

Robie **HOTLINE**

MAY/JUNE 1989

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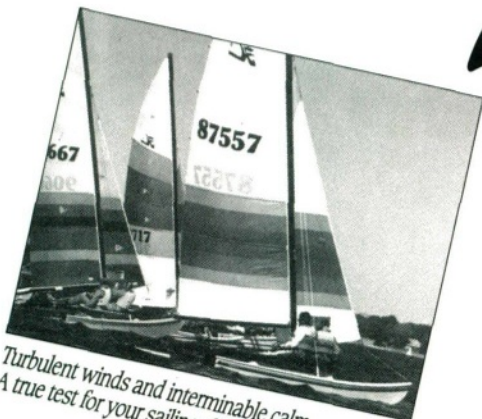


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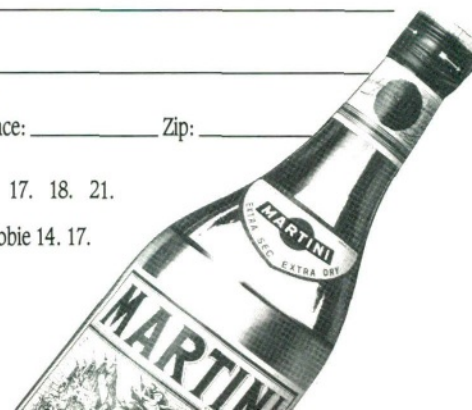
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Guy Motil

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Baja, Mexico provided this sailor with the perfect setting for Hobie cruzin'. Photo by Guy Motil.



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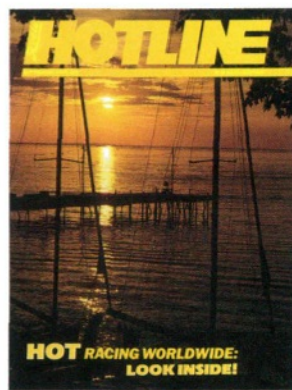
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A PROMISE IS A PROMISE!

In the last HOTLINE we promised to publish an issue that the recreational sailors would love. This is it; an issue almost entirely devoted to day sailing activities. That doesn't mean, however, that racing sailors won't like what's inside. We have some fantastic articles and stories for anyone who likes to sail!

For example, did you ever think about taking a sailing trip to Kansas? Well, we never had but you'll be as surprised as we were when you read about the fantastic sailing on the white water lakes in the Land of Ahs. Debbie Hill tells you about places to go and things to do whether you've only got a weekend or you're planning a whole vacation of sailing fun.

Udo Winkler introduces us to a sailor named Murphy and tells us how to leave Murphy on the shore when you want to experience the joy, excitement and pleasure of long-distance sailing adventures. He'll tell you what to look for, what to do and, most importantly, how to do it safely! For the laid-back, easygoing sailor who's not interested in long-distance sailing, we have some terrific tips for simple cruisin' pleasure.

All sailing depends on good sailing ability, and we thought this issue would be a good time to look at some basic sailing skills. There are a lot of new Hobie sailors around and climbing on a Hobie for the first time can appear to be more intimidating than it really is. As we all know, once you've got a good grasp of the basics, sailing is a breeze.

Richard Blount, one of our regular contributors, wrote to give us a different perspective on regattas. His story should arouse the interest of every Hobie sailor, even the most die-hard, non-competitive skipper. On the competitive side, some professional Hobie 21 skippers gave us some great insights into sailing the Hobie 21, both in races and around the bay.

Although this issue contains no articles on safety there can never be enough said about the importance of safety in sailing. With the sailing season in high gear a reminder is in order—Sail Smart! Sail Safe!

Whether off the coast of California, or in the middle of the Kansas prairie, sailing requires that sailors use caution and good judgement. Sailing safely is important. It requires that you do not exceed your sailing skill; it requires that you take every conceivable measure to protect your life. Sailing safely means using personal flotation devices and other safety equipment. It means carrying the equipment recommended by the Coast Guard and the Class Association.

Alcohol and responsible sailing do not

mix. Sailors should always be on the alert for hazards. Remember, look up! At all costs, avoid mast contact with low overhead power lines. Please, sail safely and follow the rules because we want you to be a part of the Hobie family for a long time.

On a final note, Doug Campell, who was with Hobie Cat for thirteen years, left the Hobie Cat Company March 15th to accept a new position as the president of Chesapeake Industries. Doug was not only the president of Hobie Cat Company but he was also a special Hobie sailor who extended his hand in friendship to all Hobie sailors.

When he first came to Hobie Cat, Doug made a special effort to get to know everything he could about Hobie Cat and its employees. He made it his business to learn about each one of us, and to offer his support and help both personally and professionally. He gave us the opportunity to develop our responsibilities and grow with the company. He taught us how to work hard and also how to play hard.

Doug has made a tremendous impact and positive contribution to Hobie Cat, its employees and the Class Association. He has added immeasurably to the fun and pleasure of both Hobie sailors and Hobie sailing, and he has been a shining example of what living the "Hobie Way of Life" is all about. His strong commitment to quality, leadership and growth have helped make Hobie Cat a leader in the sailing world.

Doug left us with one final promise. "People who leave Hobie Cat don't leave the Hobie family. Just as Hobie Alter and other Hobie expatriates continue to help and support Hobie Cat, I promise to Tony Wilson, and all of you, my ongoing support and friendship."

It's hard to say good-bye, but with Doug, we all know a promise is a promise.

We wish Doug all the success possible in his new endeavors.



MAKING THE GRADE

Congratulations Hobie skippers! As of February 1, 1989, you are now an official class of the International Yacht Racing Union.

After two years of negotiations, the Hobie 14, the Hobie 16, the Hobie 17 and the Hobie 18 have been recognized by the International Yacht Racing Union as official "International Class" boats. Under the terms of the agreement between the IYRU and Hobie Cat, the IYRU will recognize all existing boats, regardless of their date of manufacture, as official IYRU sanctioned International Class boats.

There has been a long-term interest in Hobie classes being officially sanctioned by the IYRU because of the worldwide popularity of Hobie Cats and the high performance reputation they have established on the water. Officials of the Hobie Cat Company greeted the IYRU decision with satisfaction. "This recognition is not only beneficial to Hobie sailors worldwide," said Hobie Cat president Doug Campbell, "but also to the international Hobie dealers and licensees who have worked long, and hard, establishing the success of Hobie Cats."

Founded in 1907, the International Yacht Racing Union is the governing body for the sport of sailing throughout the world. The IYRU has the sole responsibility for establishing and amending yacht racing rules. It also classifies the boats it recognizes for international competition.

Its purpose is to promote yacht racing, regardless of race, religion or political affiliation, and to coordinate and act as a liaison between the ninety-five National Yachting Federations that make up the membership of the IYRU.

The National Yachting Authorities, like the USYRU, are associations that oversee national racing events. The national organizations aid the IYRU in fulfilling its objectives by keeping it aware of national issues, trends and advising the governing committees of any action needed to keep it abreast of changing conditions.

The National Authorities also aid in approving a class for IYRU recognition and acceptance. No class can be considered for international status unless six, or more, National Authorities recommend its adoption. IYRU rules state that the recommendation should come from national organizations, on at least two continents, who have raced the boat in their countries. The IYRU requires the National Sailing Authorities to present specific evidence that the class is both

actively and regularly racing. In addition, the IYRU requires proof of an active national class owners' association as well as an effective international class owners' organization.

When a class meets the preliminary requirements, it applies for class status through the Class Policy and Organization Committee of the IYRU. This committee forwards the various components of the application to other committees who are responsible for examining the plans, manufacturing controls and established methods for ensuring that the boats conform to the controls. A large number of boats are checked to make sure that the existing controls are adequate and existing boats conform to the specifications. Master copies of the specifications, rules and other descriptive

"This recognition is not only beneficial to Hobie sailors worldwide, but also to the international Hobie dealers and licensees who have worked long, and hard, establishing the success of Hobie Cats."

material, along with the constitution of the international class association, are given to the IYRU. This material is examined and, if everything is in order, and the committees feel that the new class will promote international sailing and racing, the IYRU and the manufacturer enter into negotiations. The negotiations set up the details of class administration and formalize the rights of each party, especially as they apply to any changes in rules, plans and specifications. When the negotiations are complete, the application is sent to the Permanent Committee of the IYRU, where it must be approved by a majority vote of the committee members.

A class that receives international sanctioning from the IYRU has reached the highest pinnacle possible in the international sailing world, other than selection for Olympic competition which is based on being an IYRU sanctioned class. As international classes, the Hobie 14, 16, 17, and 18 are eligible for both area games and the Olympic regatta.

The Olympic classes, however, have already been selected for the 1992 games so there is some time before the next Olympic class selection is considered.

The IYRU gave international class status to Hobie Cat classes primarily because Hobie Cat met and satisfied the criteria established by the Permanent Committee of the IYRU. Hobie sailors, on the surface, receive little direct benefit from international status. Indirectly, the individual does benefit from the recognition. It is a form of support which strengthens the value of their craft. It means that the Hobie Cat Company will have recognition in countries that look to the official IYRU process as an unofficial, but important and necessary, consumer endorsement. That means a stronger and bigger membership for the International Hobie Class Association.

Below the surface, however, the meaning is much greater for each and every Hobie sailor. It is an acknowledgment of not only the quality of the boat, but also the quality of the class sailor. It recognizes the sailors' commitment to the sport of sailing and their desire to see it advance in a positive, egalitarian manner around the world.

In effect, the IYRU sanctioning of the Hobie classes recognizes the "Hobie Way of Life." Hobie sailors for the past twenty years have shown amateur sailing at its best, sailing that has been competitive, challenging, inclusive, and exciting. Every Hobie fleet, and every fleet member, has demonstrated a strong sense of dedication to enhancing and expanding the sport by bringing new sailors on board. They have introduced their non-sailing friends to the exhilaration of flying hulls, the serenity of day sailing and the camaraderie of competition.

More importantly, the IYRU is acknowledging that Hobie sailors will continue to enhance the sport for years to come. It is not recognizing past glories or current successes. It is affirming future accomplishments and continuing achievements. The IYRU sanctioning of the Hobie classes means that the "Hobie Way of Life" is a recognized and valued philosophy throughout the world, and we have the opportunity to keep it growing and expanding for a long time to come. As Mike Evans, Executive Director of the IYRU, stated: "Hobies are truly international boats that have done much for sailing worldwide. We are delighted to welcome them into the Union and look forward to a long and fruitful partnership."

LETTERS

No Fault Regattas

This letter is a rebuttal to the letter printed in the January/February issue of *HOTLINE* from Neil Thursby and Carolyn Armstrong of England.

None of our current members were ever contacted by them prior to the 1988 Turkey Regatta. No one was informed at registration that there were people interested in crewing. In the past, we have made a list of skippers looking for a crew, and crews looking for boats; announced them at the skippers meeting; and have always gotten those interested out on the water.

There are no Hobie Cats for rent in the Monterey Bay Area. That is not the fault of our fleet.

For years, our fleet has put on two points regattas a year, with very good turnouts for Division 3. We have monthly fun sails where we encourage sailors who don't have boats, or who are interested in learning, to come and sail with us.

Barton Goodell
Commodore, Fleet 222
Monterey, CA

Good Solution, Not Perfect, But Good

In the past couple of issues, I've been reading how other *HOTLINE* subscribers have been dissatisfied with all of the racing articles. I just want to let you know that the racing articles, especially the racing tips, are the reason I subscribe.

While I day sail as much as I race, I just don't need to read about how I can have fun day sailing. All I need is my Hobie!

The only suggestion I have is to put more articles in each issue. For a publication that only comes out bi-monthly, it is a might THIN. Make it THICKER! That way you get both the day sailors, and the racers, off your back and I don't have to re-read each copy twenty times between issues.

Mark Williams
Raleigh, NC

Nothing would make us happier than to give our readers a bigger magazine published more often. But we should all keep in mind, that no other sailing class offers a publication the size and the quality of HOTLINE; HOTLINE doesn't get produced for free; and more magazine means more cost. We will continue in our efforts to keep the HOTLINE its present size and quality and satisfy all of our readers, racers and day sailors alike. -Ed.

Merci Bien and Get A Life, Man!

"Love to hate?" Au contraire, mon ami. One big time excellent, for your publication of the regatta schedules for all the divisions! Now I can plan my summer, filling in the weekends, when my own division doesn't have events planned, by just skipping over the border to attend regattas in Divisions 12 and 16. Keep the race information coming. After all, that's what a class association is all about, and you are the official publication of that class. Don't forget it!

A bogus, dude! for continuing to waste valuable editorial space on the "Fleet Directory". Your information is way out-of-date. You have one commodore listed who hasn't even been in the state for the past five years. And why are fleets listed by number? If you want to help new sailors looking for fleets to join, why not list the fleets by state and/or country, and list the membership secretaries and their phone numbers instead?

Please, sail smart, not just the same old way.

Mick Roberts
Budd Lake, NJ

The HOTLINE publishes the fleet information provided to us by the fleets. So if you, or your fleet members, have found incorrect information in the fleet directory, get on your officers and tell them to send us current information. As for redesigning the fleet directory by state, good suggestion! -Ed.

We Asked For It

In response to your request for suggestions, why don't you include a regular section on "Learning to Sail a Cat". You can't assume that all of your readers have the expertise to sail a cat correctly. Many of us have had our first experience with Hobie Cat sailing only after buying one. Previous experience with monohulls doesn't totally prepare sailors for the inherently different sailing characteristics of multihulls.

This section could include basic sailing techniques, what to avoid, how to make the transition from flat, protected lakes to the rougher conditions at the beach. Articles like that would give Hobie a larger base from which to draw future racers.

Also, why not expand your Hobie Hot Tips' section with more illustrations of readers' suggestions on improving their cats. Many times it is difficult to follow the readers' procedures.

And finally, more color photos, possibly a centerfold of on-the-water boating action suitable for framing, would be great. Often, just looking at a beautiful color photo of

sunny sailing can get many of us in the snowy Northeast through the winter with our sanity.

D.J. Answine
Apollo, PA

We not only will, but we already have. Just take a look at the Basic Sailing article in this issue. Over the past year, we have published a number of Clip and Save features for the novice and we will continue to do this as often as possible. Developing a centerfold suitable for framing is a little more difficult. We know that there are a couple of magazines that run centerfolds, but, according to one of our staff members, the staple holes ruin everything. Rest assured, though, we'll keep on trying. In the meantime, there are a couple of Hobie Calendars still available and they have proven to be terrific sanity savers for the snowbound. Thanks for taking the opportunity to write, we hope to hear from you in the future with more good suggestions. -Ed.

Aye, Aye, Soldier

My family currently sails on the Northeast coast. I have my Hobie stored at my father's home in Swansea, MA. While reading the January/February 1989 *HOTLINE*, the Buzzard Regatta really caught my eye. Chris Brosco, Sr. from Fleet 28 did a great writing for his fleet. Next time I'm home I hope to contact the fleet. Until then, great job Chris, and I sure hope to see more about Fleet 28.

I started sailing a Hobie 16 back in 1984 in Lawton, Oklahoma with Fleet 251. I, like Ted Lindley (*HOTLINE* January/February 1989), saw Hobies flying across Lake Lawtonka and knew that I wanted a Hobie. The fleet members were super. They were all willing, as they are now, to teach new people the art of Hobie sailing and, after a short time, I was flying my hull as much as possible. It is, indeed, the ultimate feeling.

In September of 1987, I was honored to be elected Vice-Commodore of the fleet. Unfortunately, I had to resign in July 1988 because the Army sent me to Germany.

The *HOTLINE* is the best source of information that a Hobie sailor has for all the latest news. Now that I'm here in Germany I am looking forward to making contact with Hobie sailors because of *HOTLINE*'s Fleet Directory. It's a great publication. Keep up the good work.

Gary Horton
U.S. Army
West Germany

We're certain that you'll find the same friendly Hobie sailors in the International Division as you found in Fleet 251. By the way, what's a sailor doing in the Army? -Ed.

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HOBIE BRIEFS

HOBIE CAT DEALER NAMED FEMALE SAILOR OF THE YEAR

Loraine Baroody, the Hobie Cat dealer in Jacksonville, Florida, was named Female Sailor of the Year by the Rudder Club of Jacksonville.

The prestigious award was given to Baroody for furthering the interests of the Jacksonville sailing community. She generated almost fifty percent of the club's new membership, through her dealership, Surf-n-Sail, as well as procured four new boats for the club's sailing classes in just a short one and one-half year association with the club.

Baroody currently serves as membership chairperson of the Rudder Club and intends to keep bringing new sailors into the club. She feels that sailing is a wonderful recreational activity and is anxious to introduce it to as many new sailors as possible.

HOBIE 21 RECEIVES 1988 MULTIHULL OF THE YEAR AWARD

The Hobie 21 was named 1988 Multihull of the Year by "Sailing World" magazine. The 21's design, size and performance on the water have also won rave reviews from sailors across the country.

"The Hobie 21 is a great boat with a flare for excitement," states Kim Kymlicka, International Hobie Class Association Director, "we're extremely thrilled that the sailing public has recognized the potential and innovation of the 21."

The 21 has sparked a lot of interest among sailors in other classes and has converted some veteran monohull skippers to multihull sailing.

The Hobie Cat Company is justifiably excited about the recognition the 21 has attained in its short history because it is continued recognition of the quality and excitement of Hobie Cat sailing.

HOBIE 21 TAKES TOP HONORS AT CAT FIGHT

San Diego's third annual Cat Fight, held March 4th and 5th, was dominated by the Hobie 21. The Cat Fight, the largest open multihull sailing event on the West Coast, is sponsored by catamaran enthusiasts and is designed for sailing fun. The course was set up to incorporate long reaches to exploit the high flying excitement of cats.

The field was made up of all types of catamarans, which were placed in division according to the relative speed and size of the boat. The Cat Fight is made up of two non-triangle races with the winner decided by the total combined time for both races.

Attention was focused on Division 5, a no-holds barred class without restrictions on spinnakers and consisting of one-offs, prototypes and custom built one-designs.

Both Division 5 races were won by a stock, class-legal Hobie 21, sailed by Pete Melvin and Steve Rosenberg. All three Hobie 21s entered in the competition finished in the top five.

Hobie Cat was also well represented in the other divisions, with the Hobie 17 sweeping the top three places in Division 2.

The race sponsors are currently planning for Cat Fight 4 to be held in September in San Diego.

BEST WOMAN SAILOR IN THE WORLD

Anne Gardner-Nelson, 1988 Hobie 16 Women's Champion, has been named Best Woman Sailor in the World by "Motor Boating and Sailing Magazine." Gardner-Nelson was recognized for her

Continued on page 14

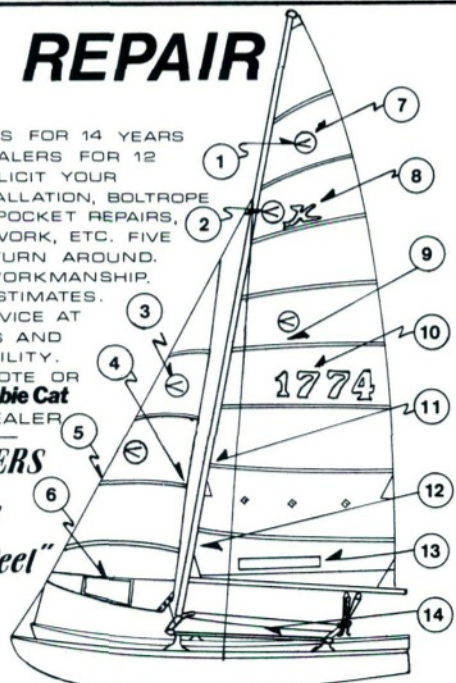
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HOBIE BRIEFS

Continued from page 13

many achievements on the water on all types of sailing craft, from boards to Hobie Cats. She has also been named 1988 Yachtswoman of the Year by three different organizations and sailed to a respectable twelfth place finish in the ProSail series.

She began her Hobie sailing career at the age of fifteen on a rented Hobie and quickly fell in love with the freedom and wide range of activities available to her. She moved from Hobie Cats to large monohulls to sailboards and back to Hobie Cats, winning the admiration of her peers, friends and competitors no matter what she sailed.

After skippering, crewing, coaching and competing to the top of competitive sailing, Nelson is ready for more, as long as its fun. "There's so much to do out there. I enjoy both the challenges that the sport gives me and the performance goals, but competition has always been fun. I doubt that I would stay with it if the fun stopped."

Anne, and husband Bruce, are expecting their first child in July. Although she will not be competing directly, she will remain involved. She will be the coach of the Hobie Cat ProSail Team of John Wilson and Jeff Alter. The HOTLINE staff, and Hobie Cat, want to congratulate Anne not only on her current honors and past achievements, but also on her future crew member.

WINNERS, WINNERS AND MORE

Earlier this year the HOTLINE invited all of you to grab your crayons, markers, pencils, or whatever else you had handy, and show us what Hobie sails should look like. Well, you did. And we're still going through the entries.

That's the bad news. The good news is that we've almost got the best ones picked out and we'll be announcing the winners in the July/August '89 issue of the HOTLINE. There are some great entries and all of the entrants deserve a "well done."

HOBIE CAT IMPROVES THE RUDDER SYSTEM

Over the past year the Hobie Cat Company has received a number of comments from sailors regarding the rudders kicking-up quicker than in the past. The comments were referred to the Hobie R & D department. In turn R & D has found a way to improve the kick-up range. By slightly changing one part of the radius of the cam, they have made the kick-up range adjustable from five to forty pounds. The new cams are in stock at Hobie Cat and are available through your local dealer.

Kim Kymlicka, International Hobie Class Association Director and Hobie Cat Product Manager, assures that the improvement will cover most sailing conditions. There is one possible exception he noted, "Corpus Christi Bay when the jellyfish come to visit."

R & D staff caution sailors not to exceed the forty pound maximum which could lead to serious boat damage!

IN MEMORY OF CATHY WHITTINGTON

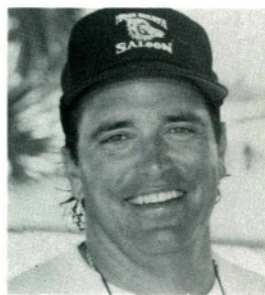
Hobie sailor, Cathy Whittington, was killed in a tragic boating accident in March. Cathy was a special friend to many Hobie Fleet members. We will miss her contribution to the fleet, the Class Association and "The Hobie Way of Life."

Cathy's husband, Rob, Commodore of Fleet 102, has established a scholarship fund in her memory. Those who would like to contribute to the fund may send their donations to the:

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Hobie Turbo, Hobie 16, Hobie 17,
Hobie 18, Holder 14, Alpha 230,
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When the HOTLINE staff sat down last year to plan the 1989 editorial calendar, we thought this issue would be a great time for a 21 tuning article. The skippers that we asked to help us with the article all raced on the ProSail circuit and all had done extremely well. They were happy to share everything they knew about the 21 and they gave us a lot of information.

All of the skippers were incredibly positive about the 21, its sailing abilities, its construction and its versatility. They were not, however, as talkative about

In compiling the information we found out some things that surprised us and some things that we already knew. We knew the 21 was a good boat, we just didn't know how good.

What kind of boat is the 21? It's "fast, big, forgiving, exciting, dry, fun and easy to sail" according to everyone we talked to. It provides a nice, wide, stable platform for the day sailor as well as the racer. "You can take three or four people out in a blow and have a blast without affecting its performance a whole lot," stated one skipper. John Barnett related how he and a friend put sixty miles on the

but you're up higher where you can see what's happening around you and they're really comfortable." Comfort is an important factor no matter what type of sailing you do. Nelson feels that the 21 is just a great fun boat all around. "There's more speed, more excitement and a whole new sailing challenge. If anyone is bored with what they are currently sailing, they should try a 21. It's not just a racing boat, it makes a terrific cruising boat."

One less than positive response we heard was about the 21's weight. It is a heavy boat that does require more effort to launch and land. The skippers offered a simple solution; invest in a good set of beach dollies. As for rigging, even with the spinnaker, two people can set the boat up and be ready to sail in forty-five minutes. Most of the skippers felt that, like anything else, the 21 wasn't perfect but it was state of the art with the design proving to be innovative and effective.

Both John Hackney and Wayne Schafer credited the spinnaker for adding a whole new dimension to the sport. Hackney, President of TrenTec Inc, said, "It's been done before by sailors who have added them as after market items and we've seen them on high performance craft and big boats. But, until now, we haven't seen them on small, production catamarans. Sailing 'off the wind' used to be boring and this boat has transcended that. With the 21, sailing 'off the wind' is now the most exciting part of sailing." Schafer, President of the International Hobie Class Association and third place finisher in the ProSail competition, feels that the spinnaker has added much to the crew's contribution to sailing. "The crew has a whole new set of responsibilities. For experienced, as well as novice sailors, it takes some expertise that has to be learned. It adds a great deal of fun to sailing." Nelson agrees that the spinnaker adds a new challenge to sailing and "any Hobie Cat sailor relates to a challenge."

The fact that the 21 is just naturally fast, and well constructed, is enough for Hackney. John Barnett has an entirely different perspective. "It's about time they built a big man's boat." Barnett also likes the fact that the boat is dry, big enough to walk around on and the boom is high enough to get under easily, and the wings act like lifelines providing a feeling of security because you know they're there.

Rick Eddington, crew member for the first place ProSail team, felt that the competition and the class itself were the best things about the Hobie 21.

With a boat that was designed for speed and a third sail, we wondered if it was difficult to sail. According to Eddington the boat is very challenging to sail in competition and the more experience you had the better off you were. Schafer agreed, but added that there wasn't anything on the 21 that was

BIG Brisk BODACIOUS

BY MICK CORLEY

tuning tips.

No, they weren't hoarding secrets. They were being open and above board about how they sailed the 21. John Barnett, fourth place finisher in the ProSail series, probably said it best: "Tuning the 21 is evolving. Everyone is going out and setting the boat up pretty much according to their experience on other Hobie Cats. Right now we're just scratching the surface of the 21's speed potential. No one knows exactly what adjustment is going to make the critical difference in boat speed. Everyone is still experimenting and I've heard diverse opinions about how to rig it."

Where did this leave the HOTLINE? Well, we do have information about the 21 that will benefit both current and future Hobie 21 sailors. Instead of concrete tuning tips, however, we think the information is part of the 21's evolution.

boat just sailing around the bay one weekend. "We didn't even try hard because the boat is so fast with the spinnaker. It's just a naturally fast boat that you don't have to fight unless you're in high level competition." Barnett also likes the fact that the boat will take a lot of punishment. He admits to being one of those people who don't always get a boat tied to a trailer as tightly as they should. He has put a lot of miles in traveling the ProSail circuit and trailering the boat. The 21 stood up, not only to the punishment of travel, but also to the rigors of the high level demands of professional sailing.

Anne Nelson, the 1988 Hobie 16 Women's Champion who finished twelfth on the ProSail circuit and was just named "Best Woman Sailor in the World" by a national boating magazine, likes the wings. "Not only do they keep you dry,

mysterious or that hadn't been seen before on other Hobies. He admitted that the 21 could be intimidating but "it handles like any other Hobie, it's just bigger!"

The size and weight means that the boat makes more physical demands on the sailors. But according to Nelson "the hardest part is getting it in and out of the water." Once the boat is on the water then "you just go and sail it and, believe me, once you're on the water, you won't get bored!" Because of its size everything on the boat has more tension and you really need to be prepared to work

opposite of what we're used to. If you head up with a spinnaker, instead of fall off, it's all over in a hurry."

Stepping aboard a Hobie 21, according to Nelson, you'll find "a lot of lines to pull, things to tweak and a lot more controls that provide optimum sailing in almost any conditions. You've got a barber hauler to help control the jib and the spinnaker with three more lines to pull. The important thing to remember is that most of what you'll find will be familiar. While the fine tuning options on a 21 are much closer to a monohull than most Hobie sailors are used to, they are

new element to the tuning process as does the spinnaker which "adds so much off the wind performance that the main and jib need to be tuned for weather work."

Schafer agreed with Hackney's assessment stating, "While every new boat has its quirks, tuning the 21 is very much like tuning the 18. The 21s' diamonds are pretty tight because of the headsail."

The mast on the 21 is raked back to accommodate choppy conditions and brought forward in smooth water. Again, most of the sailors stated that they set the mast similar to an 18. Wayne Schafer pointed out that the boat performed well when the mast was vertical and Rick Eddington said that while the mast was brought back, it was not raked a drastic amount.

When asked about mast rotation Barnett had some pertinent comments. "On an 18 you try to get mast bend by rotating the mast which will flatten the sail. You can go out in heavy winds and have a lot less power. The 21's tapered COMPTIP mast is designed to react to a puff of wind by bending off automatically and opening up the sail like you want to. That means the sailor is doing a lot less sheeting, the boat is going a lot faster and it's just a better way to do things." Some of the other skippers fell back on the rule of thumb and had the rotator pointing at the shrouds.

Since the spinnaker is the most obvious, and for some, the most intimidating element of the 21, we tried to establish some guidelines for using a spinnaker. We came up with several of them. The first rule of thumb was, "If you can double-trap to weather, then you should use a spinnaker." The second was, "If your competitors are using theirs, then you better use yours." The third rule stated, "Use it whenever you can, because it's more fun sailing with it than without it." And the fourth was, "Make sure you have a good spinnaker bag."

Eddington said that "rounding the first mark and holding the lead, especially if the wind was really blowing, you should play it safe. Watch the rest of the boats. If everyone else put up their spinnaker, you should use yours, unless you think that you can hold the lead without it." He cautioned that the sailing angle played an important role. If rounding the mark, you found yourself sailing too tight a reach, then the spinnaker could hurt you. But any time you had a chance to fly it, you should.

Nelson thinks that sailing with a spinnaker is more fun than sailing without one. She did say, however, that sailors need to be mindful of their individual capabilities. She reminded us that "you always want to bear off in the puffs rather than come up, when using a spinnaker. If you don't, then you run the risk of flipping. The ProSail rules gave windward boats the right of way on free legs



harder but the size and weight also make the boat extremely stable.

In heavy air, Barnett felt that the spinnaker helps to stabilize the boat, minimizing the possibility of pitchpoling. "It doesn't want to pitchpole because pressure from the spinnaker pulls the bows up," he said. "The boat tacks and turns really well. Just put the rudders over and it goes. On tacks, I haven't put it in irons once," he states.

If you do make a mistake the 21 can be forgiving, of course, that does depend on how big the mistake is. If sailors know their limits, and don't exceed their skills, then they can probably get away with minor mistakes. Sailing with a spinnaker you have to be on your toes, especially in heavy winds. "You have to fall off rather than head up in a puff, which is just the

not overwhelming, and much less complicated than on some other one-design classes."

The one important variable is the use of the third sail and the different types of designs that can be utilized. As John Hackney said, "The spinnaker adds the options by opening up off the wind sailing. In a few years, after we've had more experience on the boat, then we'll start looking at what else we can do to increase boat speed."

Hackney doesn't feel that tuning the 21 differs significantly from tuning the 18. The principles are the same even though this is a new boat and no one has a corner on what is going to make the boat go faster than it does naturally. The tapered COMPTIP™ mast, which is relatively new to Hobie Cats, brings a

because, if you couldn't bear off in a puff, it could be hazardous."

She also suggested that, in light air, the skipper should try handling the spinnaker while steering the boat. "I prefer to trim it myself whenever possible because I can feel how much wind I have, and it tells me when to bear off and go downwind more. As soon as it pulls, you need to bear off." When the wind gets up to eight to twelve knots then the skipper should give it back to the crew to control.

In her opinion, the important thing for the crew to know when working the

by stretching the tack down, assuming it can be hoisted all the way to tang. This flattens the sail and pulls the pocket forward, just like the downhaul on the main."

In rigging the 21, Schafer aims for a happy medium. He doesn't want the rig to be too loose because of the weight of the mast and the amount of support it needs. On the other hand, a rig that is too tight will bend the bows. [When tightening the rigging be sure to follow the directions in the assembly manual. For your safety, it is better that the rigging is tight because a loose rig can lead to


moves around. So when you sheet it, you're sheeting to a movable tack. Using the pole makes the tack stationary and also moves the tack further forward. This opens up the slot more, giving you more projected sail area. It also eliminates some of the crew's work because it leaves the pole centered, and set, relative to the wind as it swings around." He also feels that it helps in jibing because you don't have to move lines or bridles around and there is more room to jibe because the tack is farther away from the jib forestay.

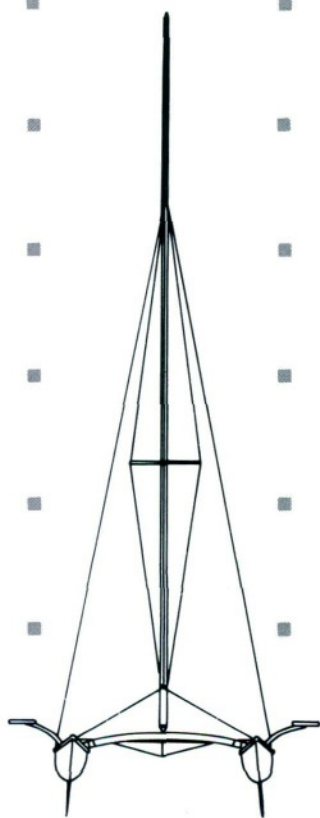
Eddington used a floating bridle which gave him the ability to move it from side to side as well as up and down. "Sometimes our method was better and sometimes it wasn't." In his opinion, there is not a lot of difference. "No one dominated (the ProSail races) based on the rigging but rather the experience and knowledge of how to fly the spinnaker. Flying is based totally on experience and depends on the angle where you let the sail travel hard on the wind or strap it in tight."

Sailing the 21, in varying wind conditions, is again a function of a sailor's experience. The boat is bigger and faster than other Hobie class boats so some adjustment in sailing style is needed. The adjustments are minor. "I've seen a lot of people come from other classes and step on a 21 for one or two races and do as well as anyone," John Hackney said.

Wayne Schafer suggests raking the rudders forward as much as possible to counteract the headsail. And Rick Eddington says it's a little bit difficult to keep the boat flat in the wind, so you need to adjust your sailing style to get maximum performance from the boat. He also suggests that the skipper and crew get together before the start and talk their way around the course. Plan for situations you might find yourself in and be prepared to do the right thing at the right time. Varying the downhaul depends on your preference, your competitive position in the field, whether you're sailing a short or long leg or what you want to do.

Anne Nelson cautions that when rounding the windward mark "you don't want to bear off too hard, especially if there are boats close behind, and put your spinnaker up because you'll stop moving. And you shouldn't be too high because the spinnaker will wrap behind the main and possibly rip on the battens."

Other than that, the only thing left to say about the Hobie 21 is that it is a truly new breed of Cat. A great racer, a great day sailer that has plenty of room, plenty of get up and go and plenty of everything else it takes to make a Hobie Cat! 



spinnaker is to keep a small curl in the windward edge. She feels that there is a tendency to oversheet and tells her crew "if in doubt, ease it out." Her crew is always working and watching the spinnaker rather than just holding it. "If you're not paying attention to it all the time, it will collapse before you know it. You really need to be experienced with a spinnaker before you can go by feel alone and, when you really get good, you can double-trap with the spinnaker out, which is a whole new experience."

Schafer liked the double trap rule when you're just starting. As you and your crew get more experience then "you can start taking more chances."

"It's surprising how simple the spinnaker is to use," Hackney said, "It's just not difficult at all. You control the sail shape

mast failure and possible injury. -Ed.]

There are a number of ways to rig the spinnaker. There are stationary bridles, floating bridles and spinnaker poles. Whichever method you use, Schafer recommends, first putting it in the middle of the boat as a good all-around position and then experimenting with different positions to find the place where it will best suit the crew and your sailing style.

John Hackney is in favor of a spinnaker pole rather than a bridle. (He was also extremely hesitant about recommending one since that is one of the items his company, TrenTec, sells.) He pointed out that the Stars and Stripes used one in the successful defense of the America's Cup and thinks that they offer some real advantages to Hobie 21 sailors. "The tack of the spinnaker

**Whether a
rookie or a
perennial fleet
champion, basic
sailing skills
are the key to
fun and
exciting Hobie
sailing**

BACK TO

As soon as you've put your Hobie in the water, you have shown enough sailing skill to get into trouble. Every Hobie sailor should spend a little time at the beginning of the sailing season going over basic sailing skills to refamiliarize themselves with the minimum demands of sailing. Whether a rookie or a perennial fleet champion, there is a key ingredient to fun and exciting Hobie sailing. That key ingredient is knowing enough to, not only get into trouble, but to get out of it successfully. Mastering basic sailing skills can be the margin of safety for Hobie novices and the margin of victory for Hobie competitors.

At its simplest, sailing is using the wind to propel yourself and your boat through the water. At its most complex, sailing is using the same wind to go where you want to go, at whatever speed you desire. No matter what type of sailor you are, the challenge of sailing is to control an uncontrollable element.

To do this, there are a few basic components that need identification and understanding. A Hobie Cat consists of hulls, a mast, sails, rudders and centerboards. On some models a combination of asymmetrical hulls, mast rake and rudders fulfill the centerboard function. The hulls provide a positive flotation device to carry the boat's load. They also present an efficient shape for cutting through the water and decreasing the friction between the hull's surface and the water. Asymmetrical hulls are shaped like an aircraft wing with one curved surface and one flat surface. An asymmetrical airplane wing provides the needed lift to get the aircraft off the ground and keep it in the air. In the water, the asymmetric hull provides the sideways lift that translates into lateral resistance on the water. The hull bites into the water with increased efficiency decreasing the tendency of the boat to sideslip. As the water flows across the inside, or curved edge of the hull, it moves faster than the water flowing across the outside of the hull and exerts less pressure. The hull tries to move in the direction of the least pressure and, as a result, tries to lift to windward. This causes the hull to bite into the water. On boats with symmetrical hulls the centerboards provide the bite, or lateral resistance, by increasing the below water surface area of the boat.

The length of the mast will determine the amount of sail that can be safely used on the boat. It provides the means to support the sail and a pivot point for changing the angle of the sail in relation to the wind. Changing the vertical angle of the mast in relation to the hulls alters the steering characteristics and changes the amount of drag on the bow and stern.

The sails move the boat through the water by catching the wind and directing it across the surface of the sails. The shape of the sail effects its ability to drive the boat. Sails, like the asymmetrical Hobie hulls, make use of the Bernoulli principle that states that a high pressure area built up on one side of a foil shape will try to move in the direction of less pressure on the other side of the shape. This pressure movement drives the

boat and results in boat speed.

The rudders are the device that determine the boat's direction by directing the flow of water as it comes off the hull. Pulling the tiller to the starboard (right) will move the boat to the port (left) and moving the tiller to port will cause the boat to turn to starboard. Unlike an automobile, a boat steers from the stern rather than the bow and this takes a little getting used to, especially for the new sailor or after a long winter layoff.

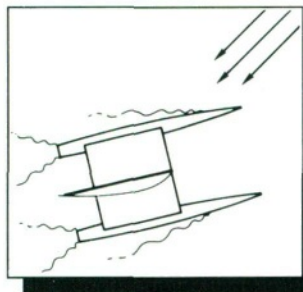
The purpose of centerboards is to counteract the tendency of a sailboat to heel under the force of the wind. The centerboards increase the lateral resistance of the boat and make it easier to handle in strong wind.

Competitive sailing is understanding the basic parts of the boat and manipulating, or tuning them, and then using basic sailing skills to increase performance.

Basic sailing skills are the skills every Hobie sailor needs to keep themselves out of trouble. Basic sailing starts with an understanding of what a sailboat can, and cannot, do. A sailboat sails using the wind to move the boat. It is not designed to sail directly into the wind. The directions that a sailboat can sail, called points of sail, indicate where the wind is coming from as it crosses the boat. Points of sail are easy to visualize if you picture your Hobie in the center of a clock, with the bow pointing directly to twelve o'clock and the stern to six o'clock. In this position, the Hobie points directly into the eye of the wind with the sail loose and flapping (luffing) because the wind is exerting equal pressure on both sides of the sail. When a boat is in this position, it is "in irons" and unable to move forward in a straight line. Breaking irons is a relatively easy maneuver and should be practiced because it is the rare sailor who has never found themselves in that position.

As the boat sits dead in the water, the force of the wind will begin to push the boat backwards. When it has picked up a little momentum, turn the rudders so the boat will begin to swing away from the direction of the wind. As the wind hits the sail, the boat can begin to move forward pointing either to the one or eleven o'clock position. This is called beating when you are sailing in the same direction the wind is coming from and the wind is coming across the front quarter of the boat. The mainsheet should be sheeted in tight pulling the boom to the middle of the boat. If you have trouble keeping the boat flat, ease out a little on the mainsheet. Beating, or sailing to weather, is possibly the most necessary, and most difficult and strenuous, sailing fundamental to master. Remember that, while it is impossible to sail directly into the wind, a well-skippered cat can sail about 45 degrees off the wind and that should be your ultimate goal.

Continuing to hold the rudder over will swing the boat onto a reach, from the two to five or the seven to ten position on the clock. There are three types of reaches: A close reach, where the wind comes over the front half of the hulls at about a 45



BEATING

BASICS

BY OLIVER H. PERRY

degree angle; a beam reach, with the wind coming at a 90 degree angle directly over the side of the hull; and a broad reach where the wind is coming from the back half of the hull at about a 45 degree angle. A beam reach and broad reach are considered the most effective and fastest points of sail for a Hobie Cat and they are extremely responsive to sensitive handling.

A reach can be anything from peaceful serenity to speedy excitement or catastrophe. When on a close reach, trim the sail so the boom is slightly off the middle of the boat. As you move from a close reach to a beam reach, the boom travels outward toward the hull. Set it about halfway between the hull and the middle of the boat. Sailing a broad reach, place the boom so it is sitting just inboard of the hull. Positioning the boom is accomplished by trimming the mainsail with the mainsheet, or a combination of mainsheet and traveler adjustment. A good rule of thumb for traveler adjustment is as the boat moves closer to the wind, move the traveler closer to the center. When the boat moves off the wind, the traveler moves away from the center to leeward.

As the boat continues its clockwise move, the wind comes over the boat from the stern. From the five to seven o'clock position the boat is running with the wind. Running is the easiest point of sail because all the skipper has to do is let the sails out until the boom is perpendicular to the hulls and maintain a straight course. It is a good idea to have the wind hit the sails from a slight windward angle to make sure that a constant pressure is maintained on the sails. This prevents an accidental jibe that will swing the boom, with considerable force, from one side of the boat to the other.

For a novice, or rusty sailor, running is probably the simplest place to start sailing. While the boat is still on the beach, attach telltales to the port and starboard shrouds and to both sides of the sail. The telltales on the shroud will indicate the direction of the wind, while the telltales on the sail will let you see how the wind is moving across it. With the boat fully rigged, move it to the launching site and point the bows toward the water. Be sure to watch for overhead lines, especially power lines, when moving the boat into a launching area. This is particularly important if you are using a trailer to move it into position. Remember, even with the COMPTIP™ mast tip, mast contact with an overhead power line can result in serious and even fatal injuries.

If this is your first time sailing, you should be launching in light to moderate winds that won't prove too much of a challenge when just starting. With the boat in the water, check for wind direction again and decide what you will be doing when underway, reaching, running or beating. Pick a direction that will allow sailing as close to the wind as possible. Figure out where to position the sail to take advantage of the wind without losing control of the boat. If the launching area is crowded with other boats or swimmers, it would be rude, and possibly hazardous, to put the boat in

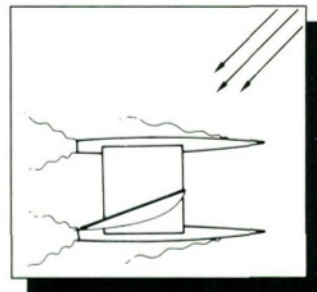
the water and take off on a screaming reach that you can't control.

If you are launching into surf, watch how the waves are breaking and time your launch to coincide with a lull in the waves. When the time is right, make sure the traveler is in the center with the rudders raised and the mainsheet slack. Push the boat into the water from the stern, or the rear windward corner, and, after a few long strides, jump aboard. Gain control of the boat by lowering and locking down the rudders and getting the mainsheet in hand. Steer a course that will take the boat away from the beach and other boats or swimmers. The goal is to start slowly and get organized.

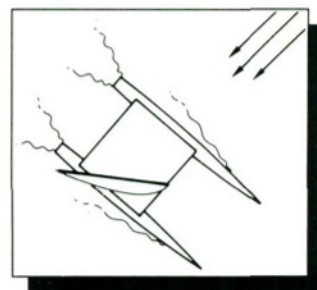
Once clear of the beach area, turn the boat downwind and begin to get the feel of how it is steering. Look at how the boat is sitting on the water. Are both hulls sitting evenly, or is the boat leaning to one side? A catamaran is extremely sensitive to pressure from the wind and the weight distribution on board. These pressures will cause the boat to heel or lean to the side and this lean must be counteracted by adjusting, or trimming, the on board weight. This is an inexact process and something that each skipper learns through experience. Carrying the weight too far forward will sink the bows and too far aft will sink the stern. Both of which will impede forward movement and diminish the boat's speed. The boat's heeling, due to wind pressure, is offset by moving the weight to the side opposite the heeling movement and leaning in the direction of the wind. This is called hiking out.

When the proper trim has been established, and you're familiar with the boat's handling, start planning the next maneuver or point of sail. When running downwind, position the sail and boom perpendicular to the hulls. Plan your new course to keep the boom on the same side of the boat. If the boom is on the port side, turning to starboard will keep the boom on the port side of the boat. A port turn will cause the boom to move, from the port to the starboard side, directly across the trampoline. Since it will be moving with the force of the wind, anything, or anybody, in its path must be prepared to duck to avoid it. This is called a jibe. A jibe changes the direction of the boat while sailing downwind by steering the stern of the boat through the eye of the wind. A jibe, especially the first few times, should be done in a gradual manner. Take hold of the mainsheet just below the boom and direct the mainsail over to the opposite side of the boat as you gradually, and gently, steer the boat to the new direction.

Once the turn is made the boat will be on a broad reach and the trim will need to be adjusted. The skipper and crew should move aft and prepare to hike out if necessary. Watch the lee bow to make sure that it is cutting through the water cleanly. Burying the lee bow under the water can not only stop the forward progress rather quickly but is also a potential capsize situation. If the lee bow starts going under, sheet out the mainsail and it should come up and break



CLOSE REACH



BEAM REACH

free of the water. If the turn is made cleanly without the lee bow going under, sheet the mainsail in tightly and watch the telltales on the sail. When you're in the groove they will be streaming back flat against the sail indicating that the wind is crossing the sail exactly like it should be.

When sailing, there are no little white lines or road signs to guide skippers but they still have to set a course. It's okay for novice skippers to sail aimlessly while they're getting used to the boat, as long as they don't run into another boat, or run out of water, while they're meandering. Sooner or later, however, a skipper has to master the art of setting a course and holding a course direction. Begin by deciding where you are going; figure out the most efficient use of wind; and the boat handling techniques for the different points of sail. Then pick out a mark, preferably one that isn't moving, point the bows toward it and hold a steady course toward it; adjusting the trim, traveler and sails to keep moving steadily and efficiently. Pay close attention to the telltales to make sure that the wind is crossing the sails smoothly; watch the sail to maintain the airfoil shape; and work the rudder to keep the mark centered between the bows and to keep the boat moving energetically in the right direction. This is a lot to keep track of the first couple of times out. It might be a good idea to bring along a passenger to both help and also to watch out for any other boats or obstacles on the water.

As you settle down on the broad reach, try picking out a mark and setting course for it. When everything is settled down and the boat is in the groove on a proper course, start bringing the tiller around to a beam reach, pick out another mark and set a course. Sailing a beam reach is much the same as a broad reach. The weight should be aft, sails taut with the telltales flying straight back against the sail. The skipper and crew, on the windward side of the boat, ready to hike out if necessary. The sail will need to be sheeted in tighter on a beam reach, bringing the boom closer to the center of the boat.

After sailing the beam reach until you're comfortable with how you, and the boat, are handling, come up to a close reach. Sheet in until the boom is close to the center; make the necessary adjustment to the boat's trim and course angle; and keep the boat moving smoothly and efficiently. Once you're satisfied with sailing the close reach, it's time to head the boat up again and try beating.

Beating can be one of the most strenuous and difficult maneuvers of catamaran sailing. Remember, while it is impossible to sail directly against the wind, good skippers can keep the boat moving at least 45 degrees off the wind. Beating requires the mainsail be sheeted in as tight as possible, while still keeping the boat flat. If the boat starts to come up, then ease out on the mainsheet. The skipper and crew should be on the windward side of the boat, positioned wherever necessary to keep the boat flat and level on the water. Watch the telltales closely, particularly on the windward side of the sail. When sailing the beat effectively, both telltales will be streaming back and flat but the windward one will be on the verge of fluttering. Work the tiller to find that point and then set your course. Keep working the tiller gently to make sure that the boat is as close to the wind as you

can get it.

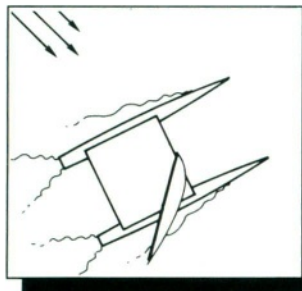
The next step in sailing is tacking, or coming about, which, like jibing, changes the direction of the boat, and is both a necessary and basic sailing skill. Tacking changes the direction of the boat by bringing the bows directly through the eye of the wind. Since catamarans require some momentum to execute the necessary arc required for tacking, tacking must be practiced so it can be executed smoothly and efficiently. Before tacking, make sure that you are sailing to weather efficiently and at a good speed. Turn the rudders about a third to a half of the way over. Using all the rudder will bring the boat into the wind too sharply and cause it to stall out. The objective is to make a smooth turn using your forward momentum to come all the way through the eye of the wind.

As the turn starts, move your weight slightly forward to help keep your speed up and release about eight to twelve inches of mainsheet. Continuing through the eye of the wind, the boat will swing far enough over to start your new course. Lay the tiller extension flat against the trampoline and hold it there with the flat of your hand. Do not hold the extension in the air, or grab the tiller crossbar. Keeping the tiller extension pinned to the trampoline, let go of the mainsheet and move to the opposite side of the tramp. Quickly situate yourself in your new position, take the mainsheet in the hand that you were using to hold the tiller before the tack. Use the other hand to flip the tiller back around. Check the trim, adjust the sail and keep moving on the new course. If you find yourself in irons, just relax and let the wind push the boat backwards until you can turn the rudders and execute the tack. As you're executing the tack, remember that the boom will be swinging across the tramp as in a jibe. It won't be moving with the same velocity but you still have to make sure that it doesn't catch anyone on board unaware.

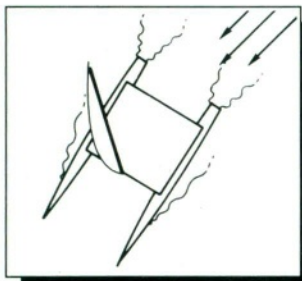
The sailor's goal is to keep the boat moving forward, taking advantage of the wind and sail adjustments for maximum performance. There are occasions, however, when a sailor has to stop to avoid collisions or other hazards. Usually these situations occur rapidly, so every skipper has to be ready to take immediate action to avoid an accident. Don't hesitate to act. Slack up on the mainsheet to spill air from the sail and head up into the wind. The boat's natural tendency will be to go in the line of least resistance which is exactly what you want to happen. Do what you have to do to expedite the boat's movement. If necessary, drag your foot, or any other part of your body that you can manage to drag without losing control of the boat. The faster the boat is brought into the wind and loses momentum, the faster it will stop. It is always a good idea to practice emergency maneuvers in non-emergency situations. When the real thing happens, you'll be ready and won't have to stop and think about what has to happen.

The last step in basic sailing is getting back to land. Simply set a course for where you started, watch out for other boats, swimmers or other obstacles on the water and sail to the beach. When the boat makes contact with the bottom, hop off the tramp, pull it up onto the beach where it won't float away and get ready for the next time.

AL



BROAD REACH



RUNNING

hours spent relaxing. Sailing on smooth and open seas. Finding palm trees gently swaying on miles of untracked, pearl-white sand beaches that overflow with sea shells. Many of us dream of, someday, selling all of our possessions and setting sail around the world on a pompous seventy-five foot yacht.

When the urge to cruise hits a Hobie sailor what do we do? Just ignore it? No way! Charter a large sailboat? Not at five hundred dollars a day, we don't. Borrow a friend's boat? Good luck, sailor! What do we do? We just call up a few Hobie friends and infect them with our cruising bug.

A sailboat is a sailboat. And every sailboat over twelve feet is legally considered a yacht. You, therefore, already own a shallow-draft yacht that doesn't require a towed dingy and can sail right to the beach!

Of course, your yacht is now used for recreational day sails, and some racing, but it makes a perfectly acceptable cruising vessel. So you can let that cruising bug in your brain grow, until it resembles a blood clot.

You can go right ahead and pass that cruising bug to your sailing buddies. Prepare yourselves for those exciting adventures and exciting daydreams that go hand-in-hand with cruising.

So, you call some of your sailing buddies and infect them with the same virus. That Friday evening you manage to get five of them interested, and everyone meets at your house. You have already called the local weather bureau to check on the forecast for Saturday. The conditions are perfect Hobie sailing; wind fifteen knots, air temperature seventy-eight degrees and the water is a balmy seventy-four degrees.

At 7:30 A.M. Saturday morning everyone meets at the beach to check the provisions. You've got five cases of liquid refreshment, a couple of six-packs of soft drinks and twelve sandwiches.

By 9:00 A.M., the wind is up and it's time to set sail for that island, just visible on the horizon. The island is only thirty-two miles away. You drive farther than thirty-two miles just to get to work. The cruise is a dream come true! You must remember, however, that Murphy sails on every Hobie cruise.

"Murphy who?" you ask. You know Murphy. Murphy is the one who assures you that there will be plenty of time to fill the gas tank in the morning and still get to your appointment on time. He also forgets to remind you to set the alarm so that not only do you get up late, but you also have to stop to get gas. Murphy puts the glitches in computer programs; unbalances checkbooks; makes it rain on weekends and schedules your ten-year-old's first piano recital on the day of the big game.

Sure enough, Murphy is aboard for your dream come true. Twenty-two miles from your departure beach, one of the Hobies breaks a shroud and demasts. "No problem," a sailor

their options: Sail back in the dying wind with two crippled boats; spend the night on the beach, and leave early in the morning; yell for help; hope that a family member calls the Coast Guard to report them overdue.

At 11:00 P.M. the Coast Guard (fortunately) gets a call from one of the sailors' family members who reports them overdue.

By 3:13 A.M. you and your cruising Hobie sailors are found alive by the Coast Guard, shivering from cold, but alive! Your dream cruise finishes with a happy ending!

Although the Coast Guard doesn't keep statistics on specific rescues, dream cruises that end up as nightmares are more common than we think.

The HOTLINE has written of several sailors who have taken extended cruises. One recalls the multi-part story of the Fleet 4 sailors who took thirty days to sail from San Diego, CA to Cabo San Lucas, Mexico, a distance of over one-thousand miles. How about Tony Laurent's adventurous escapades trekking the South African Coast and his crossing the Atlantic Ocean on his Hobie 18? Recently, this magazine published a story of some Arizona sailors who sailed the Sea of Cortez from the northern end to Puerto Penasco, Mexico.

In the last ten years, the HOTLINE has published over twelve adventure stories. They all shared one common trait ... Murphy. Some of his pranks were more harrowing than others, but he was always along for the ride.

How do you beat Murphy? Easy, Murphy can't compete with the well-prepared Hobie sailor.

This writer has a lengthy resume of open-water adventures on a Hobie 16.

These sailing adventures have included several voyages to Catalina Island, off the coast of Southern California and a trip to the Channel Islands, near Santa Barbara, California. There have been a couple of trips from San Diego to the Coronado Islands, off the coast of Mexico, and one very risky adventure single-handedly sailing over ninety miles from San Diego Bay, to Todos Santos Bay in Mexico.

In the beginning, the lure of the song "Twenty-six miles across the sea ... Santa Catalina is waiting for me..." was too tempting to pass up for this writer, as well as several members of Fleet 3. Landing our Hobies on an island, wow, what an attraction! That first cruise was, by far, the most cautious.

We asked questions by the dozen to make sure that Murphy was left on the beach. What if the wind dies fifteen miles out? Should we notify the Coast Guard? Which spare parts should we take? What

PROPER PRIOR PLANNING PREVENTS POOR PERFORMANCE.

The Six Ps of

Pleasure

WARNING:

HOBIE CAT and the HOTLINE do not endorse offshore Hobie sailing. Hobie Cats are made to sail within sight of land, whether in the ocean or on a lake. Some specifically controlled events such as the Hog's Breath 1,000 include offshore sailing but the safety measures are extraordinary. Anyone who might be thinking of planning an offshore adventure - take note. - Ed

comments, "we'll tie two righting lines together and tow him the rest of the way." Six miles from your destination, a boat snaps a rudder pin. "No problem," a sailor comments, "one of us should have a spare in our ditty bag." Of course, no one has a spare because Murphy left the ditty bags with small parts in the cat boxes. He left the cat boxes on the beach to make room for the ice chests full of beer.

Now you have one boat under tow and one sailing with only one rudder. The going is much slower and the weather is turning colder, eight degrees colder. The crews begin to get chilled. One is shivering, possibly bordering on hypothermia. No one brought any foul-weather gear! One of the sailors suggest borrowing some extra clothing from another boater when the Hobies reach their destination. Unfortunately, there are no other boaters around. It is now 4:30 P.M. and the sailors discuss

safety gear should we have? What sort of sleeping arrangements do we need? Do we need permits? Should the sailors be required to take VHF radios? Should we include powerboats as chasers and how many per Hobie? How much insurance coverage would we need? How many crew members should sail on each Hobie?

It took a lot of meetings to answer all the questions. In addition, we made several trips to the Coast Guard to discuss variables and permits.

Finally the decisions were made and the questions answered. Ten Hobies per chase boat were an adequate safety ratio. Only ten to twenty boats would make the initial crossing, to keep the risk minimal. Each powerboat would carry all the corresponding gear for its respective Hobies. That included major spare parts, bedding, dry clothing, provisions and anything else that might be needed.

We instituted stringent requirements for each boat. Every Hobie needed to carry a throwable. Each sailor had to wear a life jacket. Every Hobie was double-shrouded and carried extra small parts, such as shackles and pins, so small problems could be taken care of fast, before they became major emergencies. We included optional items, flare gun kits, compasses, VHF radios, to make sure that we were ready for anything.

Before any Hobie left the beach, the safety committee inspected every inch of the boats for loose fasteners, frayed wires and cracked fittings. Fleet 3, the sponsoring fleet, filled out a Coast Guard "OVERDUE VESSEL REPORT" for every boat that was making the crossing. This report is similar to an aircraft flight plan. The report tells the authorities where you are going and when you expect to get there.

Once the fleet left the beach, all the boats that did not have a VHF radio were required to be within 100 yards of each other. It was the responsibility of the assigned chase boat to round up any straying Hobies, not unlike a sheepdog corralling its flock.

The twenty-six mile crossing from San Pedro to the Island of Catalina was everything we imagined it would be!

Five miles from the mainland the sea water turned from murky blue, to crystal clear aqua-blue. Six miles out, the wind freshened to eighteen knots, as the westerly breeze shifted to west-northwest. The sailors were exhilarated. The entire fleet was sailing a beam reach, the Hobie's fastest point of sail.

The joy of speed was just the beginning. Halfway into the channel, we sailed among a school of dolphins, the puppies of the

sea. They followed several Hobies, swimming under the trampolines, coming nose-to-nose with rudder blades. The dolphins followed our wakes, swimming heartily in tandem with our boats. Later, sea lions barked at the fleet, objecting to the sailor's intrusion into the animal's territorial waters.

The most surprising sights were the fluorescent, aqua and blue, flying fish. At first, just a few flew near some boats, then hundreds appeared, flying across hulls and bumping into bows. The sight of freely



Having the necessary equipment is crucial.

roaming wildlife in nature's own aquarium made the entire trip an unforgettable and extremely rewarding experience.

As we approached the island town of Avalon, the wind diminished as the lee of the island blocked most of it. Most of the boats sailed the crossing in under two hours!

The calm was welcomed, however. The still waters of the island's shores were rich with undersea creatures, not normally seen because of the polluted waters off the inland coast. The Hobies' hulls, quietly slicing through the crystal-clear water, gave the sailors a glass-bottom-boat tour of God's aquarium. There were multi-colored fish, abalone, coral, sea urchins, and an entire biology book full of creatures. Lucky were the few sailors who had the foresight to bring some fins and a mask!

The Hobies' hulls, quietly slicing through the crystal-clear water, gave the sailors a glass-bottom-boat tour of God's aquarium.

Terra firma arrived too quickly. The chase boats began unloading all the gear, and tents were erected at a campground nearby. Everyone assembled, either to compare notes, or, after a shower, to go to Avalon to sample the town's wildlife.

At eleven o'clock the next morning, all the boats regretfully departed the sandy, palm-strewn beach in historic Avalon harbor. The return trip to the mainland, took about four hours, sailing in a ten knot breeze and surfing four-foot swells.

Word of mouth spread the success of the Fleet 3 crossing. In subsequent years, the fleet invited non-members to join in the crossing. Eventually other fleets followed Fleet 3's lead and sponsored more Catalina crossings. To this date, none of the fleets have experienced any major mishaps or breakdowns. Planning does have its rewards.

Fleet 3 no longer sponsors any open water sailing. The mini-adventures eventually created a major liability problem and insurance costs finally forced cancellation of the crossings. Add to the liability costs, fuel for the chase boats, lodging costs, and other expenses, and the tab in 1989 would have reached \$150 per couple.

Currently in Division 2, only two fleets, Fleet 4 of San Diego, CA and Fleet 30 of Riverside, CA, offer escorted summer mini-cruises, and those are open only to fleet members.

The one very risky cruise that this writer has participated in was a single-handed sail from San Diego Bay to Todos Santos Bay, twenty-two miles south of Ensenada, Mexico, a total distance of slightly over one hundred miles. The preparation for such a trip was very similar to the Catalina crossings. There were seven sailors making the trip and each one was responsible for the other sailor's safety. Everyone checked each other's boat. Each participant had to find someone who was willing to drive a car, pulling an empty trailer, over one hundred and twenty miles of unfamiliar Mexican roads and then find the right beach at a Mexican campground.

Each boat was double-shrouded and carried both a spare jib and main halyards as well as an assortment of small parts. In addition, it was recommended that all sailors carry a compass, a VHF radio, and a flare kit.

No personal items were left out. The sailors carried dry clothing, foul-weather gear, life jackets, waterproof flashlight, matches, air horn, three gallons of water, sunscreen, footballs, frisbees, enough food for three days, sleeping bags, and perhaps, a pup tent.

As an experienced backpacker, this writer included a fully provisioned backpack, complete with fourteen days of freeze-

dried food, water desalinator and purifier, cooking stove, pots, a barbecue grill and other items that experience dictated.

All the items that had to stay dry were triple bagged in plastic trash bags and then sealed with duct tape. All of the sailors were properly prepared in case we ran into light winds and had to spend a night either on the water or on the beach.

The fleet calculated that a 9:00 a.m.

About 3:00 p.m. the wind started to die and the fleet sailed close to shore to find a sandy beach to land the boats.

Two hours later an adequate beach was found, but the boats had to negotiate a steep, choppy surf. The conditions were best handled with two crew members and an empty trampoline, rather than one packed with eighty pounds of lashed-down gear.

Fortunately there were no mishaps and,

decided to wait for the weather conditions to improve before attempting to set sail. Hours went by as the sailors anxiously passed the time. The fog finally lifted at about 1:00 in the afternoon with the wind rising at the same time. The sailors launched their Hobies and, five hours later, they all arrived safely, if somewhat tired, at the designated campground. The anxious beach crews greeted them with a rousing welcome of aerial flares and fireworks!

What's next on the adventurous sailing



Shelter Cove of Catalina Island.


departure from San Diego Bay, in a fifteen knot breeze, would get everyone to Todos Santos Bay by nightfall. The sailors, however, decided to make a small detour that would slow down the trip. The fleet set a course to take the Hobies by the Coronado Islands, off the coast of Mexico. The lure of the wildlife in the water was too great to ignore.

Although the detour added close to twenty miles to the trip, it was well-worth the time and effort. There were several species of seals and sea lions, as well as a large variety of birds and the ruins of an old navy outpost long overcome by the forces of nature.

before nightfall, the sailors gathered driftwood and started the barbecues on the beach. After a hearty dinner, as well as a few cold ones, night fell. The breaking surf and the crackling of the overgrown campfire were the only sounds heard by the tired sailors. What more could a Hobie cruiser ask for?

The next morning the sailors woke to a thick fog, heavy surf and non-existent wind. Not ideal conditions for surf-launching a loaded down Hobie. So the fire was stoked up, and coffee brewed on one grill while breakfast simmered on the other. The fleet

agenda? Certainly not a Tony-Laurent like escapade, but plans are drawn up for an open water crossing of the Sea of Cortez, from San Felipe, Mexico, to Puerto Penasco, Mexico, a distance of only ninety-two miles to be sailed strictly by compass. Anyone want to come? You're all invited and everyone is welcome.

Everyone except Murphy that is. 



CFRU



To the non-racer, cruising is throwing the clock, and the calendar, overboard.

Guy Mott

Remember the long-lost days of youth, when gasoline was thirty cents a gallon and the world stretched out in front of us? The days were long; the music was terrific; the driver's license was brand new and there were hours spent on weekends driving around with no particular place to go.

While those days are long gone, take heart. The carefree hours spent doing nothing and wondering what adventures and excitement the world would bring to you are here again. No, there's no magic solution to the gas crunch and no technological breakthrough on time travel. Hobie sailors have the perfect vehicle for recapturing the lazy-hazy days of summer.

Your Hobie Cat...the consummate cruising machine! Hop aboard and set sail for stress-free summer solitude and exhilarating existential adventure. Whether you go out for a couple of hours on a Sunday afternoon or spend weekends in hard competition, the Hobie Cat offers long hours of delightful summer fun.

Every Hobie sailor has their own definition of cruising, or day sailing. To the racing skipper, it means keeping the boat moving as close to maximum performance as possible, while fine-tuning boat adjustments or sailing skills for the next big race. To the non-racer, it means throwing the clock, and sometimes the calendar, overboard, while meandering around the lake, avoiding laborious windward beats and letting the wind decide the destination.

Whatever your definition, day sailing can be done wherever you can sail a Hobie Cat; on a small lake with just enough room to get the hull out of the water before you have to turn around, or on a large lake with miles of shoreline, coves and bays to explore. It's enjoyable and exciting if you only have a few hours, or all the time in the world.

What you do when day sailing is entirely up to you. If your inclination is to just spend a few hours on the water, it is the perfect time to get to know your boat and its performance characteristics. It's an ideal time for improving your sailing skills, practicing tacks, refining your trapezing technique or learning just how

close to the wind you can sail.

If you've already reached your desired level of sailing skill and you're well aware of your boat's performance level, then there are still an almost unlimited number of water related activities to challenge you; fishing and swimming in secluded spots, silently spying on various species of birds, or picnicking far away from summertime crowds.

Day sailing begins with the same careful preparation associated with competition sailing. The amount of preparation needed varies with the type of activity you intend to pursue. You can't take your boat to the lake and, on the spur of the moment, decide to spend a long weekend sail camping. And it is a waste of time to spend days gathering gear when you only plan to be on the water for a few hours.

No matter what your goal, the first step in preparation is to make sure that your boat is rigged properly. At the very least, this means that the rigging is done following the specifications and instructions in your assembly guide. Make sure the fittings, lines and shrouds are safe and seaworthy. Righting equipment should be in good working order and on board! PFDs, for every person who is going sailing, should be available and used! These are necessary precautions designed to safeguard your life. Like all precautions, however, they won't do a thing for you if you ignore them.

The second necessary step is dressing appropriately for the weather. Protect your body from wind, water and sun with adequate clothing and an effective sunscreen. Make sure that your eyes are adequately protected from the sun's glare. Good sunglasses not only shield your eyes from the sun but also help you navigate around water hazards hidden by the sun's glare off the water.

When you've taken care of the basics, start looking for resources to plan where you are going to sail. Decide first how far you are willing to travel to spend time on the water. Then take a map of the area and, with your home as the center, draw a circle that covers your preferred traveling distance. Once you've identified the sailing possibilities, then the easiest resource to use is, of course, your

BY MICHAEL J. DEVEREUX

knowledge of the local area. The local Hobie fleet, or the Hobie dealer, can also provide day sailing destinations and make you aware of any restrictions, hazards or benefits of particular sailing spots.

If you are looking to go farther afield, a good source to check out is the state park department. A telephone call, or letter, will result in a wealth of information about the state park system and the facilities available at particular parks. They will tell you what activities a particular park will, and will not, allow and important rules and fees that govern the park use. The park department will also be aware of lakes that are not in the park system but are open to recreational activities. Likewise, the National Park Service can provide information on Federal preserves and parks that are open to day sailing activities and information on reservations, especially during the summer sailing season.

Another good source is the local library. Public libraries go to a lot of effort, at public expense, to compile an enormous amount of information. The librarian will be happy to assist and direct you in discovering, not only which section

better to have and not to need, than to need and not to have

of the library, but also the right books to look in, to research the perfect sailing spot. The periodical section of the library will also be a rich source of information in bringing to light out-of-the-way locations that will attract your attention. Be sure to examine the back issues of the outdoor magazines even if you're not particularly interested in the subject matter. Often just a brief glance through the table of contents will be enough to tell you if the issue is worth examining further. If you're looking at a back issue, most libraries will let you take them home for further examination. The old stand-bys, National Geographic and Smithsonian are not only well-written and illustrated but are also invaluable sources of background information about the area.

If you're planning a short trip to a local lake, then you might want to consider a check-out trip. Some sailors feel more comfortable if they make a non-sailing trip to the area to make sure of lake conditions, facilities and to look at any potential problems with the route. If your location is too far away for a check-out trip, or you'd rather be sailing, then network with your Hobie friends. Find a friend of a friend in the area who can assure you that your day sailing will be pleasant and successful.

Other good sources of information are the local Chambers of Commerce, sports editors of area newspapers, boat store owners and other Hobie fleets. You can

find Hobie fleet information in the Division Book published in the 1989 March/April issue of HOTLINE and the library will be able to provide phone numbers and, possibly, contact names for newspapers, boat stores and civic organizations in the area you plan to visit.

At the very least, you should have a map or chart of the lake you're sailing and know what the local weather is and what it will be in the time you are on the water or enroute. Knowing the weather conditions is important because Hobies are meant to be sailed in good weather. They should never be sailed in storms, particularly thunderstorms, or threatening weather. A map, or chart, of the lake will give you a good idea of where you are on the water while you're sailing. If you are planning to sail camp, it will help you in planning each day's sail and picking suitable camping spots each night. It could also identify areas to avoid or that are off-limits to boating activities.

Knowing and telling someone where you will be sailing is also critical if you should run into trouble and the authorities have to look for you.

Once you have decided where you are going, the next step is determining what you are going to do and plan the equipment and supplies you will need. The old axiom, "Better to have and not need than to need and not have", is somewhat applicable but can be carried to a ridiculous rather than logical conclusion. Don't take three days worth of supplies for three hours of sailing but do take what you will need for those three hours. Experience will tell you what items are critical; which are necessary; what is good to have aboard and what you can safely leave on shore. Besides the safety equipment already mentioned, an important, and often forgotten, piece of gear is an extra set of car keys. Leave them on shore, securely hidden. If you aren't comfortable leaving your keys on shore, make sure your key chain floats if you capsize.

Correctly loading the boat is the next step in day sailing. The important factors to consider are the weight limitations of your Hobie, the trim requirements, the sailing ability of the boat after it is loaded and keeping everything dry.

When you put a Hobie on the water, it is balanced for maximum sailing efficiency. Adding anything, even a champion skipper, will adversely affect the balance. Adjustments in crew placement, gear storage or rigging will be necessary to maintain sailing efficiency and performance.

Your ability to sail will also be affected by where you store the gear. It is difficult to execute a clean, and safe, tack if you have to remember to step over the cooler that you have secured to the rear crossbar directly under the tiller. The best place to carry equipment on a Hobie is just aft of the mast and parallel to the

crossbars where it is easily secured, close to the boat's center of gravity and out-of-the-way where it will least affect performance.

Each Hobie has definite weight limits and requirements which affect the boat's handling and sailing characteristics. If you normally sail with a two hundred pound load and then add two hundred more pounds, the boat might not be as responsive, so you will need to alter your sailing style to adjust to the boat's handling. Significant additional weight will also make it easier for the boat to go over and increase its tendency to turtle. If the added weight is in the form of sailing or camping gear, then it will be even harder to right. Carrying shroud extenders or water bags will be necessary to get the boat back up in a minimum amount of time. Having extra throwable cushions, to use to support the mast tip if you go over, is also an excellent idea.

Dry storage space on a Hobie is, at best, limited and, at worst, non-existent. No matter what type of day sailing you do, there are some items that should be kept dry. For the day sailors who just want to spend a few hours on the water, sailing in a limited area, dry storage can be solved by leaving the things you want to keep dry on shore. If you're not going to stay close to the beach area, or you plan to sail camp, then dry storage is a problem that must be solved.

There are a number of products on the market, available through your Hobie dealer or HOTLINE advertisers, designed specifically for catamaran sailing that will meet your needs. A sailor's duffel bag, for many sailors, is a necessary piece of equipment rather than a luxury. Made with synthetic materials and coated with a substance that makes them waterproof, duffel bags can be loaded with a lot of equipment that will consolidate your space requirements.

Organizing the equipment so there is a logical order to packing it also contributes to sailing pleasure. Items that you are definitely going to need and use should be packed and stored so they are readily available when you want them. Other items that you might want, rather than need, should be stored where they are not in the way but still accessible. Having one bag for material that must be kept dry and one bag for wet items, towels, wetsuits, is also a good idea that will enhance your time on the water.

What you do on the water is a matter of personal preference. There are an almost unlimited number of water related activities which you can pursue on a Hobie Cat, even water skiing given the right boat and right conditions. Examine each activity to determine what, if any, concessions are necessary. Then make the adjustments and enjoy yourself.

Remember, however, to take care of yourself and safeguard your boat, your


equipment, your passengers and your environment. If you're sailing on an unfamiliar lake, find out what hazards exist and how to avoid them. Watch out for other boaters, particularly those who seem to be operating under the influence of alcohol or who just aren't operating their craft in a safe and sane manner. If you are sharing the lake with a lot of powerboats, remember to watch out for their wakes, particularly if you're carrying a heavy load. Your boat will not be as responsive as usual and could capsize in conditions it would normally ride out. Carry and use your PFDs and make sure that you have some sort of signaling device in case of an emergency. Simply carrying a National Ensign and flying it upside down, a universally accepted distress signal, can bring needed help quickly in an emergency.

Whatever activity you pursue on the water, it is your responsibility not to pollute. Properly dispose of any trash you create. A good rule to observe is the same one used by wilderness backpackers. If you bring it in to the wilderness, you take it out of the wilderness. This rule is especially important when dealing with non-biodegradable, plastic trash. Do not dump plastic of any kind in the water. When using aluminum cans, packaged in a plastic six-pack ring, it is especially important not to lose the plastic ring on the water. These rings do not deteriorate and have proven extremely hazardous to wildlife, fish and waterfowl. If you are planning to sail camp, include in your planning a safe, and environmentally sound, method of dealing with the trash you create.

Watch for changing wind, water, and weather conditions and anticipate potential problems resulting from changing conditions. Sometimes this might mean curtailing your sailing. But it is better to miss out on a few hours on the water than missing the rest of your life because you challenged the elements and lost. Hobie Cats are made for day sailing, not night sailing, and should not be on the water after dusk. Whatever your plans, make sure there is someone on the beach, or at home, who will notify the authorities if you don't check in.

Above all, know the limits of your sailing ability and your body. Over-extending yourself is foolish and dangerous.

Sailing a Hobie Cat is fun. It's a sport designed for friends. So make sure that you don't sail by yourself. Invite someone along, not only for safety, but to share the joys of cruising.

Just like when you were young, there's places to go and people to see. Climb aboard your Hobie and set sail. It doesn't matter if you get where you're going, or the people aren't there when you are, the important thing is just cruisin' along with no particular place to go. 



CRUZIN'



HOBIE, I DON'T THINK THIS IS

KANSAS



with nomadic air currents and summer drafts that are hidden among rolling sand dunes and hushed forests. Reaching the Flint Hills, the brisk breeze soars through broad valleys, limestone bluffs and narrow gulches. Meanwhile, ancient windmills creak a whirling signal to the grazing buffalo. Their snorted replies roll across the high plains like liberated tumbleweeds. By noon, a gust unites with the sprinting breeze, creating a mighty wind that bends the treetops northward and whips the churning lake water into creamy whitecaps. And so begins another great sailing day in Kansas!

Kansas is windy. It is as windy now as it was hundreds of years ago when the Kansa Indians first hunted buffalo on the high plains. The Indians understood and appreciated the great south winds that lashed the prairies with unrelenting gales. Perhaps that is why their tribal name, Kansa, meant "People of the South Wind." Later, early settlers feeling that this Indian name was an apt description of their breezy life on the plains, named the central territory Kansas. Most people who live here agree that Kansas is the "Land of the South Wind" and a perfect place to sail a Hobie Cat.

A great way to enjoy Kansas sailing is to take a Hobie camping vacation across the state. I've sailed and camped at several lakes (mostly during regattas) and have found that Kansas has a lot to offer both recreational and competitive sailors. There are sandy beaches, spacious lakes, shady rivers, tourist attractions and, of course, plenty of wind!

Over 150 lakes dot the undulating terrain, most of which offer camping facilities, ranging from highly developed areas with paved RV pads and utilities, to primitive campgrounds in remote lakeside country. Besides camping and boating, many lakes provide other summer recreation activities: nature trails, bicycling, hiking, fishing, swimming, community festivals and great scenery for

photographers. In the winter, many Kansas sailors go iceboating, cross-country skiing and hunting. Of course, there are many tourist attractions in metropolitan areas that are open year round. If you mix these attractions with a steady south wind, you have the ingredients for a great Hobie Cat vacation in Kansas.

Traveling across Kansas, you will find rolling hills, grasslands, broad valleys, woodlands, rugged gorges, rivers and lakes. The state is naturally divided into three regions. The Eastern Flint Hills are rolling uplands, interspersed with limestone bluffs. The central low plains has winding rivers and tall cottonwood trees that lead into the treeless high plains in the west. In the south central area, there are heavily eroded cliffs called the Cimarron Breaks. Further north is Cheyenne Bottoms, a 41,000 acre marshland that hosts 75% of the migrating shore birds in the United States. This marsh, a scene of a ferocious Indian battle in 1825, is the most important waterfowl area on the continent. Besides its abundance of wildlife, Kansas is home to the only remnant of the tall grass prairie, which once covered 400,000 square miles of the United States.

Regardless of where you may decide to travel in Kansas, you will find Hobie sailing at its finest. There is an old saying in Kansas, "If you don't like the weather, just wait an hour and it will change." This is partially true. Kansas weather is unpredictable, but it's always windy. During a normal day, it is common to have ten to twenty m.p.h. winds with gusts up to thirty-five m.p.h. Sailing season runs from April through September, although some Kansans begin sailing when the lakes thaw in early March and quit after the first freeze in early January. In the summer, the wind blows from the south to southwest and clocks around to the north and northeast in the winter. Of course, in Kansas, this pattern can change at a moment's notice.

LAND OF THE SOUTH WIND

STORY & PHOTOS BY DEBBIE HILL

At dawn, the sun fans across the plains, painting the swaying prairie grass with golden warmth. A gentle southern breeze dances across the valley floor and swirls between the steep, eroded cliffs of the Cimarron Breaks. Traveling north along the Arkansas, Walnut and Neosho Rivers, the breeze explores the hilly terrain, enticing lazy air currents from their slumber. Hour-by-hour, the sun rises and the breeze intensifies. It expands and contracts, gathering power as it blends

You will need proper clothing to stay comfortable in the unpredictable Kansas weather. From March through the first part of May, the air and water are still cold. You'll need a warm jacket on the beach and a wetsuit on the water. Most local sailors carry their cold weather gear until June and they begin packing it again in early September. From late May through mid-September, the weather is hot, sunny and windy with temperatures ranging from eighty to one hundred and five degrees. However, you should always carry foul weather gear because sudden thunderstorms are very common during the summer months.

With so many lakes in Kansas, it's not possible to tell about all of them. Therefore, the remainder of this article features five of my favorite lakes in the northeast and south central part of the state: Perry Reservoir, Melvern Lake, El Dorado Reservoir, Fall River Reservoir, and Cheney Reservoir. These lakes are my favorites, simply because I currently spend most of my weekends and holidays sailing and camping on their shores. However, Kansas is full of other outstanding state parks and community lakes and I encourage you to visit as many as you can. At the end of this article, I have listed places you can contact for more information about visiting Kansas. There is also a brief section on local laws and regulations that you should be aware of when you vacation in the Sunflower state.

PERRY RESERVOIR

So let's begin our tour at Perry Reservoir; located in the northwest corner of Kansas, between Kansas City and Topeka. Perry Reservoir presents a striking contrast to the barren looking Flint Hills, a national wildlife reserve. A



heavily wooded park surrounds this beautiful lake offering sanctuary to deer, raccoons and other wildlife. On the south end of the lake, the dam holds back 12,200 acres of surface water that forms seventy miles of shoreline. The Delaware River feeds Perry Lake from the north and dumps into the Kansas River below the dam.

To reach Perry Reservoir, travel eighteen miles east of Topeka, on U.S. 24, to the Perry State Park Exit. When you arrive, it will be well worth your time to drive around the lake and enjoy the scenery. Within the first ten minutes, you will find a lot of great camping spots, encircled by beautiful trees and great views.

Perry, like most Kansas state parks, provides all types of camping facilities.

Beside bathhouses, picnic tables and dumping stations, there are also 104 electrical hookups, ten boat ramps, three courtesy docks, boat rentals and a marina. Topeka (population 115,266) is twenty minutes from the lake. There you can enjoy city comforts such as motels, restaurants and retail stores.

Other than camping, Perry's best attractions are the peaceful surroundings, the gorgeous landscape and its abundant wildlife. Each time I visit Perry, there is an amazing assortment of wild creatures flying, wading, bounding and scampering through the park. One night, an inquisitive skunk waddled into my campsite and snooped around the picnic tables. He seemed hungry so I tossed a few peanuts in his direction, keeping a safe distance between us. He wasn't



A cove provides a safe refuge from high winds



A Content Hobie Camper



impressed. Instead, he rummaged through my gear and devoured a bag of potato chips and half of a cherry pie before disappearing into the woods.

The park is a dense forest of pine, fir, and other trees that you might expect to find in more mountainous country. Similar to the mountains, the hilly ground makes it difficult to find a level spot to camp although the slopes help to keep the water out of your tent whenever it rains.

Most of the shoreline of Perry is rocky or muddy. There are, however, a few good spots to launch your boat on the east side of the lake. Most local sailors bring something to put under their boats (plastic carpet runners, for example) to protect their hulls from the rocks and gravel. This is a small inconvenience compared to the great atmosphere you will find at this lake.

Sailing on Perry is a challenge. It is a long narrow lake with hundreds of coves and bluffs where the wind swirls in unusual patterns. This constantly shifting wind can drive any skipper crazy. To reach your destination, you may have to maneuver through dozens of tacks and jibes. But it doesn't take long to learn these wind patterns and the result is fun sailing.



After sailing, you may want to explore the area. There are many nature trails that wind through the park, or visit Constitution Hall in Lecompton.

Constitution Hall, a national landmark, is where southern sympathizers drafted the Pro-Slavery constitution prior to the Civil War. To the west of Perry is Topeka, the state capital of Kansas. Topeka offers many tourist attractions: the Kansas Museum of History, the Combat Air Museum, the Topeka Zoo, Meade Park and the State Capitol building. There are also two parks, an amusement park and the Shawnee County Park, which offer boat rentals. Perry Reservoir is beautiful, but it's time to move on to our next stop, Melvern Lake.

MELVERN LAKE

About forty miles south of Topeka, on U.S. 75, you'll find Melvern Lake. Along the way, you will pass Pomona Lake on your left. Melvern Lake, located twenty-five miles east and ten miles north of Emporia, nestles in the Marquis des Cygnes River Valley. Flowing from the central plains, the Marquis des Cygnes river spreads into a long, narrow 7,000 acre lake with sixty-four miles of shoreline. The lake lies at a right angle to the south wind. That makes for lengthy beam reaches from the dam to the mouth of the river which is on the extreme western tip of the lake.

To campers, this lake offers some of the best facilities in the state. The park department does an excellent job of maintaining the grassy campgrounds and bathhouses. Besides covered picnic tables and barbecue grills, there are 202

electrical hookups, eighteen boat ramps, two courtesy docks and four dumping stations. Near the dam on the southeast edge of the lake, a marina sells fishing and camping supplies and rents boats. You can also buy concessions and ice at the main bathhouses. Driving to the junction of highways 75 and 278, you'll find gasoline and other essentials. Another thirty-five miles will bring you to the city of Emporia (population 25,287) where you can pick up anything not available near the lake.

One advantage to going to Melvern Lake is that you can enjoy two lakes within a short distance of each other. About thirteen miles northeast of Melvern is the Pomona Reservoir, a 4,000 acre lake. It offers many of the same features as Melvern including full-service hookups for travel trailers. Pomona has coves, flats, and rock bluffs and is fed by the 110 Mile Creek and Dagoon Creek.

Sailing is smooth and fun at Melvern. Most sailors gather on the north shore, taking advantage of the south wind to sail long reaches. The shoreline at Melvern is sandy, rocky, or muddy, depending on where you decide to launch your boat. The most popular beach is on the north side, next to a spacious grassy campground near the amphitheater. You will need some hull protectors here, but the cove offers great protection from thunderstorms. And believe me, there are a lot of summer thunderstorms at Melvern Lake. We usually anchor our catamarans to the trees lining the cove to keep them from accidentally taking off during a summer storm.

There are several things to do around and near Melvern Lake. Emporia has the

William Allen White self-guided tour featuring the famous journalist and Pulitzer Prize winner's home and memorial library, or you may feel like visiting the Emporia Zoo. If you travel northeast to Ottawa, there are many historical sites to visit as well as a railroad museum housed in an old railroad depot that was built in 1888. This museum features Civil War artifacts, a general store, a 1918 steam engine, period rooms and an HO railroad display.

The best feature of Melvern Lake, however, is the people. Everyone that sails on this lake is helpful, friendly and fun. Every trip to Melvern Lake is enjoyable because of the Melvern sailors. Leaving is always difficult, but the only way to get to El Dorado Reservoir.

EL DORADO RESERVOIR

El Dorado Reservoir is fairly new, yet it is one of the most heavily used lakes in Kansas. The lake lies near the source of the Walnut River, about ten minutes from downtown El Dorado (population 10,510), and spreads into the adjoining farmland like an 8,000 acre, three-legged octopus. Each leg contains dozens of coves and inlets teeming with fish because of the submerged timber.

Trees and shrubs line the coves offering great camping and respite from the hot summer sun. The camping areas

have picnic tables, barbecues and access to water. There are bathhouses, 128 full service hookups, 352 electrical hookups, sixteen boat ramps, a swimming beach, four courtesy docks and four dumping stations. The lake has all of the other camping conveniences, including a full service marina on the east side which houses large wet slips. If you don't want to camp, a short drive to the city will find more of the comforts of home.

Because of the submerged timber and the fluky winds in the northern section of the lake, most sailors take advantage of the steadier winds on the south end near the dam. The southern shoreline consists of natural grass, reeds, a few rocks, and mud that can get gooeey during a large regatta, so be prepared if you launch your boat here. If you prefer cleaner conditions, there is a sailboat marina on the west shore. The advantage of using the southern area, however, is that it is normally less populated than the rest of the lake.

El Dorado Reservoir is one of the largest lakes in Kansas and has its own exit from the Kansas Turnpike (I-35), so it is very convenient to reach. If you decide to look around the area, you will find the Butler County Historical Museum. Another fun adventure is the Flint Hills Overland Wagon Trip. This is a covered wagon train trip through the Flint Hills. The cost is approximately thirty dollars per person, which includes a one and a half

day wagon trip, your meals, a pioneer campfire and musical entertainment. The trips run on the first and third weekends in June, September and October.

During the last weekend in July, El Dorado hosts the El Dorado Prairie Port Festival. A three dollar button will get you into regattas, races, contests, concerts, a parade, a talent show, and all the rest of the festival events. The Chamber of Commerce will be happy to give Hobie sailors more information about this wonderful summer celebration. Just write to: El Dorado Chamber of Commerce P.O. Box 509, El Dorado, KS 67042.

FALL RIVER RESERVOIR

Our next stop is Fall River located about thirty-five miles east and thirty miles south of El Dorado. Fall River is another example of two lakes available in the same area. Just twelve miles east of Fall River is the Toronto Reservoir. Both lakes lie in a densely wooded area, once inhabited by prehistoric Indians. They left their petroglyphs scattered throughout the caves found in the limestone cliffs and black oak trees that make up the woodland setting of Toronto Lake.

Although the lakes are similar in size and shape, (Toronto has 2,800 acres and Fall River, 2,500). Fall River's 51 miles of smooth level shoreline offer a much better place to launch a Hobie. At both

Hot winds blast Hobies on El Dorado Reservoir





lakes you will find hilly, wooded land with nice camping facilities and all of the usual conveniences, except a marina. However, there are concessions at the bathhouses, electrical and full service hookups at Toronto and boat rentals. At Fall River, my favorite camping spot is on the east shore near the dam. There is a large grassy area with a lot of trees and a gently sloping shoreline that is within walking distance of the bathhouse where you can buy ice and other concessions. The beach is a little rocky, so make sure you bring protection for your hulls. This spot is very popular, especially on holiday weekends, so it's a good idea to arrive early and stake your claim. The

closest lodging and food is in Eureka on U.S. 54.

During the summer, the wind rolls in from across the dam allowing a close reach up the lake to the northwest corner. As you sail around Fall River, you will discover numerous secluded beaches where you can relax and soak up the sun. Normally, there is not much motorboat traffic on this lake, so you can enjoy peaceful sailing.

Eureka (population 3,425) is approximately twenty-eight miles from Fall River. This town is the home of Eureka Downs, a horse racing track. There you can participate in pari-mutuel betting, as long as you are at least 18 years old. In

addition to the holidays, the track is open every Saturday and Sunday, from April through October as well as Fridays in June and July. Post time is 1:00 p.m.

Leaving Fall River and driving west on U.S. 54, you arrive at Cheney Reservoir, the last stop on the tour.

CHENEY RESERVOIR

Twenty-five miles west of Wichita, on U.S. Highway 54, is Cheney Reservoir, better known to local Hobie sailors as Lake Cheney. Straddling the Ninnescah River, the dam rims the southeast end of the lake and creates a large, rectangular expanse of water. Normally, a steady south wind blows over the dam, across the lake, and down the sixty-seven miles of shoreline to the mouth of the river. These prevailing winds and the spacious 9,200 acres of water makes Cheney one of the best sailing lakes in the central states. Because Lake Cheney is in the heart of rich farmland, the flat terrain enhances the windy conditions and the abundant food supports many types of wildlife. Deer, coyote, rabbits and ground squirrels roam freely through the park, while sparrows, blackbirds, gulls and pelicans soar in the bright blue sky.

Both the west and east shores of Lake Cheney are part of the state park system, but the west side has the best camping areas. This is where you will find Hobie Beach, home of Fleet 27. On Hobie Beach, you can camp on the sand near your boat amid large cottonwood trees. In addition, there are more secluded campsites that also provide large shade trees, picnic tables, and barbecue grills. Campfires are allowed in the park; as long as you use caution and refrain from cutting down the trees. Most of the beach areas are sandy, including a large swimming area across the cove from Hobie Beach. Leading to the lake, most of the roads are paved and well-maintained.

The bathhouses have toilets and hot water showers. There are designated camping areas, picnic areas, 185 electrical hookups and two dumping stations. If you need other facilities, there are also boat ramps, boat rentals and a dock. The Ninnescah Yacht Club is located just north of Hobie Beach on the west shore. Because most of Cheney is a state park, individuals may not sell merchandise within the park. However, there are two bait shops, a burger stand, two grocery stores, and a gas station near the park entrances. The small town of Cheney, two miles from the lake, can also supply you with essentials. If you care to drive another thirty minutes, you will arrive in Wichita (population 280,000) which offers all the conveniences of an urban center, including fine restaurants and lodging. Depending on what time of



year you visit the area, there are many events and activities to enjoy.


If you travel in early spring, Lake Cheney will be brisk and rainy. In the early summer, the sun not only warms the water, but helps thousands of wild flowers bloom throughout the park. By late July and early August, the leaves on the trees and prairie grass begin to dry and offer little resistance to the wind. This is the windiest time of year on the lake and the best sailing season. On a typical summer day at Cheney, you will experience bright, sunny weather with ninety-five degree temperatures and ten to twenty m.p.h. winds that gust up to thirty m.p.h. The wind usually blows from the south to southwest, rolling straight across, or diagonal to the dam. The strong winds keep the skiers and bass fishermen in the coves and near the dam, away from the gusts and choppy waves. On a blustery day, you can expect a fair amount of white caps. Sailing through these waves feels like riding a roller coaster instead of a Hobie. Then, when you least expect it, Cheney will surprise everyone with extremely calm winds. But, the peacefulness never lasts long, which is why the lake is so popular with area Hobie sailors.

Along the north end of the lake, three islands, with wonderfully exotic names like Gator Island, Forbidden Island and Lover's Island, provide great places to

explore, or relax after an exciting trip in the strong winds. Another way to relax is on the nature trails that rim the lake. Or, you may want to explore other areas such as the Sounders Historical Farm Museum in the town of Cheney. If you decide to go to Wichita, you will find many other attractions: Old Cowtown Museum, Sedgwick County Zoo, Omnipere, Botanica Gardens, Mid-America All-Indian Center, Wichita Art Museum plus much more. There are also three amusement parks: a sports park, a water park and a carnival ride park.

In the first part of May, Wichita citizens host the Wichita River Festival. This festival is a week long extravaganza of parades, races, contests, exhibits, concerts, arts and crafts and firework displays.

After you visit Cheney Reservoir, you may want to continue your journey across Kansas visiting other interesting places. There is the Cosmosphere in Hutchinson, the Cheyenne Bottoms waterfowl preserve further north or the Chalk Pyramids and Elephant Rocks in the far northwest corner of the state. You can even visit the "Little House on the Prairie" or Dorothy and Toto's home. No matter where you vacation in Kansas, you will find great camping, spacious lakes and a powerful south wind.

Kansas is truly the "Land Of The South Wind!" 

NOTES ON THE LAND OF AHS

1. Kansas state parks require visitors to purchase vehicle and camping permits. For more information, write to:

Kansas Wildlife and Parks
Box 54A, Route 2
Pratt, KS 67214.

2. The Kansas drinking age is twenty-one. Liquor is sold only in retail liquor stores, while 3.2% beer is sold in grocery stores. No alcohol is sold on Sunday. In addition, some counties in Kansas are dry, meaning that they don't sell alcoholic beverages. There are stiff penalties for driving under the influence, or with an open container in your vehicle. In addition, you must wear your seatbelt in Kansas. The speed limit on the interstates is sixty-five m.p.h. and fifty-five on other highways.

3. For more information on Kansas, write for the following booklets: AH! KANSAS VISITORS GUIDE and LINGER LONGER TRAVEL GUIDE. Both books are available through the Travel and Tourism Development Department of the Kansas Department of Commerce. Just write to or call :

Kansas Department of Commerce
Travel and Tourism Development
400 W. 8th, 5th Floor
Topeka, KS 66603
(913) 296-2009

Sunrise at Cheney Reservoir



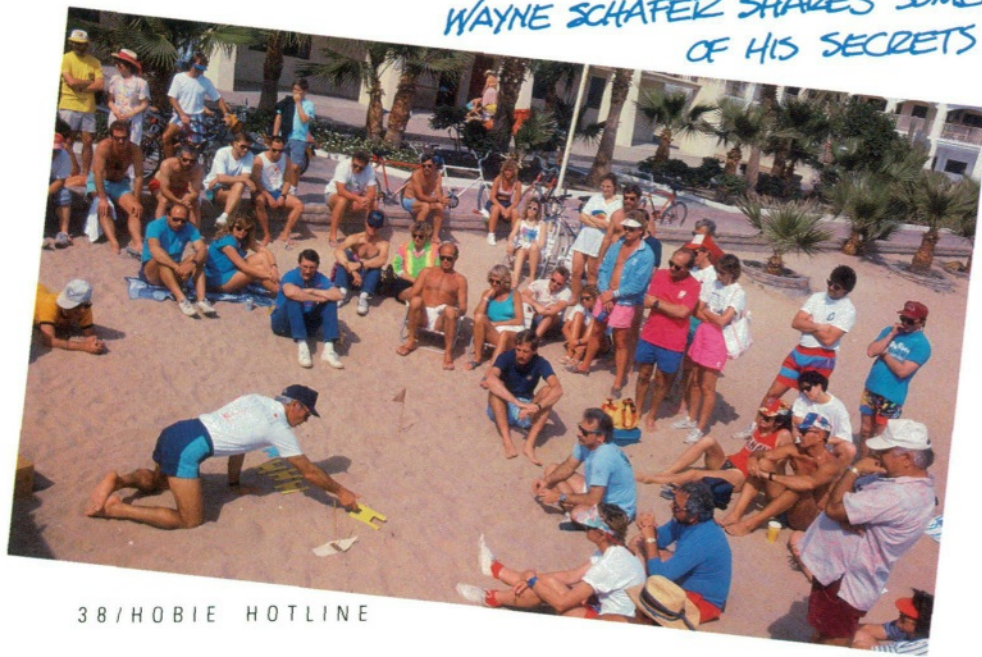
BY RICHARD BLOUNT



NOT EVEN A BREEZE STIRRED THESE HOBIE SAILS

REGATTA FUN... WITHOUT THE WIND

WAYNE SCHAFER SHARES SOME
OF HIS SECRETS



What happens to racing when the wind dies? What do Hobie sailors do when they travel hundreds of miles for the first race of the year only to find light winds and lousy races? They unpack the gear, set up the tent and settle in for a long weekend of friendly fun and good times. Over the years we have urged non-racing Hobie sailors to give themselves a break from the tedium of everyday life and attend a regatta. There is a lot more to Hobie racing than competition. It's a time to relax, explore, shop and just be yourself with new and old friends. It's good times with good people, who are a lot like you.

There is a lot more to Hobie regattas than just racing. This month, instead of the *HOTLINE* telling our non-racing sailors just how much more, we're going to let Richard Blount spread the word, and tell you exactly what you're missing when you miss a Hobie regatta. -Ed

The sleepy, sunny town of San Felipe in old Mexico, where warm desert sub-tropical breezes can sometimes turn into a howling chubasco, hosted the first major race of the year. Over 200 boats and sailors made the trek south to thaw out, warm up, and get the rust off their winter-long, stagnated sailing skills. There were boats from Utah, Colorado, California, Nevada, Washington, New Mexico and Canada.

A curious thing happened to those of us in search of double-trapping to weather, water spraying off the hulls and screaming reaches. We had come in search of pitch poling rides, hull flying, wrapping jibs, rooster tails, and all the other heavy wind joys we dreamed of through the long cold winter. We had journeyed south only to find those soft sea breezes taking a siesta.

The only wind to be found was on Tuesday and Wednesday before the regatta and, since I was one of the lucky ones who came early, I could honestly attest to those who came later, "You should have been here yesterday."

I and, long time sailing compadre, Eric Bjerring, took a Hobie 16 out in twenty-five to thirty knots of wind; knowing full well that our all-night drive was well-worth the experience we were about to enjoy. We found flat, green water. There were dolphins, in schools of fifty or more, dancing between our hulls. The sandy-brown foothills served as a backdrop for the shrimp boats working their nets for a day's pay. We had three hundred and ten pounds on the wire with the wind easily getting the better of us. We stayed out for hours!

As great as it was to sail in those conditions, the real fun was just beginning. Any time you go on an excursion, especially in Mexico, one must bring an

abundance of toys. The Hobie Catters in San Felipe were certainly well prepared.

One couple brought motor scooters to explore the outer reaches of the shoreline. They loaded up lunch and headed for the mystifying and beautiful desert surrounding San Felipe. Tiring of that, they headed about fifteen miles south of town and hunted for the famous sand dollars that dot the shore of the uninhabited coastline, one hundred and twenty miles south of the California border on the Sea of Cortez.

If motor-driven bikes aren't for you, mountain bicycles can also serve as excellent touring tools. The terrain is perfectly suited for biking with hard sand found almost everywhere. You can't get a better workout at Nautilus and, in Mexico, it's free!

Among my favorite non-sailing pastimes in San Felipe were the beach golf tournaments. San Felipe has a unique tide that recedes about a quarter of a mile. As a result, the beach grows into a giant sand trap. On most days a thirty-six hole course was laid out on the hard packed sand. Every day the course was just a little bit different.

One game included Doug Campbell, Paul Ulibarri, Skip Hurwitz, Jim Stewart, and myself. The quality of golf was superb. In fact, on one practice shot, Doug Campbell decided to spot-check the quality control on a Hobie 18. It wasn't easy to do. He had to chip thirty feet over the hole; fly over a crowd of people; and have his ball land on the deck of a brand new, white 18. Sure enough, the golf ball didn't even chip the Hobie Cat (lucky for Doug because the boat owner was one big sailor). Needless to say, Doug didn't win that particular hole.

If golf wasn't your bag, you could play bocce ball, throw frisbees, go swimming, play football or volleyball, throw a boomerang, go fishing or just soak up the rays on the beach.

If you wanted to shop and search for bargains, the town's shopkeepers were more than willing to take your money. There were plenty of shops featuring local crafts made of shells, woven blankets and hand carved woodwork. There was a tremendous variety of paintings, pottery, sandals and jewelry, to choose from. Of course, if the walk into town was too much, then merely sitting on the beach was an acceptable substitute. There was a continuous line of vendors selling their wares from campsite to campsite.

Walking north or south of your camp put you in the middle of another camp and each camp had a special activity to enjoy. You could literally go from camp to camp socializing with the various sailors, feeling at home in each one. They fed you, accommodated you, treated you like family, and you would do the same for them. Because that is what

we are, one giant Hobie family that enjoys the same kind of lifestyle. You don't need a boat to belong, but a Hobie Cat is the bond that holds us all together.

The nightlife could get downright wicked. There were several night spots where cold beer, frothy salt-lined margaritas and tequila shooters were prevalent. A cold Corona was ninety cents in a bar; a case was seven dollars in a store that gave you a dollar back, if you returned the empties. (The only reason I know about these things is because someone told me! I certainly wouldn't be drinking in a bar with my Hobie friends, would I?)


Rumor has it that, after just such an occasion, this reporter struck a golf ball with a 6 iron, while standing on a chair. I'll only mention that the ball just happened to be on someone's hotel bed. I won't go into any of the details.

The race results from this first regatta of the year were, well, boring and the racing was the worst part of the entire trip. There were, however, two race courses which split the various fleets into two groups. That was like getting two small doses of bad-tasting medicine, instead of one big one.

The zephyrs, that got the fleet around half the race course, were random indeed. From B mark to C mark some sailors had to tack about ten to twelve times while fighting a current that easily got the best of them. The wind was faint and unable to maintain any consistent direction. To call it racing was generous.

It was a far cry from the chubascos that had hit the Hobie fleet in years past. One year, as some readers might recall, the fishermen of San Felipe braved winds of more than fifty knots as they ventured out of the safety of their harbor in shrimp boats to rescue the many downed Hobies that littered the bay. And, as a sign of gratitude for all that the good people of San Felipe have done for the Hobie fleet, part of our race entry fee each year includes clothing and canned goods that are donated to the needy of the area.

I might add that, just like former President Nixon and his missing twenty-two minutes, the Hobie 17 sailors are still trying to figure out where their missing eleven seconds at the start of the race went! Seems as if someone put out the red flag for their start a bit prematurely.

Like all races, there were winners and losers. Those who figured out how to get around the course certainly earned their trophies. Those of us who didn't, need to brush up on our "drifting skills." Each race should be a learning experience. What I learned during this event in San Felipe is that racing should not get in the way of fun. I had such a great time visiting and playing with friends this year, that, maybe next year, I won't even bring my boat. That way I can devote more attention to my golf swing! 



JOHN WILSON
HANGS OUT

ANNE NELSON
COACHES

FRIENDS
WATCH



LOO WHIRLED
FISH TAILS

DICK
PLOWNT



NO WIND!!! PERFECT TIME FOR A
CHECK-UP...



AH! SOME
SAILORS
CALL THIS
WORK...

HOPING FOR WIND...
KIM KYMLICKA ANNOUNCES RACE
COMMITTEE CHAIRMAN DOUG CAMPBELL &
PAUL ULIBARRI



1st WOMENS' WORLD CHAMPIONSHIP

August 30, 1989 -
September 1, 1989



1989 HOBIE 16 NATIONAL CHAMPIONSHIP

Qualifying Round - September 3 - 4
Round Robin - September 5 - 7
Finals - September 8 - 9

In the WINDY CITY gales - set your sails!! Don't miss the 1989 Hobie 16 National Championship and the 1st Womens' World Championship in phenomenal Chicago, Illinois. From August 30 through September 9 the Chicago coastline will be host to the Hobie event of the summer. The "fresh" water of huge Lake Michigan and the "warm" water temperatures of 65 degrees in late August will make it a pleasure to "Fly The Hulls"!!

ACCOMMODATIONS:

The race headquarters hotel will be the Days Inn Chicago/Lake Shore

Drive. Located within walking distance of Lake Michigan beaches, offering all the comforts of home, plus a spectacular view of Chicago. Set in the heart of all the action in the exciting Windy City. Please reserve your room before July 29, 1989!

REGISTRATION:

All pre-qualified skippers, whether pre-qualified or not must pre-register. Pre-qualified skippers must send their registration and entry fee to the I.H.C.A. prior to July 1st 1989 in order to guarantee your pre-qualified spot.

ENTRY FEES:

WOMENS WORLDS	H-16 OPEN
BEFORE JULY 1, 1989	
\$110.00	\$130.00
AFTER JULY 1, 1989	
\$160.00	\$180.00

BOAT DAMAGE DEPOSIT:

A boat damage deposit of \$250.00 U.S. dollars will be collected on site. This is payable by Travelers Check, money order or cash. NO PERSONAL CHECKS WILL BE ACCEPTED ON SITE FOR ANY ENTRY FEES OR BOAT DAMAGE DEPOSIT!! All money must be in U.S. currency. Foreign money orders must be drawn on U.S. bank.

REGISTRATION FORM

1ST WOMENS WORLD CHAMPIONSHIPS

A N D

Mail to: I.H.C.A. SECRETARY
WOMENS WORLDS/HOBIE 16 NATIONALS
P.O. BOX 1008
Oceanside, CA 92054
Phone: (619)758-9100
FAX:(619)758-1841

Skippers
Name _____

Address _____

City _____ State _____ Zip _____

Telephone Number () _____ FAX () _____

Crew's
Name _____

Address _____

City _____ State _____ Zip _____

Local Newspaper
Name _____

☐ OPEN I am pre-qualified from (Division) _____

☐ WOMENS I wish to attempt to qualify from (Division) _____

HOTEL RESERVATION

(All reservations must be made prior to July 29)

Mail to: Days Inn Chicago/Lake Shore
644 North Lake Shore Drive
Chicago, Illinois 60611

Name _____

Address _____

City _____ State _____ Zip _____

Telephone () _____

Arrival Date _____ Departure Date _____

Single Occupancy _____ \$75.00 & applicable taxes

Double Occupancy _____ \$80.00 & applicable taxes

IMPORTANT:

One night's room deposit is required to guarantee your reservation. Payment can be made by check, money order or major credit card.

☐ I have enclosed a check made out to Days Inn Chicago/Lake Shore for \$ _____

☐ Charge \$ _____ to my: ☐ Am. Expr. ☐ M/C
☐ Visa ☐ Other _____

Account
Number _____

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Signature _____

For more details or additional assistance please call: (312)943-9200

HOBIE RACING

MAY/JUNE 1989

IN THIS SECTION:

Major Regattas
Professional Circuit
Regatta Results
Sailing Instructions
Fleet Directory



Guy Mott

HOBIE RACING

MAJOR EVENTS

MAJOR REGATTAS

May 14-20	Hobie 18 World Championship Monterey, California	I.H.C.A. (619)758-9100
June 24-July 1	Mediterranean Hobie Fun Amposta, Spain	Maria Jose Agudo 34.77.694909
June 25-27	Hobie 14 U.S. National Championship Oklahoma City, Oklahoma	I.H.C.A. (619)758-9100
June 28-July 1	Hobie 17 U.S. National Championship Oklahoma City, Oklahoma	I.H.C.A. (619)758-9100
July 17-22	Hobie 17 European Championship Gromitz, Germany	I.Y.R.U. 44.01.235-6221
July 26-28	Canadian National Hobie Cat Championship Bay of Beauport, Quebec City, Canada	Richard Carrier (418)659-3501
August 20-26	Hobie 18 U.S. National Championship Erie, Pennsylvania	I.H.C.A. (619)758-9100
August 28-September 1	Hobie 16 Trapseat U.S. National Championship for the Disabled Redding, California	Mike Strahle (916)221-7197
August 30-September 1	Hobie 16 1st Womens' World Championship Chicago, Illinois	I.H.C.A. (619)758-9100
September 3-9	Hobie 16 National Championship Chicago, Illinois	I.H.C.A. (619)758-9100
September 15-20	Hobie 18 European Championship Crozon Morgat, France	I.Y.R.U. 44.01.235-6221
September 23-29	Hobie 16 European Championship South of France	I.Y.R.U. 44.01.235-6221

PROFESSIONAL CIRCUIT

May 3-7	Annapolis, Maryland
June 21-25	Newport, Rhode Island
September 6-10	San Diego, California
September 13-17	San Francisco, California
October 25-29	Miami, Florida

Contact Val Bolick (704)376-0736 for all ProSail events.



Guy Mott

REGATTA RESULTS

DIVISION 2

DANA POINT REGATTA
FLEET 1, DIVISION 2
DANA POINT, CALIFORNIA
FEBRUARY 11-12, 1989

HOBIE 18A POINTS

1. Wright/McGraw	2.25
2. Kimball/Thomas	5.75
3. Paul Parizean	9.00
4. Brown/McGraw	12.00
5. Jock McGraw	13.00
6. Lewis/Delatore	16.00
7. Anne Nelson	18.00
8. McKee/McKee	23.00
9. Greg Claybaugh	23.00
10. Mike Halberstadt	29.00

HOBIE 18B POINTS

1. Savage/Burns	3.50
2. McCurdy/McCurdy	6.00
3. Hosford/Hosford	6.75
4. Guild/Bachman	8.75
5. Ryan/Heather	12.00

HOBIE 18C POINTS

1. Dubman/Kendal	2.25
2. Daniel/Veenbaas	6.00

HOBIE 17A POINTS

1. Dexter Ploss	1.50
2. Jeff Conner	6.00
3. Erik Bjerring	6.00
4. Jim Legge	6.75
5. Roger Jenkins	7.00
6. Bruce Fields	7.00
7. Jack Linn	11.00
8. Dick Roberts	16.00

HOBIE 17B POINTS

1. Peter Partch	1.50
2. Steve Kerckhoff	3.75
3. Randy Toole	4.00
4. Robert Colvin	8.00

HOBIE 16A POINTS

1. Dan Katterman	4.75
2. Bob/Jana Seaman	5.50
3. Lee Dockstader	9.00
4. Jeffrey Newsome	11.00
5. Don Oltmans	11.00
6. Hauser/Richards	12.75
7. Winkler/Winkler	16.00
8. Richard Blount	23.00
9. Bill/Rick Sanders	23.00
10. Ward/Ward	31.00
11. Langford/Langford	31.00
12. Ross Tyler Dennis Key	31.00

13. Hall/Tritz	37.00
14. John Ziolkowski	37.00
15.	41.00

HOBIE 16B POINTS

1. Acunh, Sandknod	2.25
2. Miller, Donnelly	7.00
3. Mohill/Gantsweg	9.00
4. DeCurtis/DeCurtis	10.00
5. Miller/Miller	11.00
6. Ashley/Ashley	15.00

HOBIE 16C POINTS

1. Clay/Hansell	4.50
2. Christoffels/Oday	4.75
3. Ray Perkins	5.75

DIVISION 4

#3 PENGUIN SERIES
FLEET 95, DIVISION 4
SANDPOINT IN SEATTLE, WA
JANUARY 29, 1989

HOBIE 18A POINTS

1. Colwell/Middendorf	3.75
2. Filer/Janett	5.00

HOBIE 17 POINTS

1. Greg Ursich	3.75
2. Paul Uilbarri	4.50
3. Bill Orth	9.00
4. Ted Cross	12.00
5. Dan Carpenter	14.00

HOBIE 16A POINTS

1. Christensen/Thomas	2.25
2. Skene/Shaver	6.00
3. Petranek/Janders	7.75
4. Ruggles/Fenske	8.00
5. Butchart/Eaton	15.00
6. Smith/Yates	18.00
7. Pappin/McVee	19.00

HOBIE 16B POINTS

1. Stucky/Parker	3.50
2. Albrecht/Roderheaver	3.50
3. Ingersoll/Dewey	9.00
4. Melcher/Bunker	12.00
5. Millard/Moore	13.00
6. Fadler/Siogram	15.00
7. McCullough/McCullough	18.00
8. Rasmussen/Rasmussen	22.00
9. Morris/Berglund	26.00
10. Tutmark/Lewis	29.00

#4 PENGUIN SERIES
FLEET 95, DIVISION 4
GREEN LAKE IN SEATTLE, WA
FEBRUARY 26, 1989

HOBIE 16A POINTS

1. Pam Petranek	3.50
2. Todd Christensen	3.50
3. Mackie Skene	7.00

HOBIE 16B POINTS

1. Colonda Wazuni	3.50
2. John Eiken	6.75
3. Rick Fadles	7.75
4. Tim Rasmussen	9.00
5. Annette Stucky	11.00

HOBIE 17 POINTS

1. Caleb Tarleton	2.25
2. Tom Tarleton	6.00
3. Stephen King	6.75

HOBIE 18 POINTS

1. Phil Anderson	1.00
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NATIONALS

MIDWINTERS WEST
SAN FELIPE, MEXICO
FEBRUARY 24-26, 1989

HOBIE 21 POINTS

1. Wilson/Andy & Annie	0.75
2. Vandervert/Ziolkowski	2.00
3. Vigion/Sharp	3.00

HOBIE 18A POINTS

1. Timm/Timm	0.75
2. Kimball/Thomas	2.00
3. Brown/Brown	3.00
4. Lindley/Lindley	4.00
5. Crocker/Peter	5.00
6. Biakanja/Biakanja	6.00
7. Goodell/Vaughan	7.00
8. Lewis/Delatore	8.00
9. Tschakowsky/Tschakowsky	9.00
10. Wittrap/Cathy	10.00
11. Cockcroft/Ellate	11.00
12. Brown/Brown	11.00
13. Leonard/Brewer	12.00
14. Wagner/Devincenzi	15.00
15. Brown/Montgomery	15.00

HOBIE 18B POINTS

1. Bowen/Bowen	0.75
2. Charleston/Mo	2.00
3. Mark/Mark	3.00
4. Beidleman/Beidleman	4.00
5. Savage/Trica	5.00
6. Koher/Koher	6.00
7. Pettit/Pettit	7.00
8. Fowkes/Jean	8.00
9. Hoeser/Primmovich	9.00
10. McCurdy/Decurtis	10.00
11. Samson/Goldin	11.00
12. Cowley/Robinson	12.00
13. Ryan/Ryan	13.00
14. Delis/Schupak	14.00
15. Hammer/Becky	15.00
16. Power/McIntosh	16.00
17. Engel/Hulliet	17.00
18. Gardner/Ashley	18.00
19. Harper/Harper	21.00
20. Ybarola/Jennings	21.00
21. Carlson/Clark	21.00

HOBIE 18C POINTS

1. Daniel/Norris	4.75
2. Mitchell/Tim	6.75
3. Veenbaas/Colvin	7.00
4. Smith/Donnelly	8.00
5. Wagner/Nelson	8.00
6. Partch/Partch	11.00
7. Smith/Cornwell	14.00
8. Nichols/Chalk	15.00
9. Smith/Smith	16.00
10. Beck/Beck	17.00
11. Martin/Martin	24.00
12. Storm/Gordon	24.00

HOBIE 18N POINTS

1. Alvarez/Sarfaty	0.75
2. Robinson/Wurster	2.00
3. Hinds/Lewis	3.00
4. Maybeno/Nabi	4.00
5. Strand/True	6.00
6. Thomson/Mullins	6.00

HOBIE 17A POINTS

1. Roger Jenkins	0.75
2. William Myrter	2.00
3. David E. Baumgartner	3.00
4. Joe Sparks	4.00
5. Dexter Ploss	5.00
6. Jeff Conner	6.00
7. Wayne Shafer	7.00
8. Stephen Acquart	8.00
9. Wayne Mooneyham	9.00
10. Drew Riddle	10.00
11. Steve Leo	11.00
12. Erik Jerring	12.00
13. Bruce Fields	13.00
14. Gary Walden	14.00
15. Kyle Ackerman	16.00
16. Frank Heath	16.00

HOBIE 17B POINTS

1. Vic Thiry	4.75
2. Ted Cross	5.75
3. Steve Kieffer	8.00
4. Steve Kerckhoff	11.00
5. Don Howarth	11.00
6. Robert Frost	12.00
7. Kirk Wells	13.00
8. Kelly Lantz	13.00
9. Marc Yates	14.00
10. Randy Toole	20.00
11. Kaysie	21.00
12. A.C. Stoney Douglas	26.00
13. Chester Pollok, Jr.	26.00

HOBIE 16A POINTS

1. Materna/Materna	0.75
2. Winkler/Winkler	2.00
3. Hess/Hess	3.00
4. Dockstader/Maureen	4.00
5. Myrter/Myrter	5.00
6. Walsh/St. Sura	6.00
7. Seaman/Seaman	7.00
8. White/Winemite	8.00
9. Christensen/Curtis	9.00
10. Ketterman/Ketterman	10.00
11. Porter/Robertson	11.00
12. Egusa/Youngerman	11.00
13. Duane/Glaze	12.00
14. Tully/Tully	13.00
15. Alter/Linda	14.00
16. Sajdak/McManns	15.00
17. Oltmans/Brown	16.00
18. Christensen/Christensen	17.00
19. Arnerich/Arnerich	18.00
20. Montague/Hill	19.00
21. Brems/Parrish	19.00
22. Corelli/Johns	20.00
23. Newsome/Newsome	21.00
24. Schnacken/Guest	22.00
25. Sanders/Sanders	23.00
26. Stitt/Stitt	24.00
27. Casher/Weber	25.00
28. Weber/Pat	26.00
29. Lawford/Lawford	27.00
30. Hammond/Hammond	33.00
31. Blount/Alter	35.00
32. Tyler/Shea	35.00
33. Hall/	35.00
34. Key/Vanvoorhis	35.00
35. Skvarla/Ward	35.00

HOBIE 16B POINTS

1. Leon/Leon	0.75
2. Dixon/Mary Jo	2.00
3. Nash/Nash	3.00
4. Miebach/Beien	4.00
5. Smith/Tardiff	4.00
6. Campbell/Arango	6.00
7. Benik/Hardy	7.00
8. High/High	8.00
9. Towle/Metcal	9.00
10. Schroyer/Hodgkins	10.00
11. Tiger/Stewart	11.00
12. Houser/Jan	11.00
13. Hinneberg/True	12.00
14. Gibb/Homer	13.00
15. Heberer/Heberer	14.00
16. Roberson/Pester	15.00
17. De Venezia/De Venezia	16.00
18. Chaney/Johnson	17.00
19. Mohill/Gantsweg	18.00
20. Schroyer/Schroyer	19.00
21. Sowers/Ryerson	20.00
22. Ashley/Ashley	21.00
23. Teixeira/Duane	22.00
24. Delfino/Baker	23.00
25. Pillman/Scott	24.00
26. Greska/Greska	25.00
27. Glaze/Lawlor	26.00
28. Crocker/Jane	27.00
29. Perlmutter/Barbara	34.00
30. Lockwood/Kofal	34.00
31. Schiesser/Mensing	34.00
32. Clay/Ousley	34.00
33. Hoffman/Hoffman	34.00

HOBIE 16C POINTS

1. Boles/Shafe	9.00
2. Panatol/Tedrow	9.75
3. Carver/Barker	10.00
4. Humiston/Thompson	11.00
5. Schulenburg/Schulenburg	15.00
6. Franks/Franks	16.75
7. Siegel/Ford	20.00
8. Baudor/Privett	21.00
9. Strazabosco/Wachtler	21.00
10. Fraser/Wilkinson	22.00
11. Kuebler/Kuebler	24.00
12. Hogue/Tenzel	24.00
13. Moriarty/Nelson	26.00
14. Morgan/Arnerich	28.00
15. Frank/Frank	29.00
16. Jeffries/Herbib	29.00
17. German/Parks	31.00
18. Caponetto/Hubbert	37.00
19. Plister/Posey	37.00
20. Warner/Izen	39.00
21. Greer/Rosekelley	43.00
22. Landers/Cargill	47.00
23. Serr/Serr	49.00
24. Burns/Bob	51.00
25. Irwin/Munyon	51.00
26. Tardiff/Holly	68.00
27. Benson/Benson	68.00
28. Hornby/Hornby	68.00
29. Wadsworth/Smith	68.00
30. Navard/Kemp	68.00
31. Winter/Winter	68.00
32. Cook/Cook	68.00
33. McMaster/McMaster	68.00
34. Munsey/Smith	68.00

HOBIE 16N POINTS

1. Ludwig/Ludwig	0.75
2. Powers/Gilbert	2.00
3. Miller/Peterson	3.00
4. Kimbel/Wilson	4.00
5. Overdeest/Overdeest	5.00
6. Purciel/Marianne	6.00
7. Baade/White	7.00
8. Stumpf/Kearney	8.00
9. Jones/Bentz	9.00
10. Bowen/Bowen	9.00
11. Luciano/Chris	11.00
12. Willey/Gustafson	11.00

HOBIE 14A POINTS

1. Burt Sherriif	0.75
2. Jim Lantz	2.00
3. Richard Moore	3.00
4. Dick Lantz	4.00

HOBIE 14T POINTS

1. Howard Chase	0.75
2. Robert Heyer	2.00
3. Dick Scott	3.00
4. Joe Altemus	4.00

SCHEDULED FUN!

Complete regatta and fleet event schedules - dates, locations, fees, registration information, contact names and phone numbers - listed in the 1989 Division Book found only in the March/April '89 issue of HOTLINE.

Don't miss out on any of the fun. Know what, when, who, and where now! Order the March/April '89 issue of HOTLINE. Send your check or money order for \$4.00 U.S. or \$5.50 foreign [International Bank Draft or Money Order (NO CASH) Canada and Mexico Included] to:

HOTLINE Publications
1989 Division Book
P.O. Box 1008
Oceanside, CA 92054



HOBIE 14 & 17

Single-Handed Championships

JUNE 25 - JULY 2, 1989

HOSTED BY FLEET 131

W

hen you come to Oklahoma City for the Hobie Single-Handed Championships, not only will you be part of one of the most exciting races of the summer, you'll also have the privilege of being in Oklahoma during the Centennial Celebration, 100 years of statehood. Oklahoma was selected to host the Single-Handed Championships and will play a major role in the excitement of the Centennial Celebration. Come join the festivities and get a delightful surprise when you discover that Oklahoma has over 200 lakes and more miles of man-made shoreline than any other state in the union. Oklahoma has fabulous sailing conditions, an average wind velocity of 12.5 miles per hour, and a multitude of sailing enthusiasts. So join Oklahoma for a history making celebration and set sail on Lake Hefner. A place known to the native Hobie Cat Fleet 131 as "Hobie Point".

Send this form with Registration Fee(s) to:

H-14/14T/17 Nationals:
I.H.C.A.
P.O. Box 1008
Oceanside, CA 92054

All Skippers Shall Pre-Register
Before May 31, 1989

HOBIE 14/14T OPEN: June 25 - June 27

H-14/14T/17 NATIONALS RACE REGISTRATION FORM

Hobie 14/14T/17 Single-Handed National Championships

Name _____
Address _____
City/State/Zip _____ Home () _____
Phone (day) () _____
Local Newspaper _____
Weight: _____ lbs

Please enter me in the:
☐ H-14/14T Championships
☐ H-17 Championships

REGISTRATION FEE:

H-14/14T	H-17
\$60.00	Pre-Regist. \$75.00
\$75.00	Late \$100.00

Sail No. _____
Sail No. _____

RACES:

Both the H-14/14T and H-17 Championships are B.Y.O.B. (Bring Your Own Boat).

REGISTRATION:

All skippers are asked to pre-register by mail before May 21, 1989. Late fee will be charged after this date. Send completed registration form and fee to I.H.C.A.

HOTEL

The host hotel is the Northwest Hilton, located a short distance from race site at the crossroads of N.W. Expressway and May Avenue. It has convenient access to downtown and to W. Rogers Airport.

Participants will enjoy the \$54.00 rate per night (plus applicable taxes). That is for: Single, Double, Triple, Quad!! Reservations must be made before June 10, 1989, by calling 1-800-848-4811. Identify yourself as a "Hobie Cat Nationals Sailor"!!!!!!

Limited Charter H-17 boats may be available. Charter fee \$200.

IMPORTANT:

One night's room deposit is required to guarantee your reservation. Payment can be made by check, money order or major credit card.

☐ I have enclosed a check made out to Northwest Hilton for \$ _____

☐ Charge \$ _____ to my: ☐ M/C ☐ Visa ☐ AM. EXPR.
Account Number _____
Exp. Date: Month _____ Year _____

Authorized Signature _____
For more details or additional assistance, please call: **1-800-848-4811.**

Northwest Hilton
2945 Northwest Expressway
Oklahoma City, OK 73112



JUNE 24-25

GRANT ST. & BEACH DRIVE
CAPE MAY, NEW JERSEY

Cape May

CLASSIC·IX

HOBIE CAT REGATTA

S·P·O·N·S·O·R·E·D·B·Y

JOHN **Wright**
BOATS



**EVRYK
SHIRTS**

STANDARD SAILING INSTRUCTIONS

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1. SAFETY

- 1.1 **GENERAL:** Notwithstanding anything in this instruction, it is the personal responsibility of each competitor to sail safely and to wear an approved life jacket, or Personal Flotation Device (PFD), or other approved personal buoyancy, and adequate protective clothing, as conditions warrant.
- 1.2 **PERSONAL FLOTATION DEVICE (PFD) /LIFE JACKETS:**
 - i. The Race Committee recommends the wearing of life jackets or PFDs at all times.
 - ii. When Code Flag "Y" (yellow with red diagonals) is displayed on the starting vessel at or before the "Warning Signal" (white shape), all competitors shall wear a life jacket or PFD approved by the National Authority while racing or until returning to shore. A wet or dry-suit shall not be considered to provide adequate buoyancy.
 - iii. PFDs shall be worn in winds of ten (10) knots or more.
- 1.3 **ELECTRICAL POWERLINES - AVOID!!!** Before raising the mast, and ALWAYS while sailing, check for and avoid low overhead electrical powerlines. When launching from shore, or landing, check for and avoid low overhead powerlines. If you SEE a powerline — **AVOID IT!**

A mast coming in contact with and/or near an electrical powerline can cause serious injury or death to people on or touching the boat!
- 1.4 **SAILING ABILITY:** It is each skipper's and crew's responsibility to sail safely within their capabilities. If wind, wave, or water conditions make you doubtful of your ability to handle them, retire from the race. This is NOT a disgrace! It is good sailing practice.

2. RACING RULES

The regatta will be governed by: the International Yacht Racing Rules (IYRR); the prescriptions of the United States Yacht Racing Union (USYRU); the Rules of the International Hobie Class Association (IHCA); except and unless altered by these Sailing Instructions.

3. ENTRY

- 3.1 **ENTRY FORMS:** Each skipper must file a written registration entry form prior to racing. Incomplete forms may not be accepted.
- 3.2 **OFFICIAL ENTRY:** An entry becomes official when posted on the master score card.

- 3.3 **ERRORS OR OMISSIONS:** Incomplete or inaccurate entry information may result in disqualification during or following the regatta.

- 3.4 **SAIL NUMBERS:** Sail numbers shall match the entry form and be readable from both sides of the sail.

4. CHANGES IN THE SAILING INSTRUCTIONS/NOTICES TO COMPETITORS

- 4.1 **CHANGES:** Changes in the Sailing Instructions will be posted on the official regatta notice board one hour before the first race on the day it will take effect.
- 4.2 **NOTICES:** Notices to competitors will be posted on the official regatta notice board.
- 4.3 **LOCATION:** The location of the official regatta notice board will be announced at the Skipper's Meeting.

5. DESCRIPTION OF MARKS

The marks to be used will be described at the initial Skipper's Meeting and/or may be posted on the official regatta notice board.

6. SCHEDULE OF RACES AND EVENTS

- 6.1 **STARTING TIME:** The planned time of the Warning Signal (white shape) for the first race of each day will be announced at the Skipper's meeting.
- 6.2 **RACE SEQUENCE:** Races each day will be held back-to-back from the first race of the day unless modified at the Skipper's Meeting or by Signals made on the water by the Race Committee.
- 6.3 **SKIPPER'S MEETINGS:** A Skipper's meeting will be scheduled before the first race of a regatta and may be scheduled for each racing day.

7. THROWOUT RACES

Provided there are four or more races in a regatta, there will be one throwout race allowed in the scoring.

8. RACE STARTS AND STARTING SEQUENCE

8.1 STARTING SIGNALS: The starting signals shall be in accordance with IYRR 4.2 System 2 with five (5) minute intervals between signals. When there is more than one fleet starting, the Starting Signal (red shape) will remain up as the Preparatory Signal for the next fleet start. The shape will be dropped one minute prior to the start of the next fleet and raised at the five minute interval. This system will continue until all fleets have started. All timing is taken from the visual shapes.

8.2 RECALLS:

- i. "Individual Recall" (Code Flag "X") shall be in accordance with IYRR 8.1(a) (ii) (iii). The Race Committee will also endeavor to notify entrants who are recalled. It remains, however, the responsibility of each skipper to make a proper start.
- ii. "General Recall" (Code Flag "First Substitute") varies from IYRR 8.2(a) and 4.4(d) (iii) as follows:

a). When a "General Recall" has been signaled, the Starting Signal remains displayed and becomes the Preparatory Signal for the fleet being recalled. The clock continues to run in the starting sequence. The General Recall Signal will be lowered with the Preparatory Signal without a sound signal one minute prior to the Starting Signal being displayed at the next five minute interval.

b). Following a "General Recall", IYRR 51.1 (c) ("One Minute Rule") shall automatically be in force and the displaying of Code Flag "I" shall not be required.

c). Following two consecutive "General Recalls" for a fleet, the offending fleet shall start at the first available starting sequence following the start of the last fleet in the scheduled starting sequence.

8.3 FLEET STARTING SEQUENCE: Fleets shall start (generally fastest to slowest) in the following sequence at five (5) minute intervals following the first start:

1.H ____; 2.H ____; 3.H ____; 4.H ____;
 5.H ____; 6.H ____; 7.H ____; 8.H ____;
 9.H ____; 10.H ____; 11.H ____; 12.H ____;
 13.H ____; 14.H ____;

When two or more courses are employed, the fleets will be assigned to specific courses by the Race Committee at the initial Skipper's meeting and a

posting made on the official notice board showing the order of starts.

8.4 SMALL FLEETS: A fleet of less than five (5) boats may be started with another fleet in its class. Where possible, this will be announced at the Skipper's meeting.

9. THE COURSE

9.1 RACE COURSE: Standard IHCA triangular courses will be used as follows:

1. SACF; 2. SABCF; 3. SACABCF; 4. SABCACF; 5. SABCABCF; 6. SACACF; 7. SACABCACF; 8. SBCF; 9. SBCABCF; II. TWICE AROUND; R. REVERSE COURSE. (Note: Reverse Course is the course in reverse. Example: Course 3R is SCBACAF with "C" to windward and "A" to leeward. All marks to starboard. Reverse course is *only* used in the event of a sudden 180 degree wind shift after A mark has been previously established or with permanently positioned and marked buoys.)

S = START; F = FINISH;
 A,B,C = ROUNDING MARKS.

9.2 ROUNDING: All marks are rounded to port. If a reverse course has been displayed, then all marks are rounded to starboard.

9.3 COURSE CALLED: The course to be sailed will be displayed on the race committee starting boat at, or closely following, the display of the Preparatory Signal for each fleet. This modifies IYRR 5.1.

9.4 "B" MARK LOCATION: "B" mark - normally the "reaching" mark - may be located to either the windward or leeward end of the course usually 90 to 105 degrees off the wind.

10. START/FINISH LINES

10.1 LOCATION: The location and description of the end marks of the start and finish lines will be announced at the Skipper's Meeting and/or may be posted on the official notice board.

10.2 BARGING BUOY: A barging buoy may be set behind the race committee starting boat to warn skippers to keep clear of the starting boat when starting or finishing a race. A barging buoy is NOT an extension of the starting boat or a mark of the course. There is no penalty for touching the barging buoy.

10.3 START/FINISH LINE OBSTRUCTION: Upon completion of the first leg of the course the Start/Finish line shall rank as an obstruction terminated at each end

by the line markers. While the Start/Finish line is an obstruction, DO NOT SAIL THROUGH THE START/FINISH LINE UNLESS STARTING OR FINISHING.

An entrant who inadvertently passes through the line may clear the obstruction by unwinding around either end marker correctly. Failure to clear shall result in an automatic scoring of DNF.

- 10.4 FINISHING:** The Finish Line may be moved from the general location of the Starting Line. The Race Committee finishing vessel is on station when a Blue Shape is displayed and the Start/Finish line is an obstruction when finishing. Always cross the Finish Line in the direction from the last mark. Clear the Finish Line and finishing area as soon as possible after finishing.

11. RETIRING FROM A RACE

A boat which retires from a race must notify the Race Committee either before leaving the course area, or upon arriving at shore.

12. ALTERNATE FINISHES AND TIME LIMIT

- 12.1 SHORTENED COURSE:** Courses may be shortened at the Race Committee's discretion. Shortened course signals shall be in accordance with IYRR 4.1 "S" (c) at a rounding mark.
- 12.2 TIME LIMIT:** No time limit is scheduled but the Race Committee may cancel or abandon a race at its discretion. This modifies IYRR 10.
- 12.3 FINISHING ON THE WATER:** When approximately half of the boats in a regatta have rounded the last mark, the Race Committee may choose to finish the balance of the boats at the last mark or on the course. The method of finishing and the finish positions awarded are determined by the Race Committee.
- 12.4 RACE VALIDITY:** When one or more boats in a fleet with the same start finish a race before the Race Committee abandons or cancels that race, the race shall be valid for all other boats in that fleet. Boats not finishing prior to the Race Committee action are scored DNF.

13. PROTESTS (MODIFIES IYRR 68)

- 13.1 FILING:** Protests shall be written on IHCA Protest forms or reasonable equivalent. A Protest shall be filed within one half hour (0.5 hrs.) of the Race Committee reaching shore following the last race of the day. All protests will be posted on the official notice board in the order received.
- 13.2 PROTESTS FLAGS:** Protest flags will measure a minimum of 10" x 10" (250mm x 250mm).
- 13.3 SIGNALING A PROTEST:** A boat protesting another boat shall follow the IHCA 360 Rule (ONE or TWO turns) and IYRR 68 with the following provisions and modifications:
- The definition of the first reasonable opportunity for displaying a protest flag is IMMEDIATELY upon achieving control of your boat.
 - The protesting **HAIL!** must be IMMEDIATELY following the incident.
 - Notify the Race Committee of intent to protest when finishing. **DISPLAY THE PROTEST FLAG WHEN FINISHING.**
- 13.4 SKIPPER OPTIONS WHEN PROTESTED:** Skippers being protested have the following options;
- Clear themselves in accordance with the alternate penalty rules. (IHCA 360 Rule).
 - Retire prior to finishing. Notify the Race Committee.
 - Attend the protest hearing and present your case.
 - Options i. and ii. do not absolve violations determined to be DSQ C violations by the Protest Committee.

14. SCORING

- 14.1 METHOD:** Low point scoring as published in IYRR Appendix 5A except as modified in these instructions. The score for a boat is the boat finish position except first place will receive 3/4 of a point.
- 14.2 OTHER SCORING:** Other scoring shall be as follows:
- DNF - "Did Not Finish" equals the number of finishers plus one.
 - DNS - "Did Not Start" equals the number of entrants.
 - DSQ - "Disqualified" equals the number of entrants plus one. May be thrown out if a throw-out race allowed.

- iv. DSQ-C - "Disqualified" (major rules infringement) equals the number of entrants plus one. May NOT be thrown out when a throwout race allowed. This penalty is for unsportsmanlike conduct, fouls causing material prejudice, or serious damage.
- v. DSQs will not change the finish position of other boats in the race. (Modifies IYRR 74.6 (b) (c).

14.3 TIES: Ties will be broken in the following sequence:

- i. Comparison of throwout races.
- ii. Comparison of each race. Who beat who the most.
- iii. Comparison of the last race, next to last race, etc.
- iv. If a tie remains, each entrant will be awarded the same position. The next position would then be one more than the total boats already listed.

14.4 PREMATURE STARTERS: Boats over early which do not restart will be awarded a DNS.

14.5 IMPROPER COURSE: Boats that sail an improper course will be awarded a DNF.

14.6 ALTERNATE PENALTY: If no throwout race is allowed, the IHCA graduated penalty system shall be used.

15. FLAGS AND SIGNALS

15.1 FLAG SIGNALS: Flag signals on the water shall be in accordance with IYRR 4.1 except:

- i. "AP", Answering Pennant (red and white vertical bars) POSTPONEMENT SIGNAL - STAND BY. One minute after the "AP" has been lowered, the next signal displayed will be for the starting sequence which was postponed. (For example, if "AP" is displayed during the "Preparatory Signal", the next starting signal would be a new "Preparatory Signal".) One sound signal will be made with the lowering of the "AP".
- ii. "N", Abandon Race (blue and white checkerboard) ABANDON RACE and head for shore and safety. All races are postponed until further notice.
- iii. "M", Mark Signal (white diagonals on blue field) - MISSING MARK. Round or pass the boat or object displaying this signal instead of

the mark it replaces. May be accompanied by many sound signals.

- iv. "N" over "X", Abandon Race in Progress (blue and white checkerboard over blue cross on a white field). Race or races in progress are abandoned and will be resailed shortly The Warning Signal (white shape) will be made one minute after this signal is lowered. One sound signal accompanies lowering.

15.2 SIGNALS MADE ASHORE: Signals made ashore will be displayed in the official notice board area.

15.3 FLEET AND CLASS RIBBONS: These identification ribbons will be displayed as follows:

- i. "A" Fleet - Red ribbon flown off the boom end.
- ii. "B" Fleet - Green or blue ribbon flown off the first batten end.
- iii. "C" Fleet - Yellow ribbon flown off the second batten end.
- iv. "Novice" Fleet - No ribbon.
- v. Boats not flying the proper identification may be subject to DSQ.

16. SPECIAL NOTES

16.1 QUESTIONS: No questions will be answered by the Race Committee while on the water.

16.2 RIGHT TO PROTEST: The Race Committee and the Protest Committee have the right to protest for unsportsmanlike conduct or other rule infringements.

16.3 OBSTRUCTIONS: Mark boats, Rescue/Chase boats, and line sighting boats shall rank as obstructions.

16.4 ASSISTANCE: Any boat receiving "hands on" assistance from Rescue/Chase boats will be scored DNF. The Race Committee may decide when a boat or crew needs assistance.

17. CAUTION - DANGER CAUTION!!!!

ALUMINUM MAST AND OTHER BOAT COMPONENTS CONDUCT ELECTRICITY! COMING IN CONTACT AND/OR NEAR AN ELECTRICAL POWER LINE CAN CAUSE SERIOUS INJURY OR DEATH. STAY AWAY FROM OVERHEAD ELECTRICAL POWER LINES WHEN SAILING, LAUNCHING, OR LANDING YOUR BOAT. NEVER TRAILER A BOAT WITH THE MAST UP BEYOND THE LAUNCHING RAMP AREA.

FLEET DIRECTORY

WORLD HOBBIE CLASS ASSOCIATION FLEET LISTING DIRECTORY

FLEET	COMMODORE	LOCATION	DIVISION
1	Bill Krull	Dana Point, CA	2
2	Dale/July Apple	Auburn, CA	11
3	Larry & Al Rieding	Long Beach, CA	2
4	Scott/Mary Jo Dixon	San Diego, CA	2
5	Jean Miles	St. Petersburg, FL	8
6	Michael Metzger	Kailua, HI	1
7	Stan Nagle	Pasadena, CA	2
8	Timothy J. Snider	Houston, TX	6
9	Dave & Ava Doyle	Sulphur, LA	6
10	Larry Stayner	Clear Lake, IA	7
11	Rusty Goodman	Orlando, FL	8
12	Gene Barrington	Atlanta, GA	9
13	Ralph Weir	Spokane, WA	4
14	Paul Ullbarri	Seattle, WA	4
15	Bill Johnson	Ventura, CA	2
16	Philip J. Hamilton	Corona Del Mar, CA	2
17	Dave Collier	Sacramento, CA	3
18	Roger Cochran	Highland, MI	10
19	John/Patti Lefler	Ashland, OR	4
20	Scott Parker	San Jose, CA	3
21	Ed Montague	Modesto, CA	3
22	Patrick McMaster	St. Albert, Alb CAN	4
23	Michael Sullivan	Dallas, TX	14
24	Doug Ruth	North Palm Beach, FL	11
25	Rick Holmes	Tulsa, OK	14
26	Donald Zimmer	Indianapolis, IN	10
27	Mark E. Register	Wichita, KS	14
28	Stephen Latham	Natick, MA	12
29	Julian Levin	Merced, CA	3
30	George McCurdy	Riverside, CA	2
31	Barry Burgess	Brookfield, CT	12
32	John Frazee	Virginia Beach, VA	9
33	Keith Fuller	Portland, OR	4
34	Walt Phillips	North Palm Beach, FL	11
35	Rick White	Pensacola, FL	15
36	Andy Newitt	Miami, FL	8
37	Angelo Zopolos	Bellingham, WA	4
38	Paul Harvey	Nova Scotia, CANADA	12
39	Trecy Scott	Bradenton, FL	8
40	Joe Kuchenbuch	Battle Creek, MI	10
41	Steve Lewis	New Orleans, LA	15
42	Dave Coffee	Tampa, FL	8
43	Richard Hale	Tallahassee, FL	15
44	Bill Stoldberg	FL Lauderdale, FL	8
45	Dennis Dwyer	Coco Beach, FL	8
46	Murray Davidson	Auckland, New Zealand	5
47	Steve Campbell	Cincinnati, OH	10
48	Jay C. Blackwood	Albuquerque, NM	5
49	Tom Creed	Clear Lake, MN	7
50	Anthony L. Riccio	FL Collins, CO	5
51	Albert Douglas	Las Vegas, NV	2
52	Tom Turchfarber	Wash Bear Lake, MN	7

53	Bill Carl	Isle of Palms, SC	9
54	Carlos Wharry	Baltimore, MD	11
55	Jeanine Geiger	Baton Rouge, LA	15
56	Raymond Marra	Westport, CT	12
57	Bob Garland	Los Angeles, CA	2
58	Mark Melling	Clearlake, MI	10
59	Louis Griesmer	Springfield, MO	7
60	Michael Simpson	Sandusky, MI	10
61	John Schnackerberg	Littleton, CO	5
62	Joyce Swanson	Fresno, CA	3
63	Tom Loeffelholz	Norman, OK	14
64	Barry Marcella	Austin, TX	6
65	Keith LeBroeuf	Shore Acres, NJ	11
66	Linda/Rick Hankins	Scottsdale, AZ	2
67	Todd Urban	Salt Lake City, UT	5
68	Charlie Birkin	Lorain, OH	10
69	Doug Hislop	New Zealand	Int'l
70	George Zorn	Ocean Springs, MS	15
71	Leonard Carey	Key West, FL	8
72	Ken Marshack	Portland, OR	4
73	William J. Hiller	Northfield, NJ	11
74*			
75	James E. Holst	Tamuning, GUAM	Int'l
76	Chance/Jo Gaston	Mobile, AL	15
77	Jerry Bussey	Vail Lake, CA	2
78*			
79	Bill Hyman	Pago, Pago Am. Samoa	Int'l
80	Mike Chase	Daytona, FL	8
81	Ron Bishop	Carpenteria, CA	2
82	Les Bibby	Ontario, CANADA	10
83	Steve Faille	Rock Hill, SC	9
84	Kim Brittain	Des Moines, IA	7
85	John Schirtzinger	Columbus, OH	10
86	Thomas Doud	Elmira, NY	16
87	Deanna Link	San Rafael, CA	3
88	William Pawlowski	Lake Havasu City, AZ	2
89	Michael Griffie	Mishawaka, IN	10
90	Charles Anderson	Winnipeg, Man. CAN	7
91	Vic Franklin	FL Worth, TX	14
92	Danny Meyers	Davidson, NC	9
93	Brian Miller	Lafayette, LA	15
94	Cal Bucholz	Bend, OR	4
95	John Corrie	Bothell, WA	4
96	Newsom Baker	Maryville, TN	9
97	Richard Lehner	Durham, NC	9
98	Lamont George	Clear Lake, Man. CAN	7
99	William Liles	Corpus Christi, TX	6
100	Ray Vallecillo	Salterpath, NC	9
101	Richard Johnson	Wilmington, NC	9
102	Robert Whittington	Brownsville, TX	6
103	Steve Bechtold	Sioux Falls, SD	7
104	Paul Stedman	Muncie, IN	10
105	John Gabiola	Boise, ID	4
106*			
107	Michel Le Calvic	Papeete, TAHITI	Int'l
108	Rich/Helen Devon	Muskegon, MI	10
109	Milton Dinhoff	Great Neck, NY	12

110	Jim Frank	Victoria, TX	6
111	Buddy Kellum	Jacksonville, FL	8
112	Allan R. Santor	Sarasota, FL	8
113	Joe Thompson	Freeport, G. BAHAMAS	Int'l
114	Keith Moore	Morehead, KY	10
115	Tom Hartman	Wilmette, IL	10
116	John Craig	Lakeland, FL	8
117	Jake Taber	Gun Lake, MI	10
118	Chuck Raney	Tyler, TX	8
119	David Block	Angola, NY	14
120	Robert Self	Panama City, FL	15
121*			
122	Walter O'Grady Cabral	Fortalexa, BRAZIL	7
123	James Antonacci	Collinsville, IL	10
124	Jim Judge	Sayville, NY	12
125	Roger Bommersbach	Lake Poinsett, SD	7
126	Chris Sprague	Chesterton, IN	10
127	Don Bergman	Ft. Pierce, FL	8
128	David Eller	San Antonio, TX	6
129	Glenn Withenshaw	Thunder Bay, Ont CAN	7
130	Brian Machtaier	Perrinton, P.C. CAN	4
131	Deborah Taylor	Oklahoma City, OK	14
132	Neil Carter	Tiermure, INDONESIA	Int'l
133	Carlos Matos	San Juan, P. R.	13
134	Gerry Wilder	Memphis, TN	15
135	Bob Buchtman	Hewitt, NJ	12
136	Beverlee Jonson	Nantico, CT	12
137	Peter Laud	Denville, NJ	11
138	Juan E. Maegli	Guatemala City	Int'l
139*			
140	Richard Owen	Levittown, PA	11
141	Pat O'Cain	Columbia, SC	9
142	Daniel Kloenne	Louisville, KY	10
143	Dan Kloenne	Islip, NY	12
144	Ric/Margaret Balesky	East Lansing, MI	10
145	Susan Langston	Van Buren, AZ	10
146	Rick Bush	Burkburnett, TX	14
147*			
148	Hans Weidmann	Bangkok, THAILAND	Int'l
149	Pat George	Kansas City, MO	7
150	Dave Sarvis	Orlita, Ont. CANADA	16
151	Naomi Clark	Decatur, IL	10
152	Stephen McCung	St. Simons Is., GA	8
153	David Karably	Gainesville, FL	8
154	Robin Hood	Macon, GA	9
155	Gerald Knerim	Brooklyn, MI	10
156	Jean Fowkes	Casper, WY	5
157*			
158	James Kelly	Springfield, IL	10
159*			
160*			
161	Gene Hawkins	Bryan, TX	6
162	Ray Murray	Waco, TX	14
163	John Hartman	Shasha, CA	3
164	Bill Englishe	Simpsonville, SC	9
165	Ollie Fredrick	Mahtomedi, MN	7
166	Michael Halberstadt	Vista, CA	2

Attention Fleet Officers!

In an effort to better serve all fleets, the **HOTLINE** asks that reporting officers follow the guidelines included here. These guidelines will help **HOTLINE** report on events in a more timely and accurate manner. When submitting race stories, results and photos, please keep the following deadlines in mind.

Race stories should be a maximum of 300 words. They must be typewritten, double spaced and should have the name of the regatta, the fleet number, the division number, the location, the date and the writer's name at the top of the story. Please be sure the names used in the stories are spelled correctly.

Regatta Dates	Due Dates
9/1 to 11/3	are due 11/10
11/4 to 1/5	are due 1/12
1/6 to 2/27	are due 3/7
2/28 to 5/5	are due 5/12
5/6 to 7/7	are due 7/14
7/8 to 8/31	are due 9/7

Please note that this schedule is subject to change.

Do not submit results on scoresheets. Results should be typed (or printed by computer) by class, position, and total points. Place the name of the regatta, the fleet number, the division number, the location, the date and the name of the person submitting the scores at the top of each page of results.

Photos should be 5x7 or 8x10 black and white prints. Please write a short caption identifying the people in the photo, and/or the regatta on a separate sheet and tape the caption to the back of the print. Photos cannot be returned so please send a duplicate print.

Submit all material directly to **HOTLINE**, P.O. Box 1008, Oceanside, CA 92054.

We'll do our best to be sure every fleet's regatta is included in the race section, but stories will be printed on a space available basis. The **HOTLINE** also reserves the right to edit stories for length considerations.

FLEET DIRECTORY

167	Jay Smith	Bakersfield, CA	2	224	Jack McAllister	Penn Yan, NY	16	281	Dee Doyle	Sebastopol, CA	3
168	Gerald Jenkins	Rapid City, MI	10	225	Scott Rankin	Mattoon, IL	16	282	Scott Brubaker	Birmingham, MI	10
169	Mike Brown	Flt. Myers, FL	8	226	Steven/Viki Tubbs	Anchorage, AL	4	283	Ann Galluzzo	Springfield, OH	10
170*				227	Noel Chicoine	Pierre, SD	7	284	Robert Ryan	West Liberty, OH	10
171	Steve Amador	Ann Arbor, MI	10	228	Jeff Knoll	Erie, PA	16	285	G. J. deVries	Curacao, NETHERLANDS	Int'l
172	Nick Elliot	Kingston, Ont. CAN	16	229	Dean Willis	Remson, NY	16	286*			
173*				230*				287	Jim Brisbois	Saginaw, MI	10
174	Charlie Pelissary	Myrtle Beach, SC	9	231	Dwight/Susan Hawkins	S. Portland, ME	12	288	Dennis Henderson	Marquette, MI	10
175	Charlotte Morse	Albermarle, NC	9	232	Dennis McNally	Bhamont, TX	12	289	Octavio Jorge	Santo Dom., DOM REP	Int'l
176	W. Edwin Ogden	Mohnton, PA	11	233	Miguel Salas-Vega	Mazatlan, MEXICO	Int'l	290	Vernon Sheppard	Union Hall, VA	9
177	Ernie Luce	Hitchcock, TX	6	234	Winston/Pam Trevarthen	Dividing Creek, NJ	11	291	James E. McCulloch	Yankton, SD	7
178	Joe Barker	Flt. Walton Beach, FL	15	235	Stephen Essig	Jackson, MS	15	292	Albert Balazovic	Traverse City, MI	10
179	Gordon Leilson	HONG KONG	Int'l	236*				293	Dave Chick	Bathurst, NB CAN	12
180	Les Luby	Woodland Hills, CA	2	237	Rob Miller	Sarnia, Ont. CAN	10	294	John T. Harden	Savannah, GA	9
181*				238	Mary Meier	Albany, NY	16	295	Dave Dasson	Rochester, NY	16
182	Wendy Albade	Kingshill, St. Croix	13	239	Doug Keller	Akron, OH	10	296*			
183	Stuart Crabbe	Toronto, Ont. CANADA	16	240	Rich Grewohl	Boulder Creek, CA	3	297	Rodney J. Schamie	Emporia, KS	7
184	Stephen Treadwell	Milton, VT	12	241	David Nigus	N. Little Rock, AR	14	298	Dave Milne	Ottawa, Ont. CAN	16
185	Marcus Lamb	London, Ont. CANADA	10	242	Dennis Sollosy	Saskatoon, Sask. CAN	16	299	Bill Cabel	Pickerington, NB	10
186	Stanley Pastore	Rowayton, CT	12	243	Jane Kleindinst	Grand Island, NY	16	300	Jerry Haas	Westerville, OH	10
187	Denis Renaud	Montreal, Que. CAN	12	244	Charles/Ann Power	Myrtle Beach, SC	9	301	M. Dangel	Wolfrathshusen WG	Eur
188	Mike McGinnis	Tampa, FL	8	245*				302	Giancarlo De Martini	Rome, ITALY	Eur
189	Tony Stearns	Saipan, C.M. GUAM	Int'l	246	Wayne Thorson	Grand Rapids, MN	7	303	Bruno Delahais	Rennes, FRANCE	Eur
190	Warren Kaplan	Linwood, NJ	11	247	John Harden	Rondeau Bay, Ont. CAN	10	304	Rob Van Deursen	Zandvoort, HOLLAND	Eur
191	Ken Keller	Greensboro, NC	9	248	Robert Herrada	Union Lake, MI	10	305	Bram Lussenburg	Rotterdam, HOLLAND	Eur
192	Michael L. Brindisi	Omaha, NE	7	249	Brooks Stockman	Nashville, TN	15	306	Nol Eitens	Katwijk, HOLLAND	Eur
193	John Stahr	Eugene, OR	4	250	Jonathan Maddock	Sandy Hook, NJ	11	307	Jan Van Spellen	Den Haag, HOLLAND	Eur
194	Peter/Anne King	Vallejo, CA	3	251	Tom Neiswonger	Lawton, OK	14	308	Jan Wijker	Emgdom, HOLLAND	Eur
195	Curt M. Lewis	Richland, WA	4	252	Noel Kiener	Tami, FL	Int'l	309	Christian Peires	Toulon, FRANCE	Eur
196	Cleveland Englehardt	Washington, D.C.	11	253	Brian Dunlop	Dhahran, SA	Int'l	310	Dominique Ardoin	Thonex, SWITZERLAND	Eur
197	Stan Patley	Rockport, MA	12	254	Robb Naylor	Bemidji, MN	7	311	Jean F. Bockell	La Baule, FRANCE	Eur
198	Ken Harrison	Rapid City, SD	4	255	Samuel Applegate	New Albany, IN	10	312	Jerald Fulgoni	Hyeres, FRANCE	Eur
199	Scott/Dawn Burch	Carbondale, IL	10	256	Sharon Chamberlin	Grand Island, NY	16	313	Stan Sobczyk	Le Havre, FRANCE	Eur
200	Barry Barnes	Norfolk, VA	9	257	Becky McRoy	Washington, NC	9	314	S. Lorenzini	Noumea, NEW CAL	Eur
201	Rudi Hammer	Pueblo, CO	5	258	David Niles	Holland, MI	10	315	Helmut Jakobowitz	Vienna, AUSTRIA	Eur
202	Douglas Schmidt	Escanaba, MI	7	259	J. Dan O'Donnell	Arroyo Grande, CA	3	316	Martin Schultema	Wassenaar, HOLLAND	Eur
203	Randy Duncan	Reno, NV	3	260	Michael Harrison	Jensen Beach, FL	8	317	D. Mohr	Hamburg Os., WG	Eur
204	Martha Mollach	Clay, NY	16	261	Robert Woodward	Victoria, BC, CAN	4	318	Bernd Berflub	Laatzen, WG	Eur
205	Michael Coutches, Jr.	Richmond, CA	3	262*				319	Matthias Stender	Koeln, WG	Eur
206	Ken Fitzek	St. Paul, MN	7	263*				320	J.P. Blais	Ludres, FRANCE	Eur
207*				264*	Ron Rubadeau	Kelowna, BC CAN	4	321	Albert Roturier	Meringue, FRANCE	Eur
208	Drake Barber	Fairfield, CT	12	265*				322	Thomas Muhlethaler	Zurich, SWITZERLAND	Eur
209	Tom Sullivan	Gilford, NH	12	266*				323	Colin White	Plymouth, ENGLAND	Eur
210	Roger/Sandy Bristol	Olivet, MI	10	267	Hal Savage	Philadelphia, PA	11	324	Etienne Moutte	Marseille, FRANCE	Eur
211*				268	Charlie Stout	Lubbock, TX	14	325	Wim Bongers	Noordwijk, HOLLAND	Eur
212*				269	Robert McCroskey	Greenwood, SC	9	326	Osten Nilsson	Holviksnas, SWEDEN	Eur
213*				270*				327	Andreas Szameitat	Eutigen, WG	Eur
214	William Holder	Vancouver, BC CAN	4	271	Bill Pagels	Newark, DE	11	328	Frederic Beauchene	Bayonne, FRANCE	Eur
215	Gary Recker	Cedar Rapids, IA	7	272*				329	Walter Steiner	Altenrhein, SWITZ.	Eur
216	Gary Gotsch	Marion, IN	10	273	Tom Burrows	Florissant, MO	7	330	Dan Rasmussen	Kobenhavn, DEN.	Eur
217	David Carter	Chattanooga, TN	9	274	Peter Capotosto	Manila, PHILIPPINES	Int'l	331	Eduardo Colosetti	Vareto, ITALY	Eur
218	Richard Roten	Cleveland, OH	10	275*				332	Daniele Dalli	Marina di Pisa, ITALY	Eur
219	David Nelson	Paducah, KY	10	276	Richard Mette	Roseville, MI	10	333	Erik Olsen	Middelfart, DENMARK	Eur
220*				277	Warren Humphries	Birmingham, AL	15	334	Peter Jannack	Hamburg, W. Germany	Eur
221	Stewart Walker	Richmond, VA	9	278	Lionel Conacher	Cambridge, Ont. CAN	16	335	Friedrich Schiebel	Vienna, AUSTRIA	Eur
222	Jack/Jackie Hill	Pacific Grove, CA	3	279	Larry/Susan Van Tuyl	Ann Arbor, MI	10	336	Erich Minarik	Graz, AUSTRIA	Eur
223	Thomas Zalewski	Wausau, WI	7	280	Roger Schrum	Stockton, CA	3	337	Paolo Span	Aurisiana, ITALY	Eur
								338	Alain Blum	Cap D'adge, FRANCE	Eur
								339	Jacques Budet	Palavas, FRANCE	Eur
								340	Bruno Sollier	Beaufort en Vallee	Eur
								341	Werner Wittwer	Lenges, SWITZERLAND	Eur
								342	Gunther Kong	Morun/Syt, WG&Eur	Eur
								343	Bram Van Straalen	*S-Gravezande, HOL	Eur
								344	Jacques Serviere	La Napoule, FRANCE	Eur
								345	Gabrielle Loy	Cagliari, ITALY	Eur
								346	Manolis Pallas	Rhodos, GREECE	Eur
								347	Bernard Lion	Ajaccio, FRANCE	Eur
								348	Wolf Ossner	Muenchen, W. GERMANY	Eur
								349	Klaus Wegner	Koeln, W. GERMANY	Eur
								350	Rainer Kellermann	Velbert, W. GERMANY	Eur
								351	K. Kuhlich	Herdecke W.GERMANY	Eur
								352	Michael Schwindt	Huenstetten, W. GERMANY	Eur
								353	Hans Kersseboom	Naarden, HOLLAND	Eur
								354	Marcon Louis	Martignes, FRANCE	Eur
								355	Robert Rives	Toulouse, FRANCE	Eur
								356	Peter Bezold	Erlangen, W. GERMANY	Eur
								357	Raymond Descatoire	Bondues, FRANCE	Eur
								358	Marzio Juris	Venezia Lido, ITALY	Eur
								359	Domenico De Toro	Roma, ITALY	Eur
								360	Fritz Von Dornick	Kalkar, W. GERMANY	Eur
								361	Jandreck Hartmann	Bergkamen, W. GERMANY	Eur
								362	Stefan Griesmeyer	Feldafing, W. GERMANY	Eur
								363	Francois Sangiardi	Paris, FRANCE	Eur
								364	Gordon Edwards	Surrey, ENGLAND	Eur
								365	Didier Constant	Abidjan, IVORY COAST	Eur
								366	Dirk Praetorius	Hemmingen, W. GERMANY	Eur
								367	Cato Knem	Oslo, NORWAY	Eur
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								379	Jacques Simon	La Vallette, FRANCE	Eur
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								392	Pierre Liard	Frejus, FRANCE	Eur
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								403	Jim Trask	Beverly, MA	12

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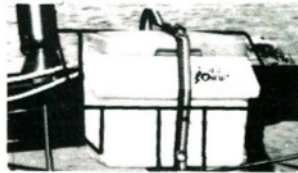
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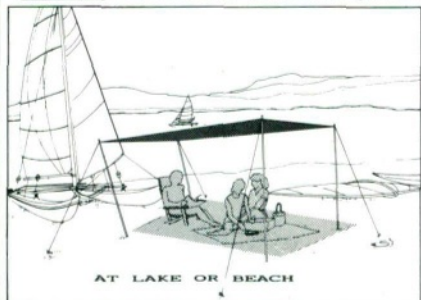
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August 20 - 26, 1989
Erie, Pennsylvania

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ACCOMMODATIONS INFORMATION:

August Schiava
Erie Tourist Convention Bureau
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Erie, Pennsylvania 16501
(814) 454-7191

I.H.C.A. NATIONALS
P.O. Box 1008
Oceanside, CA 92054
(619) 758-9100
FAX: 619-758-1841

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*THIS FORM MUST BE POSTMARKED PRIOR TO AUGUST 1, 1989.

MAIL TO: I.H.C.A.
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OCEANSIDE, CA 92054
FAX: (619) 758-1841

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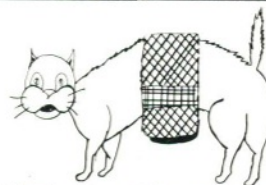
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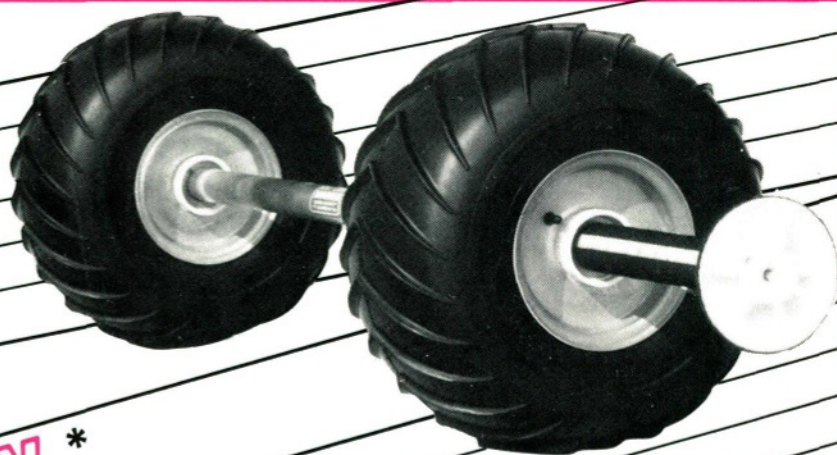
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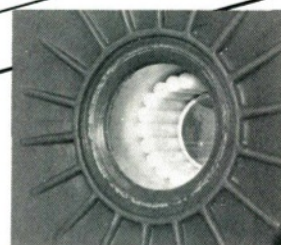
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HOBIE 21 SPINNAKER POLES

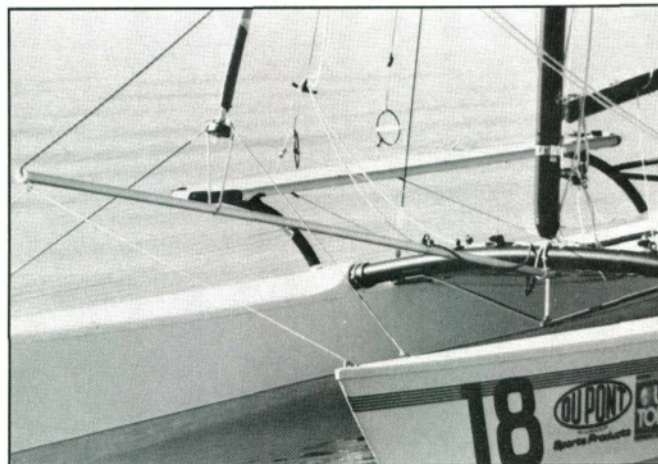
Spinnaker poles on catamarans aren't new. They have been used on the "Stars and Stripes", Formula 40s and Worrell 1000 boats. And now, TrenTec has developed a spinnaker pole specifically for the Hobie 21! The spinnaker pole is designed to increase boat speed and simplify boat handling. TrenTec considered maximum class length, ease of use and quick setup in developing the prototype that was introduced at the Miami ProSail event.

The manufacturer thinks that spinnaker poles will become common sights on Hobie 21s as skippers see the advantages they offer. TrenTec's spinnaker pole allows better sail control with fewer adjustments than standard bridle systems now in use. This is a big plus for an overworked crew. The spinnaker pole kit comes complete with all the equipment and lines to control the spinnaker tack and can be installed without any drilling or additional jam cleats.

The spinnaker pole moves the spinnaker tack forward to create greater airflow between the main and the spinnaker and gives the spinnaker more room to jibe. It allows a greater sheeting distance for bigger spinnakers and more projected sail area. It also results in less back winding of the mainsail.

With a spinnaker pole, the spinnaker tack doesn't move around while sheeting and there are no bridle adjustments necessary, which means the crew is free to take care of other responsibilities. The TrenTec pole is light weight with a self-contained spinnaker tack jam for ease of operation. A windvane can be mounted below the pole and the pole itself can be removed in seconds for easy trailering.

The TrenTec pole may be ordered from Sailing Systems, Murray's Marine, your local Hobie dealer or directly from TrenTec. For more information write: TrenTec, 12480 Kelso Rd., Thonotosassa, FL 33592, or call: (813) 986-7223.



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The New SSI Toy Box is the one that features leak proof joints. All joints are designed to include an overlap and have neoprene sponge gasket seals on the bucket end and hatch.

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