful of the change, in part due to a lack of understanding of what handicap racing is all about.

#### A LOOK AT RATINGS SYSTEMS

There are many different ratings systems in the sailing world. Among them are IOR, MORC, PHRF and others. The aforementioned systems are devised for large monohulls and involve measuring many aspects of each boat and establishing a rating.

Some boats are designed specifically to take advantage of these rules. As large offshore and cruising multihulls have become more popular, they have created their own ratings within the PHRF system of handicapping.

The Portsmouth yardstick is the standard used today for almost all small-boat racing. It is a derivative of a British system designed to allow small, one-design classes to race against one another on the same course.

The Portsmouth yardstick is a "time-on-time" system that uses an assigned number as a divisor to provide corrected time. The corrected times are ranked to provide corrected finish orders. The assigned numbers are maintained by our national governing body, the US Sailing Association.

#### Table 1 PORTSMOUTH NUMBERS

Let's take a look at how the system works. As stated in the US Sailing Portsmouth Handbook, "Portsmouth Numbers are defined as the length of time boats would take to sail a common but unspecified distance. For example, the distance a boat rated at 80 could cover in 80 minutes should be able to be covered in the same race in 95 minutes by a boat rated at 95. In deriving the numbers, boats have in almost all documented cases sailed on



**Table 1**

Class	Rating	Elapsed Time	Corrected Time	Finish Position
Hobie 16	80.0	47.3	59.13	1
Nacra 5.2	79.3	47.1	59.39	2
Prindle 18	77.5	48.1	62.06	3

**Table 2**

Category	Knots	Wind Strength Sea Conditions
Drifting	0-3	Glassy to light ripples
Light	4-10	Wavelets with crests beginning to break
Fresh	11-21	Small/medium waves with many whitecaps
Strong	22 and up	Large waves, streaks of foam, dogs being blown off their chains

courses including the three basic sailing angles: beating, reaching and running. The numbers provide a direct comparison of the performance of different classes."

The formula used by the race committee is as follows:

$$CT = (ET \div PN) \times 100$$

CT= corrected time; ET = elapsed time (actual time required to finish the race); PN = Portsmouth number (rating number for that particular class of boat). Although the formula appears complicated, it becomes clear when applied to a specific example.

A Hobie 16, Nacra 5.2 and Prindle 18 line up for a race in 8 knots of wind. The race committee records the time from the starting gun to the exact moment each boat finishes. The Nacra finishes in 47.1 minutes, the Hobie in 47.3 minutes, and the Prindle in 48.1 minutes. Without handicapping, the Nacra wins the race because it finished in the least amount of time.

Here is how the formula applies for handicapping. A Hobie 16 has a rating of 80.0 in that breeze. Its CT (corrected time for the race) would be  $(47.3/80.0) \times 100 = 59.13$  minutes. See Table 1 for the rest of the calculations.

As you can see from Table 1, the Hobie wins! Although the Nacra was first actually to cross the finish line, with handicapping it became second on corrected time.

**Table 2**  
**INFLUENCE OF CONDITIONS**

Many small, lightweight catamarans do very well in light wind conditions. When the wind comes up, however, they cannot perform as well against larger, more stable cats. For this reason, a different handicap

**Table 3**

Hobie Class	Base Rating	Drifting	Light	Fresh	Strong
14	86.0	94.5	89.7	85.8	81.5
14 Turbo	83.0	87.6	84.6	82.2	78.4
16	77.5	84.0	80.0	75.9	71.3
17	74.0	79.7	76.7	73.8	68.8
17 Sport	72.5	78.6	74.8	72.5	66.7
18 & Magnum	72.0	78.1	74.1	71.2	66.7
18 Formula	72.0	78.0	74.3	72.0	66.2
SX-18	71.0	77.0	73.5	71.0	65.3
20 Miracle	65.5	71.5	67.6	66.6	60.7
21	66.5	72.1	68.8	66.6	61.2
21 Sport Cruiser	69.0	*	*	*	*

\* Not enough data points exist to offer meaningful wind velocity handicap factors.

number should be used for the many contrasting conditions. The Portsmouth yardstick accommodates this with variable Portsmouth numbers for each class, based on wind strength.

US Sailing has four additional Portsmouth numbers, called wind velocity handicap factors, for each major class of boat, to cover the four categories of wind strength. They are: drifting, light, fresh and strong. Table 2 shows the wind strengths and conditions for each.

To determine the appropriate category, US Sailing recommends the race committee take wind-strength measurements at the beginning, mid-point and end of the race. These three numbers should be averaged to arrive at the category for that race.

The formulas are no more complicated than using the base Portsmouth numbers only. The committee simply applies a different rating number to all classes for that race. Notice that in the hypothetical race described above, we used the light category, as there was an average of 8 knots of wind during the race.

### **SOME CONTROVERSY EXISTS**

The biggest complaint with handicap racing is the inequity among classes in varying wind conditions. It is in everyone's best interest for the race committee to use the wind velocity handicap factors instead of the base handicap number.

Check with the race committee prior to an event or series to determine if it plans to use the variable ratings. If not, encourage the committee to do so.

I again quote from the Portsmouth Handbook: "The US Sailing Portsmouth Yardstick and Handicapping System is intended to include the use of Wind Velocity Handicaps. All allowance modifications factors are optional. Clubs may simplify the system according to their needs but should be aware that **inequities can result.**"

**Table 3**

### **HOBIE CAT BASE RATINGS**

Table 3 lists the base ratings and wind velocity handicap factors for all Hobie Cats. The numbers are from the May 1994 listings published by US Sailing.

To highlight the impact of different ratings used in varying wind strengths, take a look at the Hobie 16's numbers. The 16 has a base rating of 77.5. Most yacht clubs would use this number in all conditions, though wind strengths generally remain below 10 knots in most races. This number puts the 16 at a disadvantage in the majority of races against some catamarans and virtually all monohulls!

### **DERIVATION OF THE NUMBERS**

Many sailors wonder where US Sailing gets the Portsmouth numbers for the numerous classes it lists (well over 1,000 different boats). All numbers are generated from results of races previously run and turned into US Sailing by participating fleets and clubs around the United States.

US Sailing requests that race organizers send a copy of boat classes, elapsed time of the first-place boat for each class, average wind velocity and average number of boats in each class. Results in which fleets are sent off at five-minute intervals around the same course may be combined.

The Portsmouth Numbers Committee compiles this data from around the country each winter to determine if each class number is still valid relative to other boats. The newer the class, the more apt the number is to change. An established class such as the Hobie 16 will see very little change in its ratings.

If you wish to contest a particular handicap, be sure to submit your race results to US Sailing. You will gain a better case for appealing a particular number.



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A frequent question that comes up concerns the application of class rules while handicap racing against others not in your class. Portsmouth numbers are developed with the assumption that each class is sailing according to its respective class rules in regard to equipment, sails, crew weight and boat weight.

## OPENING THE REGATTA DOOR

There has been a movement over the last few years for Hobie fleets to invite other types of catamarans to their regattas, to help boost registration. Doing this can be a wonderful way to increase participation in our events and exposure for our class. It does, however, introduce the concept of multiple classes racing against one another.

For Hobie events designated as points regattas, the North American Hobie Class Association sets down certain criteria that must be met. All Hobie classes must be scored separately by one-design class. The only exception is if all boats grouped together wish to race as a handicap fleet, with no dissenters. Also, the race committee must be willing and able to score them in this fashion.

Further criteria must be met for the non-Hobie classes. They must share one start (preferably the last). If they wish to be scored by Portsmouth handicap, they must supply one person on the committee boat to record the times and perform the conversions, unless the race committee is already equipped and willing to take on the added scoring burden.

You may wish to attend an open-class regatta on your Hobie Cat. Many sailing groups running very successful events would welcome you as a participant.

Typically, classes with five or more boats race as a one-design class. Those with fewer than five race together in a multihull handicap class.

## PORTSMOUTH WORKS FOR HOBIES

In the past, other handicapping systems were developed to accommodate the unique characteristics of multihulls. Some of these systems are still around, but with US Sailing's Multihull Council gaining influence, more attention is being paid to the multihull Portsmouth numbers and their accuracy.

Most major groups support and use the Portsmouth system. They have found it to be quite good, despite its inherent limitations.

Handicap racing has its place in many areas of the United States, even for Hobie Cats. Our fleet sizes in the past have been large enough to support "Hobie Only" events. We still have the numbers to enjoy this luxury, but involving other catamarans in our events and attending open regattas broaden our experience base considerably.

A good working knowledge of the Portsmouth handicapping system will help you through your first open regatta. When racing in a handicap class, remember you are racing the clock as well as other boats. If

you are behind, don't give up. You may be ahead of the others on corrected time.

By the same token, if you are leading a race, push it to the limit. You may be ahead on the course, but behind on corrected time!

Sailors and race committees looking for more information on scoring and/or a complete copy of Portsmouth numbers for all classes should contact US Sailing at (401)849-5200 to ask for the 1994 Portsmouth Yardstick Manual. The price is \$14.95 for US Sailing members and

slightly more for non-members. The manual has everything you need to get started.

Good luck and good racing!

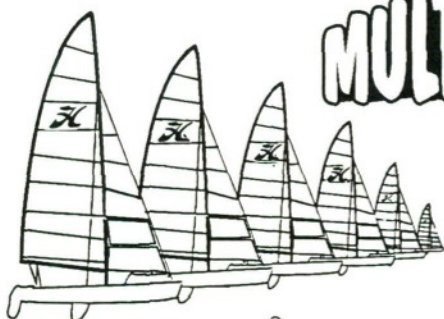
*Racer's Edge would like to thank Darlene Hobock, Paul Ulibarri and US Sailing for their help in compiling information for this article.*

*Stay tuned. In the next column, we will discuss protest meetings and appeals. X*

• • •  
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# NORTH AMERICAN HOBBIE MULTI-BOAT CHAMPIONSHIP



**HOBIE 18, 18SX**

**October 10 - 13**

**HOBIE 14, 14T, WOMEN'S 18**

**October 14 - 16**



**1994  
PUERTO PENASCO, MEXICO**



**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**



## REGATTA SCHEDULE

### DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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.
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	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.
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	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.
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	Sep 3-4 1994	*Sail Away III Lewis & Clark Reservoir		
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	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		
42	Oct 22-23 1994	Bahia Beach Resort Regatta Ruskin, FL	Michael DiSalvo	813/885-4573
	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.
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.
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.
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.
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

\*Non-points regatta



## REGATTA SCHEDULE

### DIVISION 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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.
23	Sep 17-18 1994	*Sail Fair Dallas, TX		
23	Oct 1-2 1994	Dallas Regatta Lake Lewisville	Bob Mimitch, Jr.	903/447-4111
468	Oct 15-16 1994	Recycled Regatta Lake Eufaula	Boyd Bass	303/224-4470

### DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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 Birmingham, AL	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.
	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
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 Lander 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	Hobie Regatta	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	Oortkantenfeurer	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
Oct. 24-30	Training Regatta	Quiberon, France
Nov. 19-20	Essener Eispokal	Baldeneysee, Germany
Dec. 26-30	Christmas Training Regatta	Hyerer, France
TBA	Hobie TT	Grafham Water, Great Britain

\*1994 IYRU Sailing World Championships Qualification Regatta

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\*Non-points regatta



# HOBIE RACING

## RACE RESULTS

### DIVISION 2

#### CACHUMA CHALLENGE FLEET 15, DIVISION 2 LAKE CACHUMA, CA MAY 21-22, 1994

HOBIE 20	POINTS
1. Newsome/Christensen	7.50
2. Lundberg/Margots	8.50
3. Jenkins/Bainbridge	9.75
4. Steve Leo	12.00
5. Schafer/Forgrave	14.00
6. Skidmore/Maggie	22.00
7. Bishop/Teregmakin	22.00
8. DeLong/Endo	30.00
9. Gira/Bethall	33.00

HOBIE 18A	POINTS
1. Timm/Timm	3.00
2. Chuck Brown/Sidred	9.00
3. Lewis/Zezula	11.00
4. Thomas/Froeb	11.00
5. Roger Brown/Chamberlain	16.00
6. Lindley/Lindley	18.00
7. Tschakowsky/Natalie	24.00
8. Crocker/Laws	33.00
9. Murray/Simon	35.00

HOBIE 18C	POINTS
1. Dupree/Dupree	4.25
2. Chelinsky/Wynhoff	7.50
3. Woolston/Mehi	12.00
4. Whitten/Whitten	15.00
5. Murdock/Chelinsky	16.00
6. Schoel/Sean	20.00

HOBIE 17A	POINTS
1. Moonyham	6.50
2. Bauldry	9.75
3. Leonard	11.75
4. Woods	11.75
5. Baumgartner	17.00
6. Head	21.00
7. Fields	23.00
8. Kerckhoff	24.00
9. Attard	50.00

HOBIE 17B	POINTS
1. Jeffries	5.25
2. Tumas	6.75
3. German	7.75

HOBIE 16A	POINTS
1. Petron/Lynlee	6.50
2. K. Christensen/V Boy	8.75
3. Materna/Brown	9.75
4. C. Christensen/Bates	10.75
5. Hauser/Hauser	20.00
6. Froeb/Newsome	23.00
7. Leon/Bowen	26.00
8. Gantsweg/Gantsweg	36.00
9. Winters/Winters	40.00
10. Corelli/Johns	40.00
11. Ketterman/Binker	41.00
12. Perlmutter/Barb	44.00
13. Wells/Berg	46.00
14. Redding/Redding	48.00
15. Mohli/Mohli	49.00
16. Holmgren/Clark	54.00
17. Delfino/Risher	59.00
18. Wagniere/O'Brien	66.00
19. Orton/Orton	80.00

HOBIE 16B	POINTS
1. Kendrick/Gastineau	5.50
2. Kuebler/Kuebler	7.50
3. Gordon/Forgrave	7.75
4. Purciel/Purciel	12.00

HOBIE 16C	POINTS
1. Degnan/Lindholm	3.00
2. Williams/Gentile	10.00
3. Rogers/Gretchlin	11.00

HOBIE 14T	POINTS
1. Woods	5.25
2. Chase	11.00

HOBIE 14	POINTS
1. Patterson	3.25

#### HURRICANE GULCH FLEET 3, DIVISION 2 LONG BEACH, CA JUNE 4-5, 1994

HOBIE 20	POINTS
1. Egusa/Woods	8.75
2. Lundberg/Loiamer	10.75
3. Leo/Nackel	11.75
4. Newsome/Christensen	13.00
5. Jenkins/Bainbridge	15.50
6. Schafer/Cline	17.00
7. Skidmore/Margets	21.00
8. Fogarty/Legge	27.00
9. DeLong/Endo	33.00
10. Wadsworth/Gargill	40.00
11. Olson/Clark	41.00

HOBIE 18A	POINTS
1. Timm/Timm	3.00
2. McGraw/Lili	10.75
3. Parzeau/James	11.00
4. Thomas/Youngerman	14.00
5. Brown/Nunes	21.00
6. Venbaas/Daily	23.00
7. Lindley/Lindley	24.00
8. Miller/DeVenecia	31.00
9. Wagniere/Wagniere	32.00
10. Tschakowsky/Tschakowsky	35.00
11. Daily/Towle	37.00
12. Hankins/Carapenyan	43.00
13. Phillips/O'Neil	52.00

HOBIE 18B	POINTS
1. Osburn/Begg	3.00
2. Crocker/Raack	11.00
3. McIntosh/McIntosh	12.75
4. Liveratoli/Liveratoli	13.00
5. Savage/Burns	13.00
6. Clay/Ziolkowski	18.00
7. Christoffels/Christoffels	26.00
8. Jansen/Keim	28.00
9. Ryan/Ryan	34.00
10. Captain Gadget	40.00

HOBIE 18C	POINTS
1. Marshall/Hallada	5.50
2. Chamberlain/Gordon	6.50
3. Segerstrom/Carew	7.75
4. Deupree/Deupree	17.00
5. Garcia/Garcia	17.00
6. Chelinsky/Wynhoff	23.00
7. Murdock/Chelinsky	26.00
8. McKenna/Connell	29.00

HOBIE 18N	POINTS
1. Decker/Chapman	3.00

HOBIE 17A	POINTS
1. Jack Linn	6.25
2. Winky Fields	7.75
3. David Crocker	8.75
4. Steve Kerckhoff	10.00

HOBIE 17B	POINTS
1. Tony Luechino	3.25

HOBIE 16A	POINTS
1. Christensen/V-Boy	5.25
2. Materna/Brown	10.75
3. Christensen/Bates	12.75
4. Seaman/Nichols	13.00
5. Forgrave/Eldred	20.00
6. Gantsweg/Barb	20.00
7. Hauser/Hauser	22.00
8. Leon/Bowen	26.00
9. Corelli/Johns	32.00
10. Winter/Robin	35.00
11. Delavo/Debevoary	37.00
12. Ashley/Ashley	48.00
13. Wells/Berg	49.00
14. Perlmutter/Perlmutter	51.00
15. Mohli/Fleming	51.00
16. Reding/Herting	56.00
17. Udo Winkler	68.00

HOBIE 16B	POINTS
1. Hendrix/To	3.00
2. DeCurtis/DeCurtis	10.00
3. Linholm/Kearns	10.00
4. Irwin/Wade	15.00
5. Hunter/Hunter	17.00

HOBIE 16C	POINTS
1. Van Raden/Van Raden	5.25
2. Purciel/Purciel	8.75
3. Kocka/Fick	8.75
4. Williams/Gonho	11.00
5. Jasensky/Jasensky	21.00
6. Jack Landers	24.00

HOBIE 14A	POINTS
1. Burt Sherriff	3.00
2. Lantz	8.00
3. Dick Lantz	12.00

HOBIE 14T	POINTS
1. Earl Landers	4.25
2. Bob Heyer	5.50

#### CINCO DE MAYO FLEET 66, DIVISION 2 PUERTO PEÑASCO, MEXICO MAY 7-8, 1994

HOBIE 20	POINTS
1. Campbell/Benik	3.00
2. Brian Cummings	6.75

HOBIE 18A	POINTS
1. Brown/Eldred	6.50
2. Parzeau/James	8.75
3. Heffernan/Bates	8.75
4. Lindley/Lindley	13.75
5. Thomas/Youngerman	15.00
6. Miller/Grandbois	20.00
7. Mondragon/Searan	23.00
8. Hankins/Hankins	30.00
9. Eger/Eger	35.00
10. Wadsworth/Villalvazo	38.00

HOBIE 18B	POINTS
1. Osburn/Begg	4.25
2. Diaz/John Z	10.00
3. McIntosh/Power	13.00
4. Knipp/Mulay	13.75
5. Ray/Ray	17.00
6. Prosser/Prosser	20.00
7. Howell/Ramirez	25.75
8. Mulay/Mulay	28.00
9. Upham/Fisk	33.00
10. Palmer/Delay	41.00
11. Roseberry/Roseberry	41.00

HOBIE 18C	POINTS
1. Marshall/Hallada	5.50
2. Raphael/Piette	10.75
3. Banks/Bomborg	12.00
4. Segerstrom/MacGregor	12.75
5. Chelinsky/Wynhoff	16.00
6. Mason/Hutchinson	23.75
7. Murdock/Chelinsky	27.00
8. Willoughby/Willoughby	29.00
9. Walker/George	30.00
10. Turner/Sensenbach	35.00
11. Pasley/Pasley	38.00
12. Bruchhauser/Bruchhauser	43.00
13. Bomborg/Bomborg	54.00

POINTS	
14. White/White	60.00
15. Givens/Clement	60.00

HOBIE 18N	POINTS
1. Van Deventer/Heath	3.00
2. Munding/Bertram	8.00

HOBIE 16A	POINTS
1. Hauser/Hauser	3.00
2. Gantsweg/Barb	10.00
3. Tyler/Tyler	10.00
4. Zimmerman/Zimmerman	17.00
5. Dolan/Dorothy	18.00
6. Wells/Jennifer	23.00
7. Ashley/Ashley	25.00
8. Winkler/Seaman	30.75
9. Krauss/Krauss	36.00

HOBIE 16B	POINTS
1. McMaster/McMaster	4.25
2. Youngwerth/Youngwerth	8.75
3. Phelen/Phelen	8.75
4. Peto/Seabee	14.00
5. Novak/Novak	21.00
6. Kirschner/Kirschner	21.00
7. Grandbois/Moquino	24.00
8. Haneman/Haneman	27.00

HOBIE 16C	POINTS
1. Schrader/Schrader	5.50
2. Click/Click	6.75
3. Kocka/Tuckey	8.50
4. Maas/Maas	14.00
5. Nelson/Nelson	20.00
6. Helm/Staples	21.00
7. Langer/Shoemaker	23.00
8. Palmer/Kniffin	36.00
9. Schutt/Schutt	36.00

HOBIE 16N	POINTS
1. Kevin Kerchervall	6.25
2. O'Connor/McAllister	14.00
3. Pierce/Pierce	16.00
4. White/Walkovich	16.00

HOBIE 14	POINTS
1. Dan Dolan	12.75
2. Mark Phielix	16.00
3. Hector Lopez	16.00
4. Martin Lopez	16.00

HOBIE 14T	POINTS
1. Robert Cargill	7.50
2. Earl Landers	8.75
3. Howard Chase	14.00

HOBIE 14TN	POINTS
1. Jim DeCook	16.00

### DIVISION 3

#### ROARING 20S REGATTA FLEET 20, DIVISION 3 WOODARD RESERVOIR, CA MAY 14-15, 1994

HOBIE 20A	POINTS
1. Mooneyham/Trevey	4.25
2. Goodell/Vaughan	12.75
3. Rodal/Hutson	16.00
4. Burling/Seidner	16.00
5. Harris/Martin	18.00
6. Joder/Joder	22.00
7. Leonard/Stephen	22.75
8. Wiegman/Wiegman	25.00
9. Duncanson/Duncanson	25.00
10. Neathery/Lindsay	28.00
11. Valenta	42.00
12. Thompson/Stranahan	42.00

HOBIE 18A	POINTS
1. Bliven/Katzman	3.00
2. Borris/Borris	9.00
3. Simon/Simon	10.00

HOBIE 18B	POINTS
1. Kern/Grimaldi	3.00
2. Helman/Cook	8.00
3. Wadleigh/Ellefson	12.00
4. Medeiros/Dautrive	17.00
5. Demak/Looney	19.00

HOBIE 18C	POINTS
1. Moon/Anders	3.00

HOBIE 17A	POINTS
1. Doug Johnson	3.00
2. John Bauldry	11.00
3. Ron Kitowski	12.00
4. Mark Mooneyham	13.00
5. Nina Farrell	19.00
6. Brett Woods	21.00
7. Keith Ledbetter	27.00

HOBIE 17B	POINTS
1. William Tripp	3.00
2. Pete Rudnick	6.75
3. Edward Muns	11.00

HOBIE 16A	POINTS
1. Porter/Gallagher	4.25
2. Hess/Hess	9.00
3. MacDonald/MacDonald	11.75
4. Katz/Loosletten	14.00
5. Tobie/Belsham	17.75
6. Montague/Ward	18.00
7. Reese/Hess	26.00
8. Forbert/Forbert	28.00
9. Apple/Reilly	42.00
10. Laver/Hail	42.00
11. Sajdak/Jones	45.00
12. Houser/Houser	47.00
13. Stark/Stark	47.00

POINTS	
14. Tully/Tully	48.00
15. Weber/Ryerson	53.00
16. Englehardt/Hansen	54.00
17. Urband/Hites	55.00
18. Klein/J.N.	56.00

HOBIE 16B	POINTS
1. Duffield/Goad	5.25
2. Miller/Miller	7.50
3. Petersen/Petersen	12.00
4. Jason/Jason	15.00
5. Thomas/Gibson	18.00
6. Panattoni/Hendrin	21.00
7. Sinclair/Hannah	23.00
8. Martin/Little	25.00
9. Murphy/Murphy	28.00
10. Ragsdale/Robb-Jancols	35.00

HOBIE 16C	POINTS
1. Bjork/Bjork	5.50
2. Apple/Jefries	7.50
3. Hansen/Hansen	11.00
4. Gallagher/Weatherington	16.75
5. Lane/Gasparini	20.00
6. Lehman/Axford	22.00
7. Rellinghouse/Rellinghouse	23.00
8. Crimmins/Crimmins	31.00
9. Janssen/Scudder	31.00
10. Phillips/Brettnere	36.00
11. Patrick/Doyle	37.00
12. Glass/Lopez	40.00

HOBIE 16N	POINTS
1. Bjork/Bjork	5.50
2. Apple/Jefries	7.50
3. Hansen/Hansen	11.00
4. Gallagher/Weatherington	16.75
5. Lane/Gasparini	20.00
6. Lehman/Axford	22.00
7. Rellinghouse/Rellinghouse	23.00
8. Crimmins/Crimmins	31.00
9. Janssen/Scudder	31.00
10. Phillips/Brettnere	36.00
11. Patrick/Doyle	37.00
12. Glass/Lopez	40.00

HOBIE 16C	POINTS
1. Bjork/Bjork	5.50
2. Apple/Jefries	7.50
3. Hansen/Hansen	11.00
4. Gallagher/Weatherington	16.75
5. Lane/Gasparini	20.00
6. Lehman/Axford	22.00
7. Rellinghouse/Rellinghouse	23.00
8. Crimmins/Crimmins	31.00
9. Janssen/Scudder	31.00
10. Phillips/Brettnere	36.00
11. Patrick/Doyle	37.00
12. Glass/Lopez	40.00

### DIVISION 6

#### WAYWARD WINDS REGATTA FLEET 8, DIVISION 6 TEXAS CITY, TX JUNE 25-26, 1994

HOBIE 18A	POINTS
1. Tomko/Pethfel	8.7
2. Eller/Guinn	9.5
3. Yurinak/Gremillion	11.7
4. Mirlitch/Mirlitch	11.7
5. Sneider/Gillentine	14.0
6. Johnson/Jermaine	17.0
7. Monosmith/Reeh	25.0



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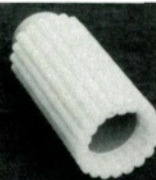
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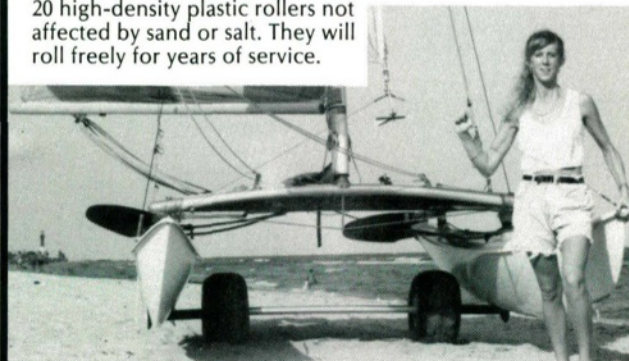
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## NORTH AMERICAN REGION NEWS

### Let's Get Started

#### Time To Get The Junior Program Up And Sailing

BY ALAN EGUSA  
NAHCA 1ST VICE CHAIRPERSON

My first reaction to the idea of a Hobie Cat junior sailing program was, "Sure! We can give the juniors their own start in our regattas."

Most Hobie sailors would heartily agree. However, after some thought, I realized establishing junior starts was the last step, not the first.

What is junior sailing, anyway? What are its purpose, goals and reason for being? From the perspective of the "big picture," Hobie junior sailing is a key way to nurture and perpetuate our sport. It is the perfect vehicle to pass on a lifestyle we enjoy and love.

A junior sailing program consists of recruiting large numbers of kids, teaching them to sail in regularly scheduled classes with certified instructors, and then letting them decide for themselves whether they like sailing enough to make it part of their lives. Encouragement is fine, but kids cannot be forced.

Historically, only five percent of participants in junior programs (or of the sailing population in general) become racers. Hardcore types like me must always remind themselves there is more to sailing than racing.

#### OPR IS OK BY NAHCA

Once we agree on the need for and goals of a Hobie junior sailing program, the question is, how do we do it? The NAHCA

does not have massive amounts of money; we hardly have any amount of money. Neither do we have the luxury of nation-wide facilities, fleets of boats available for regularly scheduled junior classes, or an army of trained sailing instructors (yes, they have to be taught how to teach).

We may not have these necessities, but somebody does. So, I've been thinking about using OPR. You've heard of using OPM (other people's money). OPR is other people's resources. The key concept here is symbiosis; "other people" (OP) will not deal with us unless they enjoy a mutually beneficial relationship.

Who are these OPs? The first group is the United States Sailing Association (USSA). It publishes the rule book we all use, and also offers the best regatta insurance my local Fleet 3 could find.

USSA does a lot of other things about which most sailors in general, and Hobie sailors in particular, are not aware. Among the activities offered is a junior sailing program.

USSA has the organizational know-how, the books and printed materials, the instructor certification programs, and the experience. It also is desperate for more members. In the long run, I believe the NAHCA and USSA need each other if both are to survive and prosper.

The rest of the OPs are yacht clubs, sailing associations, and county and municipal parks and recreation departments. All have existing facilities, and many already offer junior sailing programs. If they do not, guess who is going to persuade them to establish one!

Each Hobie fleet should investigate and fully utilize the resources in its own geographical area. Yes, this has to be a grass-roots sort of thing.

Remember the cry for self-determination? We and our sport will live by it, or die for the lack of it.

#### MUTUALLY BENEFICIAL

Why should the local yacht club and/or parks and recreation department let you in on their action? They usually love (and need) volunteers. Your local Hobie fleet can help recruit kids into their junior programs. A percentage of these kids may become yacht club members when they grow up. (If they don't ever grow up, they can join your Hobie fleet.)

Yacht clubs are looking at long-term survival, too. Also, some of your fleet members eventually may buy bigger boats and join the yacht club, although it is our guess (and hope) they will never forsake their fast and fun Hobie Cat, either.

Most junior sailing programs use several different kinds of dinghies. The type of

boat any given junior would be allowed to sail would depend on his/her age, experience and skill level.

Hobie Cats are the hot rods of the dinghy world and can be utilized as part of a junior fleet reserved for older, more experienced youth sailors. Graduating to a Hobie Cat would become a status symbol among the kids (and perhaps entice a few of them eventually to buy a "hot rod Hobie" and join your local fleet).

From the yacht club's point of view, Hobie Cats would add diversity to the junior fleet. Used Hobie 14s or a new junior model Hobie would be ideal.

Hobie fleets could hold fund-raisers to help acquire these boats. Perhaps local businesses would sponsor a boat for the program if their company logo was emblazoned full-size on the mainsail. (Of course, conservative yacht clubs may not go for this, and I also am getting carried away here.)



**From the perspective of the "big picture," Hobie junior sailing is a key way to nurture and perpetuate our sport. It is the perfect vehicle to pass on a lifestyle we enjoy and love.**

#### TOO LEGIT TO QUIT

Hobie Cats no longer are the mavericks of the sailing world. We are finally accepted as a legitimate class in most quarters; as such, we must work toward becoming a solid part of the sailing establishment. I believe a Hobie junior sailing program will help us accomplish this objective.

Throughout the process of giving birth to an exciting junior sailing program, the NAHCA will function as a source of information, guidance and encouragement. I personally will gather ideas, strategies and methods for compilation under one cover. A guide filled with innovations, suggestions and success stories would be a helpful tool for local Hobie fleets in their efforts to establish individualized junior programs.

Please send me any and all of your ideas and case histories. My address is 856 12th Court, Manhattan Beach, CA 90266. All contributions and assistance will be greatly appreciated.

Thank you in advance for your participation. Now, let the fun and games begin!



# 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



### 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

**Sept/Oct 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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### 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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Made For Fun In The U.S.A. — It's Hobie Cat!

These and other great accessories are available from your Hobie dealer. Call 1-800-Hobie-49 Ext. 316.



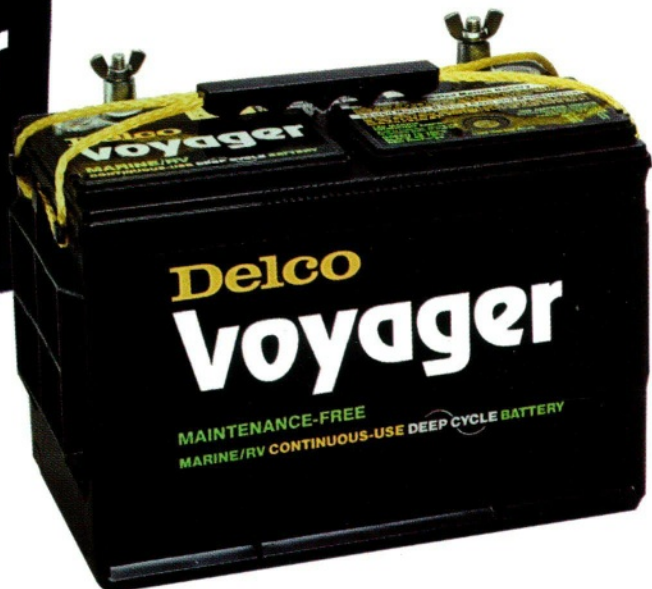
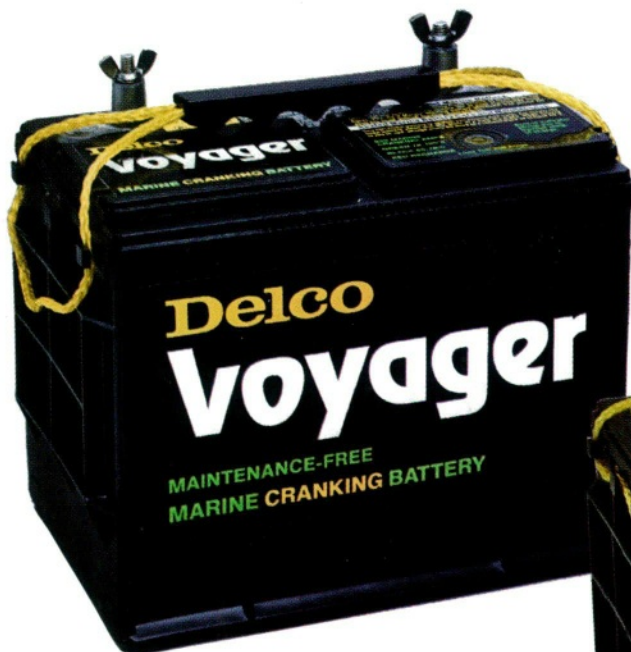
# Remember when your parents told you not to stay out too late ?

Well, now you're all grown up and you can stay out as late as you want... as long as you've got the power of Delco Voyager batteries working for you.

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