

# *Hobie* **HOTLINE**

NOVEMBER/DECEMBER 1994

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## **Sailing To The Heights**

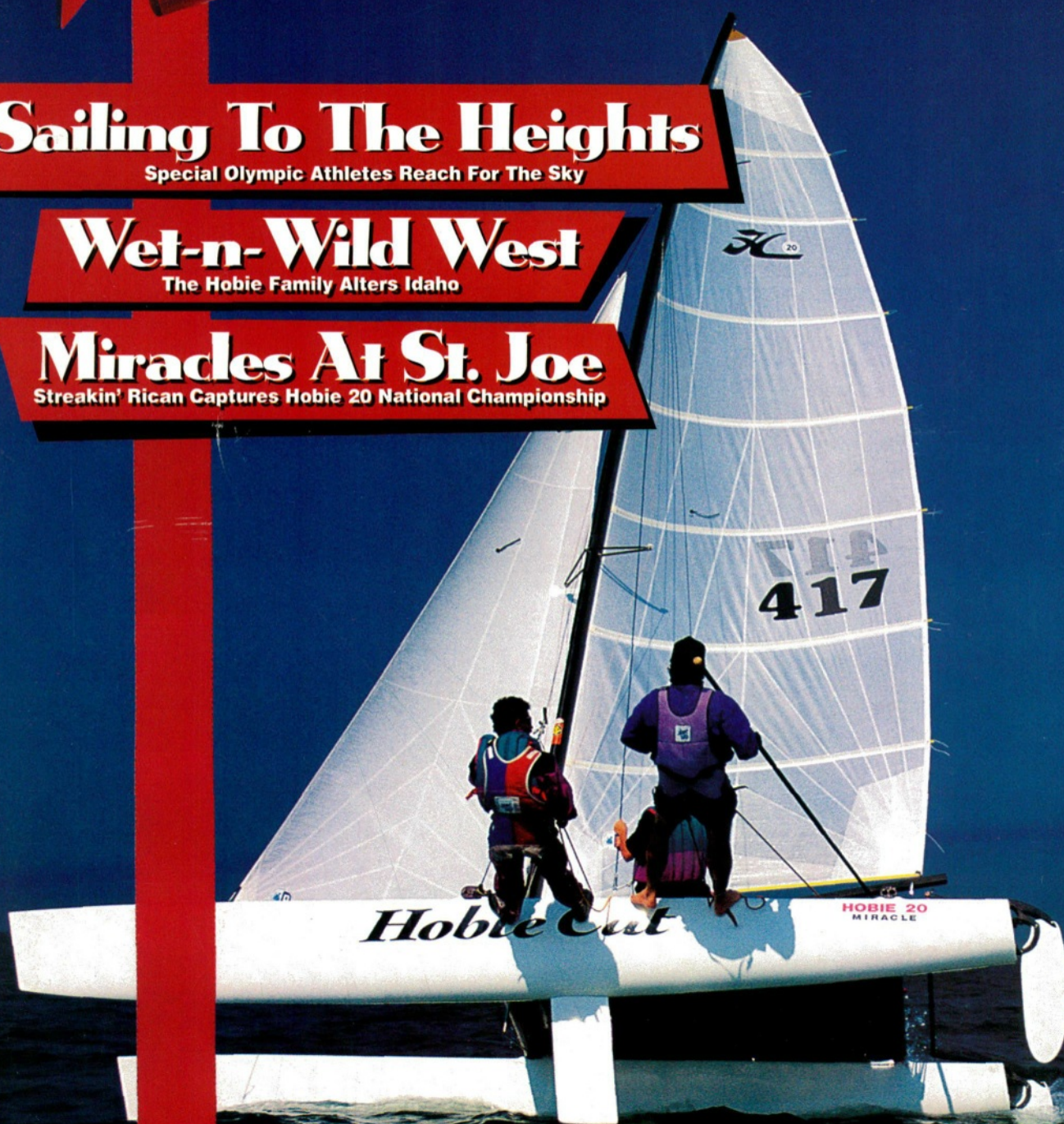
Special Olympic Athletes Reach For The Sky

## **Wet-n-Wild West**

The Hobie Family Alters Idaho

## **Miracles At St. Joe**

Streakin' Rican Captures Hobie 20 National Championship







# HOBIE

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## Hobie HOTLINE

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MIKE STRAHLE

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

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#### On the cover

We're dreaming of a white Christmas and a hull-flying new year. Hobie 20 photography by Murry Sill.



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## A Special Kind Of Fun

We all have our limits. Each of us can only run so fast and jump so high. Achievement is based on stretching our potential to that upper limit, doing all we possibly can do.

Just do your best, we tell our children and say to ourselves. But what do we tell people with mental retardation; what messages do we send? What do we expect from them? Sadly, often very little. And usually that's what we get.

No matter what their I.Q., all folks tend to live up to expectations. Or down to them.

Although not intentional and far better than the racist and insensitive old terminology, the description of one problem, Down's Syndrome, still conjures up the notion of less — down, not up. Yet the child I know with that condition is the joy of her parents' life. The mom, a former Hobie Cat employee, and her husband had been unable to conceive for a long time. Perhaps that circumstance helped her to be blessed with the patience needed to take care of a child with special needs, and to reap the rewards in her child's boundless love.

As Forrest Gump's mother remarked in that incredible movie that showed "Simple is as simple does," "Life is like a box of chocolates. You never know what you're going to get until you open it."

Hobie Cat sailing opened up a sweet new world for the Special Athletes profiled in the article, "Olympians," featured in this issue. Working with the astounding, mentally retarded adults, all newcomers to sailing, Mandy Bolles, a six-year volunteer with the Connecticut Special Olympics, demanded an opportunity for these Hobie Catters to strut their stuff. "These are people who should not be tucked away at home," she chastised. "Give them a chance, and time and time again, they will show you what they can do."

I have seen and heard examples in other facets of life that support those deeply felt words. Growing up, I will remember my cousin who was "different." (Remember when that word was offered in a hushed explanation?) Her parents at one point placed her in an institution, but they couldn't give her up to that life, and so they brought her back into the family circle. Although she has the mental abilities of a six-year-old, my cousin is today a happy and productive member of society. Her parents don't regret their decision in the least.

I know of companies locally who hire handicapped crews to perform labor-intensive work. The employers report a high level of satisfaction with the workers' job commitment and task-performing abilities. The employees are ecstatic about having a job and "taking care of business, and myself," as one employee related.

When I discussed the subject matter of this Hobietorial with one of my colleagues, she told me about watching a song-and-dance production of mentally retarded people. "They were sensational! And they loved the applause and just beamed with excitement the whole time they were on stage."

Which brings us back to the Hobie Cat stage down at the beach. Everyone has their place in life, and that place might just be on a Hobie Cat.

Special Athlete Jennifer Hotchkiss explains the motivation with clarity and simplicity. "People with mental retardation enjoy sailing."

So do you and I, so I guess we all have a lot in common. As I've noted before, there's room on board a Hobie Cat for everyone.

Sailing promises to be a big part of the Special Olympics from now on. If you're interested in becoming a volunteer, I suggest you call "Olympian" author Joe Manganello at (203) 421-3614 or Special Olympic Sailing Director Tom Barkely at (410) 996-6252.

Hobie Cat sailing, by its very origin and nature, is an inclusive sport. Now, we have a chance to make it a real fun-for-all for all.





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## LETTERS

HOTLINE

### COMIN' HOME TO HOBIE

Can you please send me information on how I can subscribe to the Hobie HOTLINE? I'd like to start sailing Hobie Cats again. Growing up in Redondo Beach, we had access to a lot of boats. My folks had a 42-foot ketch, and almost all of my friends' folks had boats; both sail and power, short and long.

Although I never owned a Cat, I first sailed a Hobie 14 in the late '60s and it was a lot of fun. After college, I had to think about making a living and I kinda drifted away from sailing. Now I've got a little more time on my hands and I've been able to afford to move out of the Los Angeles area.

I live in Atascadero, California, about 20 miles north of San Luis Obispo. I see a lot of Hobie Cats around, parked in driveways and yards. And I see used Hobies for sale every now and then, but I can't find a dealer up here.

I'd like to find the closest club or fleet because I've been thinking it might be wise to buy a used Hobie Cat, sail it for six months or a year to see if I really like it, then go out and buy a new boat. Maybe then I'll be able to decide which model I really want.

I'd like to know what to look for when buying a used boat. If there were a local group of Hobie sailors I could talk to, perhaps they could answer my questions.

My ultimate goal is to race. I raced dirt bikes for 20 years and had to give it up because I'm getting older now; although the pain isn't greater, it seems to last longer.

Falling off a Hobie Cat doesn't look too painful. I'm still surfing and want to get a Hobie Cat as soon as possible, so any input you might have would be appreciated.

It just occurred to me that a used boat from an honest dealer would be the best bet. He'd not want to rip me off because I'd complain to you and he'd want to sell boats to me later.

Tell Hobie Alter that I surfed his boards a long time ago, along with Bing and Dewey Weber. In a garage in Culver City sit several boards — Bing, Dewey, Hobie.

Bill Welch  
Atascadero, CA

Welcome aboard, Bill! Subscribing to HOTLINE is easy. Just fill out the postage-paid envelope found in every issue of the magazine, or call us here at (619) 758-9100, ext. 600.

By all means, join a Hobie Fleet. There's no better introduction to the "Hobie Way of Life." The closest fleet to you is Fleet 259 in San Luis Obispo, California.

You're right; purchasing a boat, whether new or used, from a Hobie dealer is your best bet. Your closest dealer is Sailboats of Bakersfield at (805) 322-9178.

We wish you many happy years of Hobie sailing. It's great having you along for the ride.

### ARE WE GETTING TOO PERSONAL ... OR NOT ENOUGH?

Thanks for running my letter requesting a "Hobie Mermaid Pen Pal" in the July/August 1994 HOTLINE. I received a letter from Fleet 5's Jacquie Albina, who suggested I reword the ad to obtain a better response. What do you think?

A personal column for happy Catters might be a good idea to attract HOTLINE readers.

Thought you'd enjoy the bit of creative writing enclosed. You have approval to print it, thanks to Jacquie.

Jamie Durward  
Gisborne, NZ

### DEAR JAMIE,

Mermaid????? Don't you know that us lady Hobie Catters require much more enticement than "Mermaid" ... after all, we are too busy at the helm of our sleek, hull fly'n Hobiemoobiles to notice much else.

So I thought I'd help you out ... rewrite your ad to generate greater "mermaid" response:

**CATCH OF THE DAY ...** Handsome Hobie Sailor in search of pretty, bubbly, streamlined angelfish. Values brain coral over mussels, can carry a tuna, not shellfish. If you're in search of a hull fly'n fish, drop me a line. I'm waiting with baited breath. I'm doing this for the halibut; no hagfish, dogfish, crabs or snappers, PLEASE!

Jacquie Albina  
Oldsmar, FL

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



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## ATTENTION SUPERSTITIOUS RACERS ... (And Don't Try To Pretend You're Not!)

Cats and superstition seem to go together like two hulls of a Hobie. We want to know what ritual you follow before or during a race to make sure you do your very best.

Do you always wear the same underwear? Or no underwear? Do you eat a certain pre-race meal the evening before a big regatta? Always step on the boat with your left foot first?

We want to compile an article highlighting the things sailors do for good luck. Even the — shall we say — offbeat things; especially, the offbeat things!

Please send us a short synopsis of your favorite sailing superstition, enclosing a photo as well, if it relates. Make sure you provide your address and phone number, too, so we can contact you if necessary.

Come on, admit it — everyone is at least a wee bit superstitious. (A Hobie Cat employee confessed he performed a successful exorcism on his boat to get rid of past mishaps and losses.) Share your good luck charm with your fellow sailors.

Send your synopsis to: Cat Charms, HOTLINE, P.O. Box 1008, Oceanside, CA 92051. Don't walk under any ladders on your way to the mailbox!

## 20s CONQUER BRITAIN

The first American settlers journeyed from England on the Mayflower, but now the United States is making its mark on the British racing scene with the made-in-America Miracle 20. In competition the Miracle 20 is a bit friendlier than the 1776 Revolution and is coming out on top.

According to Graham and Glenys Sawyer writing in Essex's *The Daily News*, "Two Miracle 20s made an impressive debut in England (recently) when they competed in the well established East Coast Piers Race at Marconi Sailing Club in Essex and came in first and second place." The Dutch Nacra team came in third, but last year's winner, John de Vries, who switched from his Tornado to a White Formula Hurricane, "didn't fare as well." Yo, John — next time try flying a Miracle 20!

The report says the Miracle 20s won in "strong wind conditions and rough seas." How rough? "Many sailors were seen practicing their swimming techniques and numerous boats retired with torn sails and broken rigs."

## KIDS FLY HIGH

Newspapers are full of stories about kids getting high on drugs. This story is about kids getting high on life by getting high on a Hobie hull.

Charlotte-based Division 9 held a "Flight School" Hobie clinic for kids ages 10-15 last July. The objective, said commodore Rick Flack, was "to excite, involve and educate young skippers in the wild ways of flying a Hobie hull." Most of the kids hailed from monohull sailing families.

The clinic was a splashing success, so much so that parents are now begging for a "Master's Flight School" adult Hobie clinic (perhaps so they can catch up with their children). Organizers were ecstatic with the results, saying the growth curve of the young skippers was amazing.

According to the report, "The day began as a ground school, with USSailing Level 2 instructor, Chad Stewart, showing the basics. The kids enjoyed — however awkwardly — getting out in the trap and swinging in to the tramp. After a demonstration of righting procedure, they all hit the water to try their hands at the tiller."

That's when things really became interesting, as narrated in the report. The kids set out on Hobie 14s and 16s as the whitecaps began forming in Charleston Harbor. Although every boat had pitchpoled by day's end, the sailors gained confidence, control and speed. When it was time to head back in, not one young sailor went quietly.

"We can rest later! We want to sail!" shouted Will Hanckel, 10, who has sailed his dad's monohulls, and Robert Shapiro, 10, an Optimist skipper. Now they and all the other kids just want to sail a Hobie Cat!

## SCHOOL'S OUT — RACING'S IN

The clinic's success spilled over to the Charleston area Hobcaw Yacht Club Regatta the following month. The open race attracted 70 boats; almost one-quarter of them Hobies, including four Miracle 20s. Rick Flack was the Hobie 16 winner. He said the two-day Flight School definitely triggered higher participation in the regatta.

"We had no idea this (the Hobie clinic) would be so successful," related Flack. "The fun of a Hobie Cat is contagious!"

Organizer Rob Stewart agreed, declaring, "We had a ball!" He believes the combination of a skilled instructor and eager sailors did the trick. "We think this is something every division can benefit from and certainly Hobie Cat in general." Amen.

## Spot Shots



SCOTT FORESMAN

What's got into the little shaver now? It's getting to the point that people come to a Hobie Cat regatta just to find out what Mark Santorelli's done to his hair this time around. (Ahh, what tales his ponytail could tell, except it's now attached to his hat instead of his head.)

Perhaps this latest "do" (pictured here) helped crew Mark and skipper Wally Myers go head-to-head against over 100 men's teams competing in the recent Hobie 16 World in La Rochelle, France. They came in fifth.

When asked what new scalp job may be on the horizon, Mark again took the fifth.

Send your photos and explanations to: Spot Shots, HOTLINE, P.O. Box 1008, Oceanside, CA 92051. Don't forget now — we're saving this spot for your shot!

## NAME GAME CORNER



My boat's name is Michael's Miracle. The reason: it's a miracle I got a job here in California after serving in operation Desert Storm. The crew is Deanna Cary with her two daughters, Whitney and Emily.

Michael Valenta (Team Texas)  
Pittsburg, CA

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



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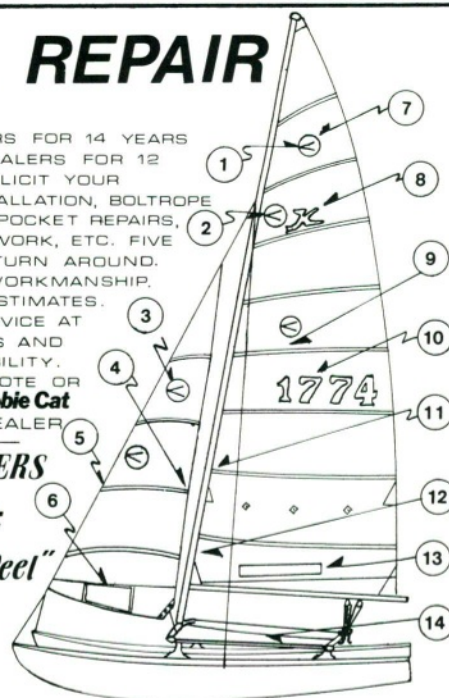
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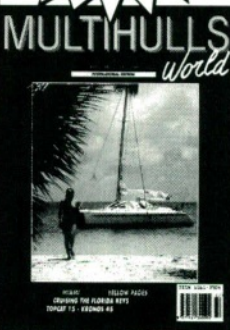
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## Dear John

BY JOHN HACKNEY

### BLAST OFF

*I have read a lot about mainsail trim upwind in heavy air. Some say it is best to leave the main blocks sheeted in very tightly, traveled out, and feather the boat in puffs. Others say you should play the sheet in puffs. What is your opinion?*

*Also, I know that if you sheet in the jib too tightly upwind, you will cut off the slot, but if you let it out too much, you won't get a good flow. How do you know when you've got it right?*

Sailing in heavy air can be a blast, creating that natural adrenaline high that keeps Hobie sailors coming back for more. Unfortunately, the same heavy-air sailing can create overwhelming fear, causing a new boat owner or crew never to venture out on that suicide boat again!

Whatever your perspective, sailing in heavy air can be physically demanding. Special sailing skills and tuning techniques are required to make sure your Hobie performs to its potential without causing undue worries. Sailing enjoyment can be defined a lot of different ways, but keeping that Hobie in control is always a good start for having a great time.

Heavy air does not refer to a specific wind velocity or range, but rather the point at which you feel the boat is sailing you, rather than you sailing the boat. The goal is to increase your control threshold as far as possible, so you can enjoy sailing at higher and higher wind velocities.

Generally speaking, most sailors believe crew weight allows you to sail in heavier air while maintaining control. This concept is false. If you sail light and follow this train of thought, you will be relegated to staying on the beach when the wind blows, as you will never be mentally prepared to control your boat. What's this, the art of Zen sailing?

Some of the best heavy-air skippers sail at minimum crew weight. Mental and physical preparation, experience (tiller time), perspective and boat tuning play a big part in heavy-air control.

The best advice is to enjoy your sailing, and go out only in conditions in which you and your crew feel comfortable. As your skills get better, your threshold will get higher.

### TRAVELER OUT OR IN?

Which is better for upwind heavy-air sailing, traveling out with the mainsheet tight or sheeting out with the traveler in? My preference is for traveler out, sheet in. Explanations will change with various Hobie Cats and sail materials, but basically keeping the sail sheeted in tightly will maintain a flat sail that will increase your pointing ability and depower the sail.

Pay attention here, the boat (for practical purposes) has a finite speed upwind. No matter how fast the wind blows, the boat will only go so fast. So if you remember your trigonometry and vector stuff, you will know that as wind velocity increases and your boat cannot go any faster, either the boat must be pointed higher, which has its limits, or the traveler must be eased out to keep the sail's relative angle to the apparent wind correct.

If you move the traveler out and keep the sail sheeted in and flat, you can point just as high but really be footing off; great concept, foot off to point higher. Where have we heard that before?

The setup for heavy-air upwind sailing is keeping the sail flat. The battens must be relatively loose, the downhaul and outhaul tight, lots of mast rake, and bend the mast.

On the Hobie 21, mast bend can be induced with tight diamond wires. You should under-rotate the mast. All other Hobies have the mast over-rotated and the diamond wires loosened considerably, but not too much or the mast may break. Check the diamond wires on the local expert's boat to get in the ballpark on the tension.

A Hobie 16's mast is over-rotated permanently and main-sheeted block to block, which really flattens the sail. Especially on the Hobie 16, in heavy air the more you foot, the higher you go; well, there are limits.

A quick point on jib setup. If you can adjust the luff tension on your boat, keep it tight in heavy air. Jib sheet leads should be moved aft and or out, depending on the adjustments of your particular boat.

Moving the jib leads out and back opens the slot up high, decreases jib power and reduces heeling of the boat. This arrangement forces the jib flat on the bottom and depowers the top; just what the sailmaker ordered.

### MAINSAIL MANIA

*I've been sailing my Hobie 14 for about five years. (Boy, that time really flew!) I sailed a monohull 20 years ago, and had forgotten how much fun sailing is. I'm sure someone has already said, "Two hulls are better than one."*

*Back to the point ... I've learned most of my sail trimming from trial and error, a few monohull books, and, most recently, from reading HOTLINE. There are two adjustments (at least) that I've found little or no information about, especially for a Hobie: traveler and batten adjustment.*

*I would appreciate a couple tips about how to coordinate traveler and mainsheet adjustments for the best trim. I also would like to know the basics of batten adjustment (like when to tighten or loosen). Thanks for your help.*

Let's talk mainsails. Forget about which Hobie you own, sail construction, sail material, how much the wind is blowing, or what color is fastest. We need some plain talk about what mainsail adjustments do.

Yes, boat-specific variables do make a difference in any mainsail discussion, but we have to start somewhere. Seek out differing opinions; the more, the merrier.

All Hobies have a few mainsail adjustments in common. Some are running adjustments, easily done while sailing on some boats and not on others, but they all do pretty much the same thing. This particular question requests information on battens and traveler adjustment, but let's add outhaul, downhaul and mainsheet to the discussion.

### BATTEN ADJUSTMENTS

Some sailors believe that if battens are not falling out, the crew should leave them alone. Obviously, this is a simplistic adjustment method used by a lot of sailors.

Probably, the original function of the battens was to support the extra sail area at the trailing edge of the sail known as the roach. If you ever noticed, the sail does not form a straight line from the top of your sail to the end of the boom. A lot of extra material beyond a straight line flaps in the breeze if left unsupported; thus, the batten.

The batten also helps shape the sail. Opinions vary on how much battens affect sail shape, but all seem to agree that battens do have an effect to some degree.

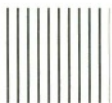
The shape the sailmaker puts in the sail is there, but the sail can be coaxed into slightly different shapes by batten tension and flexibility. Sanding the battens at strategic locations changes their flexibility and also affects where the maximum bend occurs.

Lay a batten on the floor and flex it upward off the floor. Find the location where the batten is highest off the floor, and you have discovered the point of maximum

CONTINUED ON PAGE 38



# Dealer Menu



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# The Sailing Smiths

## There's No Generation Gap When Father And Son Team Up On A Hobie Cat

PHOTOS COURTESY OF THE SMITH FAMILY

*I am pleased to share with you this story of one of our key ongoing contributors to the magazine. Most of you know Wick Smith as the genial and insightful author of "Racer's Edge." Now, you can get to know Wick as part of the delightful father-and-son team making waves on the Hobie 16 family racing circuit.*

*I feel fortunate to have connected with Wick. Not only has he made a continuing contribution to **HOTLINE** and the Class Association, but he lives the lifestyle. As you will see, at just seven years old, Bear does, too.*

Bonnie Hepburn

If it weren't for a camp near the Pamlico Sound in North Carolina, you wouldn't be reading this story. That camp is where Wick Smith discovered two loves of his life — his wife, Jane, and Hobie Cat sailing. Those discoveries resulted in the birth of their son, Wick III (Bear as he is known to family and friends), and in Bear's entrance into the "Hobie Way of Life."

The story begins, appropriately, with Wick's own father, whose name also is (good guess!) Wick. It was Wick Senior's original association with the people who founded YMCA Camp Sea Gull that led to Wick Junior's beginning there as a camper in 1968, when he was 12.

By the way, the name of all three Wicks is derived from the old English name, Wickliffe (which may explain why Bear is called Bear — it's easier to spell, let alone pronounce). For the remainder of this article, Wick will refer to the middle Wick; Bear to his son.

### LOVE BUG BITES WICK ... TWICE

Camp Sea Gull's full-service sea program appealed greatly to preteen Wick. Sailing and racing grabbed his attention right from the start. He began on a one-person sailboat called a Flipper, working his way up through a number of other boats while he evolved from camper to



**Life's a beach for Wick and Jane, Bear and Cat.**

counselor. When the camp purchased some Hobie 14s in the early '70s, that was it for Wick.

"I got bit hard," he recalls. "Once I got used to a 14, it was tough to go back to anything else. I didn't want to go slow on those other boats. I wanted to race on my Hobie 14. I never forgot what my initial experience on a 14 was like."

Wick also was destined to remember another experience — meeting a counselor named Jane who worked at Sea Gull's female affiliate, Camp Seafarer. Jane also was a water athlete; her specialty was swimming.

"We met when I was about 20. We started dating when I was 21. We got married in 1979 when I was 23."

After being away from camp and sailing for a few years, Wick yearned to get back into the sport, and he wanted to include his wife. "We weren't interested in a one-person or a three-person boat. We wanted a two-person boat. My early Hobie Cat experiences had stayed with me, so in 1981 we bought a new Hobie 16."

Wick remembers the time well. "It was the heyday of the Hobie 16, and we gladly jumped on the bandwagon." The Smiths joined Fleet 97 in Raleigh where they then lived, and started sailing and racing and having a great time.

Recognizing that pairing up on a boat can make or break some marriages, Wick

happily recounts, "We got to know each other better than most couples do. You have to work together as a team, and we did."

Wick and Jane eagerly joined the regatta circuit, journeying south to Charleston and north to Virginia Beach. They also hit the beach in St. Pete for the 1983 Hobie 16 National, where they finished, recalls Wick offhandedly, "around 66th or so."

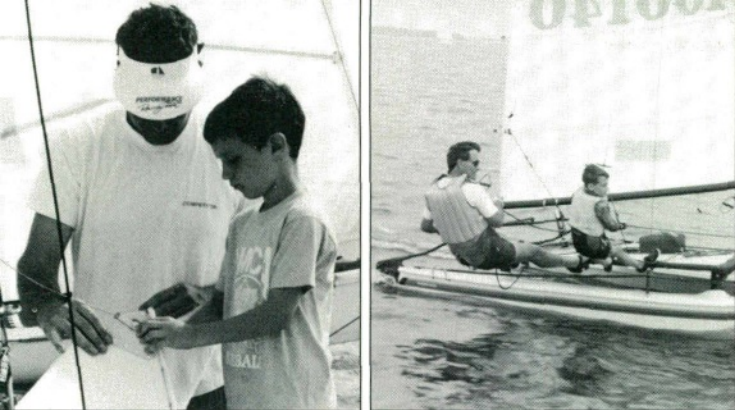
Now living in Fayetteville, North Carolina (where Wick serves as operations manager for a local Budweiser distributor and Jane is a junior high science teacher), Wick has made it to every single Hobie 16 National since that first one, a record of which he is proud. "I like to be as near the top as I can in every race, but the experience of being there is what I really like. I've become addicted to it, in a positive way." He notes that in addition to meeting racers from all over the country, he enjoys exchanging ideas and getting to know participants as sailors and friends.

### A NEW SMITH COMES ON BOARD

The times started changing for the Smiths in 1986, when Jane became pregnant. She sailed at the National that year, but when their son was born the following March, a decision had to be made.

"The Hobie 17 had just been introduced, and Jane agreed to a new arrangement," Wick says, speaking of his





**Pairing up on a Hobie Cat to share quality time.**

Wick allowed and encouraged Bear to progress at a comfortable pace, in accordance with his age and desire. After a year, the young sailor was tackling an entire race each weekend. "I wasn't as competitive in that one race, but that's not what it was about. It wasn't about trophies. Bear really wanted to be part of it with me. We had great times," remembers Wick fondly.

The fun increased, as did Bear's enthusiasm and attention span. "By the beginning of the '94 season, I thought about everything and made a decision," Wick relates. In lieu of spending one or two more seasons alone on the 17, he talked with his friend, Bob Poteat, who brought up his three children on Hobie Cats. The two eldest Poteat kids have moved on to different interests, but Bob's 14-year-old son, Hubie, is going great guns on his own 16.

Wick opted to make the transition right away. "I've seen kids change their focus in a typical progression through adolescence, and I didn't want to miss the window of opportunity with Bear." The Smiths bought a used Hobie 16, and Wick and Bear set out on their mini-stampede.

How have they fared? Ask their competitors at last spring's Myrtle Beach race, in which they captured second; or at the ensuing Kerr Lake, North Carolina and Virginia Beach, Virginia regattas, in both of which they emerged victorious. By the time this story goes to print, the Smiths may hurriedly be adding more bookshelves at home to display all of Bear's new trophies.

### **BEAR AND CAT LEAD THE PACK**

No doubt about it; the winning has been special. Bear had remembered seeing Hubie Poteat dunked in the pool to celebrate his first win, and he couldn't wait to be thrown in Kerr Lake after his triumph.

According to Jane, the view from the beach has been pretty spectacular, too. "In one race, I had a great close-up of Wick and Bear coming around C-mark. I watched them tack, and I was so proud I could hardly stand it. They nailed it!"

Bear, of course, is pretty stoked as well, although at this point in his life he is a man of few words. Perhaps he prefers to

let his sailing skills speak for him, which they very eloquently do.

"My favorite thing is getting out on the trapeze," says this seasoned sailor, who matter-of-factly proclaims, "Of course we always wear our life jackets. That's what you're supposed to do!"

Lest anyone think Wick is doing all the work and letting his son soak up the rays and adulation, let it be known that Bear is the crew and he performs a crew's work. "He handles all the jib duties," stresses Wick, who adds that sometimes Bear makes mistakes, but when he does, "I don't fuss or yell at him."

On board, Wick uses the time and teamwork to good advantage, letting Bear know that there are a lot of good sailors out on the course, and that doing their best is all they can do. "Despite our best efforts, sometimes we come up a bit short," he teaches, "but you have to smile through the losses."

### **TEAMING UP IS THEIR WAY OF LIFE**

Wick and Bear have enhanced their already close relationship through racing together. Honesty prevails.

"Once Bear asked me what we would do if the boat flipped. I said we'll just turn it over and get back on board and go sailing some more. He accepted my answer, and we kept right on going."

Keeping right on going, and going together, is the name of the game for Wick. "Being on the boat with my son, working in tandem with him and racing — it's something I really can't describe," says Wick, who in fact describes it succinctly.

"With him at his age and me at 38, it's hard to find something we both truly enjoy," he notes with insight. "Hobie Cat racing is better than other sports for us, because instead of competing against each other, we're always working together as a team."


When you think of it, that's the point of parent-child relationships; a point that can get submerged among daily homework battles, telephone tantrums and all the rest.

Most parents believe — and want their children to believe — they are all on the same side. Teaming up on a Hobie Cat puts that belief into action.

In the future, Wick knows, Bear may journey on to new interests and activities. Right now, the youngster has no trouble fitting sailing, soccer, swimming, basketball and baseball into his life.

Bear already is trying to talk his dad into a Hobie 20, and dad is listening, although he realizes the boat may be a few years in the future for them. "The 20 is crew-intensive," he explains.

For now, both Wick and Bear are happy to be out on their Hobie 16 together. "Bear feels like he's part of the team," declares Wick.

"And he is!" 

wife with pride and love. They sold the 16 and Wick started racing on the 17 — sailing solo, but definitely not alone.

"We'd just pack everybody up and get in the van and go to the regattas," explains Wick, who concedes that learning to sail the 17 has been a challenging process. "Although it's harder to tack and to feel the groove on, I have enjoyed the intricacies of getting the boat to go fast. I'm still working on it," he chuckles.

Bear's emergence into the sport (and startling success at the ripe old age of seven!) is remindful of the heredity-versus-environment conundrum. Is Hobie Cat racing in Bear's blood, or did all those early regattas with his folks leave their indelible mark on his psyche? Whatever the answer, there is no question Bear is making his mark, to the tune of two seconds and a first in his initial three regattas!

### **BEAR TAKES OFF**

Bear, a good swimmer like his mom, entered his first race with his dad three years ago, when he was four. "We put on our life jackets and I took him out in a regatta. He lasted half of one race — not bad considering the attention span of a typical four-year-old," Wick states. "I didn't want to scare Bear off or force him to continue. Winning the race wasn't as important as continuing the experience with my son."



# The New McCALLS



FROM FLYING A HULL TO FLY FISHING, JEFF ALTER, HIS WIFE, LAURIE, AND THEIR SON, CODY, LIVE THE "HOBIE WAY OF LIFE."



FATHER REALLY DOES KNOW BEST ... ESPECIALLY WHEN IT COMES TO HAVING A LAID-BACK GOOD TIME. HOBIE ALTER, SR., RELAXES ON HIS NEWEST INVENTION: THE FLOAT CAT SIXTY.

## THE ALTER FAMILY SAGA CONTINUES IN THE WILD WEST

PHOTOS COURTESY OF SUSAN, JEFF AND LAURIE ALTER

Those Alters are at it again! They're chasing new frontiers of fun, this time (except for Paula) in McCall, Idaho.

The Alter boys are still connected with water recreation, but their activities of choice have broadened. With 300 lakes and two major rivers nearby, the selection is superb.

Hobie Jr. recently completed his training in white water river rafting, and serves as a guide for tourists. He also handles property development for HPJ Partners, a family-owned business that is developing a residential mini-ranch project with minimum five-acre parcels.

Jeff says he would like to get his feet wet as a river rafting guide, too, but right now he and his wife, Laurie, are busy with the incipient Hobie Outback enterprise. The company manufactures the fantastic new Float Cat Sixty fly-fishing boat (see the accompanying article, "Hobie Rides Again") and other fishing-related products. He continues to maintain Hobie Designs, the company which handles trademark licensing.

In addition to sailing and river rafting, Jeff is into motorcycle riding competition and fishing in the summer, and then snowboarding and skiing in the winter.

He also would like to start white water kayaking.

### Altered Deliveries

Jeff and Hobie Jr. are branching out in other ways, too, as many of you know. Hobie Sr.'s two most recent grandchildren are quite a pair.

Both Hobie Jr. and Jeff have sons. (Hobie Jr. has two daughters, too.) Not only are Hobie Jr.'s son, Scotty, and Jeff's son, Cody, the same sex; they're the same age — exactly! Scotty and Cody celebrated their second birthdays on September 8.

Jeff says the coincidence was startling. "Hobie's wife, Stephanie, was a month early. My wife, Laurie, was a month late. Yet both delivered on the same day!"

### Sailing On

Paula Alter now lives in London, where she is a management consultant. Away from the racing scene for a while, Paula is back into sailing a Hobie 16. She trained hard for the recent 1994 IYRU Women's World in La Rochelle, France and it paid off; she captured 11th place.

Jeff was at La Rochelle, too, for the

IYRU World Championship, but he is finding himself too overwhelmed on the homefront to stay as involved with Hobie Catting as he would like. Although he won the first Hobie 20 National in Tahoe and placed among the top five last year at Kiawah Island, he couldn't make this year's event at St. Joe. He did have a good excuse. There was a pretty important scheduling conflict: the Denver debut of the Float Cat Sixty. (Jeff disclosed he would much rather be at the 20s, "but don't tell my dad!")

Jeff and Laurie also have had to step down from the executive directorship of the International Hobie Class Association. "It was a lot of work, but very rewarding," recounts Jeff, who assures members he will still be with them in spirit as well as in an advisory position. He is confident the new team will carry on the vision. "I know they'll take it and do good things with it — they're going to do a great job!"

Now you're up-to-date on Paula, Hobie Jr. and Jeff. Are you wondering what the head of the Alter clan has been up to? You'll have to read on to find out, but we'll give you a hint: it's one hundred percent pure pleasure and it floats.





HOBIE SR. HAS A WAY WITH TROUT AS WELL AS CATS.



GRANDSONS  
CODY (FRONT) AND SCOTTY (BACK).



HOBIE SR. AND WIFE, SUSAN,  
TRY THE SLOPES AT BRINDAGE.

## HOBIE RIDES AGAIN

### Introducing Hobie Alter's Latest Toy: The Float Cat Sixty

If you listen closely, you can almost hear the clicking of wheels and whirling of ideas being generated, tossed around and brought to fruition. Where are you? Inside the creative-genius mind of Hobie Alter, the man who has transformed dreams of fun into reality for millions of folks around the world for 40 years.

Some people build vast monuments to themselves, giving their name to office buildings and stadiums. Hobie Alter has built a monument for us all. The word Hobie is synonymous with water fun.

And what fun it has been. Surfboards, Hobie Cats, Hobie clothes, sunglasses and other accouterments of fun-in-the-sun-time relaxation, and now this: the ultimate fishing toy ... the Float Cat Sixty. Like everything else bearing the famous flying H, something this fun could come only from Hobie.

#### How Hobie Taught His Cats To Fish

Remember when Hobie Alter "retired" with his wife, Susan, taking his newly built dream boat, a 60-foot luxury catamaran, up to Washington? Well, Hobie started to do some fishing up there.

But heck, he realized, you don't always want to go to the trouble of taking

a boat out on the water just to fish. And standing on the shore gets old, too. OK, you could try a float tube, but that gets uncomfortable and cold, and the tube doesn't move through the water efficiently.

So Hobie got to thinking and tinkering. He decided he could build a better toy (after all, he'd done it a few times before).

Like everything else Hobie Alter touched, this concept turned to gold, the color of a magnificent trout jumping high out of the water in the summer sun. And what better way to catch that trout, and a few rays, too, than in the colorful Float Cat Sixty.

#### Fishing For Compliments


Unveiled at Denver's International Fly Tackle Dealer Show in September, the one-person Float Cat Sixty is "what fly fishermen dream of," according to the promotional material. Jeff Alter explains, "You sit on a beach chair-style seat (now mesh, soon to be plastic) that is mounted between two hulls. Your butt is about an inch out of the water, and you wear fins to propel yourself through the water, leaving your hands free for fishing."

The Cat is made of high-impact, rotationally molded polyethylene with

black-anodized aluminum crossbars. You don't have to inflate it as you would a float tube. It's lightweight, too, weighing only about 20 pounds.

The back of the chair has a mesh stripping apron ring with bags to hold fishing gear. It's detachable. "When you take it off, you have a Hobie Cat without the mast," notes Jeff. "Kids love to play on it, and they can't hurt anything valuable because that's all on the ring."

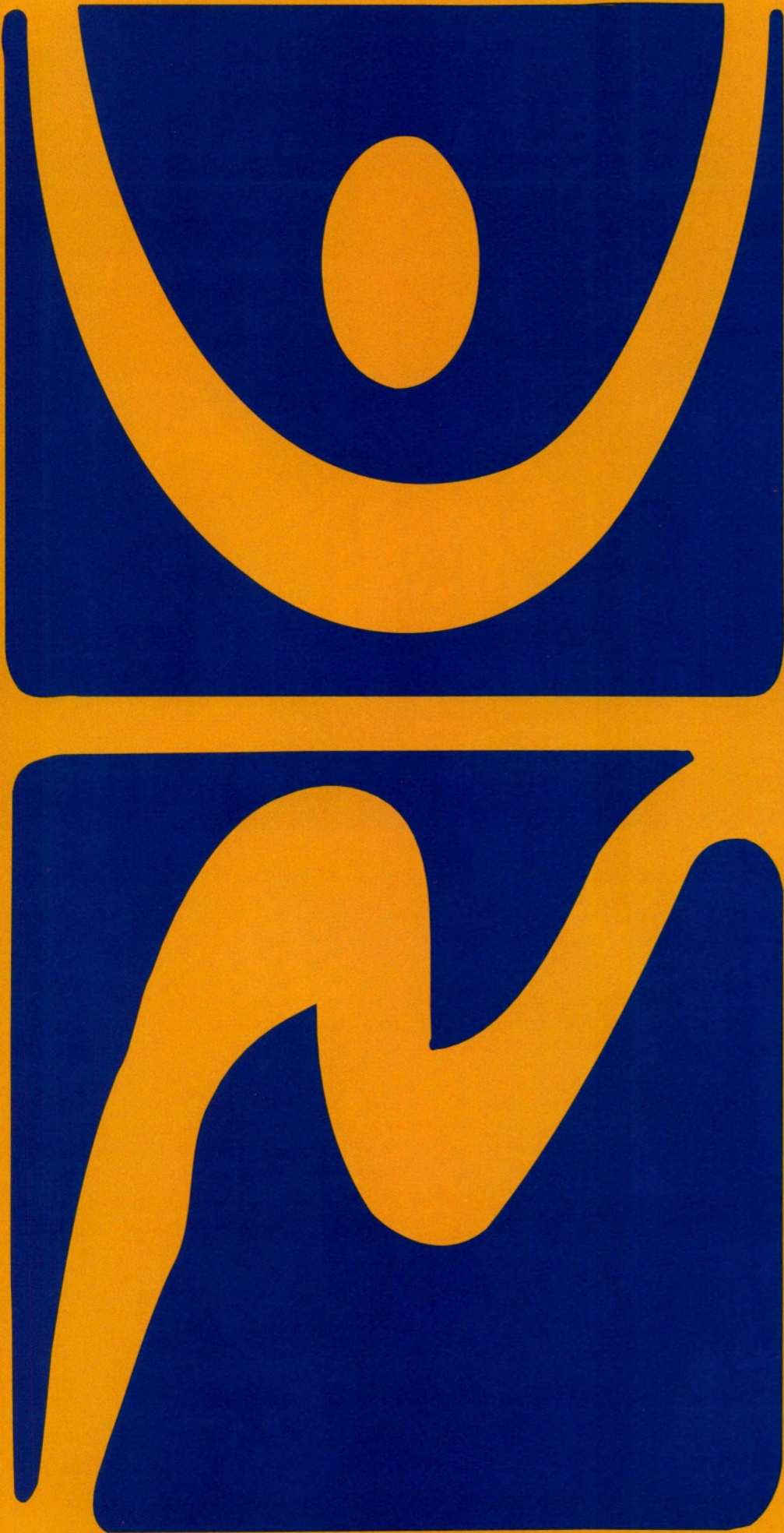
The Float Cat Sixty's price is as golden as the opportunity for fishing fun — only \$489 complete with all the "goodies" (pole holder, stripping apron, etc.), as Jeff Alter calls them.

Eventually to be sold in fishing stores, Float Cats currently are made and sold directly through the new Hobie Outback enterprise in McCall, Idaho. If you're ready to float into fun, give Jeff a call at (208) 634-4450, and ask for his brochure entitled, "Hobie Alter Has Taught His Cats To Fish." 



BY JOE MANGANELLO

# STAY ALIVE UNTIL YOU CAN REACH THE FINISH LINE





# Special Athletes Discover A Brave New World Of Accomplishment On A Hobie Cat

The date was July 9, 1994. Finally, the waiting was over. The big day had arrived, and the Connecticut Special Olympics Invitational Sailing Competition was about to begin.

West Haven's Savin Rock area was ablaze with flags, banners and thousands of people. Family and friends cheered wildly as sailing teams from Connecticut, Delaware, Maryland, Maine and Rhode Island lined up under the Olympic Arch and marched to the pavilion, accompanied by the music of the West Haven Symphony Orchestra.

After Wendi Little sang the Star Spangled Banner, the Olympic Torch was brought by boat to the end of the pier. There, Hobie sailor and Special Athlete Jennifer Hotchkiss of Madison boldly ran it up to the pavilion to light the glowing cauldron.

Donna Zettergren, a Special Olympian Hobie 18 sailor from Branford, proudly recited the Athlete's Oath. The words rang out with deep significance to all: "Let me win, but if I cannot win, let me be brave in the attempt."

After short welcoming speeches by 1995 World Games organizing committee president Timothy and his mother, Eunice Kennedy Shriver (who founded the Special Olympics), West Haven mayor Richard Borer thanked the citizens for supporting this event and sharing their shoreline with the world. Enough talk; now it was time for the competition to begin.

TOP LEFT:

SPECIAL OLYMPICS SAILING TEAMS SHOVE OFF FOR THE VERY FIRST TIME.

TOP RIGHT:

SPECIAL OLYMPICS SAILING IS MORE THAN JUST A LOGO TO NOW-SEASONED HOBIE CATTERS CHARLES EKLUND AND KEELY ROGERS.

BOTTOM LEFT:

THE SPECIAL OLYMPICS SAILING LOGO MURAL IS DISPLAYED PROUDLY ON THE COMMAND CENTER.

BOTTOM RIGHT:

CHARLES EKLUND, SPECIAL ATHLETE, AND SKIPPER BARRY BURGESS SAIL TO A FIRST-PLACE VICTORY.



JOE MANGANELLO



JOE MANGANELLO



RONALD S. BAUMAN



RONALD S. BAUMAN

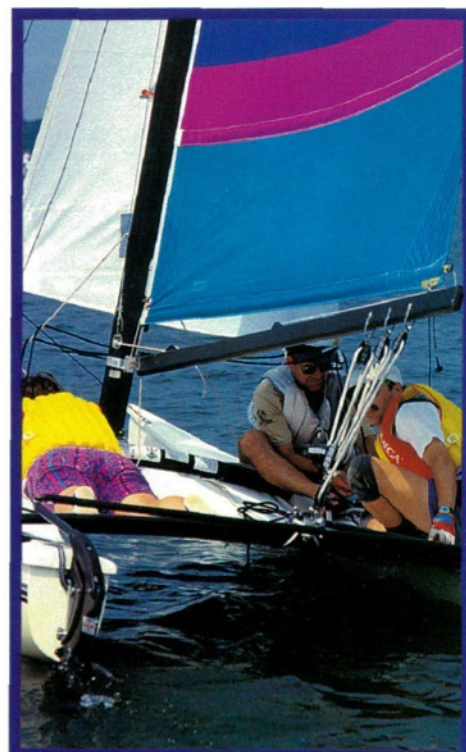


LEFT:  
EACH BOAT CARRIED A SPECIAL  
ATHLETE, SKIPPER AND SAFETY  
OFFICER.

RIGHT:  
FROM THEIR FIRST SAIL, THE SPECIAL  
ATHLETES LOOKED AS IF THEY WERE  
BORN TO THE "HOBIE LIFE."



RONALD S. BAUMAN



RONALD S. BAUMAN

## Fog Wins First Race

The Athletes and their coaches were raring to go. After a brief skippers' meeting, they headed to the beach.

Two classes were sailed. The Hobie 18 consisted of a veteran Hobie Cat skipper, Special Olympics Athlete crew and a safety officer. Each Flying Scot monohull team was comprised of two unified partners, two Special Athletes and a safety officer.

As the Hobie 18 teams walked to the beach carrying their life jackets, gloves and trapeze harnesses, downtrodden looks and groans of disappointment prevailed. In spite of all the preparation, there was one unanticipated problem: the infernal curse of King Neptune, FOG. The West Haven shoreline was enveloped in a dense hazy white mist. As all good Hobie sailors are prone to do, everyone sat around the beach sharing stories of how they came to be there.

## In The Beginning

When my turn came, I related how it all started for me back on July 1, 1993, when I was asked to sail my Hobie 21 "Wild Thing" in a demonstration with Special Olympian Athletes sailing Hobie Cats. It was a major media event featuring many notables, including Lowell Weicker, governor of Connecticut, the Shrivvers, federal and state congresspeople, and of course, outstanding Special Athletes. The demonstration kicked off the 1993 Special Olympics World Games.

We were so impressed with the sailing ability of the Athletes from Maryland, we decided to get something going in Connecticut. I consulted with director Tom Barkley and commissioner Buzz Reynolds of

the 1995 sailing venue, asking many questions about Special Olympics sailing.

After talking with local sailors, we decided to establish Connecticut's first Special Olympics catamaran training site. All we needed were Hobie 18s, a beach, volunteers, and most importantly, a few Special Athletes.

I contacted SARAH Inc., an area association for people with disabilities. With its help, we found four willing individuals who, although not sailors, were interested in learning to sail. Those willing people were Charles Eklund, Killingworth; Jennifer Hotchkiss, Madison; and Donna Zettergren and Keely Rogers, Branford. They were paired up with Hobie Cat skippers Barry Burgess, Brookfield; Maureen Bransfield, Guilford; Steve Rosenfield, Old Lyme; and Rob Dietz, Madison. All would operate under the watchful eye of the Wild Thing himself, namely, me.

In the meantime, a letter was sent to Madison's Beach and Recreation Department asking permission to keep a few Hobies on the beach for Special Athletes to sail. The answer from Madison was an emphatic YES, so with boats in tow we set up operation on the shores of Long Island Sound, now home of Connecticut's first Special Olympics Hobie training site.

## United In Fun

Before setting sail in this exciting new venture, all volunteer skippers (or unified partners, as they are called) and safety officers were required to attend intensive seminars put on by the state's Special Olympics committee. Everyone needed to understand exactly what was required and

expected while teaching and working with athletes with mental retardation.

Each boat would carry three persons: a skipper, a Special Athlete, and a safety officer, whose sole function would be to help in the event of an emergency such as a capsize or medical problem. The main concern when sailing with Special Athletes is safety. A primary rule is when a boat sails with an Athlete aboard, a chase boat must sail or motor close by. As a special request granted by the state Special Olympics governing body, we used a Hobie Cat as a chase boat, as motorboats are not allowed on the beach.

## Learning On Land

Now that all the details had been handled, training finally was about to begin. The first meetings, in March 1994, were held indoors. They consisted of reading books, looking at diagrams of boats and watching videos. We constantly emphasized safety and discussed what to do in the event of an emergency on the water.

Everyone learned how to tie bowline knots, square knots, figure eights and half-hitches. The Athletes certainly showed us old-time knot-tiers what they were made of. They experienced very few problems with the knots that they were shown how to tie, and after two or three tries, were able to tie bowlines like a pro.

Included in the beginning stages of training was learning how to set up a Hobie 18. During the first outside session, held at the beginning of May, the Athletes tackled boat assembly. A Hobie 18 was brought down to the beach and everyone partook of the thrill of assembling a Hobie Cat.



After the boat was set up and the sails hoisted, cat tracks were put under it. The Special Athletes took turns tacking and jibing. This occasion turned into a regular "Kodak Moment," with hands and feet flying everywhere. Although the instructors explained that these maneuvers were much harder to do on land than water, the novice sailors were still apprehensive, especially when they tried on trapeze harnesses and hung off the side.

### Getting Their Sea Legs

The day the Athletes took their first sail was a very special moment for them, and for us. Dressed in wetsuits and windsuits provided by my "Wild Thing Boutique" and other coaches, they all looked as if they were born to the "Hobie Life."

The first sail went well, with no mishaps, even though the water was COLD. It takes forever for Long Island Sound to warm up. A training schedule was implemented. Soon, all Athletes and coaches were on the water as much as possible.

Like other newcomers to the sport, once the Athletes overcame their fears, they became very zealous sailors, spending hours on the boats each practice day. They worked long and hard in anticipation of sailing in upcoming events. As the BIG DAY of the Invitational Sailing Competition drew near, each person involved eagerly awaited this regatta of immense importance.

### Rising To The Occasion

On that Saturday morning in July, on a fog-shrouded beach, all the fears that had been present magically lifted along with the fog. After wishing all sailors good luck, I headed to the committee boat to prepare for the day's racing.

Aboard the committee boat for the alpha (Hobie) course was Jackie Griffen, a Special Olympian outreach official, whose job was raising and lowering flags during the starts. Also aboard was Lt. Guy MacArdle of the U.S. Coast Guard, overseeing his volunteers, and Mandy Bollen, Special Olympics evaluator. They, and everyone else, were eager to watch the Athletes sail these catamarans.

Saturday afternoon was clear, with light winds blowing at approximately 5-6 knots. After listening to TV meteorologist and weather committee chairman Dr. Mel Goldstein (yes, Clyde, a weather committee — this regatta had a committee for everything), the marks were set.

The courses to be sailed were standardized as per Special Olympic guidelines: 1-SACF; 2-SABCF; 3-SABCAC; 4-SACACF. These courses would be used for both the alpha (Hobie) and the bravo (Flying Scot) courses. Ten Hobies and 13 Flying Scots were registered.

The first race on alpha course was a number 2. Quickly and skillfully, Athletes jockeyed for a good starting position. The start was as aggressive as any A-fleet start in local regattas, with three boats almost

called over early. The Athletes were in their element, aboard a fast catamaran in familiar weather conditions. The first race was won by Jennifer Hotchkiss and Maureen Bransfield. Billy Church and Scott Bunting took second, with Charlie Eklund and Barry Burgess coming in third.

The winds remained the same for the second race, a course number 3. Charlie Eklund/Barry Burgess led the race from start to finish, with Billy Church/Scott Bunting again capturing second. Jennifer Hotchkiss, on starboard, had a problem on the starting line with a port-starting boat, causing her to abort her start. She ended up in fifth.

### Time To Meet The Press

After the second race, the Athletes headed to the beach. An eager press was waiting to interview them.

Charlie Eklund exuded happiness. He told reporters, "I only started sailing three months ago. We were leading the first race, but we had to do an extra jibe, which cost us time. Also, I had some problems with the pulley (block) on the jib, but Barry said he will fix it before tomorrow's race."

Barry Burgess added, "The Athletes were all getting antsy and wanted to get in the water. They couldn't wait to sail. Charlie was psyched when we won!"

Jennifer Hotchkiss shared the enthusiasm. "We were in good shape. In the first race, we had a good start and that helped us win. I was disappointed we didn't race in the morning, but the win we had made me feel much better. I'll be practicing more to improve my sailing ability. I really want to do the best that I can."

Jennifer's skipper, Maureen Bransfield, learned from the experience, too. "The most important thing is developing a rapport with the individual Athletes and making sure you have trust and a common language when you are on the water."

Skipper Rob Dietz, who sailed with Special Athlete Keely Rogers, said he believes, "On the water, everyone's equal. We have a lot to learn from the way Special Athletes compete. They want to win, but they support each other too!"

### More Fun And Competition Ahead

The first exhilarating day of racing was followed by a gala clambake attended by 1,700 people. Everyone enjoyed bands, dancing and many games, including tug-of-war, basketball, football and volleyball.

The evening was capped off with a spectacular fireworks display, compliments of West Haven. After the fireworks, the Athletes returned to their dorm rooms at

## Profile Of A True Winner

The Connecticut Special Olympics Invitational Sailing Competition last July served as a qualifying run for the 1995 Special Olympics World Games, but Special Athlete Charles Eklund, 45, couldn't have been more at the top of his form. Crew Eklund and skipper Barry Burgess captured first in the 10-boat Hobie 18 competition. Eklund made the winning look easy, and fun.

Actually, it was hard work, explains Eklund, who like the other Special Athletes, is mentally retarded. "Pulling the lines is not easy. It's not easy to unlock them."

Nevertheless, Eklund had a great time. After the final race, he waded in to the shore, dripping with water and enthusiasm. "What a thrill those Hobie Cats are!" he exclaimed. "We were going 15 knots. I didn't want the day to end."

### Day Declared "Charles Eklund Day"

In a way, that day didn't really end for Eklund. In honor of his sailing achievement, the Monday following the regatta was named Charles Eklund Day in his hometown of Killingworth, Connecticut.

Upon receiving a beautifully framed proclamation, the Hobie Cat sailor displayed his great sense of humor, joking, "Thanks; I'll put this somewhere in my office."

The proclamation reads in part, "The heart and soul of the Killingworth community is measured by the fabric of the 'mettle' of its residents and their personal achievements.... Some residents just dream of things to be while others make that dream come true.... They do not see the glass half empty but clearly half full."

Eklund's accomplishment is even greater when one considers how long he had sailed before entering the competition — only four months!

The winner's sister, Janet Hosmer, attributes her brother's success to attitude and opportunity. "Charlie had a lot of knowledge; he just had never applied it. It all came together with this. There is no feeling with the Special Olympians about winning. They are just so happy with themselves. The competition is on a whole other level."

What makes a Hobie Cat winner? Skill, sailing smarts, the courage to do your best.

What makes a winner a winner? Top cat Charles Eklund knows.

"It's the fun of it. Winning isn't everything. It's the enjoyment that's important."

We can all take a lesson from Charles Eklund, a true winner.



Albertus Magnus College in Hamden for a good night's rest. The next day's racing was on the minds of all as they dozed off.

Sunday brought clear skies and a weather committee report by Dr. Mel assuring more of the same, with good winds throughout the day. We set up the course and the first gun went off.

As the racers started, they sailed by the Black Pearl, a restored schooner anchored a bit off the pin. A crew had come up from Bridgeport to take photos of the sailors.

Each crew demonstrated a lot of tactical maneuvers that day. The lead changed a few times, giving most Athletes a chance to be in first place for at least one leg. Some crews were on the trapeze for most of the first race and all of the second.

Watching each boat cross the finish line with the crew on the trapeze and a hull in the air was unforgettable. Jubilation was in the air as crews yelled and screamed when their sail numbers were called. After the second race, competitors wanted to sail more, but it was getting late and we still had awards to distribute.

### Being There Was The Real Reward


The crews were so excited about competing in this regatta that all sense of time disappeared. They had to be found and brought up to the tent set up for the medal presentation. It was much more exciting to tell everyone about just how well they did ... in the true Hobie racing tradition.

As is the custom for Special Olympics events, the fleet was separated into three divisions for the award ceremony. In this way, everyone received an award. The teams receiving bronze medals were just as exuberant as the teams receiving the gold.

Participating in the event was a major accomplishment for each and every Athlete who sailed in this regatta. What we felt privileged to witness this weekend was an accomplishment of strong wills and perseverance. All of us were proud to be a part of this special race.

Division 12 and Hobie Fleet 136 stood strongly behind this venture and offered as much support as was needed. It takes a lot of time and strong commitment to teach those with disabilities how to sail, but if you have the patience, the rewards are great.

How great? Awesome enough to share my nickname. Congratulations, Special Athletes. You're all "Wild Things" in my book!

Any questions about starting a Special Olympics sailing program can be directed to: Joe "Wild Thing" Manganello, 576 Opening Hill Road, Madison, CT 06443, (203) 421-3614, FAX (203) 562-0673; or Tom Barkley, Special Olympics Director of Sailing, 202 Ashley Drive, Elkton, MD 21921, (410) 996-6252, FAX 410-398-2188. 

## EXPRESSIONS OF JOY

### Special Olympic Competition Brings Out The Best In All Involved

Words cannot express the joy and enjoyment experienced to the fullest over the exciting and inspiring weekend regatta last July, but these heartfelt observations and comments convey at least some of the enthusiasm shared by those lucky enough to be part of the 1994 Connecticut Special Olympics Sailing Invitational.

*"The Special Athletes took to sailing easily. They are better than some who have been sailing all their lives. Many of the coaches got more out of the sport than they had in a long time."*

Joe Manganello, Co-organizer and Coach

*"The Athletes are special people with great qualities — they are the angels of our nation."*

Timothy Shriver, Special Olympics World Games Chairman

*"What do we say, Jamie? Safety first and fun second, right?"*

Nancy Morrissey, Safety Officer, speaking to Special Athlete Jamie Ondrick

*"This event marked the first time we've offered sailing on this level and it's gained great enthusiasm from the people. Sailing has a great future in the Special Olympics."*

Peter Wheeler, Special Olympics World Games Executive Director

*"I simply thought that sports was the vehicle to create opportunities for people with mental retardation and without mental retardation. Being on a team,*

*whether you're black or white, rich or poor, there's something about being on a team that brings you together."*

Beau Doherty, Connecticut Special Olympics Executive Director and inspiration behind the "unified sports" concept

*"I watched the Athletes' faces glow in the fireworks after an afternoon of sailing. I was proud of them, proud of the city."*

H. Richard Borer, West Haven Mayor

*"They asked me if I would sing the Star Spangled Banner and I said yes. Our Olympics are a big thing, you know."*

Wendi Little, Special Athlete and 1995 World Games Executive Board Member

*"When I told a friend about the sailboat competition, he was surprised. He'd thought they were just given sailboat rides. I think the casual spectator would be awed by the ability of these Athletes."*

Mandy Bolles, Special Olympics Volunteer

*"It's a tremendous accomplishment for the people here to get in there and compete for the games."*

Eunice Kennedy Shriver, Special Olympics Founder

*"I like competing in Special Olympics. I want to thank you again for all your hard work by letting us sail Hobie Cats in regattas. I also am glad that other Hobie sailors wanted to help as coaches and safety officers. All of you made one of my fondest dreams come true ... to be able to sail, like my Dad."*

Jennifer Hotchkiss, Special Athlete

## Congratulations To All Winners

### DIVISION I

#### Special Athlete/Hobie Cat Skipper

- 1 Charles Eklund/Barry Burgess
- 2 Donna Zettergren/Steve Rosenfield
- 3 Jennifer Hotchkiss/Maureen Bransfield
- 4 Billy Church/Scott Bunting

### DIVISION II

#### Special Athlete/Hobie Cat Skipper

- 1 Brian Worchester/Gerald Adley
- 2 Nicole Ruley/Dan Flanigan
- 3 Keely Rogers/Rob Dietz

### DIVISION III

#### Special Athlete/Hobie Cat Skipper

- 1 Molly King/Mark Chansky
- 2 Jamie Ondrick/Bob Ziegler
- 3 Ralph Gemmill/Ken Maragos



# HOBIE RACING



MURRY SILL

## IN THIS SECTION:

- Major Regattas
- 1994 Trapseat World Championship
- 1994 Hobie 20 National Championship
- Racer's Edge
- IHCA Report
- Regatta Schedule
- Race Results

## NOVEMBER/DECEMBER 1994

# MAJOR EVENTS

## MAJOR REGATTAS

### 1995

TBA	<b>Hobie 16 World Trapseat Championship</b> Melbourne, Australia	Graham Lemon	011-61-18-052-656
Jan. 14-15	<b>Tradewinds Regatta</b> Plantation Key, FL	Dan Lawrence	(305) 961-9364
May 14-20	<b>Hobie 16 World Championship</b> Club Med, Huatulco, Mexico	Ron Palmer	(602) 299-0609
Aug. 11-18	<b>Hobie 14 World Championship</b> Fohr, Germany	Foher Katamaran Klub	(49) 4681-1660
*Oct. 9-14	<b>Hobie 20 National Championship</b> Fort Walton Beach, FL	Carlton Tucker	(904) 244-2722

\* Subject to change

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MIKE STRAHLE AND HIS NEPHEW, CHRISTOPHER, CAME TO THE 1994 HOBIE 16 TRAPSEAT WORLD CHAMPIONSHIP SHOWDOWN WITH BOTH BARRELS LOADED.

# SHOWDOWN

## GUNSLINGING SAILORS FACE OFF AT 1994 HOBIE 16 TRAPSEAT WORLD CHAMPIONSHIP

STORY AND PHOTOS  
COURTESY OF MIKE STRAHLE

Wyatt Earp's showdown at the OK Corral took place in Tombstone, Arizona. After winning the bloody shootout, he moved to San Diego. Some 100 years after that infamous event, a showdown of another sort came to Earp's adopted hometown.

Bullets once again rang out, and the fighting was fierce, but unbloody. We're happy to report that everyone who entered the San Diego shootout survived.

The battles were fought not with guns, but on Hobie Cats. The San Diego event was the 1994 Hobie 16 Trapseat World Championship held August 29 - September 1.

Each team was comprised of a disabled skipper and an able-bodied

crew. The showdown was more than just OK; we done ol' Earp mighty proud.

### RIVALS GET READY

Gorgeous San Diego welcomed Trapseat competitors from Australia, Hawaii, New Mexico, Florida and California with perfect weather and 10-14 knot winds. Sailors raved about the great hospitality of the San Diego Hilton on beautiful Mission Bay, but make no mistake: the big guns were here to race!

John Ross-Duggan, winner of the '88 Trapseat (and '77 Hobie 16 National champ), prepared to face rival Mike Strahle, who triumphed in '89, '90 and '91. Strahle had been waiting six long years

for another showdown with his nemesis. Now, here they were, right back where the Trapseat competition originally began.

Also racing for all the marbles were the division 2 qualifying teams of Michael/Dave Lung, Michelle Erickson/Mike Lattin, Rich Doer/Ben Carter and Graham Lemon/Carl Strahle. Division 1 was comprised of John Ross-Duggan/Daryl Strahle, Mike/Christopher Strahle, Mic O'Conner/Colin Duckworth, Peter Axelson/Ralph Gutierrez and Jim Sasser/Carl Strahle.

Racers had been divided into the two divisions according to past record and sailing ability. After two qualifying days, the winners would go on to the gold fleet and the remainder to the silver fleet. Then would come the final showdown.

### THE GUN GOES OFF

Division 1 racers sailed out for the opening battle. At the windward and starboard side of the line, Ross-Duggan and Strahle got off to a great first race. Erickson/Lattin dominated division 2 right off the bat, capturing first and leaving Lemon/Strahle in the dust at second.

Division 2 racing continued hot and heavy. Strahle was called over early in the second race, while Ross-Duggan shot ahead in front of the pack. At the windward mark, second-place Strahle got caught by Axelson's starboard boat, dizzily did a 360, and kept right on going; tacking early to the finish, lifting a hull and screaming toward the line. Close, but no cigar; Ross-Duggan got the gun, leaving the other gunslingers in the dust.

Speaking of smoking guns, Erickson/Lattin continued their domination of division 2. The second place Hawaiian Lung brothers and the other racers watched as Erickson/Lattin sailed to another first.

The pre-showdown was all business and not much pleasure for those who would not make it into the gold fleet. Ross-Duggan won again to make it two in a row. Erickson/Lattin made it three!

In the last qualifying race for division 1, Strahle struggled courageously, but Ross-Duggan blew by in another photo-finish first. In division 2, Erickson/Lattin finally gave the others a chance to excel. The winning team savored their three bullets and sat out this fourth race, allowing Australians Lemon/Strahle their moment of glory, with the Lungs breathing heavily in second.



When the dust of both divisions settled, skippers Erickson, Ross-Duggan, Strahle, Lung and Lemon achieved the gold fleet. Settling for silver were Chatreau, Sasser, Axelson, Doer and O'Conner.

## WELL-QUALIFIED FOR FINAL FUN

The showdown slowed down for a little R 'n' R between the qualifying round and the finals to come. Sailors said goodbye to their boats rented from C.P. Watersports and took some time to enjoy all that the Hilton Beach and Tennis Resort had to offer.

Some racers met for dinner in historic Old Town San Diego, where the conversation was as hot as the great Mexican food. Mike Strahle warned Ross-Duggan his luck was going to change. "It's not luck, Mike," was the cool reply.

Undaunted by the sparring conversation of her peers, Erickson reminded both who had the best points in the qualifying. "Prepare to meet your doom in the finals!" was the gist of her remarks.

The time for talk soon was over. A new day dawned, and the time for action arrived.

The gold fleet went out first. Strahle took the start, the lead and the race. True to her words the previous night, second-place Erickson bested former first-place racer, Ross-Duggan, who ended up in fifth behind Lung and Sasser.

The wind was at 12 knots by the time the silver racers began. Sasser/Strahle captured first, followed by Axelson, Chatreau, Doer and O'Conner.

In the second race, Strahle and Erickson continued their winning ways in first and second, with Ross-Duggan in the unusual and uncomfortable third-row seat. Silver-fleeter Sasser led Chatreau on a merry chase around the course until the last windward mark. Sasser headed downwind and watched Chatreau catch a small puff and win the race. He missed his tack for second, which gave Axelson the opportunity to squeeze in just ahead.

Day one of the finals came to an end. With two bullets in his gun belt, it was clear Strahle had put the pressure on the gold fleet. Meanwhile, down at the silver ranch, Sasser and Chatreau had a notch each.

The long-awaited showdown between Strahle and Ross-Duggan was complicated by the fact that wily Erickson was outpacing Ross-Duggan. In reality, final victory was up for grabs in both fleets. Ten teams pondered that thought as they headed for their rooms to enjoy a long, hot shower.

## SHOW TIME

Has anyone ever seen a less-than-perfect day in sunny southern California? It wouldn't be this one in San Diego, the day that marked the Trapseat showdown of 1994.

Mike Strahle had a special incentive to win the race; he was sailing with his 16-year-old nephew, Christopher. As in all shootouts, however, sentimentality had no place. Everyone was ready to gun it to victory.

Hitting a logjam of competitors at the start, Strahle fell back to a disappointing fourth. In a flash, Ross-Duggan was very much back in the hunt, capturing a first in the initial race of the day. The wind kicked up to 14 knots as Chatreau played cat-and-mouse with the silver fleet before giving it his all for the win.

Ross-Duggan, Erickson and Strahle had a chance to win the division 2 gold. The final showdown took place with a twist. Crew Christopher took time out to sell a few Buicks. Feeling the pressure, Erickson did the same.

At the start of the race, competitors brought each other up and ran boats over the line like a swarm of bees. As the gun went off, Ross-Duggan was in the favored position. The Lungs threaded the needle to port while Strahle ran Erickson over the line. Erickson went back to re-start (for no reason — the race committee had not called her over early).

The Lungs kept Strahle at bay despite some killer tacks, while Ross-Duggan enjoyed the lead. Heading for the last windward mark, Ross-Duggan had a line and tacked. The Lungs called starboard as Ross-Duggan ducked them to keep the lead.

Picking up speed like crazy, Strahle showed up calling starboard, as Ross-Duggan was still to port. Needing the win, Ross-Duggan yelled, "Hold your course!" Strahle responded, "Starboard Duggan, TACK!"

Ross-Duggan did not yield. Strahle stuffed his boat into the wind. Ross-Duggan crashed into Strahle, doing little damage to the boat but wreaking havoc nonetheless. It was not a pretty picture, as Strahle sailed off into the lead, muttering something like "360" to Ross-Duggan.


Now the race was between Strahle and the Lungs, who were quickly closing the gap. Ultimately, Strahle squeezed out the Lungs by sailing through the finish line to capture the 1994 Hobie 16 Trapseat World Championship. Crew Christopher gave the triumphant sign of number one in thanks to the Mission Bay Yacht Club race committee, who had donated so much time and effort to the event.

The silver fleet set off fireworks of its own when a comeback victory by Sasser tied Chatreau and led to a triple tie-breaker against hometown rivals. Sasser captured the final race and the first-place title.

## EVERYONE SHOWS UP FOR FUN

The showdown was over. The partying began. The San Diego Yacht Club served up an excellent prime rib dinner. Race committee chairman Ted Corbett presented the trophies as racers re-hashed the previous days' highlights.

The next showdown will be way down, as in down under. The 1995 Trapseat World Championship is slated for Melbourne, Australia in January.

Wyatt Earp won't be able to make it, but we're expecting all the rest of you Trapseat gunslingers to be there to show off your marksmanship. We'll put a shrimp on the barbie for you, mates! 

IT'S ANOTHER DAY IN PARADISE, AS TRAPSEAT SAILORS RACE ON BEAUTIFUL MISSION BAY.



FUN AND TENSION COMBINE AS SAILORS AND SPECTATORS PREPARE FOR THE RACE.





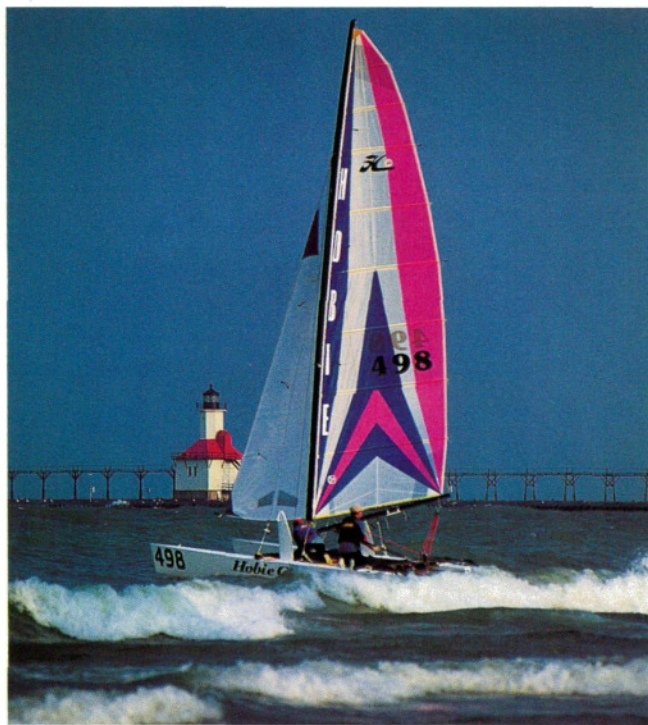
**MIRACLE WORKER**





## ER Streakin' Rican Makes Hot Sauce Out of Hobie 20 National Competition At St. Joe

*Eric Sharp is a national sports reporter for the Detroit Free Press and an avid sailor.*



STORY BY ERIC SHARP  
PHOTOGRAPHY BY MURRY SILL

While the rest of the fleet was pushing off the beach at St. Joseph, Michigan for the 1994 Hobie Miracle 20 National Championship on September 14, Enrique Figueroa was sitting in his hotel room, killing time watching cartoons.

It wasn't until someone noticed his boat was the only one left on the beach that Enrique received a telephone call asking if he planned to race that day.

Figueroa, a 32-year-old, multiple-class Hobie champion from Santurce, Puerto Rico, had misread the sailing instructions, which stated the first start would be at noon but might be changed to accommodate wind conditions. Racers were advised to check the official bulletin board for schedule changes.

Figueroa and crew Osvaldo Alcaide streaked down to the beach four blocks away. As they pushed their boat into the surf, the red flag went up to begin the first race. With nearly a mile to sail upwind to the starting line, Figueroa crossed 10 minutes late, just as the leaders were rounding A-mark. While he managed to finish 45th in a 52-boat fleet, he began the series knowing his first race would be his throw-out race.

Figueroa added a fourth and third in the next two races. But at the end of the first day, reigning Hobie 20 National champ Carlton Tucker of Fort Walton Beach, Florida was in the lead with finishes of 4-1-4.

As teams rigged their boats on the second morning, beach captain Hugh Greenwald noticed one set of sails still rolled up on the sand. When the mainsail was unfurled, number 484 appeared — Figueroa's.

This time a telephone call awoke a pair of oversleeping Puerto Ricans after a very late night of fun. A mere seven minutes later, they were on the water and on their way to winning the race.

That second call proved to be a wakeup in more than one way. From that race on, Figueroa showed a mastery of the boat, resulting in the fleet going into the final day wondering only who would capture second place.

Figueroa posted finishes of 1-7-6 that day, with Tucker scoring 3-2-11 after a tactical mistake cost him nine places on the short leg from the last downwind mark to the finish. The day ended with Tucker ahead by a thread.



# Miracles Never Cease ... To Amaze



Tucker knew his lead was tenuous. "When he gets like that, you can't do anything with him," the Florida skipper said of Figueroa. "That's why we call him the Streakin' Rican."

## Warming Trend Is Just In Time

When Hobie Cat Company announced the 20 National would be held on Lake Michigan, the news triggered rumblings from some teams, mostly about sailing so far north in September on a lake with a cold-water reputation.

Actually, Lake Michigan's frigid reputation is undeserved. Between late June and September, the beaches at the south end of the lake enjoy water temperatures that normally run 72-75 degrees. That's about the same as winter waters off Florida and considerably warmer than ocean temperatures with which Californians have to contend.

However, while September air temperatures in southern Michigan are

Hobie Cat brought 16 charterboats to the event, including a red-hulled model that stood out among the rest of the fleet like a go-go dancer at a nunnery. The boats took the wear and tear of five intense days of racing (with the exception of one boat that had its starboard bow nearly removed in a collision at A-mark).

A few boats had to make a trip ashore, to replace a sheared bolt on the jib car. (It wouldn't hurt for all Hobie 20 sailors to inspect the jib more regularly and replace bolts with harder ones at the first sign of wear.)

When the northwest blast hit during the final race, these high-performance boats started screaming with joy downwind at speeds of 25 knots and better, often leaping off the breakers with three-quarters of the boat high-tailing it in the air.

Sailors familiar with the groans and hisses produced by a smaller speeding catamaran would be amazed by the vastly increased, exhilarating noise level of a flying 20. Every strut, spar, wire and weight-bearing surface adds its own harmonics to the catamaran chorus.

The music rises in a heart-pounding crescendo, lifting all racers, even those at the back of the pack, to heights of sailing excitement they didn't realize could exist. It's a Miracle of sound.

usually 70-75 degrees, there's always the risk of an early Alberta Clipper storming down from the northwest, quickly slashing midday temperatures to the 40s; a prospect that had race organizers visibly nervous. And while it's rare for a September day on Lake Michigan to be windless, a northwest front at this time of year can rake any part of Michigan with 30 knots for two or three days at a time.

A week before the event, it looked as if the worst scenario might come true. Daytime temps were mostly in the 60s, with regular spatterings of rain. Winds remained over 20 knots, and nights saw the thermometer slide to the low 40s. The first blush of fall color appeared on the trees. Television weathermen warned that while there was still a chance for an Indian summer, the really warm days might be over for the year.

But the gods who watch over fools, drunks and Hobie sailors apparently were hovering in the wings. A few days before

the first sailors arrived, the winds swung to the south and southwest, temperatures climbed to unseasonably high levels and breezes rolled non-stop between 5-18 knots. Sweaters went back into closets and shorts were thankfully hauled out again.

The only question was, how long would it last?

## A Sailor-Friendly Locale

Lake Michigan is to fresh water what redwoods are to trees. At 306 miles long, 118 miles wide and more than 900 feet deep, it is one of the biggest bodies of fresh water in the world. Its surface area of 22,000 square miles is greater than that of nine states, and sailing here is the same as being on the ocean, without the eye-stinging, gear-corroding salt.

The lake is an attractive playground for sailors, powerboaters and fishermen, who seek everything from native yellow perch and walleyes to Pacific salmon and steelhead. Michigan has more boats registered than any other state, although its population ranks it eighth in the U.S.

By mid-January, much of the lake is frozen. However, three-foot surf is common enough in summer that the Great Lakes' surfing championships are held each year around South Haven, a few miles up the coast from St. Joseph.

The beachfronts are very much like those along the Atlantic coast from Florida to Virginia. They are ideal places for sailcraft such as catamarans and windsurfers.

St. Joseph is a popular resort town. Formerly a commercial fishing and timber port, it now draws summer residents and tourists from all around the midwest.

## Clear Fun Ahead

True to its friendly image, St. Joe put on a series of exciting events for its Hobie 20 National guests.

Actually, the fun had started before the hard-core racing began. After a day of media and practice races, sailors relaxed on the terrace of the Tabor Hill winery in 80-plus temperatures. They watched the sun sink over the western ridges in air so clear that a hill five miles away looked to be within spitting distance. It turned out to be a great omen.

When racing started the next day, midday temperatures reached 85 degrees on the lake and considerably higher on land. Sailors who brought only dry suits were roasting. This pattern continued for the first three days of racing. When the final day brought a refreshing northwest front and high temperature of "only" 78, sunburned sailors blessed the relative cool.

That front also filled out the fleet's meteorological dance card by providing the first heavy-air sailing of the event, with 22-24 knots out of the northwest gusting to about 30. With a 350-mile fetch after leaving the shore at Green Bay, the winds



were able to build 5-7 foot rollers with breaking tops that put a much higher premium on boat handling and increased the adrenaline level at mark roundings by 1,000 percent.

## Many Sailors Believe In Miracles

Having a great time at this event was Tim Stater, 30, of Arlington, Virginia, a U.S. State Department employee who was a relatively unsung Hobie 18 skipper before he bought the Miracle 20 on which Tucker won the 1993 Hobie 20 National at Kiawah Island. On the smaller boat, Stater was good, but didn't get much notice with top-20 finishes in major events. He says he loves the faster, more sophisticated 20, as was demonstrated by his sixth overall finish at the 1994 National.

Stater sailed with crew Jacqueline Peacock of Santiago, Chile, whom he met while working in the U.S. embassy there. She sailed a Hobie 18 with him in several Latin American races. When a visit to the States coincided with the Hobie 20 Championship, Peacock decided to crew on the new boat.

"I've never been on a 20 before. It's a lot faster than the 18, and pretty physical. I like it, because the crew has a lot to do."

George Boone, 60, and his wife Judi, 49, own five catamarans. They raced in six national championships last year. The Daytona Beach couple usually can be found racing about 40 weekends a year. Their 10th overall proved the adage that just because there's snow on the roof, doesn't mean there's no fire in the boiler.

"We did pretty well until today, when it started to blow hard," Boone said on the last day of racing. "We don't do as well in the heavy stuff. But this is a good boat. It's fast and a lot of fun."

Alan Egusa of Manhattan Beach, California also is a fan of the Miracle 20, largely because of the sophisticated control systems that allow a far greater range of sail trim than most smaller cats.

"The 20 should attract a lot of people who are looking for a very fast boat," he confirmed.

Egusa and crew Bruce Fields finished fifth overall after a frustrating regatta that saw them bounce all over the scoreboard from third to 48th. Egusa blamed the inconsistency on himself.

"Sometimes I did some pretty dumb things," he acknowledged. "Then we'd come back and have a great race. The one we finished third, we had to climb up 15 places after getting into trouble early."

## Figueroa's Streak Begins

Figueroa, who owns a Hobie dealership in Puerto Rico, was sailing for the first time with Alcaide, an extremely talented sailboarder who finished 26th at the 1988 Olympic games in Los Angeles. Alcaide has done a little Hobie 16 skippering, but by most standards he is





an extremely inexperienced catamaran crew.

"I like boats, but it's a lot more fun for me to sail a board, so I don't sail boats very much," Alcaide reported. "This is the first time I've been on a Hobie 20. I really like it — it's tremendously fast."

Figueroa added, "He might not sail catamarans much, but he really understands sailing and he learns fast. It worked out real well for us."

blame. "I was feeling the effects of a headache and just made a dumb move."

Purcell was quick to shoulder a chunk of the responsibility. "I should have said, 'Where the hell are you going? Why are we tacking off?' But I wasn't thinking, either."

The third day of racing brought sunshine and air temperatures in the mid-80s, water temperature in the mid-70s, and southerly winds that started about 16

others. Nevertheless, he wasn't out of the Michigan woods. The 45th-place finish in that first race hung over his head like a threatening cloud, a constant reminder he would have to eat every finish above that figure.

## Tucker Tries To Rain On Figueroa's Parade

Leaving the beach on the final day, Tucker and Purcell were five points

ENRIQUE FIGUEROA AND  
OSVALDO ALCAIDE HIT THE  
LAKE MICHIGAN WAVES ON  
THEIR WAY TO WINNING THE  
1994 HOBIE 20 NATIONAL  
CHAMPIONSHIP.



This regatta also marked the first time Figueroa had sailed a Hobie 20. He concluded, "I like this boat a lot. It reminds me of a Tornado. It took me a couple days to get used to it, but now I feel pretty comfortable. The price is great. You can buy it for under \$9,000! A Tornado costs \$22,000-\$25,000, and by the time you get it rigged properly, you can be close to \$30,000."

Carlton Tucker and Glenn Purcell have sailed together for seven years, competing in events around the world. Their teamwork is virtually flawless. Purcell's tactical savvy gives Tucker another pair of eyes to watch for windshifts and opponents' activities.

When Tucker went around the final mark of race six in second place and then tacked away from the favored line and dropped nine more places on the short leg to the finish, he accepted the

knots in the morning and diminished to 5 in the afternoon. Racing started an hour early to take advantage of the morning breezes.

This time, Figueroa and Alcaide were among the first to launch. Their timely start would prove a bad omen for the others.

Figueroa won the first race, with Mark Schleckser of New Jersey second and Michael Phillips of Miami third. Tucker finished fourth and barely held onto the overall lead.

Figueroa won the second race, too. San Diego's Lyle Lundberg and Cindy Margetts took second and New Jersey's Wally Myers and Mark Santorelli placed third. Tucker finished seventh and fell to second overall. Figueroa won the third and fourth races to make it a day.

Out of 10 races, Figueroa had won five and placed third, fourth and sixth in three

behind and had an 11th place as their throw-out. To win, they needed to stay close and see Figueroa finish at least 16th or below in one race. That meant Tucker had to control Figueroa at the start and either bury him or force him into a foul.

When the 10-minute horn sounded before each race, Figueroa found Tucker sitting on him like stink on a skunk. Each time, Tucker controlled his rival and won the start, but the powerful, 20-knot-plus winds raking the course made maintaining that control a much harder proposition. In addition, Figueroa was too wary a competitor and skilled boat handler to put himself in a position where he would be at fault in any penalty situation.

Figueroa was involved in a minor collision on the opening windward leg of the first race. Tucker escaped to finish third, with Canada's Martin Fogh and Stuart Crabbe second. Meanwhile, Figueroa came



back from what should have been a disaster to finish first.

A passing rain squall stole some of the wind for the second race. Tucker again controlled Figueroa at the start (and through a second start after a general recall), but finished only eighth in a race that saw the wind average 11 knots. Figueroa was fifth. The race was won by the Tampa pair of Woodie and Shane Cope, with Lundberg second and Egusa third.

As the rain pushed through, the wind increased and was honking at 25 knots when the final race began. The course was a straightforward S-A-C-A-C-F affair.

Again, Tucker dominated through two general recalls. As the fleet came to the line for the final time, Tucker took Figueroa up above the committee boat and held him there.

"I figured that the best thing we could do would be for him and me to finish next to last and DFL. Then that would be my throw-out, and he'd have to eat a 45th," Tucker said. "I took him up above the committee boat and just sat there while the rest of them took off."

As the red flag went up, Figueroa looked across at Tucker and yelled, "Hey, let's go! They're racing, man."

Tucker smiled back and said, "I'm in no hurry, Rique. I like it here."

Figueroa shouted at Alcaide, "I'm getting the hell out of here," backed away and then jibed around the committee boat's stern. But as he crossed the line dead last, Tucker was still clinging to him like a baby chimp to its mama, slightly ahead and to weather.

"That's why we call him the Streakin' Rican," Tucker said as he broke his boat down after the race. "When he gets like that, there's nothing you can do with him. We made him start dead last, and the bugger was up to 10th by the time we reached the windward mark."

Both Figueroa and Tucker put on a heavy-weather clinic in the final race. They had blasted through the whole fleet by the time they reached the first downwind mark. By the second trip around the weather mark, Figueroa had broken free from Tucker and rounded in front.

The second downwind leg saw the two boats slicing through 6-8 foot breakers in a high-speed jibing duel. Figueroa managed to open his lead by about another boat length. He won the race, with Tucker a close second.

The Streakin' Rican had added a Hobie 20 National Championship to previous national and world titles on the Hobie 14 and 16.

And Tucker? He's back home in Florida searching high and low for the perfect Christmas gift to send his pal Enrique in Puerto Rico. Perhaps an alarm clock guaranteed not to go off? *X*

# St. Joseph Is Full Of Miracles

BY BONNIE HEPBURN, 1994 HOBIE 20 NATIONAL CHAIRPERSON



The Tabor Hill's Wine Tasting and Grazing tour gets the Hobie 20 National off to a tasty start.

Many great things come in pairs. Bacon and eggs. Love and marriage. Hobie Cats and wonderful people. Miracles and Michigan.

Last September, St. Joseph, Michigan was the patron saint of Miracles — of the Hobie 20 variety, that is. The city and related organizations, media and "just plain folks" made the third annual Hobie 20 National Championship the best yet.

In some ways, it was a miracle the race was held at St. Joe. Originally slated for another locale in the state, the event was drawn like destiny to the area by Portage's Hobie Fleet 519 (Joe Kuckenbach, Lori and Jerry Mohney and their team). It was enthusiastically supported by the Lake Michigan Convention & Visitor's Bureau, Berrien County Parks and Recreation, host hotel Holiday Inn, Hobie dealer Wolf's Marine, and the entire city itself. They even broke a century-old ban on beer at the beach for us!

The Hobie Cat event team and later, the racers themselves, quickly advanced from wondering, "St. Joe ... where is that?" to declaring, "St. Joe ... that's where it's at!"

## St. Joseph Redefines Hospitality

Our hosts got into the event with both hulls! From the town's welcome bags loaded with delectables to Hobie 20 painted gourds in each hotel room; from the Tabor Hill wine tasting and grazing tour to the delicious, surprise-filled lunches; from the beachfront hospitality beer tent and the great fun and entertainment at the '50s-themed welcome party to the catamaran cavier at the awards reception, the city and



Left to right are Judi Boone, Sue Lindley and Mary Searan, contestants at the '50s themed welcome party.

citizens opened their arms in exuberant welcome. Even the weather was perfect — another miracle for which racers and organizers were thankful!

The media fun race prior to the regatta was a blast! Sports writers and photographers who had only lusted from afar had an opportunity to take a wild ride on the power-hungry performance machines, and did they love it! The media went totally Hobie during the race, with full TV and radio coverage as well as front-page press features. And, the city captured the entire event on video, which we viewed while enjoying a fabulous dinner at the Mendel Center awards banquet.

Great parties — great people — great town — great race — now we all know why it's called a Great Lake!

To purchase a copy of the 60-minute Hobie 20 National video send a check payable to Cornerstone Alliance for \$29.95 plus \$5.00 shipping and handling to Cindy Little, Cornerstone Alliance, 185 E. Main St., Benton Harbor, MI 49023-0428.

## Thank You, Contributors!

Caribbean Watersports  
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TrenTec Inc. • Yale Cordage



## The Dreaded Protest

### How To Survive And Thrive During A Trying Process

BY WICK SMITH

Human nature causes each of us to avoid conflict whenever possible; especially if we are unsure of ourselves or the outcome. Of all aspects of sailboat racing, the most feared and avoided situation is the protest, and the requisite hearing that accompanies it.

Some sailors rank a protest hearing right up there with an IRS audit and the lecture you got from dad the first time you came home with beer on your breath. The entire process can be quite intimidating to sailors of every experience level.

The three major factors generating this reluctance are: 1) lack of confidence in one's knowledge of the rules and the hearing process; 2) a belief that the opposing skipper in the potential protest is a horse's ass; or 3) bad experiences with inept protest committees. The only item you can control directly is your confidence.

This article attempts to take a little mystery out of the protest process. By the way, although I usually refer to the sailor as "he," let it be known that sailors of the female persuasion are not meant to be excluded from the discussion.

All rights and obligations of boats intending to protest are outlined in detail in Section VI of the IYRU Rule Book. The section includes a discussion of what has to happen on the water as well as procedures for all parties involved once on shore.

Appendix C1 is one of the best-kept secrets in the rule book. It specifies the exact procedure a protest committee should follow for a fair and impartial hearing. Budding protest committee members, and even experienced ones, should study this appendix until it is second-nature. Nothing spoils a protest and regatta like a poorly run hearing. The session leaves a bad taste in everyone's mouth and reinforces the desire never to darken this particular door again!

#### THE INCIDENT

Let's take the process from its inception, the "alleged" violation on the water. When two or more boats are involved in an inci-

dent, whether or not a collision took place, several things must occur immediately for a valid protest to begin.

First, the skipper alleging another boat violated a rule must immediately fly a red flag (minimum size: 10 inches by 10 inches) in a conspicuous location, visually notifying the other boat of his intention to protest. He also must hail (we call it "holler at," south of the Mason-Dixon Line) the other boat, verbally reinforcing the intent to protest.

Both actions must occur within seconds of the incident, to ensure the offending boat knows he is being protested and give him the opportunity to exonerate himself immediately by doing a turn (more on turns later). Many a protest has been disallowed because the protesting skipper did not both fly the flag *and* hail the offending boat *immediately*. The appeals define "immediately" quite strictly, and leave little room for interpretation.

When you hail another boat, it helps your case immensely to hail both his sail number and the fact you are protesting. It usually hurts your case and reputation to add opinions about his parents' marital status or his own sexual preferences. It only adds fuel to an already tense situation.

There is a little-known IYRU racing rule regarding contact between boats. If contact occurs, at least one of the boats must protest, following proper procedure. If not, a third boat witnessing the incident can protest both boats and both will be thrown out, unless the protest committee deems the collision to be minor and unavoidable.

The boats involved cannot decide what is "minor and unavoidable." Only the protest committee can determine this. If one boat accepts responsibility and does a turn, no one has to protest. Serious discussions are taking place within IYRU to remove this "third party protest in the event of contact" stipulation, but it has not been done yet.

If one boat admits responsibility in any incident, he must exonerate himself. The IHCA Standard Sailing Instructions specify he may do one turn. A turn is defined as a 360-degree circle in either direction, consisting of one tack and one gybe, or one gybe and one tack. You have no rights while completing your turn, so be sure to get clear of all boats before you begin this maneuver.

If you have to do a turn, be sure to get a witness. You want someone who can say you completed your circle if the question comes up later.

Until a couple years ago, Hobie racing used both a 360 and 720 rule. Determining how many turns the offended skipper

wanted became quite confusing, so the rule was simplified to just one turn for all infractions.

#### THE WITNESS HUNT

If you are directly involved in an incident and want to protest the other boat, hail your intention to protest, fly your flag, and have your crew immediately start looking for witnesses. The vast majority of the time, protests come down to one person's word against another's. If you have a witness to back up your side of the story, you are way ahead of the game. You should at least get a witness' sail number if not the name, so you can track down the person on the beach later.

The crew also should watch the other boat to see if it does a turn or flies its flag. Your opponent may choose to counter-protest.

After you have notified the other boat and looked for witnesses, go back into race mode! Many sailors get flustered when they think they are fouled. They forget they are still in a race. They might salvage a good finish if they would just quit whining and start concentrating.

Even if the incident puts you well back in the pack, you want to minimize your throw-out score. It is the first tie-breaker if you end up with the same points as another boat in the overall scoring for the regatta.

The next step in a protest is to assess what happened before, during and after the incident. While continuing to race or between races, go over in your mind what happened and why. Discuss it with your crew to solidify the timing, distances between boats, and who was truly right and wrong. It is amazing how your perception can change, if you don't objectively evaluate the incident and lock in the facts as soon as possible.

The IHCA Standard Sailing Instructions require you to fly your protest flag while finishing if you intend to protest another boat. You also must verbally notify the committee boat of your intention. Check the sailing instructions pertaining to each event for variations to the formula.

If you intend to carry out your protest, you must begin the filing procedure for the protest immediately upon reaching the beach after the last race of the day. Virtually all regattas state in the sailing instructions and on the announcement board protest form location(s) and filing deadlines.

Usually, you will have 30-60 minutes from the time the last boat hits the beach to file your protest. Sometimes, the committee boat arrival time at the dock is used as the starting time for filing.



One key element of building your case is tracking down your witness(es). You have the sole responsibility to make sure they get to the hearing. If you don't ensure their willingness to testify, no one else will.

Talk with them and get an understanding of what they saw. If they are vague or weren't watching the incident but simply "heard a lot of yelling and looked up," don't include them on your witness list. If they can add credence to your side of the story, give them your best sad-eyed, puppy-dog look and beg them to help out by testifying on your behalf.

Above all else, make sure you know what they are going to say before you stand them in front of the jury. Putting words in their mouth is unethical, but you are perfectly within your rights to preview their testimony.

If you feel the statements are damaging to your case, you are not obligated to have them testify. Remember that the opposing skipper can recruit them as a witness as well. There is not much you can do about that.

### THE PROTEST FORM

You will not have much time to fill out your form, so you must work quickly. The first section of most forms deals with the preliminaries of the incident. It requests the names and sail numbers of all involved. Although it is helpful to the committee, you don't need the names of the skippers on the other boats. Sail numbers will do.

You also will fill in the following facts about the incident: 1) time and place it occurred; 2) conditions (wind, waves, current); 3) whether or not you flew your flag and hailed the other boat; 4) your opinion of the rule numbers violated and pertinent appeals; and 5) other facts as required by the particular form.

Now it's time to do a little research. Begin by looking at the rule book for applicable rules and definitions.

Let's hope it's not the first time you have opened it. It's hard enough learning the rules in a relaxed atmosphere. The added pressure of a protest forces you to be on your toes.

Start in the table of contents. It will help guide you to the appropriate rules for your incident. The meat of the rules will be in Part IV of the book, so concentrate on this section for most protests involving two boats.

If you are not sure what to do, don't be afraid to solicit help. Get a friend to assist you in your research. Two heads are usually better than one. Your buddy doesn't have the pressure of being involved and potentially thrown out, so he should have the cooler head. Take care to make sure he isn't on his fourth after-the-race toddy. You don't want his head too cool.

Determine the rules that apply to your case. If you have access to a set of United States Sailing Association Appeals and IYRU Cases, you have a wealth of informa-

tion (some say confusion) at your fingertips. These cases are national and international interpretations of almost every conceivable altercation between sailboats. Finding the pertinent appeal is the trick. The USSA Appeals book has a cross-reference in the front showing which appeals apply to which rules and definitions.

Appeals can be very helpful when building a case, especially with a less-experienced jury. Remember the old saying, "If you can't dazzle 'em with brilliance, baffle 'em with b.s." You are attempting to steer them to your way of thinking. If all else fails and you are not sure what rule applies, don't worry about it. The committee will not limit itself to reviewing only the rule(s) you list. It will look at the big picture and make a determination.

The next item is a diagram of the incident. Here is where a picture is truly worth one thousand words. Using a scrap piece of paper, graphically depict the positions of the two boats prior to the violation or contact, at the point of contact, and just after the incident. Be mindful of the scale you use. If you are attempting to depict your Hobie two boat lengths from the mark, your boat shouldn't be one-inch long and the bow one-half inch from the mark. Little items like this can make or break your case.

Include all boats, marks and other items that give reference points to your diagram. Be sure to show the wind direction relative to your diagram. It is more understandable for all if you have the wind coming from the top of the page.

Once you have perfected your drawing, transfer it carefully to the protest form. Neatness counts! Juries don't like to interpret sloppy diagrams.

After the diagram, fill in the description of the incident in paragraph form. Be as complete as you can, explaining all facts. Above all, make certain your description matches your diagram exactly. If your drawing shows you were on port and your description says you were on starboard, seeds of doubt will be planted in the minds of the jury.

Your form now should be complete. Read over it one last time for accuracy and clarity. Fill the form out in pencil, so you can make revisions as necessary.

Your next task is to hand in the form to the appropriate person. Do not leave it laying on a table or desk in a vacant committee room. Make sure you give it to a responsible member of the regatta protest committee. Note the name of the person you gave it to and the time. If the form is lost, you will have a record to back you up.

You then need to find out when the hearings will begin and in what order protests will be heard. Many committees hear them in the order received. Your appointment may be that evening or the following morning (if a Saturday night), or after the last race on the final day.

Round up your witnesses and ensure they will be on time. You are not responsible for getting the person you are protesting to the hearing.

At this point, you are on stand-by until the protest committee calls you. It is a great time to relax and do a little more research into your case. After further reading, you may find another rule or appeal that helps you even more.

### THE HEARING

Next comes the fun part: the protest hearing. The bad news is the hearing is a lot like a court of law. The good news is there are no lawyers!

All parties are presumed innocent until proven guilty. The jury will hear testimony, question all parties, allow cross-examination by the "defendants," and adjourn for deliberations. They will decide guilt and innocence based on the facts of the case. The decision can be appealed to a higher court by any party to the protest.

Approach the hearing with as much confidence as you can muster. Your statements to the jury should be factual, concise, and above all else, definitive. If you use words such as "generally," "about," "approximately" and "maybe," you will leave room for doubt as to your recollection of the incident.

You certainly don't want to lie, and if you are not sure of a fact, say you aren't sure. But if you are, make your comments confident and precise.

Keep a cool head. Other parties to the protest might say some pretty incredible things. If you allow them to rattle you, you will not be as effective. You will have a chance to question and refute any statements made by anyone in the room.

Remember that all involved are recollecting things that happened hours, maybe even days, ago. They will be asked specifics as to the speed of the boats, distance between them at certain points, and how they got there. Many have not even considered these pieces of information until they are asked at the hearing.

Remember the little exercise you went through right after the incident? You reviewed it in your mind and with your crew to solidify the facts as you saw them. The other crew probably didn't do that. You and the other skipper see the situation in two entirely different ways, or you wouldn't be having the hearing.

The hearing should go something like this. The protester and protestee are invited into the committee room and everyone introduces themselves.

This is a critical moment in the process. You need to know if any members of the jury stand to gain or lose by the decision. If any are skippers in your class, and would move up in the standings if you or the other boat were thrown out, a clear conflict of interest exists.

You must make a decision at that point about the credibility of the juror(s) in question. If you do not voice an objection about a jury member now, you will not be allowed to do so later. If you know the person and trust his ability to render impartial decisions, you can allow the hearing to proceed. You have to make a judgment call.



Unfortunately, there are not a lot of spare qualified jury members at every regatta.

After the introductions, the protestee should be allowed to read the protest form. He is well within his rights to see the statements made and the diagram of the incident depicted by the other party. He will be allowed to question all parts of the form later in the hearing.

If you are filing the protest, you give your side of the story first. If you are being protested, you will have to wait your turn. Assuming you are filing the protest, you are now on stage!

Virtually all committees have a set of miniature boats to help re-create the incident. Direct your comments to the jury. Describe the position of both boats from a point 20 boat lengths back from the incident itself, using the boats as a visual aid. Your narration helps the jury understand how the event unfolded.

Once again, be precise and remember the scale. If you state your boat was two lengths from the mark, make sure the distance you have shown is two lengths of the miniatures from the mark.

Describe in detail what course of action you took to avoid the other boat, what you were thinking at the time, and exactly what you saw the other boat do. Do not fabricate facts. If you don't know how the other boat arrived at a certain position, say so. The jury should allow you to finish your statement before you receive any questions.

After you have finished, the protestee will be allowed to question you about your testimony. A good jury will not allow this portion to deteriorate into a debate. The protestee may ask questions, not make speeches; and the protester may answer those questions.

The protestee follows with his statement. Bring a legal pad and take notes. Jot down anything he says you feel is in error, major items left out, and questions you want to ask him. Your questions will deal with factual errors and omissions. Do not interrupt him during his testimony.

Once he has completed, you may question him on his testimony. This is when it is helpful to have a little Perry Mason blood in your veins. Ask him only questions whose answers will weaken his case, not strengthen it. Do not attempt to point out contradictions in his testimony. Save that for later.

At this point, the jury will ask questions of both parties to glean further information about the incident.

Next comes the witnesses, if any. Neither party's witnesses are allowed in the room during any testimony but their own. If the jury says they can sit in for other portions, respectfully cite Rule 4.1 of Appendix C1. Their solitary performance helps keep their testimony less skewed by previous statements.

Each witness gives his account of the incident. The protester, protestee, and jury are allowed to question the witness. Rely on

the same strategy used in questioning the protestee. Take good notes here as well.

Many times, you can get a read on what the jury is trying to determine by the questions asked. If jury members focus on one particular fact, help them with your own statements and line of questions ... if, and only if, it strengthens your case.

Keep one key element in mind during this entire process. As a party to the protest, you have the right to be present during all testimony given, and can question any person giving that testimony. If the jury asks you to leave while others are making statements, or you are not allowed to question others' testimony, politely refer again to Appendix C1 and remind them of your rights.

Once witnesses have completed their testimony, each party is asked to give a closing statement. If this element is incorrectly omitted, ask to make one.

This is your last and best shot to persuading the committee. Summarize (don't restate) your case, reviewing salient facts and applicable rules. Point out appeals that shed light on the proper interpretation of the rules, and highlight contradictions in your opponent's testimony that cast doubt on his side of the story. The protestee also will be given an opportunity to make a closing statement.

### **THE DECISION**

At this point, the protest is out of your hands. The jury will ask all parties to step outside the room so it can deliberate in private. This process can take as little as five minutes for simple cases, and up to two hours for indecisive juries. The norm is 10-20 minutes.

First, the jury will determine the facts, using the testimony and diagrams. The fact-finding mission will include such items as who flew a flag and when, did that boat also hail, who was on which tack, who might have tacked when, and where any contact occurred. The jury should sign off on the diagram accepted as best representing the facts, drawing one of its own, if necessary.

The jury will decide who might have violated a rule. If no contact occurred, the jury could find no one broke any rules and thus dismiss the protest. A more likely scenario is that one boat fouled another and will be penalized with a DSQ (disqualification for that race). In extreme cases, both boats can be found to have violated rules and given a DSQ. Keep in mind that any party to the protest, not just the party being protested, ultimately can be penalized.

Once the protest committee has made the decision, it will call the parties back in. The committee should read the facts found, rules violated and by whom, penalties assessed, and grounds for its decision.

You may ask the jury to clarify the decision and review the facts found, but the protest is over at this point. You may not like the decision, and you may not agree with it,

but it is best to shake hands, thank the jury members for their time (you may see them again in the future), and chalk it up to a learning experience.

### **PROTESTING THE PROTEST**

You do have two options to exercise if you are dissatisfied with the decision. One is the right to appeal. Either party can appeal the decision to a "higher court."

In the NAHCA, the first avenue is your Division Appeals Committee. Contact your division chairperson to find out if this is a viable option. Some have a committee available; others do not. If not, you can appeal directly to the NAHCA Appeals Committee.

Several procedural items must be included in an appeal. Part VI, Section C of the IYRU Rule Book outlines the requirements.


Any appeals committee that deals with your protest will be bound by the facts found by the original protest committee. The higher committee can request more information or require a re-hearing, but the facts of the event are fixed. Your appeal can be based only on interpretation of the rules, not on what happened in the incident.

Another option is to re-open the protest hearing. Doing so is difficult, but possible. If the committee realizes it made a gross error or material new evidence appears, the committee may re-convene. A party to a protest requesting a re-hearing must do so by 6:00 PM on the day following the decision, unless the jury extends this time limit.

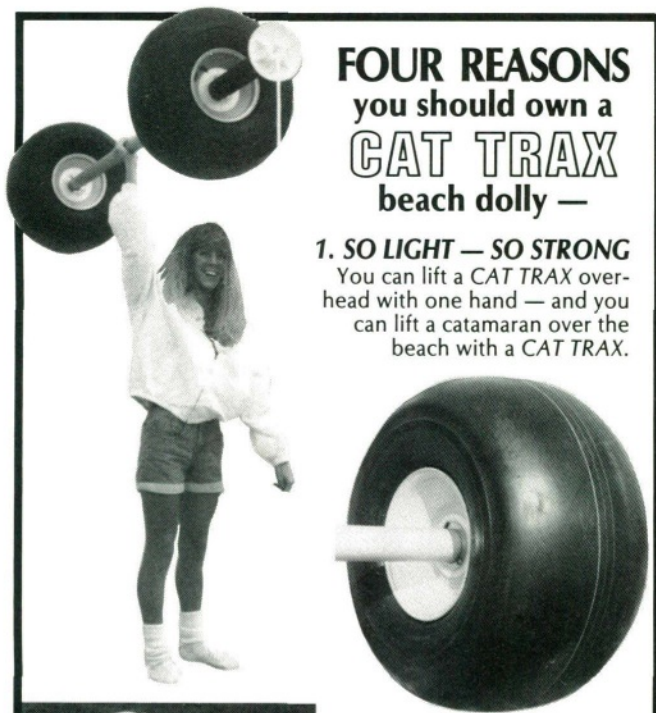
### **DON'T PROTEST TOO MUCH OR TOO LITTLE**

I hope your experiences with protests won't be too painful. They are a necessary evil of the game we play. There are no referees on the water to settle differences, and no other way to ensure compliance with the rules. If all sailors take the attitude they aren't going to get involved, those who choose to break the rules will be encouraged to continue their illegal practices and drive us all from the sport we love.

By the same token, the last thing we want is to have a bunch of sea lawyers spouting rules and protesting at every mark rounding. There must be a balance between these two extremes.

The protest procedure requires two elements to work: knowledgeable sailors willing to challenge those who habitually bend or break the rules for their benefit, and qualified juries committed to handing down timely, fair and well-understood decisions. Be sure and do your part to help make the protest system work. 





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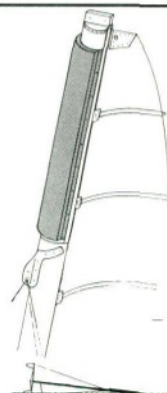
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## Changing Of The Guard

### IHCA's Restructured Executive Framework Will Benefit The Class And Sailors

BY RON PALMER  
IHCA ADMINISTRATIVE DIRECTOR

The International Hobie Class Association held its Annual General Meeting in La Rochelle, France, on July 25-27, 1994. Attendance was high. All regions except International were represented; all manufacturers except South Africa were present as well. Increased support for the IHCA has been pledged by the regions and majority of manufacturers.

The IHCA has been restructured, to serve the class and sailors better. The biggest change is that the Executive Directorship has been replaced. The duties of the Executive Director, with expanded responsibilities, will be filled by the Administrative and Sports Directors working under the supervision of the IHCA executive team. The constitution and bylaws are being revised to reflect these changes, and will be presented to the IYRU this month.

A great deal of appreciation by Hobie sailors worldwide is due to Jeff and Laurie Alter, who guided the International Hobie Class Association for the past several years. Much thanks should go to them for keeping it on an even keel.

IHCA rule changes were reviewed. Several requests have been submitted to the IYRU. After these changes are sanctioned, they will be published in an upcoming HOTLINE.

### HOBIE 16 STILL CREATING WAVES OF POPULARITY

Many countries have presented bids to hold a future Hobie 16 World.

- Mexico; May-June 1995  
(accepted pending final contract with Club Med)
- Dubai; January - March 1996  
(accepted pending site inspection)
- Mauritius; 1996
- Australia; August 1996
- South Africa
- Italy

Huatulco, Mexico, is the proposed site for the 16 World next spring. The venue is an excellent tropical location, featuring balmy weather, good wind and excellent facilities. Club Med, the potential host, offers wonderful amenities.

Countries whose bids were not accepted for a 16 World in 1995 or 1996 are being approached to host events for other international class boats.

The IHCA is committed to holding Hobie Worlds for all boats. A 14 World is scheduled for Germany in 1995. Additional venues are being sought for the Hobie 17 and 18.

The IHCA also is pursuing the selection of the Hobie 16 as the multihull discipline for the 2000 Sydney Olympics. The global popularity of this boat makes it an attractive choice.

To promote the bid, we want to hold a 16 World in Dubai in early 1996. A 16 Women's World is proposed for that time also, making it the first women's event to be held in conjunction with an open world event.

### MORE NEW BUSINESS

Your IHCA executive team is considering the restructuring of regions. The goal is to improve communication among Hobie sailors.

In keeping with our strong commitment to provide full information, we have instituted a program of regular, brief releases to all regions and countries/divisions. The long-range goal is to produce a regular IHCA newsletter in multiple languages for distribution to individual sailors around the world. We would appreciate hearing from all regions to determine their needs.


### MORE OLD BUSINESS

The first IYRU World Championships were held in La Rochelle, France, during the last week of July and first week of August. Disciplines represented were the Hobie 16 Multihull (93 open teams and 30 women's teams), J/24 Men's Keelboat (43), J/22 Women's Keelboat (19), Laser Men's Single-handed (143), Laser Radial Women's Single-handed (52), 470 Women's Double-handed (61), and 470 Open (103).

This impressive and well-organized championship series provided an opportunity to showcase the International Hobie 16. For complete information, please see "Race Results" in this issue.

### MORE OLD BUSINESS

On behalf of all of us on your newly restructured International Hobie Class Association executive team, welcome aboard to many more years of opportunity and camaraderie.

Happy sailing to one and all! 

## New IHCA Officers

### President

Paul Pascoe  
20 Charlecote Drive  
Chandlers Ford  
Hampshire SO5 1SF ENGLAND  
Tel/Fax 44-70-235-3711

### Vice President

Gigi Moore  
2317 Northwest 69th Terrace  
Gainesville, GA 32608 USA  
Tel/Fax 904-377-1100

### Race Director

Paul Ulibarri  
10559 Evanston Avenue South  
Seattle, WA 98133 USA  
Tel 206-364-9938  
Fax 206-223-4276

### Administrative Director

Ron Palmer  
4935 North Calle Esquina  
Tucson AZ 85718 USA  
Tel 602-299-0609  
Fax 602-577-8486

### Sports Director

Henri van der Aat  
61 Alfriston Road  
London SW11 6NR ENGLAND  
Tel 44-71-228-6286  
Fax 44 71-978-5736

### Secretary/Treasurer

Shirley Palmer  
4935 North Calle Esquina  
Tucson, AZ 85718 USA  
Tel 602-299-0609  
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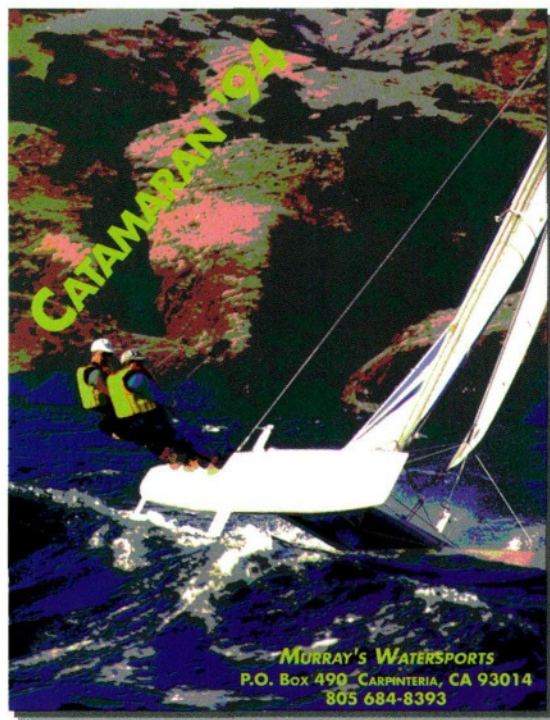
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## HOBIE RACING REGATTA SCHEDULE

### DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
222	Nov 5-6 1994	Turkey Regatta Monterey Bay, CA	Alan Houser	408/394-7661

### DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
61	Dec 3 1994	*Christmas Party Hobie Hangar		

### DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
133	Nov 19-20 1994	Flamingo Road Challenge	Robert Newland	809/754-7840
133	Dec 10-11 1994	4th Annual Xmas Ball Regatta	Robert Newland	809/754-7840

### DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
35	Nov 6 1994	*Great Turkey Race Pensacola, FL	Pam Rupprecht	904/443-7470

### INTERNATIONAL

DATE	EVENT	LOCATION
Nov. 19-20	Essener Eispokal	Baldeneysee, Germany
Dec. 26-30	Christmas Training Regatta	Hyeres, France



# HOBIE RACING RACE RESULTS

## DIVISION 2

**BLOWING DOGS OFF CHAIN  
FLEET 3, DIVISION 2  
LONG BEACH, CA  
AUGUST 27-28, 1994**

HOBIE 20	POINTS
1. Fred Fogarty	10.75
2. Lyle Lundberg	11.75
3. Roger Jenkins	15.75
4. Jeff Newsome	16.00
5. Matt Miller	16.50
6. Wayne Schafer	26.00
7. Tom Delong	27.75
8. Steve Leo	34.00

HOBIE 18A	POINTS
1. Steve Timm	8.25
2. Stretch Kimball	8.75
3. Paul Parizeau	10.50
4. Chuck Brown	17.00
5. Bruce Miller	26.00
6. Jock McGraw	32.00
7. Ron Wagniere	37.00
8. Chris Lewis	37.00
9. Ted Lindley	41.00
10. Dan Veenbaas	43.00
11. Alex Tschalkowsky	45.00
12. Jim Savage	54.00
13. Team Marval	58.00
14. Bill Dailey	63.00
15. Glenn Wadsworth	68.00
16. Rick Hanks	70.00

HOBIE 18B	POINTS
1. Alan Liberatore	6.25
2. Scott McIntosh	6.25
3. Theo Overdevest	18.00
4. Robert Marshall	19.00
5. John Jansen	24.00
6. Chris Jernigan	26.00
7. Dave Power	27.00

HOBIE 18C	POINTS
1. Teri McKenna	6.00
2. Bob Garcia	9.75
3. Ronald Segerstrom	15.75
4. Derrill Whitten	18.00
5. Stu Willoughby	20.00
6. Rose Deupree	22.00
7. Don McKenna	32.00
8. Steve Chelmsky	33.00

HOBIE 17	POINTS
1. Brett Woods	5.00
2. Steve Kerckhoff	10.75
3. Tony Lucchino	12.75
4. Bruce Fields	19.00
5. Jack Linn	22.00
6. Gordon Gracia	22.00
7. Ron Souza	31.00
8. Jack Meurer	40.00
9. Dave Crocker	42.00

**TODOS SANTOS REGATTA  
FLEET 4, DIVISION 2  
ENSENADA, MEXICO  
AUGUST 6-7, 1994**

HOBIE 20	POINTS
1. Lundberg/Margetts	4.25
2. Egusa/Fields	8.50
3. Newsome/Legge	13.00
4. Miller/Dijkman	13.00
5. Jenkins/Bainbridge	15.00
6. Skidmore/Susan	19.00
7. Olson/Silverman	27.00

HOBIE 18A	POINTS
1. Thomas/Youngerman	3.00
2. Wagniere/O'Brien	6.75
3. Wadsworth/Julie	12.00
4. Clay/Twomey	14.00

HOBIE 18B	POINTS
1. Marshall/Hallada	3.00
2. Jernigan/David	8.00

HOBIE 18C	POINTS
1. Segerstrom/Ramos	4.25
2. Garcia/Bonn	5.50

HOBIE 17A	POINTS
1. Brett Wood	3.00
2. Dick Blount	8.00
3. Teri McKenna	14.00
4. James Moore	16.00

HOBIE 16A	POINTS
1. Hauser/Hauser	4.25
2. Materna/Brown	7.75
3. Petron/Petron	11.00
4. Forgrave/Eldrig	11.75
5. Froeb/Nunes	19.00
6. Zittel/Nackel	21.00
7. Gantsweg/Barb	24.00
8. Zabaco/Ottati	29.00
9. Wells/Burns	30.00
10. Williams/Delgado	41.00
11. Hendrix/Gastineau	42.00
12. Mohill/Mohill	43.00
13. Perlmutter/Barbara	47.00

HOBIE 16B	POINTS
1. Dixon/Scott	4.25
2. Kuebler/Christopher	5.50

HOBIE 16C	POINTS
1. Speegle/Gassaway	6.50
2. Kocka/Fick	6.50
3. Landers/Spees	7.75
4. Williams/Laura	15.00
5. Lincoln/Anderson	19.00

HOBIE 16N	POINTS
1. Robert Weir	4.25
2. Nichols/Nichols	5.50

HOBIE 14T	POINTS
1. David Bethell	3.00
2. Bob Heyer	9.00
3. Howard Chase	11.00

## DIVISION 7

**BALD EAGLE REGATTA  
FLEET 52, DIVISION 7  
ST. CROIX, MN  
JULY 9-10, 1994**

HOBIE 20	POINTS
1. Randy Reed	6.25
2. Dave Popp	6.25

HOBIE 18	POINTS
1. Dale Dorschner	3.75
2. Dave Glick	8.75
3. Brent Carlson	18.00
4. Robert Carlson	18.00
5. Dave Reese	25.00

HOBIE 17	POINTS
1. Mike Baldwin	3.75
2. Norman Beattie	8.75
3. John Volksman	14.00

HOBIE 16A	POINTS
1. Matt McDonald	7.25
2. Jim Sohn	14.50
3. Ted Jagger	18.00
4. Slim Johnson	18.75
5. Dan David	24.00
6. Mike Brindisi	25.00
7. Ron Swanson	26.00
8. Annette Jagger	34.00
9. Roger Taha	47.00
10. Doug Dorschner	47.00
11. Mark Condon	50.00
12. Lois Carlson	57.00
13. Bill Reed	62.00
14. Kevin Chase	64.00
15. Jeff Jackson	67.00
16. Wally Shuette	72.00
17. Ed Dixon	74.00

HOBIE 16B	POINTS
1. Tom Padhajsky	7.50
2. Tom Tuchfarber	8.25
3. Larry Mulliea	10.75

HOBIE 16C	POINTS
1. Tim Olson	5.00
2. Peter Farrar	8.75
3. Tom Garske	16.75
4. Wayne Bledsoe	20.00
5. Jason Howle	26.00
6. Jason Nickelson	27.00
7. Marcial Obregon	32.00

## DIVISION 12

**MAIN STATE CHAMPIONSHIP  
FLEET 231, DIVISION 12  
RAYMOND, ME  
AUGUST 12-13, 1994**

HOBIE 20	POINTS
1. Borchers/Christine	8.25
2. Greg Harwood	11.25
3. Dillon/Dillon	15.75
4. Smith/Mackell	20.00
5. McCarthy/Mueller	25.00

HOBIE 18A	POINTS
1. Masse/Hebert	4.50
2. Sullivan/Sullivan	12.00
3. St. George/Dessanti	22.00
4. Mason/McDonald	26.00
5. Shanks/Shanks	31.00
6. Adley/Adley	35.00
7. Beaudoin/Beaudoin	36.00
8. Barber/Allegre	40.75
9. Coneyes/Coneyes	50.00
10. Kroot/Kroot	55.00
11. Erickson/Landry	63.00

HOBIE 17	POINTS
1. Andrew Efsthathiou	7.00
2. Michael Garrett	8.25
3. Bob Pickett	18.00
4. Thomas Kustes	23.00

HOBIE 16A	POINTS
1. West/West	9.25
2. Mullen/Mullen	15.75
3. Archer/Archer	22.00
4. Pastore/Holland	23.00
5. Kucera/Hickey	27.25
6. Pierpont/Pierpont	32.00
7. Hedgcock/Hedgcock	38.00

8. Bird/Bird	49.00
9. Gilmore/Madden	49.00
10. Wheeler/Bires	50.00
11. Small/Small	54.00
12. Thibodeau/Thibodeau	58.00
13. Johnson/Tobin	71.00
14. Snow/Collins	84.00

HOBIE 16C	POINTS
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3. Sigurdardottir/Evers	15.75
4. Jordan/Touquette	17.75
5. Janssen/Gillis	29.00
6. Krusman/Landry	34.00
7. Hedgcock/Hedgcock	40.00

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CANADA  
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HOBIE 20	POINTS
1. Pilon/Laignon	4.50
2. Collin/Turcotte	11.75
3. Piette/Quimet	15.00
4. Davids/Elardo	24.00

HOBIE 18A	POINTS
1. Stater/McCambridge	15.25
2. Ruten/Ruten	17.00
3. Sheridan/Olson	23.00
4. Hopper/Xavier	28.75
5. Walker/Walker	29.75
6. Masse/Beauger	31.00
7. Proulx/Robitaille	42.50
8. Lambert/Menard	48.50
9. Borg/Borg	49.00
10. Gagnon/Choiniere	52.75
11. Deans/Broughton	56.00
12. Jones/Jones	59.00
13. Carrier/Carrier	65.75
14. Sullivan/Sullivan	79.00
15. Deming/Deming	81.00
16. Cobbett/Warwick	82.00
17. Lepage/Chateaufort	88.00
18. Robitaille/Robitaille	91.00
19. Watkins/Hamel	97.00
20. Hamel/Hamel	107.00

HOBIE 18B	POINTS
1. Thomas/Comstock	4.50
2. Vanden/Vanden	14.00
3. Cowden/Flewelling	15.00

HOBIE 17	POINTS
1. Paul Garlick	14.25
2. Michael Garrett	16.00
3. Kathryn Garlick	19.50
4. John Sherm	32.00
5. Olive Warwick	34.00
6. Tom Koreniewski	35.00
7. Chris Upton	36.75
8. Kendall Stackhouse	47.75
9. Jeremy MacLavery	48.00
10. Roger White	50.00
11. Gerard Blom	59.00
12. Jim Robertson	74.00
13. Gordon Martin	74.00
14. Michel Pigeon	75.00
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17. Charles Smith	79.00
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19. John Brake	91.00
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3. Pearl/Gallinger	16.00
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7. Leo/Nackel	117.00

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16. MacConnell/MacConnell	178.00
17. Stater/Spoto	209.00
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19. Phillips/Lohmeyer	240.00
20. Ruten/Ruten	245.00
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24. Pilon/Laignon	273.00
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3. Ferry/Alison	RSA	39.00
4. Cardoso/DaFonte	BRA	39.00
5. Myers/Santorelli	USA	55.00
6. Manvis/Van De Bunt	NED	63.00
7. Edwards/Edwards	RSA	65.00
8. Bundock/Bundock	AUS	68.00
9. Griesmeyer/Canepa	ITA	78.00
10. Worrall/Jones	AUS	84.00

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SKIPPER/CREW	COUNTRY	POINTS
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2. Klaase/Brache	RSA	25.00
3. Holman/Herald	RSA	34.00
4. Korzeniewski/Geremia	USA	41.00
5. Mercier/Maby	FRA	45.00
6. Tully/Tully	USA	51.00
7. Begaud/O'Ncieu	FRA	59.00
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2. Ross-Duggan/Strahle	USA	2.75
3. Strahle/Strahle	USA	4.75
4. Lung/Lung	USA	7.00
5. Lemon/Strahle	AUS	7.75
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7. Axelsson/Gutierrez	USA	10.00
8. Sasser/Strahle	USA	10.00
9. Doer/Carter	USA	12.00
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2. Ross-Duggan/Strahle	USA	6.75
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draft. The maximum point of draft also is known as the place in which the pocket is located; usually, that is about 40 percent from the front of the mainsail. Measure the length of the batten and multiply that figure by 40 percent to determine where maximum draft should be.

The location point can be argued. The discussion should take into consideration such things as jib overlap, crew weight, wind velocity, sea conditions and sailmaker preference. For example, with maximum draft farther aft, downwind sailing performance is increased. Moving the draft forward helps increase upwind speed.

In addition to batten stiffness, draft location plays a role in boat speed. Stiffer battens flatten the sail, which is better for heavy winds and also increases pointing ability. Flexible battens allow a deeper pocket, extracting more power from the wind but hurting your pointing ability.

As you can well imagine, a sailmaker must make a lot of compromises in selecting a set of battens. Racing hotshots, who have as much money as brains, carry a few sets of battens, enabling the sail to be set up for any type of wind condition.

Proper batten selection provides a slight advantage, if the sailor happens to guess correctly about wind and sea conditions. Conversely, an incorrect assessment of sailing conditions, and our hotshot sailors gets their collective butts beat, but at least they have an instant excuse, wrong damn battens.

Besides flexing in the right location, the battens also must flex the same, even though they become shorter near the top of the sail. For example, try to bend a two-foot, wood two-by-four; not an easy task. Now, take a 16-foot two-by-four; the bending becomes a lot easier.

Battens operate in the same way. The short battens at the top of the sail are much harder to bend than the long battens at the bottom. All battens should take the same pressure to bend, meaning the top battens must be more flexible than the bottom battens, to induce the same pocket with the same amount of pressure. That is why thinner or heavily sanded battens are located at the top of the sails.

Combining flexibility with draft location and shaping a set of battens by sanding can be quite time-consuming and nasty. You probably will trash a few battens. Figure you will lose at least one in your quest for the perfect batten, as the factory never seems to sand all battens to an individual's preference.

Sailors who go to all this trouble with battens usually buy an extra, longer batten and move the rest up one batten pocket, to sand and shape them to their personal taste. All this time you thought you could just stuff 'em and sail! Once the battens are shaped, tension is next.

## PAY ATTENTION TO TENSION

The sailmaker puts the shape in the sail, but it can be inhibited or enhanced by batten tension. Some sails work just fine with little or no tension. Others require the battens to be really stuffed.

The bottom line is, the tighter the battens, the more draft in the sail. More draft means more power, but less pointing ability.

Crew weight, sailing style, wind and sea conditions should dictate the amount of draft you want, which to a small degree is controlled by batten tension. To complicate the issue further, battens should be compressed less as they get shorter.

Indexed labels called draft gauges have predetermined marks to compress the battens consistently over the entire sail, taking some of the guesswork out of the situation. Usually, only the most dedicated sailors have any interest at all in this batten explanation, anyway.

Explanations often result in the creation of questions; sorry 'bout that, but are not questions the origin of learning? Never mind.

## IN THE MAIN


Mainsail outhaul, which is adjusted on the boom, changes the amount of draft in the lower 40 percent of the sail, give or take a few percent. The more tension put on the outhaul, the flatter the bottom of the sail gets. This scenario's better for heavy winds or upwind sailing.

For reaching and downwind speed, a little less outhaul results in a fuller sail; translation: more power. Simplistically speaking, downhaul tension should be relative to mainsheet tension. As the mainsheet is tensioned, so should be the downhaul. Downhaul flattens the sail for going upwind, also moving the maximum point of draft forward, enhancing pointing ability and depowering the rig.

This adjustment is very important, although it is commonly overlooked. Downhaul is especially significant on the Hobie 20, which has a great deal of purchase, mucho pullies, on the downhaul.

## UNITED YOU SAIL

Simplifying the traveler and mainsheet explanation, the two should be used in unison, so they keep the mainsail aligned with the wind. The boom and sail are kept approximately parallel to the relative wind over the entire height of the sail.

The top of the sail does see a little greater velocity of wind deriving from slightly more to the side, so the sail should twist slightly to accommodate this change. Sailmakers using voodoo, no I didn't mean video, make the sail twist off automatically by design. Tensioning the mainsheet will flatten the sail; over-tensioning will cause the sail to stall. 



# W

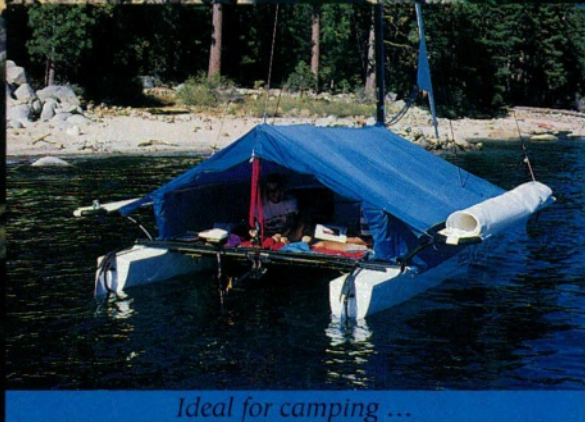
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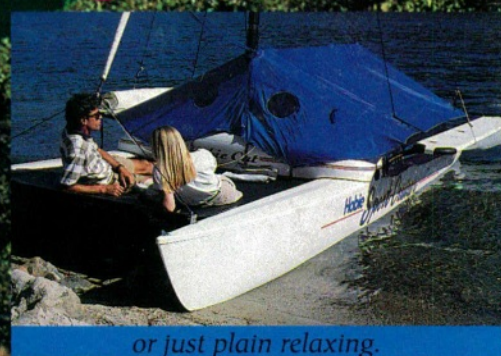
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