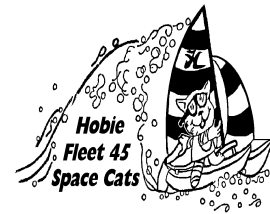


THE WRITING LINE

Hobie Fleet 45, Brevard County, Florida
May 2001



Commodore	Frank Rodericks	779-1635	Secretary/Editor	Roy Laughlin	773-9844
Vice Commodore	Dave Andrews	639-9516	Treasurer	Dave Foy	254-1868

Fleet 45 Website <http://brevard.net/~cfoy/fleet45.htm>

**Next Fleet Meeting is at Floyd and Linda Whites House
435 St John's Drive, Satellite Beach (777-2231)**

in supporting this, please bring it to the next fleet meeting, or let one of the officers know.

May's Meeting Place: The White House

The May meeting will be at the White House Floyd and Linda Whites, to be specific. Fleet members at April's meeting unanimously approved a change in the practice of the past few years. Every other month, we will move from the Cocoa Beach Yacht Club to a residence, preferably south of Pineda to make it easier for people in the Deep South to attend.

Treasurer's Report

As of 4/2, Fleet 45's treasury held \$1280. This cash position will be modified reduced the hoped-for registration of the fleet committee boat. Dave and Chuck say they have (almost) completely worked around the catch 22s of the process

After Work Sailing?

Chuck and Brian have plans to leave their cats at Performance Sail so they can sail in the evenings. Anyone else want to join them?

Going to an Out of Town Regatta?

Dave Foy wants to know if there is any interest in going out of town as a fleet to attend Regatta as a group. The suggestion was for the Summer Sizzler. If you have any interest

Fleet Race #2

Fleet race # 2 was a lot like most fleet races we have. About a dozen fleet members arrived at Kelly Park between 9 and 11:30 am.

The 15 - 20 kn southwest winds, predicted all week long, suffered some kind of malaise prior to arrival. Actual winds were hardly measurable until about noon. Then a sea mild sea breeze from the east arose and slowly shifted to





the southeast. It took a couple of tries, and most of an hour to set the marks with the vagrant wind This is a lot like most of our fleet races through the summer.

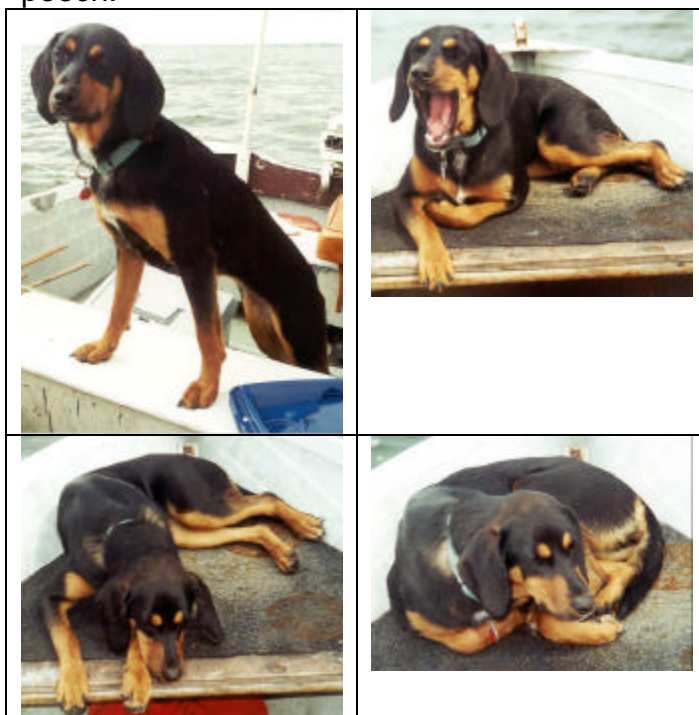
We had four races. The wind blew hard enough during the third race for most of the catamarans to fly a hull for at least part of the race. On the fourth race, it looked like it would be a great long course because the weather and wind seemed stable. And it was only about 3 pm. There was time for a fourth race. But as soon as the cats crossed the start line, the sky began to darken. Those little clouds that had been in the sky all day long formed a line, then grew tall and got thick. But the race finished without any weather incidents. We got the four races done. This was not the usual outcome of dark clouds.

But in the 15 minutes or so that it took to get the marks back to shore and all the catamarans to the trailers, NOAA weather radios gave repeating severe thunderstorm warnings. Within minutes, we had lightning falling to the ground on 3 sides of Kelly Park. And heavy rain. Everyone rushed to get boats on trailers, masts taken down and into the cars before getting struck by lightning. Then everyone went home. It was just like the usual fleet race scenario.

One big difference: Dave Andrews wants it noted that he was only 10% overweight with respect to crew weight, not 20%, as the initial race result calculations indicated. (Daisy Mae's comment, AThat is so

special . . . @ The following photos characterizes her first committee boat experience during a fleet race.)

You may want an independent assessment of the fleet race. The following picture set show's Daisy Mae's evaluation from the Committee Boat. The series starts during the first race. The final photo is Daisy Mae's demeanor during race 4.. Tough day for the pooch.



Spring Blowout Regatta

Indian River Catamaran Association had great weather and great winds for its regatta, April 7 and 8. Roy, Brian B and Mike Martin were the only Fleet 45 members who made it down, unfortunate because at least 2 NACRA 5.5. Although there were not sites available for reservations, by Saturday evening, several empty camping sites were apparent. Maybe next year, we should try to get early reservations and go down as a fleet for this very great regatta. For a story by Roy, see Brian's site (www.1design.net) or Roy's new site, www.floridamultihullsailor.com)

If you are interested in attending the Memorial Weekend camp out at Anastasia

Island State Park in St. Augustine, you should make your own reservations. The camp ground no longer accepts group reservations. Please call. It is not clear that if you mention Hobie Fleet 45 that you will get a site close to other Fleet 45 campers. But it is worth a try.

JPOR

Plans are proceeding. During a second planning meeting on April 5, attending members voted to increase the registration from \$25 to \$30 for single handed and \$35 for double crewed catamarans. This decision involved much discussion, primarily trying to find a way to make the event as affordable as possible but considering the reality that costs go up with time. We have not raised the event's registration in years. In the final decision, fleet members decided that it would be better to reduce our financial risk by increasing the costs slightly now rather than wait until another bad weather weekend puts us in the hole, as it did about 10 years ago.

This year, we plan to have the Friday arrival party at Frankies. Last year, there were about 70 people at this party, in spite of the fact we typically consider it an informal part of the regatta. Lisa has provisional approval from Coconuts to have the party there on Saturday night. We're hoping that they will give us some hors d'oeuvres gratis. Attendees will buy food and drinks as they prefer.

More good news: Chase will be back this year as beach manager. He was out of town last year on business, so he missed his calling for the first time in years. Chase, we're glad you're back this year.

Don Eldredge's friend has finished the graphic for the t-shirts. I'd like to send a scan to fleet members for comments when I get one.

Frank has announcements for the regatta made out. If you're going to any of the big regattas in the next few weeks, please ask Frank for announcements and distribute them.

One additional planning meeting is scheduled for the middle of May. If you can come, please put this on your schedule.

DS

Brian Karr received the first nomination. During the fleet race, he snagged the mark with his dagger board. He dragged it a couple hundred feet before disengaging it. In the process of doing his 360, he almost hit Lisa and Mark on the borrowed *Inter 20*. Then he rounded the mark again, and snagged it again. This time, he didn't nearly hit Mark and Lisa. But the cumulative movement of the mark away from the initial position was a great help to those following the path to A mark. In addition, Brian was nominated for another sailing mishap during the month. He was out single handed when a huge gust dumped him. He had to accept help from a motor boater to correct the horizontal mast bias on his 5.5. Brian received 5 votes for his triple scarlet letter nomination.

Next, Chris Runge received honorable mention for not yielding to a starboard catamaran even after warnings over a 50 yard interval. It happened during the first fleet race when breezes were just getting started. Physics tells why: His narrow, high aspect rudders just don't provide much steerage at slow speeds.

Mark Herendeen received a belated honorable mention for tardiness. He was an hour late meeting Roy at Scott's shop to take down the *Inter 20*. Then he was late for breakfast the next morning. An hour late for that. Then he missed the first fleet race. Perhaps he borrowed Jon Cruden's watch . . .

Chuck Harnden received a nomination for flipping his Taipan in 5 kn of wind during the fleet race. He claims he was preoccupied pushing the envelope. Was he really licking the envelope? The nomination could result from carbon fiber envy. Regardless, Chuck received 2 votes, perhaps one for each minute the Snake boat was on its side.

After Chuck's nomination for ephemeral horizontal mast syndrome, he raised a smoke screen defense by nominating Brian Bielefeld for racing with his hull plugs incompletely tightened, resulting in purported water retention that adversely affected Brian B's racing performance in later races. A fleet member who leaves the beach without plugs automatically receives nomination for DS. In this case, plug were in so the worthiness of this nomination is obscure. Apparently, Brian B may have violated ISO 1000 criteria for plug torque. Or maybe it was all made up. Brian B received only 1 vote, carefully recorded as required by ISO 7000 criteria.

The final nomination was for Dave Andrews. Frank Rodrick nominated him. According to Frank, he phoned Dave before the fleet meeting. Dave instructed Frank to Avote for me for DS.@ Frank asked again, AYou mean you want me to vote for you for DS?@ to which Dave purportedly replied, AYes.@ Frank came back to the table and asked around, AWhat did Dave do to get the DS? He says I should vote for him.@ During the DS nominations, Frank again posed this question to the assembled multihulltude. Dave's nomination was seconded so he ended up on the voting list. During voting, Greg Henry ventured that Dave was not invoking the Jon Cruden self incrimination scenario. Greg insisted that Dave intended that Frank cast Dave's proxy vote for other more demonstrably worthy fleet members. Frank contested this interpretation vigorously until Greg produced his cell phone and called Dave for clarification. During this interlude, it became increasing uncertain whether it was Frank who should be nominated for the DS. Frank was apparently saved from changing places with Dave Andrews on the DS ballot by a technicality of the voting process. Voting does not commence until after nominations close. When the discussion, and the phone call to Dave Andrews made Frank's worthiness apparent, it was too late for him to be

nominated. In the end, Dave received 3 votes. One came from someone whose vote acknowledged entrusting Frank with his (Dave's) proxy. Frank voted for Dave, and Frank also cast Dave's proxy vote for Dave's nomination, as Dave specifically stipulated to Frank. (The phantom editor would like fleet members to know that this is actually what happened at the meeting. I don't have time to make this stuff up any more.)

The vote tally gives Brian the DS. Congratulations, Brian, you maven of effortless success! It would be appropriate to nominated Frank for the DS award in May because events at the April meeting were technically in the covered month. But if Brian and Tammy get married as planned, Brian automatically gets the DS for May.

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