

Hobie **HOTLINE**

SEPTEMBER/OCTOBER 1989

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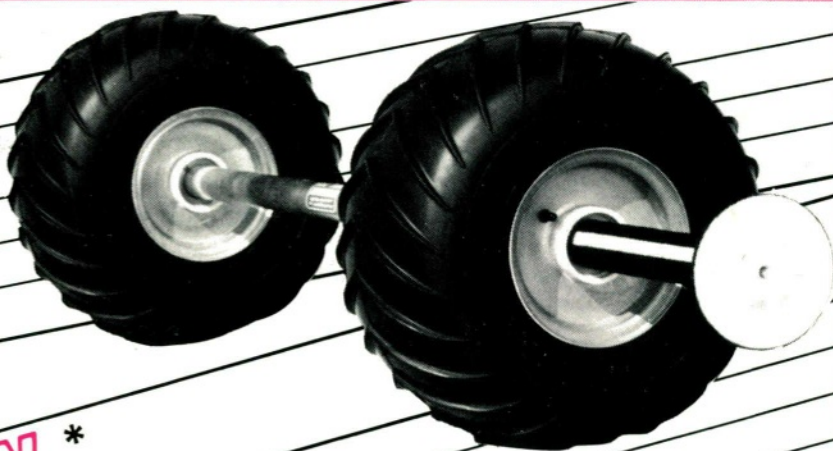
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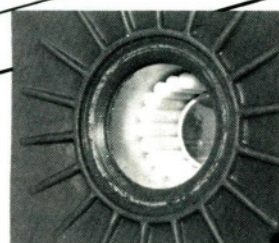


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 **Sailing
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HOTLINE



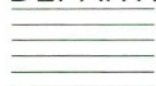
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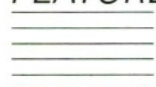


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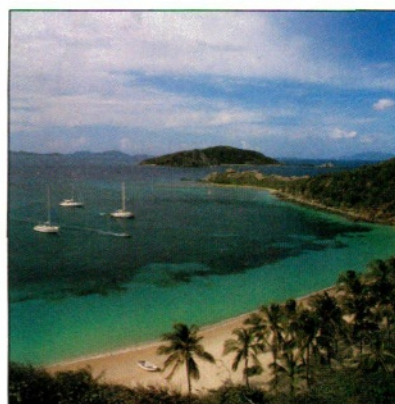
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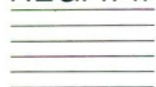
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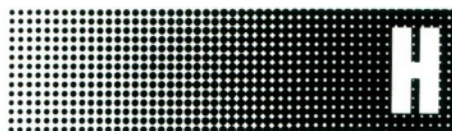
Experience the fun and frustration of the three Single-handed Championships held in Oklahoma City.



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REGATTA REVIEW





PUBLISHER
Bonnie Hepburn

EDITOR
Marilyn Campbell

CONTRIBUTING EDITOR
Dick Blount

ART DIRECTOR
Miles Burke

HOBIE RACING DESIGN
Craig Libuse

ADVERTISING MANAGER
Kelly Mesko

CIRCULATION MANAGER
Jean Stein

OFFICE ASSISTANT
Pat Powell

CONTRIBUTORS

Debbie Hill · Matt Miller · Chris Brosco
Pam Kymlicka · Tony Laurent
Coast Cat France · Spike Neesley
Mary Wells · Rick White · Jim Adelman
Cynthia Bohannon · A.M. Tedeschi
U.S. Virgin Islands Dept. of Tourism

**INTERNATIONAL HOBIE CLASS
ASSOCIATION**

Kim Kymlicka, Director Hobie Racing

PRINTER

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Advertising rates available upon request. Insertion orders must be placed seven weeks prior to cover date. Advertisements of items in the HOTLINE does not imply endorsement by Hobie Cat Company or the International Hobie Class Association. Use of the stylized H trademark, the words Hobie and Hobie Cat on ads herein are with the express permission by license or otherwise of Hobie Cat Company. Any other use is strictly prohibited by trademark law. Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Hobie Cat Company's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.

THE ONLY THING CONSISTENT TO CHANGE IS CHANGE.

Philosophers throughout the centuries have known it and have said it in many different ways, but it all comes down to: Nothing endures except change.

So what's changing about the HOTLINE? That's simple - always something. Does anything stay the same? That's one to think about.

Change doesn't have to be major. Unless you look closely inside HOTLINE, you may not notice that we've expanded the number of "departments" and revised the layout of several pages. But, the changes are there and may continue over the next couple of issues until we get it exactly right.

I know, I know, the HOTLINE was great the way it was, so why the changes? Change is good (sometimes)! We're making the revisions for you, the HOTLINE reader. The HOTLINE is your magazine. And, we want to hear more from you. We want your participation. We want your input. Expanding the departments gives you, the reader, more to write us about.

Don't think you have anything to tell us? Well, here's a few ideas.

Been on a great Hobie sailing vacation or adventure? Tell us about it. Do you know a special person who really lives the "Hobie Way of Life"? Is there something special happening with a Hobie sailor? Tell us how great your dealer is, and why. What about those special events that support a good cause? Send us the scoop. Do you have a special sailing spot? If you do, tell us all the details; it could earn you \$25.

It's human nature to criticize, but we don't mind; we like to hear what you don't like. (Who am I trying to convince?) Just try to be gentle, because the staff really takes these things to heart. (Of course, so do I.) Naturally, we'd also love to hear about what you do like.

We'll be continuing to ask for your input on special topics such as Hobie 14 weight and mylar sails that are in this issue. We'll also be trying to come up with more contests such as "Paint Your Sail." Bruce Baker (see "Name Game" in the July/August '89 issue) wanted to see more on boat names and graphics. Sounds like a contest possibility to me. What do you think?

Again, the HOTLINE is your magazine. We look forward to hearing from you.

GEAR YOU CAN TRUST



Hobie 17 Roller Furling Jibs and Reachers will turbo charge the off-the-wind performance. Choice of color.
60sf Dacron Jib & Hwd. \$450.00
75sf Mylar Reacher & Hwd. \$640.00
Not class legal.



Murrays Full Harness emphasizes comfort and value. Fully padded, the unique fitted lower section provides extraordinary comfort. Sizes S-L. Order hook separately.
\$65.00



All-Weather Suit by Douglas Gill features heat reflecting liner, taped seams, "breathable" upper body and a soft, lined collar. Hood optional. Sizes: XS-XL.
\$118.00 each regular price
\$99.95 each special price at participating dealers



Reef Runners by Omega Corp. are the best thing since bare feet; so cool, so light and so comfortable, you'll forget you've got them on. Protect your feet from beach hazards while improving your footing.
Adult Sizes XS-XL \$32.95
Child Sizes XS-XL \$29.95



Cold Water Boots by Refugio feature thick (5mm) neoprene, side zippers for easy entry, extra reinforcements and laces for a secure and comfortable fit. Textured sole provides excellent traction.
Sizes 5-12
\$41.50 per pair.

The Cool Cat Cooler by Elwood Safety is a soft-sided insulated cooler with water proof liner that snaps to the trampoline. Holds two 6-packs and ice. Color — Blue only.
Model 01, \$24.95 each at participating dealers.

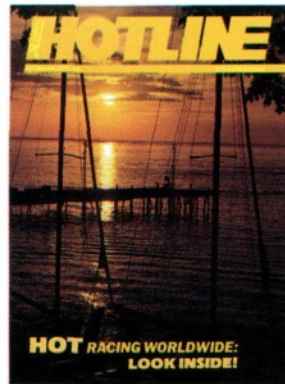


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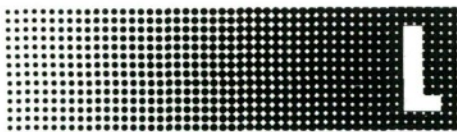
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LETTERS



Serve No Whine Before It's Time

I have been a subscriber to the HOTLINE for over ten years, and have always enjoyed the magazine. I believe you're doing a great job, but I don't understand why you're so patient with all those whiners who complain about the abundance of racing articles. (I'd tell 'em to go suck swamp water!) As for me, I'd like to see even more articles on racing.

Ed Magin
North Rose, NY

Thanks for the praise, which is always nice to hear. As for the complaints you complain of, those are not as nice to hear but are helpful in determining what all our HOTLINE subscribers are interested in reading. Besides, we agree with old Honest Abe that you can't please all of the people all of the time, so we won't recommend swamp water as a remedy for those who sometimes are displeased. -Ed.

Safety in Advertising

I want to note what I consider a serious safety issue. As editor of HOTLINE, I hold you partly responsible for an advertising message that does not support what I consider standard equipment for a Hobie Cat sailor. What I'm speaking about is the PFD.

I notice, in many issues, glamorous photographs of girls and guys clad in fashionable swimwear hanging over the side of the trampoline lacking PFDs and, I will also note, harnesses. This makes for very nice pictures but presents a mixed message to readers.

The HOTLINE offers many articles on safety, but in contrast shows these glamour-oriented photographs/ads which quietly support a lack of safety.

I enjoy your magazine and don't wish to sound overly critical, but please, take a look at this issue.

Shelley Ann Howard
Tarrytown, NY

As longtime HOTLINE readers know, this is not the first time the issue of PFDs in ads and photographs has been raised, and I am sure it will not be the last. Let me assure you and all readers that the HOTLINE, and indeed all of us at Hobie Cat, share your concern for safety, which the magazine has promoted constantly and consistently since its inception.

The "glamour" shots you mention are taken (and so specified) under very controlled conditions, not intended to simulate sailors out for a Sunday cruise. We have great respect for the intelligence of our

readers, who we are sure know the difference between "illusion" and reality and thus realize that no one should set foot on a Hobie Cat or any other boat without a PFD.

We reinforce our safety messages throughout each issue of every HOTLINE, and often refer specifically to the necessity of PFDs. Let us direct you to the November/December 1988 "Hobietorial," which describes our commitment to safety and explains the reasoning behind our sans-PFD photos. Thank you for writing and giving us the opportunity to reiterate what was emphasized in that Hobietorial; namely, "Safety must be the first consideration of every sailor ... Make sure everyone wears a personal flotation device (PFD) at all times." -Ed.

HOTLINE Puts War of Words to Rest

I enclose a copy of the letter sent to the Commodore of Fleet 222 in reply to his letter in the May/June 1989 issue (which was a reply to my original letter published in the January/February 1989 magazine). I don't expect the letter to be published since HOTLINE is not the place for an argument between Hobie catters. However, I hope that after examining the facts, you or the gentleman concerned will print an apology ... and restore some dignity to the pages of HOTLINE.

Neil W. Thursby
Tyne & Wear, England

Readers interested in the continuing saga of this across-the-Atlantic disagreement (the word "feud" comes to mind) can read all about it in the "Letters" section of the above-mentioned issues. The HOTLINE feels obliged to print all legitimate letters received ... up to a point; that point being where this space ceases to be a sounding board for opinions and instead diminishes into a battleground. We cannot serve as judge and jury for dissenting opinions, but sincerely hope the people involved in this dispute find a common ground in the "Hobie Way of Life" and put this issue behind them. -Ed.

Is This For Real?

Here's a slick little repair tip I got from KISME for Hobie 18 sailors with bent traveler cars. I thought I'd pass it along (with literary license to yours truly) to other Hobie sailors via your "Letters" column.

Rather than replacing the bent traveler cars, which is a painful and difficult task, simply put nuts on the end of a two-inch 1/4 x 20 bolt so the nuts lock together. Then remove the stop from one end of the jib

track, hold the bolt upright and slide the nut under the lip. If your track is bent, the nuts won't glide smoothly under the lips. Give the bolt some firm encouragement with a hammer! Run this up and down the track a couple of times and your jib blocks should glide smoothly once again!!!

Reid K. Hester
Albuquerque, NM

The HOTLINE has only one comment: any comments regarding this letter should be directed to its author, commodore of Fleet 48. -Ed.

"Registration" is not a Four-letter Word

In 1978 at one of the last races at Dockweiler Beach near L.A.X. Airport one of my best friends, Phil Hernandez, did not register for the regatta in which he nevertheless participated. He reasoned that he would have no chance of doing very well since he was only racing Saturday, not Sunday. He said he would not try for good starts and not take his right of way if he met with racing Hobies. Rather he would just "sail around the course." On one of the starts he was taking a casual port start and planning to drop below and behind the entire Fleet of "A" fleeters. Well, what a surprise when he slammed head-on bridle to bridle with another Hobie "A" who was on starboard but way below the starters as he had gone to the beach and was late for this start. No one got hurt, but both boats were damaged and one rig came down and both had to go for the beach--out of the race and off of the ocean.

A few weeks ago another "A" Fleeter did not register for the Las Vegas race, but entered all races of the weekend. Nowadays, without the luxury of 200-400 boat regattas, fleets are having trouble financially and with getting enough help for the regattas. Not registering is unfair to the division, the fleets, and the other racers. The host fleets need every cent available from registration fees to get by.

In the name of good sportsmanship and to help see that our "Hobie Way of Life" continues, I urge each and every racer to register for every regatta he or she attends.
John O. Hauser
Huntington Beach, CA

Letters to the editor, with the writer's name, address and daytime telephone number, should be sent to: LETTERS Editor, HOTLINE, P.O. Box 1008, Oceanside, CA 92054. Letters may be edited in the interest of space and clarity.

WAVE LINES



HOTLINE Mistake Has A Happy Ending

Cynthia Bohannon, Vice Commodore of Hobie Fleet 12 in Atlanta, Georgia reports that the feature "Married Maneuvers" in the January/February 1989 HOTLINE contained a mistake that gave fleet members a chuckle and put profiled couple Chuck Jones and Suellen Alexander on the spot. Understandably, HOTLINE assumed this wonderful couple was married. Needless to say, the article started folks talking, but Chuck and Suellen survived this storm of curiosity with the same aplomb that has put them consistently at the top of 18A for the past number of years.

We can only speculate whether all this attention had any impact on their decisions, but Fleet 12 has the honor of announcing the MARRIAGE on April 29, 1989 of Chuck and Suellen.

The happy couple chose to exchange their vows at Atlanta's "Hobie Park." The guests sailed all day, changed clothes quickly for the ceremony and then enjoyed a wonderful reception at the couple's home. The bride was radiant in her white sundress; she carried a bouquet of fresh daisies and baby's breath. The groom wore a tux, sans jacket, and his best sneakers. The couple admitted it was difficult to find a weekend without a regatta planned. Not only do the Joneses attend almost all of the Division 9 regattas, each year they travel up the eastern seaboard stopping at regattas on the way, even sailing all the way up to the Canadian Nationals! If you see this special couple at a regatta or the U.S. Nationals, extend your CONGRATULATIONS! You can't miss Chuck, he's the one with the yellow and black bandanna tied pirate-style around his head.

World Council Meets in Monterey

The World Council held its annual meeting during the Hobie 18 Worlds in Monterey, CA. Here are the key points emanating from that May 18th gathering.

- As a crucial aspect of Hobie Cat's continuing efforts to promote safe sailing and minimize the danger from low overhead power lines, the World Council unanimously voted to set an example for all Hobie Cat sailors. Effective January 1, 1990, the COMPTIP will be required equipment on all North American Hobie Cats racing in International Hobie Class Association-sanctioned events. To make the requirement more palatable and easier to comply with, the company reminds sailors that the free retrofit program is still in effect. In addition, Hobie Cat strongly recommends the COMPTIP retrofit to all sailors, racers and non-racers alike. As thoroughly explained in "The Shocking Truth" feature beginning on page 22 of the July/August 1989 HOTLINE, "All Hobie sailors can learn to sail with a COMPTIP, but they may not be able to live without one." Racers in particular should consider another point from the same article: "COMPTIPS or rules don't win or lose races, skippers do."

- The Council also agreed with the recommendation of the Rules Committee to legitimize a mesh trampoline as class legal equipment on cats of all sizes. However, only manufacturer-supplied tramps are class legal.

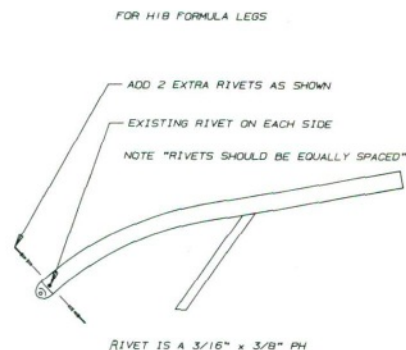
- The Council is seeking the input of sailors on the question of removing the minimum crew weight of 150 pounds from the Hobie 14 class. This alteration, already effective in Australia, gives youths and lightweight adults the opportunity to be competitive without having to strap on extra weight. Should the minimum weight requirement be removed or retained? Send your comments to: IHCA; Hobie 14 Weight; P.O. Box 1008; Oceanside, CA 92054.

- Your Council's inquiring minds also want to know your views on mylar vertical cut sails. These sails, which are increasing in popularity and use, currently are not class legal. HOTLINE will be discussing the features, benefits and possible ramifications of the use of mylar sails in an upcoming issue. In the meantime, the Council would like your opinion: If Hobie Cat makes mylar vertical cut sails available, should they be made class legal? Tell us what you think by writing to: IHCA; Mylar Sails; P.O. Box 1008; Oceanside, CA 92054.

- The World Council has unanimously voted to declare Brian Carrick vice president. Brian formerly served as the region chairman from Australia. Congratulations, Brian -- we'll put an extra shrimp on the barbie for you!

A Riveting Service Tip

If you have installed Formula-style wings on your Hobie 18, please inspect the rivet connection as indicated in the accompanying diagram.



A very limited number of wings currently in use do not have the four rivets installed. If your wings have only two rivets, please install the additional two rivets per casting as indicated to prevent possible failure, or contact your dealer for assistance. Dealers were advised of this modification on Hobie Cat bulletin #53-89.

Sailing Traditions: Building Blocks or Stumbling Blocks?

Oxen™ self cleating blocks: State-of-the-art technology or expensive gimmicks?

FACT: Your position and angle from an Oxen™ block has NO effect on your ability to cleat or uncleat the line.

FACT: If you can pull the line that passes through an Oxen™ block, you can control the cleating action.

FACT: Using class legal Oxen™ blocks on your boat will not make it go faster, but it sure will make life easier.

FACT: Oxens™ are expensive. Popular 3" blocks with cleats cost about \$85 — equivalent Oxens™ cost about \$110.

But if you're not interested in Oxen™ blocks, Clyde says to tell you we sell all the everyday "stuff" too:

access ports	compasses	Harken Cams	motor brackets	sail repair kits	tiger trax
accessory mounting plates	comptip covers	Harken blocks	mounting plates	sail repair tape	tiller linkage
adapter plates	connectors	harnesses	mugs	sail savers	TLCs
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air flow tels	convenience items	hats	neoprene caps	sailing suits	toggle straps
anchors	coolers	hiking stick ball grips	neoprene kits	sailing videos	tools
anodize repair kits	cotter pins	hiking sticks	non-skid kits	sails	trackers
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bags	covers	hookless trap buckles	OKs	shackle tools	trailer lights
ball covers	cradles	ITs	organizers	shackles	trailer wiring kit
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ball stop	cushions	jib clew plates	paddles	shockcord	tramp clamp
ball ties	cutters	jib clew shackles	parts kits	shockcord hooks	tramp cleaners
barberhaulers	daggerboard repair kits	jib halyard cleat shields	pliers	shoes	tramp grommet kits
batten caps	decals	jib halyards	polish	shroud adjuster covers	tramp lacing shockcord
batten covers	dog bones	jib sheeting systems	port bags	silicone sealer	tramp storage bags
batten hinges	dollies	jib sheets	protest flags	sister screws	trapeze buckles
battens	dolphin strikers	jib traveler cars	Quicks	slippers	trapeze handles
beach boxes	down haul kits	jib traveler trim kits	quick release pins	snap hooks	trapeze harnesses
beach dolly	down haul scales	keeper pins	racing marks	snap rollers	trapeze rig return system
bearings	draft gages	kick back kits	rail rugs	snap shackles	trapeze rigs
beverage holders	drain plugs	Kisme Products	reacher sails	solo righting systems	trapeze stays
boat covers	drysuit repair kits	knee pads	repairs kits	spare parts	trapeze wires
bolts	drysuits	knives	rescue lights	speed glaze	traveler cars
books	duffle bags	kool raks	retaining pins	speedometers	Traveler Tamers
boom bags	Easy Rite	l'il sister clips	rigging tape	spinnakers	turbo kits
boom vang	emergency radio	lance cleats	rigging wires	splashguard lacing	turbo meters
boots	equipment bags	leach caps	righting systems	split rings	Up-Tights
bridles	eyestraps	license frames	river guns	spreader bar covers	v-jam cleats
bullet blocks	fast shackles	life jackets	roller fairleads	spreader covers	vangs
bungee	fasteners	life vests	roller furlers	stain remover	velcro straps
cable covers	flares	lines	rope locks	steering locks	washers
calendars	fls	luff caps	ropes	storage boxes	watches
cam cleats	foot straps	magnum accessories	rudder cam kits	storage covers	waterproof containers
cam screws	footstrap kits	main blocks	rudder castings	striping	weather stations
can holders	foul weather gear	main sheets	rudder covers	sun glass keepers	wetsuit repair kits
candles	furler cam cleats	Marine Tex	rudder pins	sun glasses	wetsuits
carpet	gear bags	mast bearings	rudder rake adjusting kits	swage fittings	whistles
carrying handles	gear boxes	mast caddies	rudder repair kits	swage tools	winches
Cat Lube	gelcoat	mast rotation bars	rudder return kits	swivel cam cleats	wind indicators
Cat Trax	gloves	mast rotation controls	rudder stiffening kits	t-shirts	wind speed meters
Cat Walker	goosneck bearings	mast sealant	rudders	tail lamp converter	windsuits
chafe tape	grommet kits	mast step inserts	sail bags and covers	tape	wire covers
cinch rings	gudgeons	mast stepping aids	sail boxes	tel tales	wire organizers
cleaners	halyard grips	mast supports	sail feeders	thimbles	yoke assembly
clearance lights	halyard handles	megaphones	sail lubricants	third hand	yoke connectors
clevis pins	halyard rings	mesh trampoline		tie downs	zippered pouches



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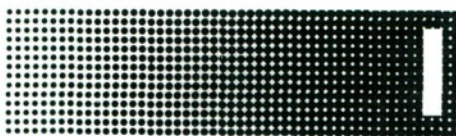
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GIVING YOUR HOBIE A FACELIFT

GELCOAT REPAIRS MADE SIMPLE WITH PROFESSIONAL RESULTS

BY MATT MILLER

Matt Miller, who has owned Hobie Cats since 1976, began working in 1978 for a Hobie dealer and became quite experienced in gelcoat repair. Each gelcoat repair expert has his own preferred technique; Matt shares his expertise in the following article. -Ed.

Your Hobie Cat has a scratch on it? Is it deep enough to see the fiberglass, or is it all the way through to the foam layer, or more like a hole? If you can see daylight through your hulls from that last port/starboard confrontation at "A" mark, see your insurance agent. This article can't help. But, if it's only a scratch, chip, dent, gouge or small hole that doesn't involve broken fiberglass, these do-it-yourself instructions may be just what you need to give your Hobie a "mini facelift."

Gelcoat is the color surface on your Hobie Cat's hulls. This surface is the first step in constructing a Hobie Cat. Gelcoat is sprayed into a mold and then left to harden. After, the inner layer of fiberglass is laid into the mold and bonded. Next, a layer of foam sheet is laid in, then another layer of fiberglass. This construction creates a very stiff and light hull. (See "Foam Sandwiches...the Best" in the May/June 1988 issue of HOTLINE for more on hull construction.)

The gelcoat is thick enough to sand and polish scratches. Gelcoat is brittle compared with the fiberglass that it covers, and sometimes may crack when the fiberglass flexes a little. This type of crack, although it may not look good to you, does not affect the strength of your boat. It is common in high-stress areas such as along the lip of your hull where you have contacted another boat just a little too hard. The crack may appear as an arc around the point of impact.

If you find a gelcoat crack, first you must determine that there is no broken fiberglass. In some cases, where minor glass cracking appears in an area on the sides of the hull, perhaps from a deep scratch that goes to but not through the glass, you can still use these instructions. If the damage is more extensive, consult an expert; major

repairs should be handled by a professional such as your local Hobie dealer.

As with any job, you need the right tools; in this case, using the right sandpaper is not only very important but will help you get the job done correctly and quickly. If you try to hurry and use the coarse sandpaper so you don't have to work as hard, you will sand right through your repair work and have to start over again. Be conservative; always switch to a finer sandpaper as soon as possible. It may take a little longer, but the results will be worth it.

Light Scratches

Light scratches can be sanded with 220 sandpaper, then 600, and polished with compound. You will need:

- 1) Rubber gloves, dust mask and safety glasses.
- 2) Cleaners: non-scratching powdered and an all-purpose liquid.
- 3) Sandpaper: 180 (coarse), 220 and 600 wet/dry (fine).
- 4) Sanding block.
- 5) Fine polishing compound (not rubbing compound).
- 6) Your favorite wax.

Wear the dust mask, rubber gloves and safety glasses. First clean the scratched area. Scrub the surface with the powdered cleaner (make sure it's non-scratching) and then with the liquid all-purpose cleaner. This will remove all dirt and wax. Rinse, then dry and clean the surface again with acetone. Make sure you remove all traces of wax, which may contain silicone. Depending on how deep the scratches are, start with the 180 then the 220 sandpaper. Use a sanding block and begin with a circular motion in the area of the scratch. Avoid a back and forth motion, to prevent grooves or indents in the final finish. The circular motion will result in a more even surface.

When the scratch has faded somewhat, switch to the 600 wet/dry sandpaper with water and continue to sand in a circular motion enlarging the area of sanding. When the scratch has faded completely, advance to the polishing compound. Again polish in a circular motion and enlarge the area of polishing. When you have achieved the desired polish, finish off the area with wax.

Deeper Scratches, Gouges, Dents And Chips

Major "wounds" should be filled, sanded and then sprayed with gelcoat to achieve the best-looking finish. Some deep scratches may require only a gelcoat putty mixture that you can sand to avoid the spray work. I prefer the spray gelcoat because it is easier to get a smooth surface for the final polish work and it will look less like a patch. You will need:

- 1) Rubber gloves, dust mask and safety glasses.
- 2) Cleaners: non-scratching powdered and an all-purpose liquid.
- 3) Chisel or blade screwdriver.
- 4) Sandpaper: 80, 180, 220 and 600 wet/dry.
- 5) Clean, dry paintbrush of any size.
- 6) Fine polishing compound (not rubbing compound).
- 7) Your favorite wax.

For gelcoat spray jobs, in addition you will need:

- 8) The original Hobie Cat gelcoat hull color.
- 9) "HOBIE STUFF" - two-part epoxy putty.
- 10) "Preval" disposable sprayer.
- 11) Acetone.
- 12) PVA mold release - an oxygen barrier.
- 13) Masking tape and paper.

For gelcoat putty and sand jobs you also will need:

- 14) Gelcoat putty or gelcoat matching kit.
- 15) Clear plastic sheet (plastic wrap will do).

Step One: Fill

As in the light scratches instructions, wear the dust mask, rubber gloves and safety glasses. Thoroughly scrub the area to be repaired with a non-scratching powdered cleanser and an all-purpose liquid cleaner to remove dirt and wax. Rinse, then dry and clean the surface again with acetone. Fine cracks need to be widened. Begin with a tool such as a blade screwdriver. Scratch and chip away the gelcoat, widening the fine cracks to where the fiberglass is exposed. Remove any loose pieces of gelcoat. Use the 80 grit sandpaper to sand in and around the damage, just enough to rough up the surrounding gelcoat that comes in contact with the filler putty. Brush the area clean with a paintbrush.

Mix a batch of "HOBIE STUFF" or gelcoat putty and work it into the damaged area. You should smooth the putty as much as possible to reduce the sanding needed later. Wet your finger and smooth down the "HOBIE STUFF" putty. Allow the putty to harden completely. If you have used gelcoat putty, cover it with clear plastic to seal it from the surrounding air. This makes the gelcoat cure and harden, also giving it a smoother surface that will be easier to sand. Whether you use "HOBIE STUFF" or gelcoat putty, it is best to use a *minimum* of filler material so you can avoid a lot of extra sanding.

Step Two: Sand

Using a sanding block, sand the area

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with 80 and then 180 grit sandpaper until the filled spot is level with the surrounding area. Always use a circular motion to avoid creating an indent or groove in the area sanded. If you have some low spots, re-putty, then sand again.

Now the repair area should be entirely level and even. This is the most important step. Before going on, be sure it looks perfect. What you don't do now will show up in your final surface. If you used the gelcoat putty filler, you can now go back to the light scratch instructions to finish the job. If you intend to spray gelcoat, continue on here.

With the 220 sandpaper now on the sanding block, sand the entire area using a circular motion. Enlarge the area of sanding to the maximum area that will come in contact with the spray gelcoat. Generally the surrounding area should be sanded out to 12 inches from the damaged area.

Step Three: Mask

Brush the area clean with the paintbrush. **DO NOT USE ACETONE OR OTHER CLEANERS AGAIN TO CLEAN THE AREA.** Using these cleaners now could cause the sprayed gelcoat to pit if it comes in contact with any residue left from the cleaners. Mask off the areas to be protected from overspray. Be careful not to place tape on the hull too close to the area of spray, which would create a line where the spray stops. As it is difficult to sand an area at the stop line of gelcoat spray, attempt to feather or taper off the spray before reaching the edge of the sanded area or tape line. The best alternative might be to spray all the way to an existing line, such as the edge of the non-skid on the deck. Restricted areas of repair will need extra care in feathering the spray to achieve the best result.

Step Four: Mix

Mix the gelcoat. Wear the safety glasses, mask, rubber gloves and always work in a well-ventilated area when working with these chemicals. They are flammable and should not be used around an open flame. Use the "Preval" sprayer bottle to measure two fluid ounces of gelcoat. Add the desired catalyst, approximately 15 drops per ounce, depending on the weather. You will need a little extra in cold weather. A little less catalyst is better than too much, but too little is not enough to "kick it off" so you may have to experiment with a test batch. Be careful, one drop does a lot either way. A little bit too much can make a "hot" batch that will "kick off" before you are ready and end up rubbery.

The gelcoat creates heat as it cures, so again, treat it as a flammable; DON'T leave a batch unattended or in an area that could ignite. It can cause a fire - don't chance burning down your house with this stuff. **BE CAREFUL!** In addition, the mixture will not keep, so DO NOT catalyze the entire can of gelcoat! What would you use to fix your mistakes? That is, unless you are PERFECT. Are you?

Cover the jar of gelcoat and shake for ten seconds. Open it and add acetone a little at a time, mixing it in until the gelcoat has the consistency of milk. Shake the mixture for at least one minute. Continue to mix between each coat throughout the spraying step.

Step Five: Spray

You are ready to spray. First test the sprayer on paper. If you have mixed too little acetone into the gelcoat, the spray will look rough. If you have added too much acetone, the spray will look too clear. If you have mixed in just enough acetone, the spray will appear smooth.

Spray from side to side, holding the sprayer 12 to 14 inches from the hull. On each pass, begin moving the sprayer before depressing the button, releasing the button before you stop that sweep. Make several passes through the repair area, being careful not to spray all the way out to the sand/tape line, until you have finished one coat.

Wait 30 seconds before starting another coat. As with all spray painting, it is best to do more light coats than a few heavy ones, as heavy coats will drip. The sprayed area should look dull before you apply the next coat. Spray enough coats to cover the repair area completely and allow for sanding, but not too many coats, which will leave an "orange peel" texture that is hard to sand smooth. I like to spray eight to ten light coats.

Allow the gelcoat to set for five minutes. Rinse out the spray bottle with acetone, then spray a little clean acetone through the sprayer. Uncap the green PVA mold release and insert the sprayer tube. Test the PVA spray against paper. As you begin to spray the repair area, hold the sprayer a little further away this time to prevent the PVA spray from damaging the gelcoat surface. Spray enough PVA to cover the entire repair area. It will dry and create an oxygen barrier to allow the gelcoat to cure. Remove the masking tape and paper. Allow the repair to set overnight or for several hours in the hot sun.

Step Six: Polish

The PVA is water-based so you can rinse it off. If you have done well, you can start with the 600 grit wet/dry sandpaper on a sanding block. Sand in a circular motion over the entire repair area evenly. If the spray job is rough, you may want to begin with the 220 sandpaper but advance to the 600 as soon as possible. **AVOID OVER-SANDING.** I can't say enough about over-sanding. (I've done it so many times... just a little more sanding... AAAAAAGGGHHHH! Right through to the patch job! Oh well, start over at Step Two. That's how I've gotten so much experience!) Begin using the polishing compound as soon as possible. Buff to a bright shine, then wax. Walah! Those annoying scratches are gone forever (until the next one), giving your Hobie that extra "lift" that everything (and everybody) seems to need sooner or later.

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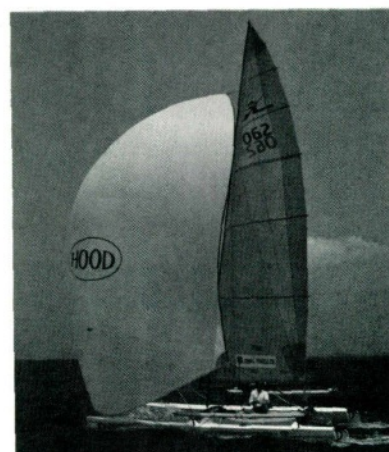
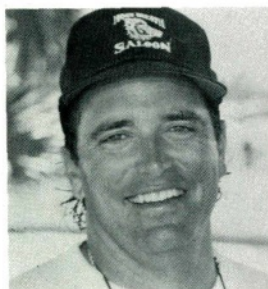


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CATAMARAN CAMP

HOBIE SAILORS ENJOY A WEEK WITH THE EXPERTS

STORY BY MARY WELLS
PHOTOS BY RICK WHITE

In this efficiency-conscious age of haste, we find instant potatoes, instant cereal, instant coffee, instant tea ... instant just about everything. So why not "instant" success as a Hobie sailor? Why not just add water and stir in a Hobie 16, with a dash of skipper, a helping of crew, topped off with a plumb crazy sail?

Why? Because we all know it takes lots of practice to be good, and that means lots of time and effort.

But, if one week can qualify as "instant" in the realm of sailing, someone has come up with a formula that seems to work. "Catamaran Week," the first seminar of its type in the United States, was held in Key Largo, Florida in April 1989. During that week 29 students from all over the country, including Hawaii, met with results very close to "instant" success.

How successful was it? As an example, on the following weekend seven of the graduate boats were entered in the infamous Miami-Key Largo Race, a 45-mile contest in which 250 boats start simultane-

ously. Five of the graduate sailors, who began the seminar with boat-handling abilities just slightly above the intermediate level, received trophies, with two of the skippers capturing first place.

The sixth grad was perhaps the biggest success story. The skipper had never raced before. He was a rank beginner at the start of the seminar, unable to keep himself out of irons for more than a few minutes. He did great in the race, finishing only an hour behind the leaders in his class. He was heard to remark, "I didn't take the course to learn racing. But I really did learn how to handle my Hobie 17. I used to be afraid to go out sailing. Not any more!"

The seventh sailor met with nearly as much success, achieving a mid-fleet position in the tough Hobie 16 class, 75th out of 170 finishers. He was amazed after the start to see hundreds of boats behind him. "We got off to a pretty good start, thanks to the things I learned in class," the graduate-turned-racer declared, explaining, "That week taught me more than everything I have read in all the books combined. I am looking to return in future years to improve my skills even more."

Role Modeling Canadian Style

An important factor in this seminar's success was that it was modeled after the Canadian government's Olympic training program, developed and refined over 17 years. The Ontario Sailing Centre at Lake Couchiching, headquarters for the Canadian program, helps support itself by putting on week-long seminars throughout the summer. Each week is devoted to a differ-

ent class of boat. Therefore, only one week is allocated for catamarans, attendance is limited, and, although United States boats are welcome to attend, the enrollment usually fills up quickly with Canadian cats.

Rick White served as guest expert at the Canadian seminar for two years. Very impressed with the quality of the program and realizing a tremendous need existed for a similar program in the United States, he decided to give it a try in Key Largo. He enlisted the assistance of Ontario Sailing Centre Director Doug James.

Week Of Instruction Makes Sailors Strong

For five days, from dawn to dinner, racing was drilled into the participants. "Drilled" is the key word. The numerous carefully designed drills are the main ingredient of the course's success. Many are designed to simulate a crowded starting line or mark rounding. Having an opportunity to practice maneuvers is rare, unless you are in a very large fleet of active sailors or are sailing in the Nationals or Worlds; by then, of course, it's too late to practice.

White noted that at the beginning of the week few if any boats were on the line at the starts. By the end of the week, after many drills designed to get the sailors aggressively on that line, however, every boat was charging fast and right on the money, each with a spot and fighting for position. During the course of the seminar, each sailor started over 200 times, rounded over 300 marks, tacked and jibed nearly 500 times; probably more than some had done in their entire sailing careers.

All was accomplished under the watchful eyes of one of the world's best catamaran sailors, guest expert Randy Smyth. Smyth, in a speedboat armed with a bullhorn, made on-the-water advice on sail trim, weight distribution and tactics, and whatever else was needed.

On-the-water suggestions allow the student actually to see and feel the speed, or the mistake. (Often, the only help a novice sailor receives comes from a buddy standing around the beer keg after the regatta is over -- and he's holding the trophy.) The sailors also were under the unforgiving eye of the video camera and gathered for nightly critiques and discussions.

Even the best-thought-out lesson plans are useless without good teachers, and this seminar had two of the best in the field. In a half-page story in the Miami Herald Sports Section, sportswriter Eric Sharp wrote, "Imagine a golfer paying \$550 for a week of lessons from Jack Nicklaus and Curtis Strange ... or an amateur tennis player in a similar school with Jimmy Connors and Ivan Lendl as teachers.... Well, if Smyth is the Lendl or Strange of beach multihulls,

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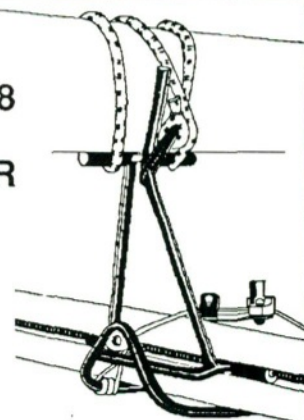
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9/89



the other man, Rick White, is the sport's Nicklaus or Connors -- the man who literally wrote the book on catamaran sailing."

Seminar To Be Continued


Asked if he felt the seminar was successful, White replied, "We couldn't anticipate the response because of the short notice and limited advertising. We were pleasantly surprised by the turnout, and already have several people who couldn't make this one and want to come to the next one. We learned a great deal from this first series," he added, "with input from the participants and our own observations. Now we have a better handle on what people want and need in the way of drills, rules and tactics."

White reported that the next seminar is being planned for November 12-17, 1989. He is excited about having Carlton Tucker as guest expert, he said, because "Carlton is probably one of the greatest catamaran sailors of the era. He has won many national titles and is the two-time winner of the USYRU Multihull Championship (Alter Cup)."

White also has spoken with a number of

fleets and divisions that would like to see this sailing seminar become "a traveling road show." He remarked, "There is no reason we couldn't take the program to other areas. All they (the fleet or division) would have to provide would be the powerboats and a few people to help."

It's about time adult sailors started taking the advice they constantly tell their children; that "Practice makes perfect." After all, we give our kids dancing lessons, piano lessons, gymnastics lessons. We pay for coaches and we send them to summer camps and clinics and seminars for everything from tennis to horseback riding.

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Rick White, veteran catamaran racer and multihull pioneer, has won a multitude of national and regional sailing contests. He has two published books, "The Complete Manual of Catamaran Racing" and most recently, "Catamaran Racing: Solutions, Secrets, Speed." He has served as Multihull Editor for Sailboat Week, and has published numerous articles in most of the major sailing magazines. -Ed.



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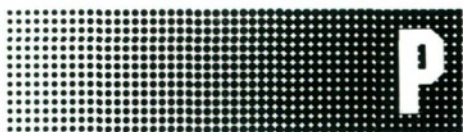
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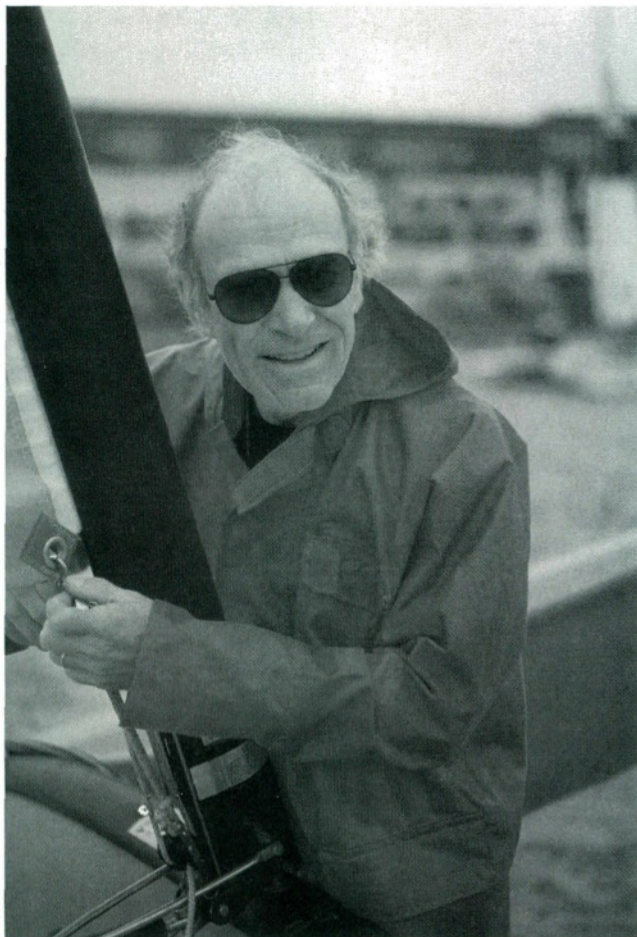
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PROFILE



TED KNOWLTON

**THIRTEEN YEARS OF DOIN'
IT THE HOBIE WAY...
BUT WHO'S COUNTING ?**

STORY AND PHOTOS BY
CHRIS BROSCO

From the shoreline of Hampton Beach, New Hampshire, Ted Knowlton readies his Hobie 17 for yet another regatta. The enthusiasm he harbors for Hobies can be heard in every word this man of 63 years speaks. Pointing toward the water, he tells of his early Hobie days, dating back to 1976. "I had owned my first Hobie for just a couple weeks when I trailered it to this very beach for a points regatta. I made a trial run through very heavy surf and offshore winds. I remember the boat actually went airborne at one point. Returning to the beach, I picked up my wife and headed for the committee boat. Within minutes, we had

capsized and were drifting toward the nearby breakers. Fortunately, we managed to right the boat just in time to avoid any serious damage and to make the start of the first race." Ted, to the best of his recollection, went on to win that day, the first of what would become a long string of Hobie trophies.

Knowlton was no stranger to sailing. Born in Westerly, Rhode Island, Ted spent his summers with his family in Groton Long Point, Connecticut. By the age of nine, he was racing model sailboats. "There were no remote controls in those days," he says. "We ran one-leg races with an audible and visible starting sequence, just like a Hobie race. We would set the sails and race the boats across a lagoon."

Ted later jumped from small monohulls to the 24-foot family daysailer, moving up, eventually, to nearly three decades of racing Groton Long Point Class A boats. "I kind of burned out from racing in 1969 and

actually went several years without owning a boat at all," he explains.

The Turning Point

"By 1976 I was hungry to sail again. I remember going to the boat show and watching the Hobie tape play over and over. I'd walk away, only to return and watch it some more. Finally, I plopped my money down on the counter and bought that first Hobie. It was a 16 and it had a beautiful, full sail."

When asked why he had chosen a Hobie, Ted admits that his decision was mostly a financial one. Having recently gone through a divorce, it was really more a matter of "what I could afford." But there was more to it than that. "I was fascinated by the speed and excitement of sailing a catamaran."

A week or two after that first regatta in Hampton, Ted took his Hobie to Rockport, Massachusetts for another weekend of racing. "I won B fleet that weekend, but afterwards my hands were hurting very much from gripping the tiller so hard. I thought maybe I wasn't cut out for Hobie racing. I went to an orthopedic doctor the following day. After some scrutiny, the doctor suggested I check the rudders on my boat. You see, up to that point, I never realized that the boat's rudders locked

down." If not for that landmark doctor visit, who knows what Ted Knowlton might be doing for recreation these days.

1976 continued to be a good year for Knowlton. Though he hadn't pre-qualified, he took his 16 to the Nationals in Falmouth, Massachusetts, made the cut and finished 35th. "There are two things I distinctly remember about the Nationals that year. The first was that I beat Hobie Alter Jr. in the final standings. I've never been able to do it again. The second was a story I've told before about my wife, Judi, who had been crewing for me that week. We had just come about and were out on the wire. I barked some order at her, and she turned to me and said, "Get yourself another crew ... get yourself another wife." Not long after, both things came to pass, although Ted and Judi are still good buddies.

Ted and his daughter Liza made the trek to Ft. Lauderdale, Florida the following year, for the Nationals there. "It was a real crapshoot but we made the cut, finishing right at the bottom." Knowlton would attend two more 16 Nationals, one in 1980, campaigning with current area Hobie representative Bob Gleason, and the other in 1983.

His Involvement Grows

Locally, Ted's popularity was gaining him widespread recognition. He served a two-year stint as Commodore of Fleet 28 during 1979 and 1980. Among his accomplishments, Ted is proud to say that he and Steve Ruel, a local Hobie dealer, played a major role in putting the Mattapoisett regatta on the map. Held on the grounds of a YMCA camp, this event, in Ted's mind, was what Hobie sailing should be. The regatta focused heavily on tent camping, lots of fun, and had the fortune of being blessed with the excellent wind and water of Buzzard's Bay. The camaraderie that developed during those Mattapoisett years has seldom been matched since. To this very day, you'll hear skippers telling new Hobie sailors about Mattapoisett, often referring to it as a "premiere event."

From 1981 through 1982, Ted served as Division 12's Vice-Commodore and by 1982 he was elected to the post of Commodore, a position he held until 1984. It was during those years that he met his present wife, Annie.

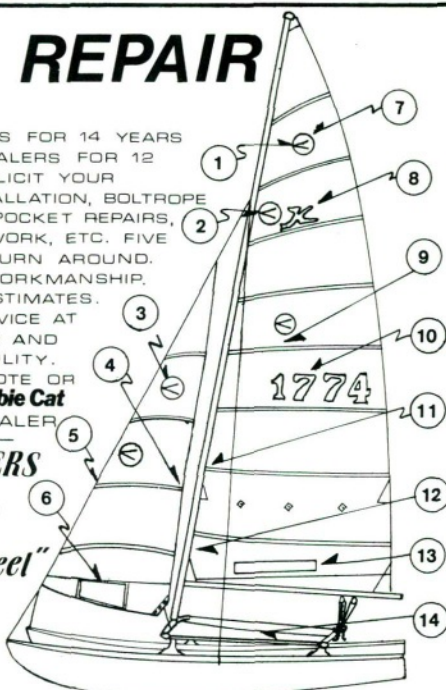
It's important to note that although racing has played a major role in Ted Knowlton's sailing career, he is also a lover of cruising. He's sailed his Hobie to Martha's Vineyard, Nantucket, New York's Shelter Island ... and the list goes on and on.

Annie tells the story of a fleet-sponsored, three-day pilgrimage to Martha's Vineyard. "The wind was pretty stiff and the waters very rough," she recalls. "Virtually everyone around us was capsizing. We, on the other hand, were doing just fine until Ted

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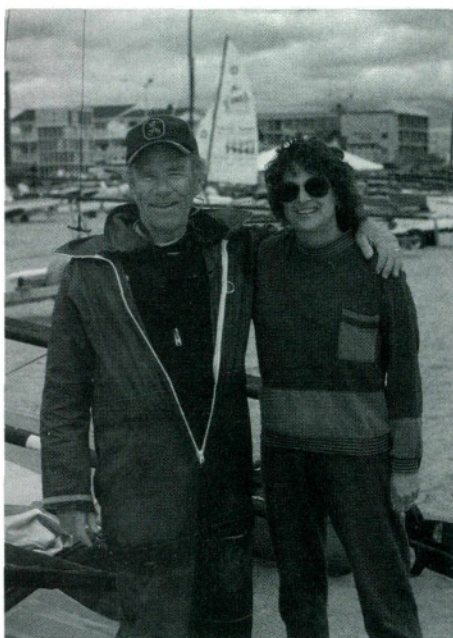
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did a dance around the Maypole (mast) and we pitchpoled. We eventually righted the boat and made it safely to the island. I had double-bagged all our belongings in plastic trash bags and when I opened them up, not one item was wet. If you plan properly, you can indeed travel and camp with your Hobie." (Personally, I think the credit should be divided equally between Annie's excellent packing ability and the manufacturers of plastic trash bags.)

Ted and Annie Knowlton cruised many a mile on that Hobie 16. "One of our favorite things to do was trailer the boat to Charlestown, Rhode Island and launch it from the breechway. From there we'd sail to Block Island, have dinner at Ballard's, and return later in the evening."

Annie shares the story of one such Sunday when she and Ted were returning from Block Island. "It was dusk, the wind had died, and it was getting darker by the minute. Ted seemed to recall that there was a radio transmitting tower located near the breechway. So looking skyward, he found the flashing red beacon and headed toward it. When we finally landed on the beach, we had no idea where we were and came to realize that the tower was nowhere near the breechway." Ted jumps in to add, "The southern Rhode Island shoreline is just one big, long, sandy beach. Even during the daylight hours you're hard pressed to know exactly where you are. I had Annie hold the boat while I, fully garbed in my wetsuit and gear, proceeded to find some help. I came upon a cottage and looked inside, finding a real family scene taking place. The dog was asleep on a rug in front of the hearth and four people were sitting around a table playing cards. Looking like I had just stepped off the Starship Enterprise, I knocked on the door. I tell you, the dog must have levitated three feet off the floor at the very sight of me. An extremely cautious gentleman came to the door and

pointed me in the direction of the breechway. It turned out I was about a mile off course."

Annie and Ted have spent countless evenings after a long day's cruise, camping under their Hobie. Ted strongly believes that a Hobie is a "great cruising boat. I would recommend it to anyone," he declares.

Old Yeller Unmasked

One of the last trips Ted made on his Hobie 16 was to the Canadian Nationals. The year was 1984 and the event was being held in Venise en Quebec. "I was somewhat intimidated by all the French-speaking people, having little knowledge of the language myself. A buffet dinner was being served on picnic tables under a big tent. I looked around, trying to find someone who looked like a person who spoke English. I approached a group of people and sure enough, they spoke my language. They introduced themselves and said they came from Maine. I immediately shook hands and told them my name was Ted Knowlton. I remember one of the gentlemen, named Matt Bounds, rising to his feet and saying, 'Ted Knowlton? Around these parts we call you Old Yeller.'" Ted is the first to admit that he's not the easiest person to get along with on the water, a reputation he's earned since his early childhood and a fact in which he takes absolutely no pride. Nevertheless, Ted went on to finish 12th that July 4th week.

The Hobie 16, Ted's second since 1976, was sold and he spent the next few years sailing other types of boats. "Annie and I had done a lot of cruising on the Hobie, and it just seemed like the right time to move up to a bigger boat."

He bought a 30-foot catamaran in Sarasota, Florida and sailed it back home to Marion, Massachusetts. The excursion covered nearly 1800 miles and took 19

days to complete. (Ted stopped each evening to camp.) Knowlton jokingly refers to those few years he spent without a Hobie as his "interlude."

Ted Comes Home To Hobie

By 1986, Ted was ready to return to Hobie sailing. Hobie Cat had just introduced the 17 and the craft he purchased that year remains the very boat he sails today. "I absolutely love that boat," says Ted. One of his first outings on the new 17 earned him a third-place trophy, and he's done that, and better, ever since.

Having come off a great season, and having won the divisionals at Hampton, Knowlton pre-qualified for the 1988 Hobie 17 Nationals. Although his chance to participate was personally satisfying, his performance fell a bit short and he failed to make the cut.


When asked about the changes he's witnessed over the past 13 years, Ted replies that he's very impressed with the improvement in the skill level of his Hobie competitors. "It's not a class of racing where you can throw a lot of money at your boat and win. Ability wins Hobie races, not gimmicks. Hobies are a true test of your sailing ability, much more so than any other boat I've ever sailed. I've also watched friendships grow over these past 13 years. I'm just so high on Hobie Cats."

These days you can almost always find Ted, Annie and the 17, leaving their home in Lincoln, Massachusetts, headed for a local regatta. While Ted sails, Annie often serves on the race committee. She's truly one of the finest, most experienced race committee people in the division.

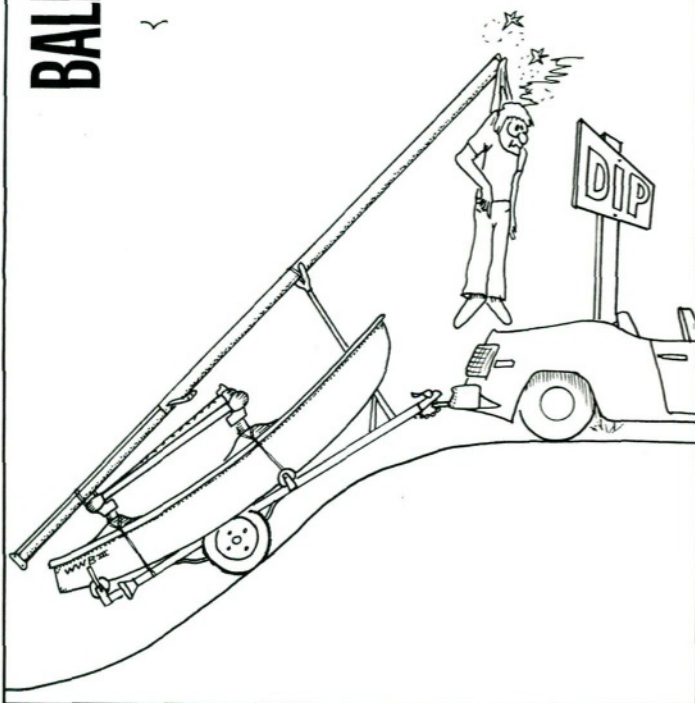
Occasionally, you'll find Ted sneaking away on Saturday night, after a day of racing, to do a "gig." You see he's also a professional musician on the keyboards. (In fact, the money he made as a musician helped buy that first Hobie.) He returns by Sunday morning though, to finish up his racing.

Monday through Friday, Ted's busy as an engineer for NEC, but even his office pays homage to the sport and boat he loves so very dearly. A Hobie picture and calendar grace the walls, and a sign next to his desk reads: "A Hobie goes in N-E-C (any sea)."

It seemed appropriate for my interview to conclude at the very beach where it all began for Ted Knowlton and his Hobie back in 1976, Hampton Beach. Before parting ways that day, I asked Ted what was the one thing he wanted people to know about him and his Hobie. After some contemplation he replied, "That Hobie Cats and I have been very good to each other."

Certainly this day would be no exception. Ted's name was announced and he stepped forward to accept a second place trophy for his weekend's effort, underlining the fact that there truly is a mutual bond between Ted and his Hobie. 

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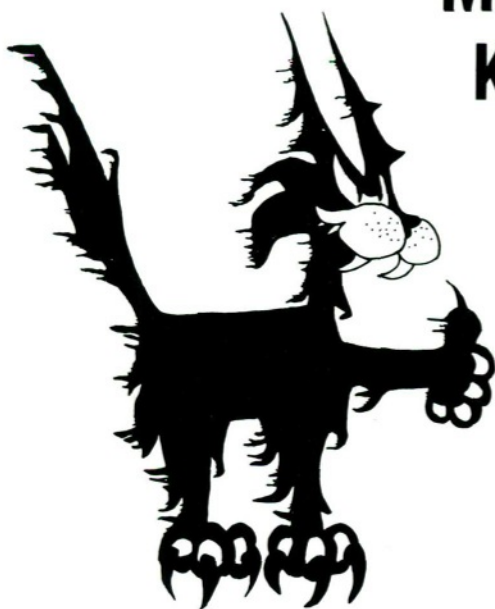
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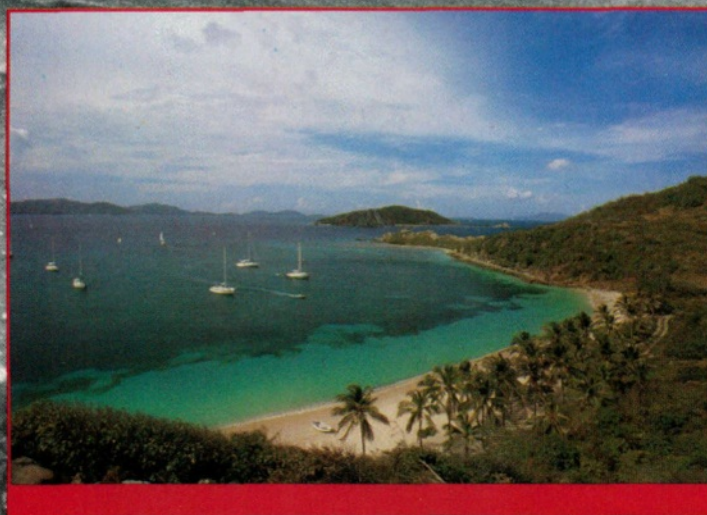
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THE BARE FACTS

BY PAM KYMLICKA



A.M. TEDESCHI

This fun-filled feature is a first-hand account of Pam's charterboat vacation with her husband Kim (Class Association Director and Hobie Cat Product Manager) and two special friends. -Ed.

In the beginning of 1987, Heather and Bob Johnson, from Ottawa, Ontario, Canada, visited Kim and me at our home in Laguna Niguel, California. Near the end of the visit, someone came up with the idea of bareboating (the boat is bare, not us!) in the Caribbean. Heather was all for it and so were the guys. Out loud, so was I.

Inside, I definitely had some concerns. One, I had never been on a big boat before. I had sailed only Hobie Cats and a small monohull. Two, I never had sailed on an ocean or body of water larger than Lake Huron. Also, I like land. I had heard of people who went a little crazy, not being able to see land, just water all around them. Water is a nice place to visit, but I didn't know if I wanted to live there, even for a couple of weeks. Three, I also like space. Four people on a 44-foot boat is not a lot of space. Cozy! If you want some privacy, where do you go??? Four, what about the chores? Who is going to do what? Five, will Kim and I be able to get along with Heather and Bob for two solid weeks, and vice versa? We all enjoyed one another's company, but living with each other all day and evening for two weeks???

When I voiced my concerns to Kim, he looked at me as if I were crazy. "Everything will be fine," he said. However, I do not think I was off the beam, and I later discovered Heather and Bob had some of the same thoughts.

Before the trip got to the stage of making arrangements, we discussed all considerations. We talked about the chores, and the fact that we would be in such close quarters. Another important decision was, who would be captain? Kim was the obvious choice. He had experience in bareboating, where the rest of us, although sailors, did not. Someone has to call the shots, and to avoid arguments, the decision should be made and accepted by all. The fact that I had the utmost confidence in my captain made the trip much easier.

I had very little to do with the initial preparations, which began six months in advance of our trip. Kim, with input from Bob and Heather, chose Tortola Yacht Charters, after seeing an ad in a sailing magazine and sending for information. Chartering the boat for two weeks, including ten days of provisioning, turned out to be less expensive than we first anticipated. The total cost, with airfare, came to about \$1000 per person; that's just over \$70 per day.

THE ADVENTURE BEGINS

We flew from L.A. to Puerto Rico and then east another 90 miles to St. Thomas in the U.S. Virgin Islands. We traveled by ferry from St. Thomas to Tortola, taking a taxi to Nanny Cay, where we met Bob and Heather (who had arrived earlier) and got the boat from there.

Linda, our blue Endeavor 40, contained two cabins, each with its own bathroom. The captain's cabin was up front and had a double bed. The other cabin, a v-shaped room in the stern, could sleep two. The most space in the boat was in the middle, below deck, where two more people could sleep, if necessary.

It took a while to get accustomed to everything, but after a day or so, Linda became a home away from home. Not an inch of space was wasted. Couches were tucked along the sides and the table in the middle had leaves that folded down to only a foot in width. When the leaves were folded, the table was not in the way. When the leaves were up, it could seat six people comfortably.

Dragging behind the boat, attached by a rope, was a smaller boat called a tender. The tender is very important. When you anchor at a harbor you have to anchor in deeper water, so if you want to get to shore or go anywhere in shallow water, you have to use this smaller boat. We used ours every day.

EVERYDAY BOAT LIFE

I soon learned the answers to aspects of charterboating about which I had wondered: How do I take a shower? How do we cook? Is there a refrigerator on board or do we make do with an ice chest?

Fresh water is at a premium on a boat, naturally, so you do have to conserve. However, you can stay clean and you can wash your hair. We brought liquid biodegradable soap, which we found could be used for many things. (Several types are on the market and carried in most sporting goods and camping stores.) For bathing, we jumped in the warm, unpolluted water and got thoroughly wet. Then we got back on the boat, soaped up, and jumped back in the water to rinse off. For a final step, we returned to the boat after a lovely swim to take a hand-held shower as a final rinse to remove the salt water. If you don't rinse off with fresh water, a thin layer of salt stays on your skin. It is not really bothersome, but I didn't feel clean unless I rinsed off, especially my hair, with fresh water. As far as hair dryers are concerned, you can bring one, but you probably won't use it except on the day you leave. The wind does a number to any hairdo, no matter how much mousse you use! Relax, the natural look is very in down there; in fact, being too made up just doesn't fit.

The kitchen was quite complete, boasting a stove and oven, running water,

utensils, dishes, cutlery and glasses: all the basics. We had a freezer and an ice chest. The freezer ran off the engine and if we did not motor anywhere, we ran the engine for about an hour a day to keep it cold. Drinks and perishables were kept in a large ice chest, about five feet long, three feet deep and two feet wide. With a bit of organization it functioned quite well. Ice could be bought in several places and we never ran out.

We had a radio, of course. Every boat has to have a radio for safety and to make reservations at the restaurants!!! The stations were great, offering a variety of music. But, we didn't listen to the radio much, because it ran off the battery and conservation of energy is important. The food was very good quality and is stocked for you according to a checklist you give them before you sail. All in all, our accommodations were very comfortable; none of us felt deprived at any time.

While on vacation, I kept a daily (well, almost daily) log. I had found a journal useful on other trips we had taken. Following are some excerpts from my Caribbean charterboat log. I hope you enjoy reading it, because I certainly enjoyed writing it!





WEDNESDAY, NOVEMBER 4, 1987

Well, here we are. This will be our second night here, our first out of dock. During the first, a storm came through, rockin' and rollin' all night, with lightning to boot! Kim was up and down the entire evening checking the anchor that took two hours to set. In the dark!! A lesson learned, that one.

We are at Peter's Island now, anchored in Deadman's Bay. The sun is shining on and off. Kim is fooling around with the tender so we can get to the beach and snorkel. Bob is swabbing the deck. Heather and I are "vegging out," and doing it very well, I might add.

What a spot!!! Palm trees, aqua water, sandy beaches and horses. We don't know if they are wild. They run free like they are dogs! Today is a day off. We are just relaxing, planning the rest of the vacation, so we can do everything we want without going crazy.

There are caves to explore, restaurants to enjoy, and SHOPPING!!!! Heather and I insisted. St. Thomas, apparently, is the spot. We are going to take that in and try to find bargains.

Today we did something I haven't done before: snorkeling!! We saw schools of

fish. Beautiful blue fish! The coral was gorgeous. It was wonderful! I went with Heather and she took care of me; saved my life, is more like it. It took me awhile to get used to breathing with the mask and snorkel. I found out later there was a barracuda hanging around. He was in much deeper water, farther out, which is fine with me, as I am not too fond of fish with teeth!!!

THURSDAY, NOVEMBER 5, 1987

We left Deadman's Bay on Peter's Island at 0730 and arrived at the Baths, Virgin Gorda at 0920.

Last night was another lesson learned. People on the boat next to us said we were drifting. We did swing a bit, but certainly didn't drift! Due to our uncertainty of the anchor, however, we just lifted it up. It was okay; we just had too much line out. Again, another night anchoring the boat. This time a stern anchor was added. We're solid!

This morning Kim got us up about 0630 hours to sail to Virgin Gorda. I took the wheel for a while - I have to get used to that. When I just shut my mouth and concentrate, I do fine. Bob keeps taking measurements to ascertain where we are.

Glad someone does! What a spot - the Baths of Virgin Gorda. Heather and I had an intimate relationship with the sand at one particular spot. It was like a cave (no sun) and the water rushed in and out like a natural whirlpool. Wonderful. We hiked through the woods to get to one beach and another. The water here is a gorgeous color. Aqua and blue - all different shades. The four of us went snorkeling and saw all kinds of fish and coral. It is about 1500 hours and we have become very quiet; great exercise, and we just want to be left alone with our thoughts. The surges of water here are something else. It definitely is better on deck than down below. Sitting on the head is a real treat!!

FRIDAY, NOVEMBER 6, 1987

The time is 1109. We are on our way to Mosquito Island. The location is said to be good for snorkeling and to have good anchorage. Last night we had a treat: a real shower. Bob was in misery because he thought Heather was going to spend money on this trip. (Speaking of money, we paid \$28.00 to moor at the harbor.) Heather and I did laundry. Bob is taking measurements again. Bearing 045



degrees magnetic NE, broadreach.

The most asked question is, "What do you think?" No arguments at all. We all hang loose. Going shopping, finding a spot to anchor, setting an anchor; anything is a group activity. What do you think? A standing joke between us forever. And the answer: "We're solid!!" The perfect answer, it covers it all.

Gosh, the wind feels good. We are so glad to be out of harbor and to open sea. Too many boats and people and not enough air. All of us will have to get psyched up to go to St. Thomas. Heather and I decided we'll spend the day, have a nice seafood lunch, do it up right and get the hell out of there. We'll take the early AM ferry and make it short and sweet. Bob is at the wheel and taking a 1200 hour reading. Kim is setting the telltales on the jib and Heather is writing in her log. The winds are light compared with yesterday. We are tootin' along with the breeze.

Mosquito Island. What a spot! Every new place I say is my favorite. They just keep getting better. The Caribbean is in view and we can see the Bitter End and Leverick Bay. It is so quiet here. The only hotel has a limit of 30 people. We are buoyed up and there is room for ten boats. Lovely. The water is a beautiful light aqua over the sandy reef. I can't wait just to stand in it. Snorkeling today for sure! There is a beach here called Long Beach. Not quite like the one in California!!! This is one of the best spots in the world for snorkeling. Jean Michel Cousteau (the son) has come here to study the fish. If it is good enough for him, it is good enough for us.

- LATER -

We got to Mosquito Island about 1330. We had lunch, then Bob and Kim checked out the hotel and the reefs and came back to have a nap. Heather wrote in her log and I read. At about 1600 we decided we should do something, so we climbed the path to the top of the island. The view was superb, excellent, wondrous, and generally quite nice!! We took pictures and walked down again. The old cardiovascular was tested out on the climb up. Huffing and puffing. It felt wonderful. We discovered huge cacti, lizards, and a few birds.

We BBQ'd chicken, with cabbage, carrots, potatoes and onions cooked together along with the chicken. Another great feed! A bottle of Chardonnay for drinking and Oreos for dessert. We talked and sat outside and watched the moon climb into the sky. The moon has been full since we got here, but tonight was the best, like a spotlight on the water. We said lights out about 2200 and planned snorkeling for the next day.

Kim just reminded me about the passage through the channel. We had to motor in and the water was only five and one-half feet deep! The keel is about four

and one-half feet deep, so that meant we only had a foot to spare before running aground. Quite tense. Heather and I had heart attacks as we remained on the lookout for rocks. It is unnerving to see the bottom in such detail. We both breathed a sigh of relief when we got to deeper water. Captain Kim was cool throughout. What a man!!

SATURDAY, NOVEMBER 7, 1987

What a night we had! Kim put wind scoops on the hatches and it was like sleeping in a wind tunnel. I slept with my head at the foot of the bed. Kim was just fine, of course. Put that guy on a boat and he can handle anything except late nights!! I woke up about 0430 and looked through the hatch, watching the sun rise. Solid!!!

- THAT EVENING -

Today we went snorkeling, but we didn't think it was so hot. Scuba diving would be much better. Most of the time we sat on the beach and played in the sand while Kim slept. Then the debate began. Do we stay here another night or go to Beef Island? We decided to stay, so we went back to the boat, had lunch and just vegged. What a great vacation day. Before the moon rose, the stars were magnificent. Absolutely beautiful. I had never seen so many! The moon came up orange about 1930. It was so calm and peaceful.

SUNDAY, NOVEMBER 8, 1987

We just left Mosquito Island. 1005 hours, under full sail, with Heather at the helm. We're heading for the Caribbean side of the Island to avoid going through the shallow water again.

- LATER -

We have arrived at Beef Island safe and sound. We have very good anchorage here, with 25-30 boats fitting in comfortably. In high season as many as 60 boats anchor in the bay. Tight, or what!! We all would go a little nuts in a situation that tight.

Somehow, we got a leak in the tender, a full-fledged leak too, not a slow one at all. Kim's bailing and bailing. He finally fixed it by putting gum in the hole, a wooden dowel, and more gum. We were chewing sugarless Extra as fast as we could!!! The green is the best for fixing leaks. Bob never chews gum and he chewed more in that 15 minutes than in the year before. One and one-half packs and now the tender is holding fast!

Last night was a lot of fun. Even Kim stayed awake, although we didn't know if he could make it. He had a bit of a slump about 2030. We just propped him up and he carried on!!

We went to a restaurant called The Last Resort. Good food! It was buffet style, and all homemade. Homemade rolls, pumpkin soup and the entrees!!!

Chicken, baked dolphin (the fish, not the mammal) in tarragon, roast beef, Yorkshire pudding, rice, potatoes, salads, zucchini and carrots. The dessert was ice cream with hot fudge or a liqueur topping. Boy, did we ever chow down!!!! The entertainment was really good. Two guys played guitars, sang songs and told jokes, inviting audience participation. They made fun of bareboaters (us) and we all had a great time laughing at ourselves!! The drinks were quite good. We left about 2330. We all said good night and hit the sack. An early start tomorrow morning as we try to make Nanny Cay and St. John in the U.S.

MONDAY, NOVEMBER 9, 1987

We awoke early. Heather put the coffee on at about 0630 and we slowly revived. We were under full sail clearing the bay by 0700. Kim is at the helm. First destination: our home port of Nanny Cay. Bob took a power squadron course and really got into taking measurements (bearings) on the trip. This time, the measurements he took showed us on land!!! Oops! Back to the old drawing board. It was rather rocky this morning. I had to take a Dramamine. It was nasty below deck. We all are a little grouchy this morning, but slowly loosening up. Heather and I are looking forward to a REAL shower. We will be picking up supplies and running a few errands while at Nanny Cay.

- LATER -

The shower was lovely and we spent about three hours at Nanny Cay. We left at 1300 and arrived in Caneel Bay at 1600. The sailing was different coming here, with larger swells and more open water. In the Sir Francis Drake Channel, things are close to each other, making it cozy. This stretch is more open and far away. It is a nice bay, though, even if it is more rockin' and rollin'.

Tomorrow we go to St. Thomas for shopping. We have to clear Customs in Cruz Bay and catch the ferry from the Resort Hotel.

Shopping tomorrow!!!! Heather and I are making a list and checking it twice!! Bob is soooooo thrilled!!!! He hates when Heather spends money. Kim is not too excited either, but is willing to go without making too much of a fuss. Early to bed and early to rise.

THURSDAY, NOVEMBER 12, 1987

Happy Birthday to me!!! I am 37 years old today and we're on Caneel Bay: what a wonderful place to be on a birthday. Heather and Bob gave me two mugs. Really nice!

I haven't written for two days, because I've been busy shopping. We spent several hours on St. Thomas. It was hot, crowded and more than a little frustrating. Seven cruise ships, each occupied by 2,000 people, can do a number on the population!

In many ways the experience was similar to Tijuana, Mexico. Many of the stores had the same things, so we were seeing merchandise over and over again. Heather checked out the jewelry; she thought it was expensive and decided she could do better at her friendly neighborhood jeweler. It was fun looking, anyway.

Right now, we are heading for Jost Van Dyke with Heather at the wheel. She's doing a great job. After two days in bay, it feels good to be at sea. We left Caneel Bay at 0840. Kim's hat blew off his head and we tried to retrieve it with no luck. It's really too bad, it was a great hat. By the time we got off for good it was 0900.

On Tuesday, we went into Charlotte Amalie and split up into couples. We discovered so many side alleys with stores on them, you could wander around all day just looking. We found a place called the Palm Passage, which had all the nice

**The moon has been
full since we got
here, but tonight was
the best, like a spot-
light on the water.**

stores, such as Cartier, Louis Vitton and Valentino's. We stopped in at Cartier to check out the watches. Very nice people and beautiful watches, with the prices to match. The stores close promptly at five o'clock and we didn't have to catch the ferry back to Caneel Bay until six, so we relaxed in an outside cafe with rum punches and free chicken fingers. Not bad, for \$1.75 a drink. On the way back to our boat, we decided it wasn't a bad day after all. Even Bob agreed!!!!

On Wednesday morning, Kim and I returned to Charlotte Amalie for a few hours before setting sail again. He wanted to take another look at the watches in Cartier and I wanted to double-check an order I had placed for a cup and saucer. I also decided to purchase a leather satchel I had spotted.

Back at Cartier, we looked and looked at the watches. Kim really liked one in particular, a very nice watch. It was cheaper than what we would pay for it stateside. We decided to buy it. As we were walking out, I said to him, "Happy Birthday, Merry Christmas, Happy Birthday, Merry Christmas, Happy Birthday and Merry Christmas." He is set for the next three years with that watch!!!!

- LATER -

I just finished a turn at the wheel - not quite my favorite thing to do, but I do my



share. Everyone is good about pitching in. Granted, I had to wake Kim up a couple of times to join in a tack, but all is well.

We are now approaching Greater Harbor, Jost Van Dyke. We check in with British Customs and settle down for the night. We've heard there is great snorkeling here. The entire population of the island is 130 people. One of the hot spots, from what I can see, is a lean-to. It has been a wonderful sailing day!!! We have arrived and it is 1145 hours.

FRIDAY, NOVEMBER 13, 1987

Yesterday, all we did was check into Customs, eat lunch and veg. Heather and I swam -- it was so beautiful. It was very quiet ... almost. Cows mooed, goats bleated, dogs barked, roosters crowed and the Calypso band from the lean-to played!! But it was just fine, a relief after St. Thomas, the New York City of the Virgin Islands. I was really glad to be here.

At night, we watched nine cows take their evening constitutional along the beach. They knew exactly where they were going!!

Bob and Kim are getting ready to depart, Heather is doing something and I am pretending to do something so Kim won't put me to work! We leave at 0900 to go to Norman Island today.

This morning we had a little rain shower. No problem. A big dark cloud hung over Tortola, but in spots the sun was shining through, creating various shades of gray and green against the sun. The sight was haunting.

- LATER -

This is a good day!! We are sailing like we have never sailed before. Bob is at the wheel. In wind like this, I refuse to take the wheel. They all laugh at me, but I will not be responsible for tipping over a 40-foot boat!!! Kim says I couldn't, but I still don't want the wheel. The wind won't last when we get into the Windward Passage (between Great Thatch and West End Tortola). Hopefully, a couple of tacks and we are there.

Well, what a sailing experience we had and very fittingly on Friday the 13th! We were rocking up and down and heeling at such an angle that everything was all over the place! It was a morning of situations. Our head got plugged; Bob found a wine stain on deck and we had to bleach that out; the grease can became full, and I do mean full, and two weeks worth of grease slid and spilled all over the floor; the grape jelly fell and leaked all over the kitchen floor and then the taps were leaking because of the angle and Bob had to bail out the kitchen. Finally, after trouble anchoring, we are nice and comfy for the day. Time to set up lunch, picnic style!

The sun is murder. I already got my

quota for today. Double sunscreen for me. I am a lovely shade of lobster red. We are at Norman Island, the basis of the story Treasure Island. We might go exploring later.

SATURDAY, NOVEMBER 14, 1987

What an afternoon we had yesterday on Norman Island. After lunch, we decided to go snorkeling. It was fantastic! We don't know what species of fish we saw, but we discovered millions of them. They looked like a river flowing along the shoreline. They swam right along with us. One blue and yellow striped fish came right up to me. People were feeding the fish out of their hands. We saw a school of needle-nosed fish and several sea urchins. We watched a barracuda, and he watched us!! We saw a baby shark that Kim guessed was one foot long. I think he was more like three feet long. My first thought was, where is Mama? The coral was beautiful and the caves were huge, but to delve deep into them, you would need a flashlight. It is the perfect spot for buried treasure.

To get to the caves, we had to motor over in the tender. Now, everything was fine when we jumped into the water, but not when we had to get back into the tender. The guys got in - no problem. I swung my leg over the side and Bob hoisted me in, and I kind of plopped down in the bottom. I wasn't graceful, but I was in the boat. Now, it was Heather's turn. She is about 5'2" and not exactly slim. How would she get in the boat? First, she swung both legs over the side, thinking we could pull her in. No way. The tender almost capsized and we all almost ended up back in the water! Heather started laughing, which got us laughing and then we couldn't do a thing! We told her to try something else. She put one arm and one leg over the side, but that didn't work either. By this time we were receiving suggestions from the crowd, such as go to the back and step on the engine step. No go - too small. One man offered a little ladder, but we were too proud for that. Kim offered to throw out a line and tow her in, but we figured that wouldn't be very good. Finally, we stopped laughing, she put one leg in and the guys grabbed and pulled. She was in!!!

That night, we went out for supper at the William Thorton, a ship built in 1915 and later converted to a restaurant. Seating was unique: two big tables with pillows on the floor. The space below the table was cut out, leaving your feet dangling below. If you got drunk, you had a six-foot drop! We had our first Painkillers last night, made with rum, I think. A wonderful drink.

We shared an early night and slept in this morning. After breakfast, we decided to go to Maya Cove. We hadn't been there yet, despite its being a close and easy journey.

Continued on page 33

CHARTERBOATING: A NEW HOBBIE HOBBY

Chartering a boat can make for a great, slightly out-of-the-ordinary vacation for even die-hard Hobbie Catters. It offers a sailing experience different enough from regular catamaran cruising to provide variety as well as an exhilarating "fix" for those hooked on water recreation. It can also give you something to do during those long cold winter months other than daydream about getting your Hobbie back out in the waves.

HOTLINE is presenting the following information about charterboating in general and about sailing in the Caribbean and U.S./British Virgin Islands areas in particular. Two kinds of charterboating are referred to: crewed, which means a skipper is provided; and bareboat, which means you skipper the boat yourself.

INITIAL DECISIONS

Consider these aspects before contacting charterboat companies.

Where do you want to go charterboating? When do you want to go?

Are you planning a charter for a group or family or just you and a companion? What is your budget? What size boat will you need? What is your group's sailing ability? Will you need a crewed boat or do you have enough experience to bareboat? Do you want the charter company to provision for you or will you be stocking the boat yourself? Do you want water sports equipment provided?

SAILING ABILITY

Anyone who sails a Hobbie Cat should be able to sail a 30-45 foot boat. You need to know the basics for bareboat sailing: setting and taking down the sails; setting bow and stern anchors; tacking and jibing. You also should have coastal navigation abilities, such as reading charts, finding your position, and sailing courses.

Charter companies will quiz you thoroughly about your sailing ability; some even request a sailing "resume" with references. It is best to be straightforward when discussing your level of expertise; otherwise the fun factor could be nil. First-time charterers can get great suggestions from charterboat companies about easier sailing locales throughout the Islands. Most companies offer learn-to-cruise-while-bareboating education by providing an onboard skipper/instructor who sails with you during the day. Skippers, crews and provisions are available on a per-day basis. Group charters, flotillas, can also be arranged. A crewed "mothership" accompanies several bareboats in the flotilla, providing the best of both worlds: an experienced guide and the privacy of your own boat.

AREAS TO SAIL

Obtain a chart of the Caribbean from the

Defense Mapping Agency to introduce yourself to the options and distances. Familiarize yourself with the Islands. When you have made some decisions as to your destination, peruse the National Ocean Survey charts of individual islands. Take a good look at Sir Francis Drake's Channel; it lies at the heart of the British Virgin Island cluster and is one of the world's best sailing areas.

WHEN TO CHARTER

Mid-December through mid-April is the high season. The heaviest winds and biggest seas occur in January, February and March, and are the busiest months, resulting in the most crowded anchorages.

April is an ideal time to sail, with the weather stabilized and the number of tourists declining.

Mid-April through late July, and early November through mid-December, are considered the mid-seasons. Low season runs from the beginning of August through the end of October, with the flukiest winds blowing during September and October. May and September produce the most



U.S. VIRGIN ISLANDS DIVISION OF TOURISM

rainfall.

The temperature in the Caribbean ranges from 75-85 degrees year-round, with the weather turning extremely hot and humid during the low season.

CREW MEMBERS

Make sure others in your group know how to handle a boat. Find out ahead of time what their sailing abilities are and whether they'll be able to help you read charts, find position and set courses. Their willingness to share in the chores while still knowing how to have a good, safe time is an important character trait to find out before you spend a week or two together in close quarters.

CHOOSING A BOAT

The possibilities are endless. Your options depend on your personal needs and budget. Charterboat services go out of their way to meet your requirements in a friendly, knowledgeable and efficient manner.

They offer loose minimum boat length guidelines: a 44-foot is comfortable for four adults sailing for a couple of weeks; a 36-foot boat accommodates a family with two children; a minimum of 50 feet is recommended for parties of more than four adults.

Boat exteriors may be very similar, but interior amenities vary greatly. Most Caribbean charterboats provide lines, full fuel, water tanks and ice.

Most bareboats are outfitted with a bimini (a canopy vital for sun protection and comfort), roller furlings, two anchors and rode, tender (dinghy) and outboard, charts and cruising guides. Double check the galley inventory before you sail. Most boats are outfitted with basic cooking and serving utensils, which means if you are planning any gourmet cooking, be prepared to bring some cookware or ask your charter company if it can provide the necessities for you. Most boats also are supplied with snorkeling fins and masks. Some bareboats now offer luxuries, such as electricity, air conditioning, microwave, TV, VCR and kitchen appliances previously available only on crewed boats.

PROVISIONS

Self-provisioning can be the way to go if you fly directly into St. Thomas where the local supermarket is just like being at home (except for the prices, which are somewhat higher). If you fly into a remote area and don't enjoy shopping in a "foreign supermarket," you may want to invest in another alternative. Charter companies, like caterers, charge a per-person fixed rate of \$15-\$30 per day. The rate depends upon the complexity of the order. Large groups may find this to be a much less complicated way to obtain food and other basic necessities. Carting food from home isn't really worth the effort, and some islands have restrictions on imported food.

Provisioning can include garbage bags, toilet paper, charcoal and condiments, depending on which package you purchase. Ask the charterboat company what is available, and explain what you would like to have on board.

BOAT FEES

Chartering a 44-foot boat for one week during high season will run between \$2300-\$3000; during mid-season the price drops to \$1468-\$2093. The most economical time to charter is low-season, when prices range between \$1048-\$1793.

A security deposit of \$500-\$1000 per week will be collected up front and returned at the end of the charter, if there is no damage. The boat will be checked to make sure it hasn't been run aground, which may have caused serious damage to the bottom and the keel. Alternatively, some companies offer insurance on a per-day basis.

Skipper's fees run \$65-\$135 per day. Additional sports equipment such as sailboards and scuba or fishing gear usually costs extra.

The idea that a vacation on a charterboat is only available to the "filthy rich" is a misconception. Consider that for the price you're paying you're getting all meals, accommodations and a variety of activities. Comparing the total cost to what one would spend on a vacation on land should prove that charterboating can be at least as good, if not a better value. Remember also that everything is negotiable.

WHAT TO BRING

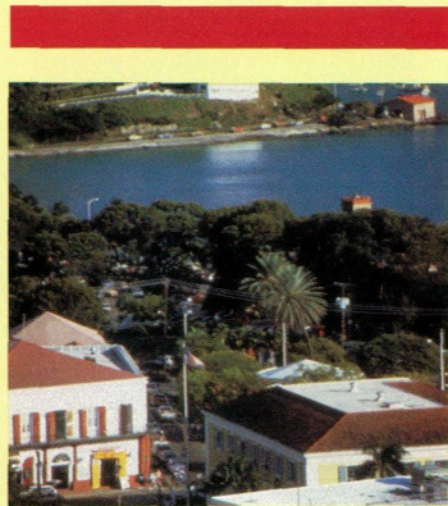
Bring as little as possible. Essential are shorts, swimsuits, casual wear and a foul-weather jacket. A casual evening outfit is handy for dining, as bathing suits and bare chests are unacceptable street attire. Other necessities are a camera and film, sunglasses, suntan lotion and lots of sunscreen, deck shoes and a hat. Cotton cover-ups are also very important for sun protection.

You are required to carry a passport, voter's registration card or birth certificate in the U.S. Virgin Islands. The British allow entry to those holding a current or expired passport, birth certificate or voter's registration card. You also need to carry a current driver's license or photo

I.D. It is necessary to clear Customs when entering or leaving the U.S. and British Islands.

GETTING THERE

Reasonable air packages, including the first night hotels, can be arranged through the charter service. There are usually 12-14 flights a day to the Islands. When you reach your destination, one option some companies provide is "sleepaboard," spending your first night aboard your boat prior to sailing the next day. This option can save a great deal of money on hotel rooms, especially when traveling with a large group. Some flights do not arrive until late afternoon, while most Caribbean cruises start at midday. The alternative to reserving a hotel room (either directly or through the charter service) is to spend that first night becoming familiarized with the craft that will be "home." Sleepaboard also allows unpacking time without taking away from the initial day of sailing. Most companies charge a minimal sleepaboard fee.



BAHAMAS TOURIST OFFICE

ACTIVITIES

You may choose to participate in a host of activities on your trip. Diving, surfing, snorkeling and boardsailing are all popular water recreational activities. If you go ashore looking for fun things to do, you'll find the Islands also offer golf, horseback riding and tennis, along with hiking and even searching for buried treasure.

Take time to go ashore and explore the Islands. You can experience a variety of mini-adventures, everything from climbing volcanic outcroppings and viewing petroglyphs to touring ruins of Danish plantations or walking the grounds and mansions that are closed and boarded up during the winter months.

The sand is warm and clean, perfect for jogging or walking and meeting the locals. The water is warm, clear and beautiful. Unlimited sights to enjoy and photograph abound. "Boring" is an unknown word.

For those into competing, the annual British Virgin Island Regatta is held the second weekend in April. This race includes a bareboat division for racing/cruising charter enthusiasts.

GENERAL INFORMATION

The Virgin Islands, a tropical archipelago consisting of over 100 islands, is located at the northeastern rim of the Caribbean. Miami is about 1,100 miles to the southeast, and Culebra, Puerto Rico lies just a short 14 miles east.

The Virgin Islands is divided politically as well as geographically between the United States and Great Britain. English is spoken almost

everywhere. Natives' languages combine elements of Danish, African, Dutch and English.

The official currency in the Caribbean and the Virgin Islands is the U.S. dollar. Travelers checks and major credit cards are generally accepted in most tourist-related businesses. It's a good idea to carry "petty cash," as breaking larger denomination bills can sometimes be very difficult.

U.S. residents can shop duty-free at St. Thomas with a quota of \$800 per person, including six fifths of liquor. (The alcohol purchased must include at least one bottle produced in the Islands.)

DIRECTORY

Following is a limited list of charterboat companies that cover the Caribbean/Virgin Islands area. Please mention that you saw their listing in the HOTLINE. If you do take advantage of a charterboating adventure, be sure to send us a postcard that says, "Having a great time. Wish you were here." We really wish we could be there, too!

Bimini Yachting Vacations, Inc.

701 Enterprise Road East, Suite 903
Safety Harbor, FL 34695
(800)444-3996
FAX(813)799-0668

Caribbean Adventures

P.O. Box 9997
Yacht Haven Marina
St. Thomas, USVI 00801
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The winds are as strong as they were yesterday. Kim is at the wheel with a big smile on his face. We left under sail at 0900 and reached Maya Cove at 1210. After setting the anchor, Heather and I opted to go into Roadtown, the capital of Tortola. Maya Cove doesn't have much to offer, but it does have adequate anchoring for the night. Roadtown has shops, but without the frantic quality of St. Thomas. Kim and Bob didn't want to join us, so off we went. We caught a taxi and got into a traffic jam that included a herd of cows!

We finished shopping at 1515. The guys, not expecting us until 1700 or 1730, had the tender at the boat. Now what do we do? We went to the end of the dock and shouted like crazy, but with the boat a quarter of a mile away there was no way they would ever hear us.

I spotted a rowboat at the dock and figured if we borrowed it, we could row out to the boat, then tow it back to shore with the tender. Good plan. So I went in to the restaurant and asked if we could borrow the rowboat. The owner happened to be in the restaurant and said yes. Now all I had to do was learn how to row. Fortunately, Heather knew how and we had a great time trying to get the rowboat to do what we wanted. About three-quarters of the way out to the boat the guys saw us. They came with the tender, picked us up and dropped us off. Then, they took the rowboat back to shore with a bottle of wine and a six-pack of Fanta as a thank you to the lady who owned it. Great afternoon.

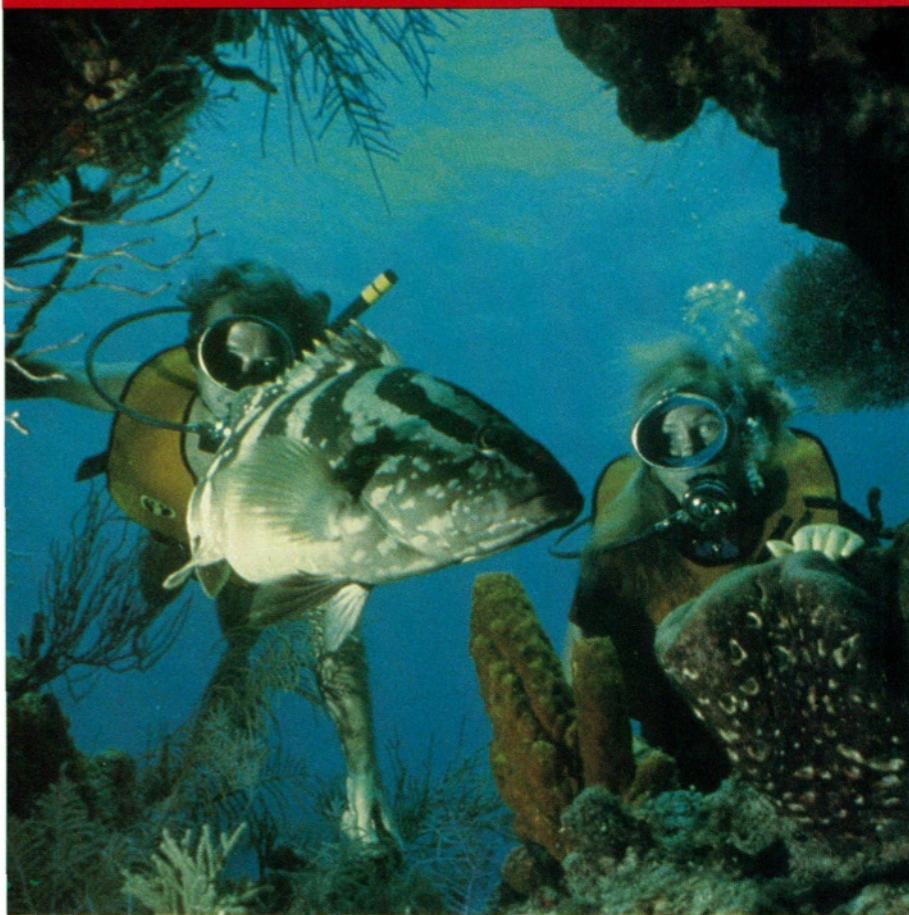
The vacation is coming to an end. Already we sense a change, a gearing up to return to our realities. Tomorrow, after a short sail to Salt Island, we will sail to Nanny Cay where we must turn in the boat and journey home.

SUNDAY, NOVEMBER 15, 1987

We're in Maya Cove on our way to Salt Island. We left at 0900. It takes only one hour to get there. Bob is at the wheel.

This island harvests salt as its primary source of income. In fact, it pays the Queen of England a bag of salt a year as rent. Only three people live on the island. Vivian Frazier is one of them. She has traveled to different places, but prefers the island for its tranquility and warm seas. One of the male residents chopped open a coconut and we shared it and some good conversation. We gave them all of our leftover food and drinks. They especially liked the beer. After a swim, we headed for Nanny Cay.

As we were taking down the main sail and motoring toward the cay, the hook for the main sail went overboard. Kim followed it. I couldn't believe he went in after it! All is well now, but we did have a moment of concern. The waves were bigger than we had thought and when we threw him a life preserver he was quite pleased to get it!



BAHAMAS TOURIST OFFICE

- LATER -

Somehow we made it into the harbor at Nanny Cay, not very efficiently, but we made it, nevertheless. Roy, the charter company manager, checked out the boat and listened to stories about our trip.

The harbor was hot and devoid of air. We took showers and went to the bar. Rum punches and Painkillers all the way! We ate supper at a very nice restaurant and Heather finally had the lobster she has wanted since the beginning of the trip. We sat on the balcony and looked out over the bay. We were sad to leave. We hit the sack early again, because Kim and I had to catch the 0700 ferry to Tortola.

MONDAY, NOVEMBER 16, 1987

Up early. Heather made coffee while we showered. Heather and Bob do not have to leave until much later. We were all on the quiet side. We walked to the taxi and indulged in hugs and kisses all around. We waved goodbye and it was over. This has been the best vacation I have ever had.

Our planes stayed on schedule and the trip home went well. By the time we got home we were exhausted. We unpacked, crawled into our bed and snuggled up. We're solid!

IN RETROSPECT

Looking back, I had many concerns at the beginning and wasn't at all sure if I

would like our bareboating excursion. Once I got used to the surroundings and drifted into a routine, I really started to enjoy myself. Nature certainly cooperated. The weather was wonderful. We did get some rain, but nothing we couldn't handle. The winds were fine. Slow enough for me on certain days, and rough enough for Kim on others.

One reason the trip worked for everyone was good communication. All of us were open to ideas and were able to say anything we wanted. Kim was the perfect captain. He would get us out of the harbors, get us on course, have a nap, wake up, look around, say tack, we tacked, and he would go back to napping. Perfect. He was not in the way at all. We are convinced the British Virgin Islands are perfect for the beginning bareboater. The Sir Francis Drake Channel is exactly that, a channel, with islands on both sides, so you never lose sight of land. The islands are close together, so you don't have to sail a long way unless you want to. Each island is an adventure in itself. If you desire quiet and beauty, simply find the spot you like and stay there. If you want a mix of city life and nature, as we did, you can have it. If you want just city life, anchor outside St. Thomas (U.S. Virgin Islands) and go for it. It is all there.

I don't think I have ever enjoyed a vacation more, nor have I ever been more relaxed. As far as bareboating is concerned, I love it! *SL*

LONG-DISTANCE SAILING IN THE CHINA SEA

STORY BY TONY LAURENT
PHOTOS COURTESY OF
HOBIE CAT EUROPE

CAT RALLY

Long-distance beach catamaran racing has been around for a while, even though it has never really been officially sanctioned. The first semblance of an organized event began in the U.S. with the Worell 1000. It all started over ten years ago when Mike Worell decided to sail his Hobie 16 down the east coast from Virginia Beach all the way to Miami. At the time, this outstanding feat was mainly greeted with cries of "This guy's gotta be crazy!" But Worell soon found that some people out there not only thought the trip was exciting, but actually wanted to try the same thing. So why not do what most crazy cat sailors like to do: organize a race. The rest is history. The Worell eventually became the World 1000 and developed into one of the most grueling events on the international circuit. It consistently attracts



some of the best beach cat sailors, who gather from all over the world to test their skills against the extremes, equipped only with the barest essentials in a small open catamaran.

The format has changed somewhat over the years, but the concept remains basically the same. Two-person sailing teams, selected on the basis of their previous achievements, are invited to race over a 1000-mile course from Miami to Virginia Beach. Although the boats are now open class 20-footers rather than the original Hobie 16s, and the teams now compete in daily "legs" and enjoy the luxury of stopping overnight in hotels along the way, the Worell 1000 retains its original challenge of skill and endurance.

A hop, skip and a snort after the Worell came the Hog's Breath 1000, a kind of offshoot of its predecessor, but more back to the basics of that early race. Teams in the Hog's Breath competed once again on the popular Hobie 16 and relays were held at predetermined check points along the way, where one of the three crew members of each boat had to change. The boats sailed virtually nonstop all the way, often taxing the competitors' endurance to the limit. The course for this event ran from Miami through the Keys at Marathon and up into the Mexican Gulf to Fort Walton Beach. The distance is not quite 1000 miles but close to 1000 kilometers - in case you were wondering about the name.

Again, the lineup of international competitors was impressive, with teams coming from most major cat sailing areas in the world. The only catch was that the entries were, perhaps quite wisely, restricted to 15 teams to better control the safety factor.

So what about those other small cat sailors out there who maybe didn't have quite the experience of the Drylands and Tuckers of the world? These long-distance races were developing into a "Who's Who" of the world's cat sailing elite. They had to be; the races are pretty tough. But what about the other guys, the ones who were quite competent on a small cat

and just itching for a little adventure? Someone somewhere needed to provide something a bit more exciting than the often boring "around the buoys" week-end races in the local bay.

AN IDEA WHOSE TIME HAD COME

Gerard D'Aboville from France heard the call to action. He responded with an event that incorporated all the high seas adventure of long-distance cat sailing but at the same time limited the risk and endurance factors to enable more everyday cat enthusiasts to compete.

The format was simple. This race (read: adventure) had to be held in a more hospitable climate than that of the cold Virginia nights or the often unpredictable Mexican Gulf. Something a little exotic. Just about all cat sailors love cruising along in shorts and T-shirts, so the location had to be the tropics. The trouble is, most tropical "paradises" are already overrun with tourists, who don't always take kindly to a fun lovin' bunch of cat sailors chargin' into town on their strange-lookin' double-hulled boats ("Even if they do look so pretty ..."). Apart from that, most of these places cost too much to visit, which was one thing D'Aboville was trying to avoid, in the interests of making an event more accessible to the general public.

In the end, Gerard chose to try the Philippines. And what better way to check out the proposed site than actually to sail around there himself. In his everlasting search for the perfect blend of fun and challenge, he sailed a 17-foot single-handed cat from Hong Kong to Manila. Although the trip was certainly a challenge, he found it isn't all that much of a pleasure cruise when the horizon is water - and more water. He concluded his race would have to be more along the lines of an island hop.

So away he went again. This time he sailed down through the Philippine Archipelago, stopping each night for a beach bivouac. Some people, probably tourists, had tried to alarm him with stories of pirates and sharks. But to the contrary, Gerard experienced neither, only the amazingly warm and friendly nature of the Filipinos.

At first, the local inhabitants were a little surprised to see a lone French sailor pulling his colorful craft up onto their local beaches, but curiosity soon overcame their reserve. Many spent long hours into the night discussing the route to take the next day, often volunteering to accompany him on a visit to some of their local scenic wonders.

D'Aboville returned to France absolutely charmed with the country, the climate and the residents; fully convinced this was the place to organize a long-distance catamaran adventure. Being a determined chap, to say the least (Gerard's

name is in the Guinness Book of World Records as the first man to row single-handed across the Atlantic), he set about methodically planning the first "Raid Mer de Chine" - "raid" being the French word for an adventuresome rally, "Mer de Chine," China Sea, being the body of water surrounding the Philippines.

NOW THE WORK BEGINS

To help organize the somewhat complicated logistics and create the promotional package for his raid, Gerard enlisted the services of his old friend and former big cat sailor,

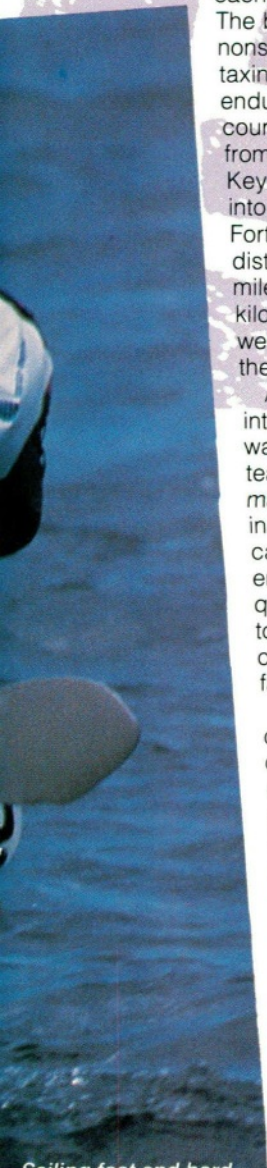


Each team was successful in obtaining boat sponsorship.

Charles Henry Le Moing. Together, they set about the enormous task of producing the event.

The idea was to conduct the raid on 18-foot "open" catamarans equipped with 21 square-meter spinnakers. Every boat would operate on a common handicap, calculated on the PMA system, to satisfy those who wanted to race. (All cat sailors just love a good excuse to pit their skills against the others.) The common rating would be that of the Hobie 18, 107, or any boat with a rating more or less that could either reduce or augment the sail area to arrive at the same base. This somewhat complicated calculation was supervised by the French Sailing Federation (FFV). It's to the credit of the FFV that each day's race results reflected a wide representation of the various models. The main reason for all this extra effort was to make the race as even as possible. D'Aboville designed it so the first boat to finish with the least accumulated time for the 450-mile course would be the overall winner.

That problem out of the way, Gerard applied himself to the question of how to finance the event, or more importantly,



Sailing fast and hard is the mission of this skipper and crew.



Curious villagers look on with interest as a Hobie invades their island for the night.

how to encourage the maximum number of participants who could afford to transport both themselves and their boats to and from the Philippines together with paying for hotel accommodations, food and other necessities.

Working with Charles Henry and the Saga-Dacmar company, Gerard devised a means whereby each team could attract sponsorship through a prepared presentation package. That the system really worked is attested to by the fact that 37 fully and individually sponsored cats made it to Manila for the March 2, 1989 start.

ON YOUR MARK ...

The race start was a fine sight indeed, with the eager crews nervously wondering just what lay ahead. Gerard wasn't saying too much. He knew that most of the competitors would be sailing into one of the most amazingly picturesque regions of the world and he wanted to maintain a certain element of surprise. Each leg of the China Sea course was between 35 and 80 miles in length, not too long to deter sailors new to long-distance events, nor to prevent mixed couples from competing, either. The participants already had undergone screening to determine their sailing experience.

Although not as strict as the Worell or Hog's Breath, a certain level of competence was necessary. No Coast Guard rescue team would be waiting around behind every little island, and all participants had been warned that they could well find themselves out on their own.

GET SET ...

Each boat was equipped with a personal distress beacon, emitting in a frequency to identify that particular boat to the organization in case of an emergency. As an additional safety measure, all boats were obliged to undergo a strict inspection each morning. Minimum equipment aboard included a radio, survival rations, ten liters of water and two lightweight sleeping bags, just in case anyone might have to spend the night on one of the often uninhabited islands. There are over 7000 islands in the Philippine Archipelago!

The idea of a raid had attracted a fairly diverse group of international competitors. The lineup also included some of the more famous French maxi multihull skippers such as Bruno and Loic Peyron, Jean Maurel and Yves Pajot as well as many of the sports cat sailors more familiar with this type of craft, such as Yves Loday, Daniel Pradel, Eric Bruneel and Tony Laurent. The majority was

simply a group of catamaran sailors who had accumulated enough experience to satisfy the screening undertaken by the organization but who had never before had the opportunity to compete in this type of race. It was not to be as much a test of speed sailing skills; rather, the emphasis was more on preparation and navigational skills. Knowing where you were amongst the maze of islands often required a cool head.

After a rousing farewell from the Manila Bay Yacht Club, the sailors headed south for the beginning of what would become one of the most exciting adventures many of the participants had ever experienced.

GO!

Right from the start, the teams more familiar with the small cats were clearly dominating the day-to-day results. However, as the race wore on, the overall standings began to change, with the better prepared teams starting to appear more prominently in the picture. Yves Loday, the French Olympic Tornado representative, was sailing with his wife, Liz. After showing some amazing bursts of speed, a couple of capsizes, after which they had difficulty righting the boat, put them out of the running.

Daniel Pradel, who with Tony Laurent had crossed the Atlantic on a Hobie 18 in 1986 (see "Across the Atlantic" in the

HIGH-TECH HOBIE ACHIEVES FORMULA FOR SUCCESS AT RAID MER DE CHINE

1989 was a year of catamaran firsts: the first (but definitely not the last) running of the Raid Mer de Chine in the Philippine Archipelago and the introduction of the Hobie 18 Formula. The leopard-fast cat and the challenging long-distance race were made for each other, as shown by the results.

In the China Sea race, the first major multihull event for the Formula introduced earlier this year, Hobie 18 Formula teams ate up second, third and fourth places. The second place finishers, Daniel Pradel and Eric Bussy, won the first three legs of the 450-mile contest, and led almost up until the end, when they were overtaken by Eric Bruneel. They lost by only four minutes, despite a lost protest centering on a port/starboard situation that penalized them for 20 minutes. As an observer noted after the race, "There was no need to remind them that otherwise they would have won overall with a 16-minute advance." Fellow Frenchmen and Hobie 18 Formula sailors Eric Proust and Laurent Bonnet finished in third place, with Alain Comyn and J. Y. Chatelin right behind in fourth.

Just as exciting as the Hobie China Sea story is the tale of the

boat that captured first: the Corneel 18. If you haven't heard of this boat or seen it at your catamaran dealership or out on the water, you're not alone. The Corneel 18 is an 18-foot catamaran designed and raced by Eric Bruneel. Congratulations, Eric!

Altogether, 10 teams out of the 37 entrants raced on the exciting new 18 Formula, which catamaran sailors prize for its unmatched power and riveting performance. Based on the proven Hobie 18 hull and crossbar design, the sleek, high-tech Hobie boasts a variety of innovative extras, such as a taller mast for increased sail area, a higher aspect rig for greater power and speed, vertical-cut mylar sails adding strength and longevity, larger Hobie 21-style wings, and proprietary styling that enables the wings to fold up easily for legal-width trailering.

Hobie Cat Product Manager Kim Kymlicka describes the sensation of flying on the Formula. "It's like going from a sedan to a sports car!" From bodies of water as far away from the Hobie Cat factory as the China Sea and as close as Mission Beach in San Diego, California, the new Hobie 18 Formula is bound to be on the winning side of many a racing equation.

May/June '87 issue of HOTLINE), looked in marvelous form and might have won the event on his new Hobie 18 Formula, but a lost protest cost valuable minutes in the tightly contested standings. Loic Peyron and Alain Gautier, two very experienced big boat sailors, had modified their expertise to the catamaran and often looked to be the team to beat, demonstrating some remarkable spinnaker handling skills. Not far behind this group the field had bunched up in earnest, with many local and Hong Kong sailors quickly adapting to their new boats successfully.

Several lively conversations were conducted around the beach camps each evening, as the less experienced teams attempted to benefit from the more expert cat sailors' tuning techniques and other skills. The San Miguel brewery supplied plenty of beer for the event, which helped uncork the spirit of open cooperation among the various competitors. The food was well provided with two 40-meter supply ships following the racers down the course. Each evening brought a continuous stream of runabouts carrying large dishes of prepared meals onto the beach, and many an impromptu feast was consumed in one of the most beautiful settings nature could provide.

The course took a total of ten days to complete, with two rest days included for the teams to effect any necessary repairs to either equipment or sunburnt skin, or simply to kick back and relax or mingle with the local inhabitants. The villagers along the way extended a warm and friendly welcome to the racers and often joined in the beach festivities in the evening.

Open camping was the order of the day, with most tired competitors simply bedding down for the night either under their boats or on the trampolines. Breakfast call was at 6:00 each morning,

followed by the day's briefing conducted in French and English by Gerard D'Aboville. Each team was issued the day's charts and given enough time to discuss various tactics before heading out into the bay for the 10:00 a.m. start. There wasn't a lot of wind some days, but only one section of the race was completed in the dark - that much to the surprise of the local village.

The final leg of the raid, in the magnificent volcanic bay setting of El Nido, consisted of a rather complicated chase

placegetters. Despite a few upsets in the minor placings, Eric Bruneel and crew J.B. Le Vaillant captured the overall victory, thereby winning a return trip back to next year's event. The second running of the raid in the China Sea will be in March 1990. The race once again will be held in the Philippines and already the organizers are working on some new sites. The 1990 raid is expected to attract an even larger number of participants, including more international cat sailors. Let's all go rally 'round the cats!



Hobie 18 Formula skipper Daniel Pradel and crew Eric Bussy congratulate each other on their second place win.

amongst the many tiny islands. Going into the last day, only seven minutes separated the first three boats, with Eric Bruneel holding a slender advantage over Daniel Pradel and Loic Peyron. Now the race was on for the trophy, with some teams no doubt also motivated by the sizable cheques that awaited the first five

For more information on the March 1990 "Raid Mer de Chine," contact Gerard D'Aboville at: Saga-Dacmar, 13 Rue de Bellefond, 75009 Paris, France. See you there! 



☐ STORY AND PHOTOS BY
DEBBIE HILL

Nationals are an exquisite blend of sights, sounds, tastes and smells. They drench your body with sun, wind and water while saturating your mind with sailing tactics, conversation and companionship. They're exciting, frustrating, fun, tense, relaxing, hot, thrilling, scary, hilarious and altogether wonderful, which explains why so many people travel thousands of miles to participate.

Visitors to the Single-handed National Championships, held in Oklahoma City June 24 - July 1, experienced a similar sensual extravaganza. Over 80 skippers from 16 states and Canada, and 91 Hobie 14 Classic, 14 Turbo and 17 catamarans arrived at Lake Hefner to compete in seven days of intense racing.

☐ THE ARRIVAL

The excitement began on Saturday, June 24th, when the skippers, families, helpers and race committee members arrived to set up boats and prepare the beach for the first day of Hobie 14 Classic and 14 Turbo racing. I entered the hotel, greeted by several friends, and squeezed into the elevator packed with Hobie enthusiasts and two colorfully garbed elderly couples.

The women were encased in billowing, sequined can-can skirts. One of the male companions sported gray snakeskin cowboy boots, dark blue polyester slacks, a blue plaid western shirt and black string tie. The silver hatband on his large, white Stetson matched the enormous, shiny belt buckle balancing on his trim waist. I felt slightly out of place in my thongs, jammers and regatta T-shirt.

The ladies and their partners were participants in a square dancing convention, which was part of the perpetual celebration that has rocked this city since January, the start of Oklahoma's centennial. One hundred years ago, the U.S. government opened the Oklahoma territory and offered it to homesteaders. The historical event, called the "Land Run," took place on April 21, 1889, when pioneers on horseback, in covered wagons and on foot lined up for their one-day chance to win free land. At the sound of guns and cannons, 10,000 people raced across central Oklahoma. By nightfall, homesteaders had claimed 1,879,640 acres of frontier land. Now, ten decades later, skippers maneuvered their Hobies to the start line for a race across Lake Hefner, hoping to claim any of the Single-handed National Championship trophies.

☐ WAITING FOR THE WIND

The Sunday morning sun at "Hobie Point" on Lake Hefner brought clear blue skies, energetic sailors and no wind. The

mood on the beach was tense and nervous. Not only were the racers anxious about the upcoming Hobie 14 Classic and 14 Turbo races, but the race committee was apprehensive about setting the course and getting the Series underway. Veteran sailors knew it would be difficult to set any course in this light, shifty air.

Kim Kymlicka, Director of the International Hobie Class Association, herded everyone under the large red and white

on the water than they had been during their volleyball game earlier that day. The hot, muggy air and light wind took their toll on both the racers' energy and their tempers. Near-collisions, frustration and parched throats were the themes of the day. By the end of the last race, the skippers and race committee crews were relieved to return to shore. Hurriedly, they scurried off to the air-conditioned welcome party that awaited them at the hotel.

■ ■ ■ ■ ■ THREE'S ■ ■ ■ ■ ■ COMPANY

■ ☐ THE SINGLE-HANDED NATIONAL CHAMPIONSHIPS INVADE OKLAHOMA

canopy for a lengthy skippers' meeting, which filled the silent, breathless beach with chaotic discussions of rules and schedules. Every face was distracted and anxious for the start. Watching the sky, we prayed for wind.

The start and the wind would be a long time coming. We sat and drifted on our chase boat for almost an hour. Lethargic conversation glided from boat to boat. "Hold 'em on the beach and feed 'em lunch!" Kim finally shouted into the radio as he watched several catamarans limp toward us from the beach. We were all discouraged.

Kim tried to bolster our spirits by joking about the weather. He knows how to put people at ease, which is one of his many appealing assets. During the Hobie 14 Series, Kim provided comic commentaries to the racers and the race committee, especially when the wind died. Instead of the event turning into an ugly scene, with hot, frustrated people floating around on the water, it became a party as he encouraged everyone to talk and laugh about the weather and races. His European accent added a continental flavor to the radio conversation.

At 2:30 pm, a trace of wind finally arrived and Kim miraculously started and finished six races; three for the 14 Classics and three for the 14 Turbos. Skippers tested their wits against shifty breezes, east to southeast at 3-8 mph, that clocked around continuously in irritating, unpredictable patterns.

The competitors were much fiercer

☐ STILL WAITING

Monday morning began as a bright, sunny and hazy day -- exactly like the previous morning. By the time the committee headed out to set the course near the dam, the wind seemed to be holding a steady 3-5 mph; not exactly a screaming reach, but at least the boats were moving. However, by the end of the first and only race of the day, the chase crews had to travel to the remote reaches of glassy Lake Hefner and tow Hobies back to the hot, humid beach where another lunch greeted the hungry sailors.

"We ordered wind and got hot dogs," commented Tony Fuller, the helmsman for the leeward pin chase boat.

Carole Arrick, one of the two women 14 Turbo skippers, waded down the shoreline, kneeling occasionally to cool her legs in the murky lake water. As a psychologist for the Florida Federal Prison system, she has witnessed many unusual personalities and obsessive behaviors. (Her vocation may explain why she is drawn to Hobie Cat racing.) When asked how she became interested in sailing, Carole replied, "I was living in Chicago and I thought that the boats were pretty. I said to myself, 'Someday I'll go sailing.' Eventually I hitched a ride on a 16 and I immediately became addicted to the trapeze."

Carole stated that she learns more about sailing every time she goes out. This thought was echoed by her friend, Chuck Watson, who sat next to us on the

beach. Chuck, a psychologist from Minnesota, learned to sail at age seven, during World War II. He has spent his career studying the mind and human behavior. Currently, Chuck is studying the effects of stress on Vietnam Veterans. "There isn't any stress in the sailors out here," he smiled and continued to discuss his lifelong love of sailing and racing. "One of my best experiences was in Santa Cruz at the 16 Nationals when I had a chance to sail with my son. We came in dead last, but we had a great time."



☐ THE STORM

The beach on Tuesday morning was a mess. A violent storm had hit Hobie Point during the night, bending two masts, leaving holes in sails and the chase boat, and dumping portable outhouses into the middle of the road. Nevertheless, the competitors had not lost their racing tenseness and eager energy.

Luckily, the wind was finally blowing across the lake when we headed out for a good day of sailing. The wind was light to moderate, and blew steadily until the last race, when the chase boats had to tow the 14s back to shore. Hope Green, a Turbo sailor from Lee's Summit, Missouri, led the fleet a full four minutes going into the final leg of the last race. However, she crossed the finish line in a disappointing second place. "She didn't cover, cover, cover," commented a colleague.

Ben Eberle of Austin, Texas captured the 14 Classic Championship. Tom Loef-felholz of Norman, Oklahoma won the 14 Turbo Championship. Tom had traded his hobby of car racing to become an accomplished Hobie sailor. The trade has been successful. "My first Turbo Nationals was last year in Eufaula where I was fortunate enough to win," he modestly explained.

A 16 sailor most of the time, Tom admitted he prefers Turbos to 14 Classics because of the trapeze. Like many sailors, he also prefers more wind.

☐ CHANGING OF THE GUARD

After the final race on Tuesday

afternoon, the beach became a beehive of activity as 14s were torn down and 17s assembled. Weary skippers shook hands, congratulating the winners. While the new 17 skippers invaded the beach, the 14 sailors moved to the awards banquet at the Hilton Hotel where all enjoyed great food and fun times. Tom and Ben received their first place trophies amid thunderous applause and a standing ovation.

By Wednesday morning, the wind had increased to 8-10 mph. The 17 skippers arrived for battle with stern faces and aggressive attitudes. They frowned and tuned and measured and tightened. All business. No smiles.

The first two days of 17 races were in light air. Because it was hot and muggy with no wind, tempers were short and relaxation seemed out of the question. Finally, on the second day, the wind blew the haze away and blew smiles onto sailors' faces. The atmosphere changed quickly and dramatically.

Watching personalities on the beach was fun and thought-provoking for me. Contemplating why people would drive 1000 miles to sit on a hot boat and float around a small lake, I decided it's not necessarily the race that attracts people (although winning races and good competition are key elements). It seems the main ingredient to these events is "Hobie-ism." Put two people with Hobies together anywhere in the world, and they will form a bond. Put these same two people on Hobies on the water, they race. It doesn't matter if there is a regatta going on or not, two skippers cannot avoid racing once they are on the water. Competition and fun just go together.

A common interest binds all Hobie enthusiasts, making them relax and feel comfortable with one another. They trust each other. In a bad situation on the water, another Hobie sailor will be there to help. I think confidence, trust and companionship play a major role in what draws Hobie people from thousands of miles away to small lakes like Hefner.

The first start of the 17 series was great. Never before had I seen 53 Hobies start simultaneously. From my viewpoint on the leeward pin chase boat, they looked like hundreds of dragonflies dancing on a single water lily. The catamarans advanced in unison, easing toward the line. I could feel the energy radiating from the skippers and floating across the lake. The flag went up and the colorful catamarans gracefully swished past the pin. The fleet split in half after the start and took both sides of the course. By the time they rounded the course and reached C-mark, yells and threats echoed over the dam.

We waited at the finish line for a dead heat race between Bill Whitehurst and three other 17s coming in on starboard. Suddenly, out of nowhere, Steven Chaples flew across the line on

port tack and snatched the first place victory near the leeward pin.

☐ THE WIND ARRIVES

On Thursday the beach and lake were dead calm, forcing postponement until 11:45, when the wind started blowing 12-15 mph. During the morning lull, four energetic skippers brought out their water balloon launcher and bombarded an unsuspecting companion sailing his Hobie in the cove. When the Hobie moved out of range, the pirates turned their aim on Hobie headquarters and zeroed in on the red and white canopy.

Meanwhile, John and Pam Curtis, the event organizers, made sure that everything ran smoothly. The Curtises and the many other good people of Fleet 131 who volunteered their time and energy cooked hot dogs, moved boats, worked the chase boats, ran for more ice, cleared the beaches and did whatever else needed to be done to make this event a success!

Finally, "Off the beach!" echoed throughout the park. Several dozen sailors raced to the port-a-johns. For 15 minutes, aluminum doors banged in a rhythmic cadence. Meanwhile, the Coors beer truck rumbled its relentless drone.

The races began with smiling faces and blazing starts. By the end of the first race the wind was gusting to 22 at the leeward pin, causing two 17s to capsize at the finish. Both boats crossed the line before they dumped, their masts barely clearing the pin. The floundering Hobies obstructed the finish line, making it difficult for port finishers.

One sailor had a scary ride when his windward shroud broke while he was in the trapeze. He slowly and gently tacked his cat, putting the weight of the mast on the other shroud. Then, he used his trapeze line as an ingenious makeshift shroud to finish the race.

The next two races had the best wind of the week. Another capsizing on the way to A-mark aborted one sailor's efforts as the rest of the fleet skimmed the frothy lake like surfers. They completed a course 4 in record time. By now, they were getting tired and thirsty. To help them out, chase crews sat to weather of the committee boat and tossed soda pop to the finishers as they crossed the line. The 17s swarmed the chase boats like bumblebees as pop cans flew through the air. Their thirst quenched, in the next race the fleet split the course once again and soared into C-mark like jet bombers. The sight was extraordinary.

☐ THE WIND DEPARTS

Friday was another dead morning. "I came here to race!" screamed Jane Sherrod, standing in knee-deep water and waving a bucket at the race committee. Everyone laughed. Jane, Division 14 Commodore, was one of three women

in the 17 series. Kaysie Nemes, a San Diego skipper, noted, "I wish more women would try racing. The 17 is an easy boat to control, but there can be a weight problem for some women. The 14 is a perfect class." Kaysie finished in the bottom third of the Series but she was not discouraged. "My goal was to not foul anyone or to be finished in place on the course."

Back at Hobie headquarters, skippers socialized under the canopy while they waited for the wind. Conversations ranged from serious sailing discussions to comical stories. Darline Hobock, the senior USYRU judge, discussed the "room at the mark" rule, which has caused a lot of confusion and lively debates with many of the sailors. She listened intently to the skippers, pulled a dog-eared copy of the rule book from her faded yachting bag, and carefully explained racing etiquette to her audience. Her calm and objective demeanor accentuated her indisputable authority. Darline, who has sailed monohulls since 1961, has a thorough knowledge of yachting rules.

☐ 12:30 PM

Races finally began in very light air. The wind died minutes before the start with half the fleet on the wrong side of the line. As the seconds ticked by, skippers frantically tried to maneuver their catamarans into position behind the line. Barnett, the 17 race chairman, prepared to issue a general recall. However, when the horn sounded, all but two boats managed to clear themselves.

The race was another floater. The gentle easterly breeze did little to alleviate the oppressive haze blanketing the lake. As the fleet rounded A-mark and headed downwind to C, the cellular phone on the committee boat rang.

"Hello," answered volunteer Michelle McManus. "Debbie Taylor? She can't come to the phone right now. She's busy rounding C-mark."

Phil Collins captured first place with a TV crew following him across the finish line. He was all smiles. Wayne Mooneyham was second and reported that Phil introduced himself at A-mark. Together, they plotted their light air tactics around the lake. The remaining races were postponed for the day.

☐ THE FINAL DAY

I arrived at Lake Hefner Saturday morning beneath a cloudy sky. A light rain peppered the beach, cooling the air but dampening everyone's spirits. The mood was solemn and quiet. Someone launched a model boat in the cove. It raced up and down the shoreline with an irritating whine until it flipped upside down in the water. The crowd applauded at its demise.

Strolling the beach before the races began, I noticed wonderful boat names,

such as U.S.S. Enterpoop, Red Devil, Windstar, Stars and Strips, and Obsession II. Bruce Briggs from Chicago was tuning his boat for the final race. "I've been sailing for five years. I started on a Sea Scout, but the 16s were blowing me away, so I decided I should get a Hobie."

When I approached John Bracken from Little Rock, Arkansas with pad and pencil, he was apprehensive. "Am I getting a ticket?!" he asked. I assured him that I just wanted to talk to him. "I've been sailing for ten years, and this is the neatest boat Hobie has ever built," he exclaimed, pointing to his 17. "That's not true," interrupted James Burgess from Oklahoma City. "The only reason you bought a 17 is because I bought one."

James analyzed the competition. "Everyone is pretty damned good. This is the first Nationals I've ever competed in. It's laid-back sailing with fantastic starts!"

Out on the course, the wind was blowing from the southeast at about 8-9 mph. "Her Judgeness," as Kim Kymlicka calls Darline Hobock, used her wind meter to measure wind velocity at the

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A special thank-you to the sponsors of the Single-handed National Championships. Each of you helped make the event a success - and then some.

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leeward pin. By the time the racers began jockeying for position behind the start line, the wind was gusting to 16. Many anxious sailors were determined to unseat Mooneyham. When the horn sounded, over half the fleet was over early. The general recall flag went up. Adrenalin levels increased. With the clock still running, 17s tacked and jibed, swinging around the pin and the committee boat into restart position. They pushed and shoved each other, elbowing their way to the line like hungry lumberjacks at a dessert counter. Everyone wanted a share of the pie. Everyone wanted the best piece.

The horn sounded again and 17s were all over the start line. The postponement flag popped up. "Chase 4 pull the pin and run it out!" barked the race chairman. "This line is too short. I can't see the pin behind these sails." We lengthened the line and the third start attempt was successful, with only one boat over early.

By the time the first race ended, the wind died. Once again, we towed the 17s back to shore. Spirits were low. Ev-

eryone wanted wind and a chance to beat the leaders. However, our attitudes improved when we learned we would have pizza for lunch instead of hot dogs.

Later, Chairman Barnett decided there was enough wind to try one more race. We headed out to position the start line and had to veer around nearly 100 sluggish monohulls out for their Saturday afternoon CSSA race. Barnett readied the course and ordered everyone into position. Two minutes to start and all 53



■ **They pushed and
shoved each other,
elbowing their way to
the line like hungry
lumberjacks • • •**


Hobies were eager to go. Unbelievably, three monohulls glided downwind on port tack, toward our start line. The countdown continued as we hailed them to clear the area. They ignored us. At 40 seconds to start, the monohulls floated across our start line going the wrong way. The starboard tack 17s luffed down the line, homing in on the monohulls. I cringed and listened for the crunch of breaking fiberglass.

At the sound of the horn, Barnett cancelled the race within inches of disaster. "This is no way to sail a Nationals!" he cried in frustration over the radio. "Pull your marks. We're done." Thank yous and grumbles echoed across the lake. Everyone was disappointed in the wind and the inconsiderate yachtsmen. But we all knew the race committee could do nothing about it. The chase boats pulled marks, dumped them on shore, and rushed back out to tow Hobies back to shore one last time. The beach crews were already moving trailers so the skippers could load their boats. The race was over.

That evening, at the awards banquet, we enjoyed good food, good times, and good friends.

☐ PARTING COMPANY

"Poltergeist" played on my hotel room TV as I packed on Sunday morning. From the north, an ominous cloud raced toward downtown Oklahoma City, blocking the sun. By the time I reached the lobby, the storm was hitting with a fury. For a few seconds, I stood at the door and relived the tremendous week I had experienced.

"Well, guys, I'm outta here!" Kim announced. With a smile and a wave, he disappeared into the thundering rain. 

In the Newport to Ensenada race, the Hobie 21 showed the "big boys" that speed is not always a matter of size.

We've all been hearing stories about how fast the Hobie 21 is. It can take the Formula 40s, it can roll Tornados, it's the wave of the future. On and on the stories go. Two veteran Hobie sailors decided to find out just what the Hobie 21 is made of.

Of all the sailboat races you could pick, Jeff Alter and John Wilson chose one of the most challenging of them all: the 42nd running of the Newport Beach, California to

At the sound of the starting cannon, the Santa Cruz 70s and the multihulls were off, leading the way on this odyssey. Any decent salt knows that racing this course means you can pop the spinnaker, enjoy a cold beer and expect to reach Mexico in 15-20 hours.

That schedule usually prevails, unless light air is the order of the day and night, which certainly was the case this year. These conditions offer three choices of race winning tactics:

1. Hug the shoreline and hope for off-shore breezes during the night to get first-to-finish honors. This point of sail is recommended if you do well in Las Vegas or Atlantic City. Actually it pays inside once every 10-15 years. This year it paid.

2. Stay on the rum line, the shortest dis-

ened in a way, due to the publicity helicopters and the following prop wash that came with the front of the fleet. I'm quite sure the press people were saying, "Who are those guys on that dinky little boat and are they really second to Dennis Conners' world-winning wonder?"

Who Let The Air Out Of The Night?

As the moon waxed full, Jeff's and John's hopes began to wane. The wind died at nightfall, the time when the real sailing usually starts. In the light air, the maxis sailed right past the Hobie 21. Disappointment set in, with boat after boat rolling the little craft. Adding discomfort to disappointment, the two sailors couldn't go below deck to freshen up, stretch their legs, or enjoy a hot meal in reprieve from the cold, damp night air. By midnight the thoughts of a top-ten finish were long gone.

Trying to sleep was nearly impossible because the drysuits they had donned were too tight and cut off the circulation to their feet and hands. As one would doze off, the other would try and make headway. At one point Jeff had to laugh because John was sitting up snoring while he trimmed the jib. In the 4-6 knots of wind, time and the 21 stood still.

John described their evening's activities: "To pass the time, we counted the hours left until sunlight. The darkness played tricks on you; once I thought I was sailing backward. I immediately reversed my rudders only to accomplish an unintended tack, as I was really sailing forward. Later that night, when it felt as if we were sailing backward very fast, I saw the water flying forward at 15 mph. That is when I woke up Jeff and asked him to drive."

This year's race had lots of surprises. Like Dennis Conners racing his hot rod soft sail catamaran with a Performance Handicap Racing Fleet (PHRF) rating of MINUS 172. He was trying to break the elapsed time record of 10 hours, 31 minutes and 2

Ensenada Sonata

Ensenada, Mexico boat race. It is a spectacular but grueling 130-mile ocean race. To give you an idea of what our two "Hobie Heroes" were up against, try to imagine 549 boats on the start line, thousands of eager racers, and 230 race committee personnel carried by 32 support boats.

Two of the boats the Hobie 21 would have to contend with were Dennis Conners' "Stars and Stripes" soft sail catamaran (whose crew included John Wilson's father, Hobie Cat president Tony Wilson), as well as Aikane X-5, another 65-foot catamaran, which won the race the last two years. (Aikane had sailed over from Hawaii for this race and the Transpac.) If those two boats didn't impress the stalwart sailors, perhaps the multitude of giant cats and trimarans that easily dwarfed a Hobie 21 might. Understandably, none of the competitors on these big boats felt a Hobie 21 would be a threat for line honors. In comparison, Jeff's and John's compact craft could have sat nicely on the trampolines of several of the bigger cats.

If the cats and trimarans didn't beat them, chances were the Santa Cruz 70s with their 4000 square feet of sail area would make minced meat of the little Hobie 21. If anything was left by the time the big boys went by, there were always the PHRFs, IOCs, IMs, IORs and the ULDBs, better known as the downwind sleds. The sleds love the Newport to Ensenada race because they were designed precisely with this type of event in mind.

tance between two points, and hope the air doesn't fill in outside or inside first. This course is for those who don't wish to be bothered with jibing and the like. This route pays about 25% of the time.

3. Go outside the rum line and pick up consistently better ocean air. Sail further than anyone else and get the strong westerly winds that usually blow throughout the night. This is by far the most consistent way to go.

A "No Frills" Cruise

Jeff and John didn't have the luxuries that the larger boats had on board, amenities such as blenders, pina colodas, hot food, cold drinks and warm clothes. Instead, they made do with water bottles, plastic-sealed sandwiches, waterproof maps, compasses, flares, a borrowed Hobie 33 spinnaker, drysuits, survival gear and a fierce desire to show the rest of the sailing world just what two very dedicated Hobie sailors can do.

As the race ensued, with 10-12 knots of breeze, Jeff and John were able to sail with and pass the maxi boat fleet. Can you imagine being the owner of a Santa Cruz 70, sitting on board and watching a couple of guys roll you to weather double-trapped on a production Hobie 21? I shudder to think of the words spoken to the 15-man crews on board those battle wagons by their disgruntled owners.

One by one the big boys fell. As the Hobie 21 sailed past the other boats toward the front of the fleet, conditions actually wors-

Can you imagine being the owner of a Santa Cruz 70, sitting on board and watching a couple of guys roll you to weather double-trapped on a production Hobie 21?

seconds set by Bob Hanel's Double Bullet in 1983. To be eligible to race, Conners was required to add a toilet, motor, food, running lights and sleeping quarters.

Much to his displeasure, the lack of wind forced "Stars and Stripes" to use all those things. Everyone believed the cat would be in Ensenada by nightfall, break the record and finally let the governor off the main-

Continued on page 62

HOBIE RACING

SEPTEMBER/OCTOBER 1989

HOBIE RACING

IN THIS SECTION:

Major Regattas

Professional Circuit

Regatta Schedules

Fleet News

Regatta Results



Spike Neesley

MAJOR EVENTS

MAJOR REGATTAS

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
October 31-November 3	Hobie 21 National Championship Ft. Walton Beach, Florida	Carlton Tucker (904) 244-2722
November 5-11	Hobie 14 World Championship New Caledonia	I.H.C.A. (619) 758-9100

PROFESSIONAL CIRCUIT

September 6-10	San Diego, California	Contact Val Bolick (704) 376-0736 for all ProSail Events.
September 13-17	San Francisco, California	
October 25-29	Miami, Florida	

REGATTA SCHEDULE

DIVISION 1

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
6	Sept. 16-17 1989	Steinlager State Championships Kailua Beach, HI	Mike Metzger	808/235-2855

DIVISION 2

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
1	Sept. 9-10 1989	Hobie 17 & 18 Division II Championships Dana Point, CA	Kirk Wells Lloyd Pentecost	714/364-2386 714/492-2486
66	Sept. 16-17 1989	Fall Series I & II Lake Roosevelt, AZ	Lee Prosser	602/863-2615
15	Sept. 23-24 1989	Blue Water IX Ventura Marina, CA	Dexter Ploss	805/498-0285
4	Sept. 30- Oct. 1 1989	Dual Regatta for Charity Mission Bay, San Diego, CA	Kaysie Nemes	619/277-5152
514	Oct. 7-8 1989	Arizona State Championships Puerto Penasco, Sonora, Mex	Mike Saunders	602/881-1566
180	Oct. 21-22 1989	6th Annual Women's Castaic Regatta Lake Castaic, CA	Jeri Bowen John Beck	818/363-0418 805/523-7154
66	Oct. 21-22 1989	Fall Series II & IV Lake Roosevelt, AZ	Lee Prosser	602/863-2615

DIVISION 3

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
537	Sept. 9-10 1989	1st Twisted Skippers Points Regatta Whiskeytown Lk. Brandy Creek, Marina, CA	Bob Frost	916/244-3042
	Sept. 30- Oct. 1 1989	Presidio Invitational Regatta Chrissy Field San Francisco Bay, CA	Mike Bender	415/592-0525 408/974-6813 415/592-0525
222	Oct. 21-22 1989	Turkey Regatta Monterey, CA	Bart Goodell	408/722-6409

DIVISION 6

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
8	Oct. 21-22 1989	Wild Bill Texas City Dike Texas City, TX	Tim Sneider Alan Davis	713/460-3257 713/682-5833 713/497-6504

REGATTA SCHEDULE

DIVISION 7

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
198	Sept. 2-3 1989	Labor Day Regatta Lake Angostura, SD	Ken Harrison	605/343-9451 605/348-4500
515	Sept. 9-10 1989	15th Annual 10,000 Lakes Regatta Lake Minnetonka, MN	Charles Leekley	612/473-8448
273	Sept. 30- Oct 1 1989	Missouri Governor's Cup Alton Lake, St. Louis, MO	Tom Burrows	314/837-5823

DIVISION 8

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
71	Nov. 25-27 1989	Keys Cat Challenge Key West, FL	Lenny Carey	305/294-0326



DIVISION 10

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
108	Sept. 4 1989	Off-Shore Survival Race Pere Marquet Beach Muskegon, MI	Dave Veneman	616/949-1530
85	Sept. 9-10 1989	Alum Creek Regatta Alum Creek Reservoir	Jamie Diamond	614/262-2621
CRAM	Sept. 9-10 1989	Higgins Lake Regatta Lake State Park South Higgins	Roger Cochran	313/887-8120
123	Sept. 23-24 1989	Muddy Waters Regatta Lake Carlyle Carlyle, IL	Terry Allen	618/398-1087
CRAM	Sept. 23-24 1989	Elk Lake Regatta Elk Lake Elk Rapids, MI	Roger Cochran	313/887-8120
199	Oct. 7-8 1989	Cheap Thrills Regatta Crab Orchard Lake Carbondale, IL	Scott Burch	618/549-7821

DIVISION 11

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
452	Sept. 9-10 1989	Barnegat Beach, NJ	Chris Crane	201/548-0210
250	Sept. 16-17 1989	NJ State Championship Sandy Hook, NJ	John Maddox	201/872-0442

DIVISION 12

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
109	Sept. 16 1989	Seafood Festival Regatta Lido Beach Long Beach, Long Island	Milt Dinhofer	516/621-5591
28	Sept. 16-17 1989	Powder Point Duxbury, MA	Scott Baker	617/665-2219
56	Sept. 23-24 1989	Long Island Championship Compo Beach, Westport, CT	Colin Walklet	203/454-7360
136	Sept 30- Oct 1 1989	Madison Regatta Madison Surf Club	Douglas White	203/399-9322
31	Oct. 7-8 1989	Connecticut State Finals Candlewood Lake, CT	Barry Burgess	203/775-0041

DIVISION 14

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
145	Sept. 16-17 1989	Short Mtn. Shootout (for 1990 Points) Applegate Cove State Park Robert Kerr Res., OK	John Swanson	501/474-5644
23	Oct. 7-8 1989	Dallas Regatta (For 1990 Points) Hobie Point, Lake Lewville, TX	Peter Pattullo	214/422-0025

FLEET NEWS

**Cachuma Challenge
Fleet 15, Division 2
Lake Cachuma, California**
May 20-21, 1989
by Jim Williams

Lake Cachuma, nestled in the hills of Santa Barbara County, is rapidly gaining a reputation as one of the premiere lakes for sailing. Consistent winds, building to 20 knots plus in the afternoon, challenge all who have participated in the regattas held on Lake Cachuma. Fleet 15 chase boats had two busy days roaming all over the lake as sailors challenged the wind conditions and lost as boats flipped with regularity. Our perpetual "dump" trophy was awarded to a C floater, Ben Holmgrain, who accepted the trophy from Jeff Perlmutter, last year's winner. Ben "dumped" his boat three times. In past regattas a number of A fleeters, John H. and Alan A. to name a couple, cleansed their sails.

Fleet 15 couldn't ask for a better sponsor than Murray's Marine. Thank you, Steve, for your continued support. The Murray family puts on a Saturday night barbecue that's second to none. We also want to thank the Pacific Beverage Co. (Budweiser), Bill Horseman in particular, for furnishing the liquid refreshments for our regatta. The Hobie towel registration gift and giveaways, prior to the trophy presentation, were well received by regatta participants. Again, Mr. Murray, our thanks. I want to thank my lovely wife, Anne (wait 'til she sees this in print!), for all her work on the individual silkscreen prints that winners took home as trophies.

Ernie Delgado, Cachuma Park Ranger, has been most gracious working with our fleet to assist us in planning a successful regatta. Ernie, not one fishing boat was "nicked" this year! Last, but not least, I want to exclaim a "job well done" to Fleet 15 members who assisted yours truly in putting on another first class regatta. Sailors, don't forget Fleet 15 sponsors the first '90 points

regatta, Blue Water IX at Ventura Harbor, September 23-24. We need your support so we can plan future regattas.

**Wofford Heights Points
Regatta
Fleet 167, Division 2
Lake Isabella, California**
July 8-9, 1989
by Debbie Cargill

Sixty boats wound their way through the exciting Kern Canyon in search of the heavy winds of Lake Isabella. No one came away disappointed from the 10th Annual Wofford Heights Points Regatta, as the hot still morning gave way to gusts up to 35 mph. The first race on Saturday provided moderate winds, with some good double trap legs. However, this was only a sample. By the start of the second race the big gusts hit, which made an interesting shape for the 16C and Novice classes with nearly every boat flipped on its side. This second race was a challenging survival feat for all classes, but everyone agreed this was some of the most fun they'd ever had sailing. The word heard most to describe it — "Awesome!" Things calmed down a bit for Saturday's third race, made interesting again with a 90 degree wind shift around C mark. The two races on Sunday blew in the 15-20 mph range, for those who weren't broken or still had a willing crew.

Fleet 167 would like to thank the Wofford Heights Improvement Group for their continued support and for hosting the dinner and dance in the park. Thanks also go to the following sponsors who made it all possible: Bud Light, 7-Up/RC, Sailboats of Bakersfield, Murray's Marine, SSI, The Cat House, KISME, Teva Sport Sandals, Bullfrog and to "Squadron Commander" Glenn Wadsworth for pulling it all together into a successful event.

**Tumbleweed Tack
Fleet 195, Division 4
Tri City, Washington**
May 6-7, 1989

All participants at the Tumbleweed Tack Regatta at the Tri Cities, Washington, were able to keep their Hobies upright this year. Of course, that could have something to do with the 3-5 knot winds that blessed the area. We do have to admit the weather was warm and dry. Forty-one Hobies traveled to this regatta with five from Idaho and three from the Bend, Oregon corridor. The usual barge traffic had to be contended with both days with one 17 giving the one chase boat quite a thrill. Three races were held on Saturday with boats being finished on the course in the first two, and two races on Sunday. Saturday night a chicken dinner was held with giveaways being drawn after the meal. Thanks to Commodore Tony McKarn and his many helpers who made this regatta a success in spite of the conditions.

**Memorial Day Regatta
Fleet 48, Division 5
Heron Lake, New Mexico**
May 27-28, 1989

The 9th Annual Memorial Day Regatta sponsored by Fleet 48 was, by most accounts, a great success (someone complained about not having soft drinks on Friday night — the nerve!). We had 75 boats (even more than Pueblo, which is unusual). Even the weather cooperated (which is really unusual), with warm, clear skies and steady winds averaging 20 mph and gusting to 40 mph. Thanks to all who donated their time and efforts including, but not limited to, the following: Danny Cole, who as Vice Commodore of the Memorial Day Regatta helped organize the event; the race committee, consisting of Craig Mosley, Pat Fuge and Jay Blackwood - we heard nothing but compliments about how well you

ran the races; the finish boat people including Ray Talpas, Julie Hauser and Mike Elliot; Bill Coulter, who did a great job on the trophies; Susan Carnell, who planned and provided the wonderful Mexican dinner on Saturday night (once again, so many compliments I could not keep track of them); Debbie Humble, who did race registration and computer scoring; Pat Foy and the other chase boat people who did a tremendous job of helping all the boats that flipped or had mechanical breakdowns (including us); Marty Hughes, without whom we would not have a tent or snow; Pat Smith, our treasurer and registration organizer; Berry Langford, who ran the race clinic; and ALL THE OTHERS WHO HELPED OUT (who are too numerous to mention).

**Longneck Regatta
Fleet 128, Division 6
Canyon Lake, Texas**
May 20-21, 1989
by Royce LaVerne

The Longneck Regatta, held the weekend of May 20th and 21st, proved to be as expected from those who had attended before. The weather earlier in the week, which provided heavy flooding throughout Texas, left me curious on the water conditions of Canyon Lake. Questions like how far under would the campground be, and would there even be a regatta?

As Friday neared, the weather cleared making for what would be an excellent weekend of sailing. When we reached Canyon, we found the lake to be at a near normal level, and about 80 boats already set up along the shoreline. The regatta was on, and after locating a place that was pretty level, we found the Fleet 8 group swapping rain and sailing tales. Off in the distance the only voice that could be heard across the lake was that of Eric Puffer. I believe he was trying to locate a beer or keep the fire going, but it was his voice.

Morning arrived without any problems, as did many other sailors, and now there were about 90 boats. With a 10:00 skippers' meeting, many of the sailors began stirring about 7:30. At the skippers' meeting, they informed us that Fleet 8 was leading the race for the Lake Coaster trophy by a fairly large margin. This was to be my first experience at a race where they wanted to run four races in one day. They also put on a novice and beginner school before the first race.

With the white flag at 11:00 the races were underway with two back to back, then a break for lunch. Two more were to follow in the afternoon. This worked out pretty well with the 10 to 12 mph wind slowly dying down as noon approached. The racing also slowed as we prepared to break for lunch. The race committee did a good job with all the fleet races except the 16C boats. They offered them one course 1, two course 2s (Jim's favorite courses), one course 3 and a course 1 twice around on Sunday.

The end of the first day of racing was followed by the dinner which Fleet 128 had prepared for us. The cooking crew had prepared barbecued chicken and links, with beans, sauerkraut, chips and flour tortillas all complete with hot sauce. After that, they offered a table of assorted desserts. After most had finished eating, they started gathering around the tent. The raffle was hurried along by the approaching thunderstorm, and many excused themselves to prepare their boats and camps for the storm. As it approached, the winds began to grow, giving those who had left their sails up a bit of a fit. The storm produced a beautiful lightning display for those with the time to watch, while others began looking for higher ground and protection from the wind and forthcoming rain.

The next morning showed

who had been successful. Although the rains were not heavy, the winds picked up the slack and brought down a few tents.

Sunday brought the last race of the series, and the longest race for all sailors. As the last of the boats were coming in from the races, the race committee, almost done with the scoring, mistakenly posted the results (they quickly remedied the situation). As the results were announced at the trophy presentation, Fleet 8 was to take home quite a few of the trophies, and take me for a swim in the lake. I just wish the soap would have been there sooner.

Ozark Mountain Cat Encounter Fleet 59, Division 7

Stockton Lake, Missouri

June 17-18, 1989

by Eric K. Peterson

"DON'T WORRY—BE HOBIE" was our motto for this year's Cat Encounter at beautiful Stockton Lake — one of the best lakes in the division for recreational and pleasure sailing and racing. The weeks of preparation by many people had prepared us for a smooth-running regatta. The familiar jangle of trailered Hobies from IA, IL, MO, TN, KS, OK, and AR was heard beginning Friday morning, anticipating the 10 to 20 knot winds forecasted for Saturday by our trusty Channel 33 weather experts (ABC affiliate KSPR-TV). Sometime during the night, a healthy cord of wood mystically appeared, thanks to our "LAST"-to-arrive night sailors — assuring the signal fire built near the beach to safely guide them home.

Indeed, the winds were present for our morning races, once again expertly started and run by Louis Griesemer. We curtailed our activities for an hour or so as we respectfully waited for the nearby thunderstorms to pass out of the area, then were at it once again for more races in the afternoon. Hull flying occasionally

occurred as the winds continued, yet alas the breezes slowed down, and we knew it was getting close to our traditional spaghetti dinner. As usual, we had yet another excellent meal catered by the Cedar's Restaurant, thanks to Dennis Butzlaff and Jim Dillard — past Hobie sailors themselves. All was supplemented by the Michelob distributor — Chas. E. Brown Beverage Co. — thanks again, Tim — and our local Coca-Cola distributor. Towards dark, the fire blazed for hours as stories were swapped, suds were slurped, and helpful hints were given to some of the newer sailors anxious to do better in the next day's racing. Everyone enjoyed the camaraderie, the short (and sometimes TALL) stories, the occasional whistling of our theme song (words below), and before long, everyone got "happy FEAT" from the nearby tape

recorder. Again, our night sailors returned well after midnight, amid the shining of the full moon, and the distant clouds lighting up from within as another thunderstorm began to build.

Sunday breakfast began early, and we were out on the water at 9:00 a.m. Some occasional puffs kept our hopes up for the return of the good winds, but by the end of the third race, it was down to next to nothing.

The regatta trophies and our usual "shore" prizes were given out by Fleet 59 and our local Hobie dealer — Sailin' the Wind. A good time had been had by all, the "ting-ting" of trailered boats faded into the distance, and once again, all that remained were the warm June breezes, and lapping of the waves on shore, as those of us that have done it before began making plans for next year's Points Race...

DON'T WORRY—BE HOBIE

(sung to "Don't Worry, Be Happy")

by Eric & Deborah Peterson

Here's a little song we wrote, and you can hum it on your boat, Don't worry, be Hobie
We have a race so we can see, the fastest cat — who will it be? Don't worry, be Hobie
Weather man is saying wind will blow, enough to make your sailboat go,
Don't worry, be Hobie (Whistle)
Perhaps enough to let you fly a hull, better than if you are in a lull,
Don't worry, be Hobie
You hit a mark and you will do, new penalty from U.S.Y.R.U. ("usearoo"),
Don't worry, be Hobie (Whistle)
The starting flag will be up soon, remember to leave buoy room,
Don't worry, be Hobie
A guaranteed good time for all, so hit the beach and have a ball, Don't worry, be Hobie.

Texasgulf N.C. Hobie Championships
Fleet 97, Division 9
Kerr Lake, North Carolina
 May 6-7, 1989
 by Douglas K. Miller

The Texasgulf N.C. Hobie Championships proved to be a weekend of weather extremes tolerated by a gathering of great Hobie people. Twelve fleets were represented in this year's annual points regatta. Friday night registration greeted the racers with hard rain and cool air. Tornadoes were touching down in neighboring counties and the outlook for the weekend was dreary. Saturday morning greeted the racers with warm sunshine and a building breeze as 74 boats prepared for the first day of sailing. The lake was in its flood stages from the rains the area had experienced the previous months. Boats could have launched right out of the parking lot but asphalt is tough on fiberglass. Two races were run Saturday as the winds continued to build in the advance of a cold front. The flag sequence for a third race had begun before the abandon race flag was flown as a cold front ferociously moved in. Fortunately most boats had made it to the shore and had their sails down when the brunt of the storm hit. Very high winds, hail and horizontal rains cut visibility to six feet and had the adrenaline flowing. There were several tense moments while the racers and guests watched as some of the boats were tossed around like pieces of loose paper, some onto each other, others into the lake. After the intensity of the storm passed, the sailors gathered themselves and untangled the Hobies misplaced by the wind. The race committee boat, "Myra," had lost power and along with the race committee, bobbed in three foot swells before finally making it back to shore. By the time the catered dinner arrived, the sun was out and the skies

were clear. The racers chatted, exchanging greetings and stories while a live band entertained them. Soon the cooked on site catered dinner was ready to be served and the participants were treated to an all-you-can-eat dinner. In an unlikely scenario, there was more food than could be eaten. Door prizes were distributed shortly after the last chair was pushed back from the dinner table. Fleet 97 had been donated excellent prizes from HOTLINE, Murray's Marine, Grifgrabers, Cat House, Kerr Drugs, Harken, SSI, Kisme and our local Hobie dealer, Off the Beach. After the festivities, many of the participants returned to the area's campground. The traditional campfires were built and lit, although their intensity was lacking due to wet wood and the gatherings being smaller than usual, probably due to the dampness and excitement of the day's events.

Sunday greeted the racers with partly cloudy skies and cooler temperatures. The competitors were treated to a ham/sausage/jelly biscuit breakfast and coffee and then set out for another day of racing. The winds were building from 12 to 20 and gusting to 30. The winds drove on and boats began to go over as the racers tired and tried to push their boats to the limit. Rain began to fall and after two races, everyone was relieved to have the racing completed and return to shore. As the racers returned to shore to take down their boats and prepare for the trophy presentation, leftovers from Saturday night's dinner were reheated and eagerly consumed. Trophies were awarded in all classes as soon as the final scores were tallied. Fleet 97 expresses thanks to all participants and we hope for their return next year along with those that could not make it this year. Please see the race results in the race section for the final standings.

Icebreaker '89
Fleet 137, Division 11
Hopatcong State Park
Hopatcong, New Jersey
 May 6-7, 1989
 by Edward Matey

Traditionally, the regatta at Lake Hopatcong has been the first of the spring races for Division 11. Plenty of rain fell during the days before the event. Picture a New Jersey version of the monsoon season. But as dawn broke on the first day of the Icebreaker Regatta, the sun shone and the wind blew. Skippers from New York, Virginia, Maryland, Delaware, Pennsylvania, and New Jersey converged to compete. Contrary to rumor, there was no ice on the lake.

During the Saturday night dinner party a video of the day's racing was available and many Hobie sailors ran it to find out how they looked, and to see what their competitors were doing as well.

The raffle was the highlight of the evening, as many sailing supplies were given away.

Sunday's racing was cold and blustery. Winter's last gasp blew strong, cold gusts as huge, dark clouds covered the sky. The stormy scene had skippers and crews battling the elements as well as each other.

The Hobie 16A fleet was extraordinarily competitive. Scoring on the top ten finishers showed a very close point spread. Wally Meyers proved to be the best of the brave, since he earned first place.

As you can expect, all participants will absolutely return next year to take another thrashing from each other, and a beating from the weather. Who ever said that S&M has fallen from favor?

Division 11 racing is alive and well on the east coast, and the Icebreaker is the regatta that wakes us up for the new season.

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REWARD

Bounty hunters will receive a special Hobie goodie in return for taking these three steps:

1. Scout your sailing areas for low power lines.
2. If you see low power lines, write to the power company who owns the lines, explain the hazards to sailors presented by those lines and ask the company what they plan to do to eliminate the hazard.
3. Send a copy of the letter to Hobie Cat, and when you get a response, send a copy of that to Hobie as well.

In return, Hobie Cat will send a Hobie goodie to you and will take up the issue with the power company to support you in your hunt for outlaw lines.

This program has met with good success over the years. By working together, we can make the waters safer for all sailors.

Send copies of letters to:

Hobie Cat Bounty Program
 P.O. Box 1008
 Oceanside, CA 92054

BECOME A BOUNTY HUNTER

Delaware State Hobie Cat Championship

Fleet 271, Division 11

Dewey Beach, Delaware

May 13-14, 1989

by Mark Gruber

The sixth annual Delaware State Hobie Cat Championship was held on May 13 & 14 and kicked off the 1989 racing season for Division 11. Over 60 boats competed in two days of super wind and racing. Saturday, the temperature was 68 degrees and the wind was 13-15 mph for the three races. Sunday was even warmer (75 degrees) and for both races the wind was a constant 15 mph.

Sponsorship was great this year. Michelob supplied T-shirts and all of the beer for Saturday night's dinner at the Rusty Rudder. Harken, KISME, Grifgrabers, Murray's Marine, The Cat House, Hobie Cat, and Sailing Systems Inc. all supplied great raffle items. Bill Pagel gave an informative after-dinner seminar Saturday night on "What to do in sticky situations during a race."

In the 18s, Mark Schlecker and Carmel Rivera turned in an incredible six first places (it's not often you use a first for a throw-out) for a total of 3-3/4 points. Wally Myers took first in the 16As and George Schmidbauer won the 17s with five first places. Robert Hamilton took first in the 16Bs and 16C was won by Ed Thompson. The weekend was a success with five fast races, on time starts, and minimum time between races. Everyone was on the road by 4:00 Sunday evening.

The Nantucket Sleighride

Fleet 28, Division 12

Harwich Port, Massachusetts

June 3-4, 1989

by Chris Brosco, Sr.

It was obvious to the spectators from the beginning that this would be a sleighride like none they'd witnessed before. Certainly each entry had two runners to glide gracefully along the surface,

but these were colorful sleighs made of fiberglass, sporting a high-tech design that rivaled an Olympic bobsled, and hoping to travel at speeds faster than any sleigh, of the horsedrawn variety, could dream imaginable.

And so our Saturday began under sunny skies and light winds, all remnants of a strong cold front that had passed through the area the previous evening. Sixty-seven boats, with their noses to the wind, stood ready while skippers were called together for their meeting.

Bob Gleason, our area Hobie Rep. and race chairman, stood on the beautiful beach at Harwich overlooking the open waters of Nantucket Sound and the Atlantic, filling us in on all the details of the day and taking time out to introduce us to the owners of the new Hobie dealership on Cape Cod; Dave Nolan, Pat Turner, and Mark Williams of Cape Water Sports. They, along with Fleet 28, helped to organize this regatta and bring Division 12 sailing back to the waters of the Cape for the first time in many a year.

As noon approached, a blast of the airhorn and the raising of the white flag signaled the start of the '89 sailing season. The course had been shifted to the left of the beach in hopes of finding some clean air, but with only about 5 knots of breeze available, race one turned into a real drifter, taking some nearly 1-1/2 hours to complete. The wind freshened to around 12 knots by the third and final race, and with no protests recorded, Saturday's scores remained intact.

Later that evening, after everyone did the three S's (shave, shower and shampoo), the action shifted ten miles west to the town of South Yarmouth, specifically, SummerSalts Restaurant. Here competitors were treated to the wonderful food and wines that had been provided by Parducci wines, and a first glimpse at the standings. By 9:30 the party

went public for some great allnight dancing and conversation.

On Sunday, everyone awoke to gray skies, lingering rain, and a honkin' 22 knots of wind. The skippers' meeting was delayed for one hour in order to get a better handle on what the fog was going to do. Meanwhile, the course continued to be set by the crash boats and by 10:30 skies had cleared somewhat, the fog had lifted enough to provide adequate visibility, and yes, that great wind was still with us and showing even more promise.

Bob Gleason, hoping to get in one or two more races, gave skippers the green light to prep their boats. The committee boat had not yet arrived, so plans were formulated to use one of the skiffs until it showed up. As everyone hurried to get onto the water, the skies began to darken once again and the fog started another march toward shore. Trying to salvage the day, Bob attempted to set up an A-C only course, but after tapping a couple of skippers' expertise, and allowing them to make a trial run of the course, it was apparent that the fog was going to win this battle. Bob's radio message to the beach confirmed what most had already anticipated, racing would be canceled and everyone was to begin preparation for the awards.

Had there been more racing and the opportunity for a throwout, the final outcome may have differed greatly. 16A fleet was an especially hot contest with Bob Najar and Cliff McCarty tied for first, followed very closely by Doug Baker. Bob Najar came out the victor, though, when the tie was broken.

Mike Garrett was the only skipper to have a perfect score for the weekend and obviously that earned him a first in the 17 fleet. Other first place overall winners were: John Chrysogelos, 14T; Bob & Kathy Child, 16B; Kathy & Doug Robinson, 16C; Barry & Chris Burgess, 18A; and Will

White & Debbi Butler, 18B. Each received a plaque that included a mounted picture of them and their boat.

The 21 fleet, which sported a field of five boats, hailed Bill Finn & Mac McCarthy as their first place winners. Bill's and Mac's efforts were rewarded with a 6-liter bottle, hand-packed in its own wooden crate, of Parducci Wine 1986 vintage.

Remember guys, you drink fine wine from a glass, not from the bottle! (Actually, the bottle, contents and all, is on display at New Hampshire Hobie/Windsurf, one of Bill's and Mac's sponsors.)

Fleet 28 wishes to thank Bob Gleason of Hobie Cat and all the members who helped make the "Sleighride" a reality. To Parducci Wines, our gracious thanks for the food, wine, and drinkable 21 trophy. A big thank you goes out to the town and citizens of Harwich for opening up their beautiful beaches and making us all feel so welcome. And a final thanks to Dave Nolan, Pat Turner, and Mark Williams of Cape Water Sports. These three gentlemen typify what a Hobie dealer should be. They run one of the largest sailing schools in New England as well as the Cape's largest boat rental operation. Their efforts go beyond business though, as they also work with surrounding communities, helping to open Rights of Way on Cape Cod so we can all enjoy our sailing and sailboarding activities.

Till the next sleighride; HO, HO, HO!!!

Hampton Beach Regatta

Fleet 496, Division 12

Hampton Beach, New Hampshire

June 10-11, 1989

by Chris Brosco

It was a case of bad news, good news. The bad news was that after an earlier postponement, the skippers' meeting would be moved up one more time. The problem? How about a 6-10

FLEET NEWS

foot surf pounding the beach with only about 5 knots of breeze to help you get through it.

Tom Stanzione, the race chairman, sent Drake Barber out in his 18 to give it a try and to report on the conditions once he had gotten through the surf. Unfortunately, even Drake's skills were tested, and he could only verify that the going was indeed rough. With no other choice available, Tom postponed one more time and asked everyone to regroup at 1:30.

As everyone gathered that afternoon, it was apparent what Tom's opening statement would be. Racing was canceled for the day. Neither the wind nor the surf had cooperated in the two hours that had passed. Seventy boats were left stranded, hoping for the best on Sunday. It was a little like being all dressed up with nowhere to go.

Now, I did say that there was some good news, and certainly you've been patient to this point. So, here it is! Seems the Saturday night party room was reserved from 3:00 p.m. on, so a little sightseeing, a quick change of clothes, a short walk to the Anchor Inn, and it's party time.

The main drag at Hampton took on a dual personality as the afternoon progressed. On one side, you found ten stub-

born sailors make it through the surf, find some clean air, and have one heck of a time for themselves. They dashed back and forth all afternoon long. On the other side of the street, you found the rest of the gang already headed to the Anchor Inn to begin the festivities. By late afternoon though, both groups had come together to enjoy the great food, spirits, and dancing. If there was any residual depression, due to the lack of racing that day, it certainly wasn't apparent at the party.

Sunday was a sweetheart of a day. The surf had calmed considerably, the sun was shining brightly, and by 8:30, the skippers' meeting was already in full swing. Tom, noting that the forecast called for winds in the 15-20 knot range, received a round of thunderous applause from the skippers. The plan called for four races, so everyone readied their boat for the 10:00 white flag while the course was set.

The wind had worked its way up to a healthy 20 knots and before the first race had begun, about 15 skippers made their way back to shore. A few of the boats reefed their sails and returned to race. The wind intensified, became shifty, and often served up some healthy, sustained gusts, that were estimated to be 40 knots and better. Still most of

the A fleeters were able to handle the situation, with the 17s having the easiest time of any one group. Mind you though, it wasn't a picnic for anyone.

By race two, half the fleet was back on the beach. The crash boats continued to be active all day long, servicing those who remained. There was virtually no point during the day when one couldn't find at least one capsized boat. The great part though, was that within seconds, a crash boat would always be on the scene, offering help. During the awards ceremony, the crash crews received a warm round of applause and cheers from everyone. These people had worked very hard to keep everyone safe.

A third sequence took place, but hopes for a fourth would have been a little too ambitious. By 2:30, all flags were down and the boats were instructed to head in. Those who stuck it out returned tired, cold, and somewhat overwhelmed by the very wind they had applauded earlier in the day. Fortunately, as everyone broke down their boats, the sun continued to shine, keeping things nice and warm.

Trophy winners were treated to a beautifully designed brass Hobie, laid out on a background of black, all matted and framed. The concept was unique, and first place winners Scott, 21; Adelman, 18A; Erickson, 18B; Garrett, 17; Baker, 16A; Jackson, 16B; and Yates, 16C, were more than happy to claim theirs. This was a physically demanding race and everyone had worked very hard for their trophies.

Tom Stanzione extends his thanks to all the fleet members who had worked so very hard on this year's regatta. Foss Motors once again provided some great Dodge Ram 4x4s to trailer everyone's boat onto the beach. They, along with WERZ-FM, the Anchor Inn, E.C. Prouty Heating & Air Conditioning, and McCarthy

Bros. General Contracting, were all instrumental in providing the tee shirts, trophies, food, music, and great fun.

Fleet 496 and Mother Nature promise to give everyone all the racing they can handle next year. See you there!

**Mid-Americas Area
Championships
Fleet 34, Division 14
Lake Texoma, Oklahoma
May 27-28, 1989
by P.S. Curtis**

One hundred and sixty Hobie Cats descended upon Cedar Mills Marina and Yacht Club over Memorial Day weekend for the 1989 Hobie Cat Mid-Americas Area Championship. On Saturday the winds were out of the north, cold, and blowing 12-15 most of the day. Dallas Hobie Fleet 23 put the 160 cats on two race courses to shorten the starting sequence and get the boats that traditionally sail short courses some good long races. Race course one held the 18As, 17As, 16As, 18Bs, and 16Bs. Race course two held all the 14s, 14Ts, 17Bs, 18Cs and 16Cs. The largest fleet was the 16Cs with 37 and second largest was 16A with 31. The sailors raced from 1:30 to 6:00 p.m. on Saturday.

On Sunday the winds had switched to out of the south and were expected to build as the haze started off. The early races turned out with winds blowing 18-20, and as predicted, as the haze disappeared, the winds built steadily all day to 25-30, with gusts to 38. The boat handlers were emerging as the dominate sailors. On Sunday, the racers went out for a 10:00 a.m. white flag and did not return to the beach until after 2:00 p.m.

Two terrific parties, one on Saturday night and another on Sunday night, were put together by Hobie Fleet 23 and the staff of Cedar Mills Marina and Yacht Club, much to the delight of the sailors.



**Broken Mast Regatta
Division XV Championships
Fleet 134, Division 15
Lake Arkabutla
Hernando, Mississippi
May 27-28, 1989
by Gerry Wilder**

The legendary Jim Brock came blowing into Memphis with one thing in mind - taking first place in the Hobie 16As at the Division XV Championship, Broken Mast Regatta. Brock, of Birmingham, Alabama and his veteran crew from Nashville, Roy Chockley, arrived at the Friday night welcoming party at the rain swollen Lake Arkabutla along with last year's champion from Nashville, Chandler Owen, Division XIV ace, David Nigus of Little Rock, and perennial points contenders from Memphis, Andy Humphries, Kenny McDonald, and Mack Andrews. Yes, he knew he had some stiff competition,

but he also knew he was about the hottest Hobie sailor in this part of the country.

Even though the beaches were flooded and the coffee and doughnuts were late due to the Friday night storms, everyone was ready to go early on Saturday. The often fickle winds were brisk and the sun shone brightly for the two races held before lunch. After the mid-day break of weenies, soft drinks and beer sponsored by CocaCola and Premium Brands of Memphis, the fleet sailed back out of the trees to one more long race before dinner.

After the first day, it looked like last year's Hobie 18 champion, John Longueville of Carbondale, Illinois, was going to run away with first place again, with Ron Gaston of Mobile and Tom Crocker of Birmingham close behind. The sailors, crews and families enjoyed a great barbecue dinner and swung to the entertainment provided by Jimmy Buffett sound-alike,

Posey Hodges, who played late into the night.

The Sunday sun graced the "Butt", however the winds gradually died through the fourth and final race. Jim Brock didn't disappoint anyone but the competition. With two bullets in four races among twenty-one Hobie 16As, he easily became this year's Division XV champion. Memphis sailors Mack Andrews, Andy Humphries, and Kenny McDonald took the next three places. David Nigus and Memphian Matt Breckheimer were awarded fifth and sixth place trophies, respectively. With an ace in the last race, Tom Crocker slipped into first place among the Hobie 18s with Gaston and Longueville close behind. The fourth and fifth place trophies were captured by Steve Lewis and Chuck Trotter of Gretna, Louisiana and Antioch, Tennessee, respectively.

Hobie 17s made a good showing this year with John

Alden of Hendersonville, Tennessee and Steve Sutterfield of Memphis finishing first and second. As usual, Carole Arrick took home first place in the Hobie 14s.

The Hobie 16B trophies went to five local sailors, Jimmy "Welcome to A-Fleet" McCaskey, Jeff Harris, Bill Baker, Charlie Miller, and Marc Dickenson. The Hobie 16C fleet was won by John Morgan of Memphis. Becky Scott and Gerrie Wilder, who have never skippered before this event, took second and third. Steve Tribett of Nashville captured fourth and another first-timer, Margaret Soles, trophied in fifth place.

With ample wind, water, food, beer, door prizes, trophies, shirts and entertainment, everyone enjoyed the 1989 Broken Mast, Division XV Championship Regatta. Preparation is already under way by Memphis Fleet 134 to make next year's Broken Mast even bigger and better.

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REGATTA RESULTS

DIVISION 2

SAN DIEGO CLASSIC
FLEET 4, DIVISION 2
SAN DIEGO, CA
JUNE 10-11, 1989

HOBIE 21	POINTS
1. Miller/Devenecia	7.25
2. Lundberg/Norpoth	7.50
3. Piper/Piersall	14.00

HOBIE 18A	POINTS
1. Wright/McGraw	11.50
2. Parizeau/Parizeau	17.50
3. Timm/Timm	17.75
4. McGraw/McGraw	25.00
5. Kimball/Wong	26.00
6. Forgrave/	26.00
7. Lewis/Delatore	33.00
8. Kirkpatrick/Burch	40.00
9. Brown/Brown	45.00
10. Lindley/Lindley	49.00
11. Hosford/Hosford	60.00
12. Charleston/Mo	61.00
13. Claybaugh/Claybaugh	69.00
14. McKee/McKee	69.00
15. Knipp/Mulay	72.00
16. Anthony/Anthony	72.00
17. Cockroft/Cockroft	74.00
18. Grimes/Grimes	76.00

HOBIE 18B	POINTS
1. Gira/Glen	8.50
2. Cooper/Cooper	15.75
3. Guldi/Bachman	16.00
4. Savage/Burns	19.00
5. Harper/Harper	24.75
6. Engel/Engel	35.00
7. Wilson/Care Bear	37.00
8. Bowen/Bowen	41.00
9. Mark/Mark	41.50
10. Eger/Eger	44.00
11. Dubman/Grade	44.00
12. Fischer/Fischer	49.00
13. Veenbaas/Thornburg	53.00
14. Mulay/Mulay	57.00
15. Smith/Shick	72.00
16. Norlander/Gavin	82.00
17. McCurdy/Chalk	83.00
18. Carlson/Clark	87.00
19. Mardel/	105.00
20. Iwin/Badura	105.00

HOBIE 18C	POINTS
1. Smith/Donnelly	16.00
2. Hess/MacDiamid	17.00
3. Palmer/Palmer	19.00
4. Hansen/Vandehy	24.75
5. Cummings/Gremer	27.00
6. Jacobson/Jones	32.75
7. Williams/Hodgins	34.00
8. Ryan/Ryan	36.00
9. Guenther/Farrell	42.25
10. Wadsworth/Smith	46.00
11. Goldman/Goldman	54.00
12. Alvarez/Sarfaly	56.00
13. Pencil/Pencil	60.00
14. Melville/Dupree	70.00
15. Carlisle/Lisares	70.75
16. Hodgins/Williams	72.00
17. Beck/Beck	95.00
18. Cash/Heiskala	100.00
19. Becek/Cunningham	100.00
20. Mitchell/Tim	100.00

HOBIE 17A	POINTS
1. Dexter Ploss	11.25
2. Williams Myrter	13.75
3. Steve Leo	27.00
4. Pete Melvin	28.00
5. Fred Fogarty	29.00
6. Roger Jenkins III	35.00
7. Bruce Fields	37.75
8. Jeff Conner	39.00
9. Tom DeLong	44.00
10. Jim Legge	50.00
11. Erik Bjerring	51.00
12. Paul Pascoe	52.00
13. Marc Yates	53.00
14. Jack Linn	66.00
15. Tom Runyon	67.00

HOBIE 17B	POINTS
1. Pete Hunter	9.50
2. Peter Partch	11.75
3. John Bauldry	14.50
4. Steve Kerckhoff	20.00
5. Randy Toole	24.00
6. Mike Halberstadt	31.00
7. Judy Colvin	38.00
8. Kaysie Nemes	45.00
9. Jeff Rose	45.00

HOBIE 16A	POINTS
1. Dockstader/Scardusio	14.25
2. Seaman/Sue	26.00
3. Egusa/Melinda	26.00
4. Myrter/	28.00
5. Katterman/Katterman	41.75
6. Ottmans/High	44.00
7. Wagniere/Nomcleod	46.00
8. Casher/Gail	47.00
9. Tyler/Landers	48.00
10. Newsome/Newsome	53.00
11. Materna/Materna	57.75
12. Petron/Bedford	62.00
13. Rendler/Youngerman	63.00
14. Leon/Leth	67.00
15. Winkler/	67.00
16. Blount/Lege	76.00
17. Hall/Brown	81.00
18. Sanders/Miller	84.00
19. Hauser/Griffie	88.00
20. Acuna/Devenecia	95.00
21. Ward/Churchill	103.00

22. Corell/Vandevort	104.00
23. Dolan/Dolan	107.00
24. Nunes/Nunes	114.00
25. Rodal/Duncan	119.00
26. Orton/Suzanne	140.00
27. Miebach/	140.00

HOBIE 16B	POINTS
1. Miller/Levy	22.00
2. Schiesser/Mensing	23.75
3. Campbell/Hamelmann	24.50
4. Froeb/McCormick	28.00
5. McGrath/Furtado	28.50
6. Lake/Lake	50.00
7. Takacs/Walker	56.00
8. Lockwood/Kofahl	57.00
9. Benik/Hardy	65.00
10. Ashley/Ashley	68.00
11. Hoffman/Hoffman	71.00
12. Moe/Chase	72.00
13. Beller/Beller	73.00
14. White/Rowlands	77.00
15. Clay/Clay	78.00
16. Tilger/	79.00
17. Mohill/Gunderson	86.00
18. Greska/Greska	93.00
19. DeCurtis/DeCurtis	96.00
20. Carman/Canto	102.00
21. Richardson/Richardson	104.00
22. McFadden/Morasco	104.00
23. Bishop/Modesti	106.00
24. Thomas/Okaysu	106.00
25. Prusa/Searcy Overdevest/	118.00
26. Mark	123.00
27. Welsh/McIntosh	128.00
28. Sanders/Key	131.00
29. Perimutter/Perimutter	132.00
30. Tillman/Laybourne	137.00
31. Putman/Boatman	148.00
32. Christoffels/Grover	170.00

HOBIE 16C	POINTS
1. Deschamps/Klein	20.75
2. McCurdy/Swartzel	22.00
3. Metcalf/Towie	23.75
4. Sapper/Juriso	27.00
5. Irwin/Wiley	31.50
6. Jeffries/Howe	35.00
7. Delaurie/Deflutter	36.75
8. Hendrix/Paddock	41.00
9. Colvin/Kaas	51.00
10. Polly/Polly	52.00
11. Erway/Norville	57.00
12. Galway/Batley	57.75
13. McCloy/McCloy	59.00
14. Zimmerman/Zimmerman	69.00
15. Thouvenel/Daily	76.00
16. Fraser/Wilkinson	87.00
17. Zichlinsky/Mitchell	91.00
18. Nicolle/Nicolle	93.00
19. Durrett/Swenson	96.00
20. Reding/Reding	100.00
21. Purciel/Purciel	103.00
22. Gillett/Carey	103.00
23. Tucky/Kocka	106.00
24. Kirschner/Kirschner	106.00
25. Kuebler/Kuebler	113.00
26. Feducia/Feducia	119.00
27. Freeman/Freeman	122.00
28. Peak/Halkola	124.00
29. Lowrey/Lowrey	137.00
30. Oroz/Oroz	140.00
31. Phelan/Phelan	140.00
32. Pleyte/Turner	151.00
33. Cook/Cook	165.00
34. Kieme/Knight	168.00
35. Hornby/Gaber	173.00
36. Leonard/Leonard	184.00
37. German/German	200.00
38. Vig/Vig	200.00
39. Schwarz/Schwarz	200.00
40. Tortora/Brown	200.00

HOBIE 16N	POINTS
1. Wyborny/Wyborny	5.00
2. Kennedy/Kamenides	12.00
3. Altenuis/Altenuis	12.50
4. Van Raden/Van Raden	19.00
5. Ogara/Kennedy	30.00
6. Burns/Keather	30.00
7. Lyons/Ruggles	45.00
8. Norberg/Stewart	51.00
9. Froberg/Winn	55.00
10. Van Raden/Van Raden	55.00
11. McLane/Reynolds	55.00

HOBIE 14A	POINTS
1. Burt Sherriff	3.75
2. Jim Lantz	12.00
3. Dick Lantz	14.00

HOBIE 14T	POINTS
1. Bob Heyer	5.00
2. Van Tiel	14.00

THE CACHUMA CHALLENGE
FLEET 15, DIVISION 2
LAKE CACHUMA, CA
MAY 20-21, 1989

HOBIE 18A	POINTS
1. John Bauldry	4.25
2. Corky Aucrueian	7.50
3. John Forgrave	10.00
4. Ron McKee	12.00
5. Team Gira	16.00
6. Doug Hosford	21.00

HOBIE 18B	POINTS
1. Tom Engel	4.25
2. John Bowen	8.75
3. Peter Partch	9.75
4. Andy Dubman	13.00

HOBIE 18C	POINTS
1. Bob Smith	4.25
2. John Beck	5.50

HOBIE 17A	POINTS
1. Bill Myrter	4.25
2. Dexter Ploss	6.75
3. Jeff Conner	8.75
4. Bruce Fields	15.00
5. Jack Linn	20.00

HOBIE 16A	POINTS
1. Team Katterman	4.25
2. Jeff Newsome	12.50
3. Steve Myer	13.00
4. Jeff Casher	13.00
5. Jeff Petron	17.00
6. John Hauser	26.00
7. Linda Leon	26.00
8. Eric Rodal	28.00
9. Ron Wagniere	29.00
10. Mary Gantsweg	30.00
11. Bill Sanders	36.00
12. Udo Winkler	36.00
13. Bill Miebach	43.00
14. Darrell Corell	49.00

HOBIE 16B	POINTS
1. Mark McGrath	3.00
2. Jeff Perimutter	9.00
3. Joe Greska	12.00
4. Karen Schiesser	12.75
5. Ron Bishov	18.00
6. Don Strazzabosco	20.00
7. Paul Ashley	21.00
8. Stephen Panatoni	31.00
9. Ron Elter	32.00

HOBIE 16C	POINTS
1. Jay McClow	5.50
2. Kyle Holmgren	6.50
3. Steve Hendrix	9.75
4. Don Lowrey	16.00
5. Bryon Sale	19.00
6. Andy Aronson	20.00

DIVISION 3

ROUND TREASURE ISLAND
FLEET 194, DIVISION 3
ALAMEDA, CA
JUNE 24-25, 1989

HOBIE 18A	POINTS
1. Bob Cockroft	2.25
2. Michael Raytuse	7.00
3. Rafi Yahalom	7.75
4. Bart Goodell	11.00
5. Phil DeGaa	12.00
6. Al Leonard	13.00

HOBIE 18B	POINTS
1. Richard Severson	3.50
2. Pat Hipley	9.75
3. Paul Rogerville	11.00
4. Chris Borris	11.00
5. J. Oyer	12.00
6. Bob Gardner	16.00
7. Phil Heberer	18.00

HOBIE 18M	POINTS
1. Dave Collier	4.50
2. Steve Lawlor	4.75
3. Gary Apple	9.00
4. Gary Owens	11.00

HOBIE 16A	POINTS
1. Pat Porter	3.50
2. Ron Katz	8.00
3. Paul Pasco	9.75
4. Will Tuly	13.00
5. Gary Russell	13.00
6. Scot MacDonald	14.00
7. Mike Montague	20.75
8. Paul Tobie	21.00
9. Paul Hess	22.00
10. Van Parseghian	26.00
11. Eric Rodal	26.00
12. Doug Littlefield	31.00
13. Russ Brown	32.00
14. Wes Weber	36.00
15. Mike Americh	38.00
16. Ed Reese	39.00
17. Bob Murphy	44.00
18. Paul McKee	46.00
19. Richard Cantu	47.00
20. John Hurd	55.00
21. 91009	59.00
22. Margaret Harris	60.00

HOBIE 16B	POINTS
1. Gary Rall	3.50
2. Jim Eggleston	4.75
3. Ted Nagy	11.00
4. Jim Hasegawa	13.00
5. Joe Gauagher	18.00
6. John Schroyer	19.00
7. Lyn Schratz	21.00

HOBIE 16C	POINTS
1. Dale Apple	1.50
2. Gene Powers	6.00
3. Steven Carroll	6.00
4. Steve Klein	8.00
5. Ron Cassero	10.00
6. Steve Lowenstein	13.00

DIVISION 5

MEMORIAL DAY REGATTA
FLEET 48, DIVISION 5
HERON LAKE, NM
MAY 26-28, 1989

HOBIE 21	POINTS
1. Guthrie/Guthrie	3.75
2. Sanford/Sanford	10.00

HOBIE 18A	POINTS
1. Wittup/Wittup	9.50
2. Erdmann/Nist	12.75
3. Zabel/Ford	14.75
4. Hammer/Hammer	17.75
5. Foote/Fuller	23.00
6. Shedd/Packett	26.00
7. Rossi/Ludtke	26.75
8. Aavang/Cooley	32.00
9. Howser/Primozich	36.00
10. Eckhardt/Hyer	42.00

HOBIE 18B	POINTS
1. Hester/Donahue	7.25
2. Bustamante/Portillo	9.50
3. Gerety/Zdonczyk	13.00
4. Flores/Koenig	21.00
5. Kuhns/Huddleston	23.00
6. Cook/Cook	25.75

HOBIE 18C	POINTS
1. Parkinson/Parkinson	15.00
2. Porter/Porter	15.00

HOBIE 17	POINTS
1. John Cox	3.75
2. Kyle Ackerman	9.75
3. Dave Decker	12.00
4. Marly Gorce	23.00
5. Ed Chappelle	30.00
6. Frank Lederle	30.00

HOBIE 16A	POINTS
1. Shearer/Shearer	9.25
2. Shearer/	9.50
3. White/Winternitz	23.75
4. Shay/Shay	24.00
5. Simpson/Marcus	26.00
6. Adams/Gail	35.00
7. Brems/Parrish	39.00
8. Fulton/Sweet	41.00
9. Langford/Langford	45.00
10. Leonard/Murphy	45.00
11. Harper/Garrison	47.00
12. Buchanan/Davis	51.00
13. Lewis/Lewis	56.00
14. Schnackenberg/Guest	58.00
15. Hinneberg/Trui	59.00
16. Seaton/Mel	69.00
17. Kuhn/Kuhn	74.00
18. Ferrell/Ferrell	84.00

HOBIE 16B	POINTS
1. Smith/Smith	8.75
2. Wiseman/	15.75
3. Franks/Franks	15.75
4. Cox/Kline	20.75
5. Hughes/Harris	21.00
6. Emmel/Novy	38.00
7. Dominick/Wade	42.00
8. Grady/Shenk	42.00
9. Wood/Rael	43.00
10. Achten/Achten	45.00
11. Coulter/Ortiz	62.00
12. Blackwood/Hauser	62.00

HOBIE 16C	POINTS
1. Petree/Allen	6.25
2. Carver/Barker	13.75
3. Spomer/Spomer	24.00
4. Rudolph/Krine	25.00
5. Humble/Elsbrock	26.75
6. Ball/Coulter	28.00
7. Stohliquist/Stohliquist	29.75
8. Ware/Bird	37.00
9. Greer/Holton	38.00
10. Galway/Batley	46.00
11. Langway/Langway	61.00
12. Paap	68.00
13. Deluca/Deluca	70.00
14. White/White	77.00
15. Neis/Neis	80.00
16. Batley/Tate	80.00
17. Ortiz	80.00
18. Hanes/Hanes	80.00

REGATTA RESULTS

10. Howser/Primozich	46.00
11. Simonson/Simonson	47.00
12. Aavang/Cooley	49.00
13. Ward/Ward	58.00
14. Farmer/Farmer	62.00
15. Snyder/Snyder	69.00

HOBIE 18B POINTS

1. Fowkes/Fowkes	6.50
2. Kuhns/Hudleston	7.50
3. Watkins/Godwin	10.75
4. Flores/McGann	11.00
5. Edwards/Kerr	16.00
6. Goff/Goff	23.00
7. Stohquist/Stohquist	23.00
8. Seitz/Seitz	28.00
9. Croner/Croner	30.00
10. Cook/Diehl	34.00

HOBIE 17A POINTS

1. John Cox	5.00
2. Kyle Ackerman	10.75
3. Dave Decker	12.75
4. Dan Romcevic	16.00
5. John Burke	22.00
6. Richard Kinney	30.00

HOBIE 16A POINTS

1. Langford/Langford	10.50
2. Shearer/Shearer	13.00
3. Adams/Schraishohn	13.50
4. Shay/Shay	15.00
5. Shearer/Olson	15.75
6. Gerbluck/Gerbluck	21.00
7. Lewis/Lewis	22.00
8. Tracy/Phillips	26.00
9. Brems/Parrish	28.00
10. Harper/Garrison	33.00
11. Tarasar/Tarasar	40.00
12. Bowen/Scott	41.00
13. Schnackenberg/Guest	41.00
14. Buchanan/Davis	43.00
15. Seaton/Cody	47.00

HOBIE 16B POINTS

1. Koliha/Schappell	12.00
2. Franks/Franks	14.75
3. Gatto/Kleweno	17.00

4. Meyer/Meyer	17.75
5. Shaffer/Filam	17.75
6. Wiseman/Henry	21.00
7. Pasterkamp/Vandenburg	24.75
8. Benton/Shaw	26.00
9. Emmel/Novy	27.00
10. Achten/Achten	28.00
11. Long/Long	29.00
12. Hosker/Fehseke	34.00
13. Hart/Hart	37.75

HOBIE 16C POINTS

1. Brennn/Ladd	6.50
2. Davis/Tim	7.50
3. Spomer/Spomer	9.00
4. Langway/Langway	9.75
5. Hinton/Hinton	18.00

STRAWBERRY REGATTA FLEET 67, DIVISION 5 STRAWBERRY LAKE, UT JUNE 10-11, 1989

HOBIE 21 POINTS

1. Guthrie/Guthrie	3.00
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HOBIE 18A POINTS

1. Zabel/Ford	4.25
2. Wittrup/Wittrup	9.00
3. Erdmann/Nist	10.75
4. Eckhardt/Hyer	12.75
5. Parry/Parry	14.00
6. Simonson/Simonson	21.00
7. Lenz/Flores	26.00

HOBIE 18B POINTS

1. Fowkes/Fowkes	4.25
2. Urban/Urban	11.00
3. Flores/Flores	11.75
4. Beauregard/Beauregard	13.75
5. Crone/Crone	15.00

HOBIE 18C POINTS

1. Phipps/Hebdon	3.00
2. Wadium/Koncar	8.75

3. Hamilton/Forrest	9.00
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HOBIE 17A POINTS

1. John Cox	3.00
2. Kyle Ackerman	8.00

HOBIE 16A POINTS

1. Shearer/Shearer	10.75
2. White/Tuckett	11.50
3. Tracy/Lindholm	11.75
4. Brems/Parrish	12.00
5. Langford/Langford	14.75
6. Shearer/	23.00
7. Shay/Shay	26.00
8. Simpson/Marcus	27.00
9. Harper/Garrison	27.00
10. Buchanan/Davis	29.00
11. Fulton/Sweet	31.00
12. Hinneberg/True	44.00
13. Seaton/Mel	47.00

HOBIE 16B POINTS

1. Jones/Jones	4.25
2. Wiseman/	6.75
3. Brubaker/Miller	9.75
4. Gatto/Great	14.00

HOBIE 16C POINTS

1. Carver/Barker	4.25
2. Ware/Bird	6.75
3. Bachelor/Martinez Morianity/	10.75
4. Nielsen	14.00
5. Greer/Roskelley	19.00
6. Edwards/Wireland	24.00

PUEBLO REGATTA FLEET 201, DIVISION 5 PUEBLO, CO MAY 13-14, 1989

HOBIE 21 POINTS

1. Guthrie/Guthrie	2.25
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HOBIE 18A POINTS

1. Erdman/Nist	4.50
2. Wittrup/Wittrup	10.00
3. Zabel/Ford	10.50
4. Foote/Fuller	12.00
5. Larson/Larson	15.00
6. Coppola/Boulle	16.00
7. Shedd/Puckett	17.00
8. Lenz/Flores	18.00
9. Eckhardt/Hyer	23.00
10. Howser/Promozich	27.00
11. Aavang/VanAllen	28.00
12. Foust/Jennings	30.00
13. Hammer/Hammer	33.00
14. Ward/Ward	34.00
15. Braun/Braun	37.00

HOBIE 18B POINTS

1. Edwards/Kerr	3.50
2. Fowkes/Fowkes	8.00
3. Bustamonte/Portillo	11.75
4. Brown/Cooley	17.00
5. Fonda/Smith	19.00
6. Seitz/Seitz	22.00
7. Cook/Diehl	23.00
8. Flores/Flores	25.00
9. Reece/Snow	27.00
10. Goff/Goff	29.00

HOBIE 17A POINTS

1. Kyle Ackerman	3.50
2. John Cox	5.75
3. Bryan Frahm	5.75
4. Paul Zink	14.00
5. John Burke	16.00
6. Dave Decker	17.00

HOBIE 16A POINTS

1. Shearer/Olson	5.75
2. Shearer/Shearer	6.75
3. Harper/Garrison	8.75
4. Adams/Gail	12.00
5. White/Winternitz	13.00
6. Brems/Parrish	16.00
7. Langford/Langford	18.00
8. Simpson/Marcus	20.75
9. Hinneberg/True	24.00
10. Gerbluck/Gerbluck	26.00
11. Buchanan/Davis	29.00
12. Tarasar/Tarasar	33.00
13. Seaton/Mel	33.00
14. Schnackenberg/Guest	42.00

HOBIE 16B POINTS

1. Wiseman/Harmon	6.75
2. Koliha/Schappell	10.75
3. Emmel/Novy	12.00
4. Franks/Franks	16.00
5. Pasterkamp/DeNooy	16.00
6. Moulder/Watts	17.75
7. Meyer/Meyer	27.00
8. Achten/Achten	28.00
9. Gatto/	29.00
10. Spomer/Spomer	29.75
11. Godwin/Godwin	32.00
12. Davis/Have	32.00
13. Clark/Clark	33.00
14. Grady/Neis	39.00
15. Geier/Wassmer	45.00

HOBIE 16C POINTS

1. Humble/Neis	4.50
2. Jacobs/Jacobs	11.00
3. Ragsdale/Willard	14.00
4. Rosnik/Kavochkoss	14.00
5. Stohquist/Stohquist	14.75
6. Johnson/Heaton	17.00
7. Langway/Langway	20.00

DIVISION 6

OLYMPIC REGATTA FLEET 99, DIVISION 6 CORPUS CHRISTI, TX MAY 6-7, 1989

HOBIE 18A POINTS

1. Snelder	5.50
2. Richnow	6.75
3. Bass	9.75
4. Crouch	12.75
5. Young	23.00
6. Eller	24.00
7. Puffer	24.00
8. Rossi	26.00
9. Farrar	38.00
10. Kinman	40.00

HOBIE 17A POINTS

1. Acquart	3.00
2. Sherrod	9.00
3. Hamilton	10.00
4. Mayo	15.00
5. Rooney	20.00
6. Hennessey	22.00

HOBIE 16A POINTS

1. Eddington	5.25
2. Collins	10.75
3. Shaw	11.00
4. Miller	14.00
5. Rourke	17.00
6. Kuc	19.75
7. Wilson	25.00
8. Davis	29.00
9. Hardy	37.00
10. Welch	38.00
11. Whittington	39.00
12. Pugh	42.00
13. Seta	44.00
14. King	51.00
15. Hamilton	51.00
16. Drake	55.00
17. Bach	57.00

NATIONALS

HOBIE 14 U.S. NATIONAL CHAMPIONSHIP OKLAHOMA CITY, OK JUNE 25-27, 1989

FINALS

POS NAME	STATE	POINTS
1. Ben Eberle	TX	20.75
2. Boyd Bass	OK	21.75
3. Lyman White	CO	30.00
4. Dave Wilder	WA	32.50
5. Dennis McCredie	TX	38.75
6. Charles Watson	MN	39.00
7. Bret Moss	FL	41.50
8. Phil Trotter	OK	59.00
9. Ed Parma	OK	61.00
10. Gus Blackwell	OK	65.00
11. Len Stolz	KS	68.00
12. Richard Bordelon	OK	68.00
13. Ota Riha	OK	68.00
14. Bruce Fields	CA	70.00
15. Thomas Tyler	MO	71.00
16. Kent Shirley	OK	71.00
17. David Webb	KS	75.00
18. Wayne Mooneyham	CA	86.00
19. William Mack, Jr.	IL	88.00
20. Joe Sparks	CA	91.00
21. Janet Halliburton	OK	98.00
22. Bernie Villa	NJ	102.00

HOBIE 14 TURBO U.S. NATIONAL CHAMPIONSHIP OKLAHOMA CITY, OK JUNE 25-27, 1989

FINALS

POS NAME	STATE	POINTS
1. Tom Loeffelholz	OK	13.50
2. Ron McDowell	OK	20.00
3. Doug Johnson	CA	24.75
4. Vel De Kreek	FL	25.50
5. Brian Beeler	OK	28.75
6. Stephen Acquart	TX	39.00
7. Guy Lawer	OK	40.75
8. Jeff Hadley	OK	44.00
9. Clark Keysor	FL	44.00
10. Hope Green	MO	50.00
11. Robert Bridgman	KS	52.00
12. Jon Tiger	KS	54.00
13. Jack Hill	CA	65.00
14. Russ Mower	KS	66.00
15. Kevin Geronprez	KS	82.00
16. M. Carole Arrick	FL	90.00

HOBIE 17 U.S. NATIONAL CHAMPIONSHIP OKLAHOMA CITY, OK JUNE 28-JULY 1, 1989 FINALS

FINALS

POS NAME	STATE	POINTS
1. Bill Whitehurst	FL	21.25
2. Wayne Mooneyham	CA	28.50
3. Phil Collins	OK	39.75
4. Dennis McCredie	TX	49.00
5. Wick Smith	NC	50.00
6. Michael Garrett	VT	64.75
7. Joe Sparks	CA	74.00
8. Dexter Ploss	CA	78.00
9. Steve Leo	CA	86.00
10. Boyd Bass	OK	88.00
11. Doug Johnson	CA	89.00
12. Roger Jenkins II	CA	89.00
13. David Freed	TX	94.00
14. Dan Kulkoski	NJ	112.00
15. Lance Warden	MI	117.00
16. Bryan Frahm	KS	122.00
17. Alex Kirby	FL	123.00
18. Terry Karaim	CAN	124.00
19. Mark Liebel	FL	130.00
20. Phil Trotter	OK	144.00
21. Jane Sherrod	TX	148.00
22. Jim Glanden	DE	149.00
23. Jon Tiger	KS	151.00
24. Roy Shaw	TX	151.00
25. Steven Chaples	TX	155.75
26. Stephen Acquart	TX	162.00
27. Lyman White	CO	170.00
28. Bruce Fields	CA	170.00
29. John Cox	CO	172.00
30. Chester Scott III	FL	175.00
31. Bob Fecowicz	PA	178.00
32. Peter Pattullo	TX	178.00
33. Kyle Ackerman	CO	182.00
34. Jim Shipp	TX	191.00
35. Jeff Conner	CA	203.00
36. Clark Keysor	FL	221.00
37. Tom George	KS	223.00
38. Len Stolz	KS	234.00
39. Chris Ulfon	CAN	234.00
40. John Bracken	AR	248.00
41. David Koons	LA	252.00
42. Bernie Villa	NJ	255.00
43. Bruce Briggs	IL	260.00
44. Debbie Taylor	OK	285.00
45. R. Scott Gilbert	KS	290.00
46. Russ Mower	KS	291.00
47. James Burgess	OK	297.00
48. Bret Moss	FL	302.00
49. Roger Matthew	NE	303.00
50. Jack Hill	CA	304.00
51. Steve Humphrey	OK	310.00
52. Kaysee Nemes	CA	340.00
53. Greg Diehl	OK	357.00

REGATTA RESULTS

18. Popejoy	57.00
19. Mallum	73.00

HOBBIE 16B	POINTS
1. Ford	8.25
2. Corona	14.75
3. Loomis	15.00
4. Lewis	15.00
5. Milroy	15.75
6. Schindt	16.00
7. Frye	25.00
8. Thornton	29.00
9. Rice	31.00
10. Mailhes	31.00
11. Valenta	36.00
12. Thomas	38.00
13. Betts	47.00
14. Mason	48.00

HOBBIE 16C	POINTS
1. Ruggle	5.25
2. Carson	8.50
3. Walsh	10.00
4. Laverne	13.00
5. Deckard	19.00
6. Beran	22.00
7. Veale	24.00
8. Proffitt	28.00
9. Stout	38.00
10. Bailey	40.00
11. Smith	41.00
12. Rumbo	42.00
13. Sykes	45.00
14. Trevino	48.00
15. Sneider	48.00
16. Harmon	54.00
17. McKellar	58.00
18. Ambrosen	69.00

HOBBIE 14T	POINTS
1. Dominy	4.25
2. Colby	5.50

DIVISION 7

OZARK MOUNTAIN CAT ENCOUNTER
FLEET 59, DIVISION 7
STOCKTON LAKE, MO
JUNE 17-18, 1989

HOBBIE 18A	POINTS
1. Rex Bristow	7.75
2. Jeff Johnson	15.00
3. Bob Thackery	16.50
4. David Gordon	23.00
5. Greg Harsman	25.00
6. Gary Schib	27.00

HOBBIE 17A	POINTS
1. Duane Lewis	4.50
2. Scott Gilbert	12.75
3. Tony Gentile	17.00
4. John Last	20.00

HOBBIE 16A	POINTS
1. Gordon Preller	9.50
2. Kenny McIntosh	10.50
3. Jim Sohn	15.50
4. Richard Bordelon	18.75
5. M.L. Carter	32.00
6. Dave Waugh	34.00
7. Del Soles	39.00
8. Eric Peterson	44.00
9. Doug Drullinger	48.00

DIVISION 9

TEXAS GULF N.C. HOBBIE CHAMPIONSHIPS
FLEET 97, DIVISION 9
KERR LAKE, NC
MAY 6-7, 1989

HOBBIE 18A	POINTS
1. Tim Stator	2.25
2. Alan Bishop	5.75
3. Rusty Williams	7.00
4. Rick Lehner	13.00

HOBBIE 18B	POINTS
1. Dean Forbis	2.25
2. Jeff Broadway	4.75
3. John Midyette	9.00
4. Carrie Newton	10.00

HOBBIE 17A	POINTS
1. Doug Eiland	3.50
2. Steve Weatherford	4.75
3. Tim Carney	6.75
4. Ed Bush	11.00
5. Paul Zimmer	12.00
6. Reggie Poplin	19.00
7. Ed Parnell	20.00
8. E.C. Neal	23.00
9. Neil Jordan	25.00
10. Adam Meyers	28.00

HOBBIE 16A	POINTS
1. Bob Poteat	3.50
2. Jim Humphrey	3.50
3. Ron Lasater	7.00
4. David Richbourg	12.00
5. Scott Orr	16.00
6. Richard Sharpe	17.00
7. Tim Nordhaus	21.00
8. Dan Morton	22.00
9. Gariand Ayscue	22.00

10. Dan Jarrett	27.00
11. Ray Frovarp	27.00
12. Mike Wilson	29.00
13. Mark Williams	33.00

HOBBIE 16B	POINTS
1. Tom Veirs	4.25
2. Warren Theis	4.75
3. Terry Hanchey	9.00
4. Quad Bush	12.00
5. Chuck Lee	18.00
6. Jim Antonovich	18.75
7. Lanny Glover	23.00
8. Fred Holt	25.00
9. Tom Neal	27.00
10. Ann Karnitschnig	28.00
11. Luke Atwell	28.00
12. Dudy Englehardt	29.00
13. Rat Midgett	33.00
14. Chris Bolton	36.00
15. G.E. Lee	40.00
16. Jonathon Sharpe	41.00
17. Denny Hall	43.00
18. Stewart Walker	44.00
19. Bob Hall	48.00
20. John Collins	49.00
21. Ken Schuster	52.00
22. Tom Cox	58.00
23. Charlie Lowe	70.00
24. Ray Ferrell	72.00

HOBBIE 16C	POINTS
1. Ken Melson	2.25
2. Chris Magee	8.00
3. Craig Simmons	9.00
4. Joe Schodt	12.00
5. David Neal	14.00
6. Jeff Farnham	15.25
7. Chris Merrell	18.00
8. Duval Byrd	21.00
9. James Spake	25.00
10. Randy King	34.00
11. J.T. Peterson	36.00
12. Richard Darr	38.00
13. Bert Ruba	39.00
14. Alan Riffe	42.00

HOBBIE 14T	POINTS
1. Mike O'Connell	3.25
2. Marilyn Craig	4.75
3. Kaye Merrell	5.75
4. Jacques Dionne	12.00

TYBEE REGATTA
FLEET 294, DIVISION 9
SAVANNAH, GA
MAY 20-21, 1989

HOBBIE 18A	POINTS
1. Rob Stewart	3.50
2. Barry Blackburn	6.75
3. Doug Graham	8.00

4. Cyril Killer	8.00
5. Gene Barrington	14.00

HOBBIE 18B	POINTS
1. Mark Judy	2.25
2. Vince Bertolini	6.00

HOBBIE 17	POINTS
1. John Kidder	2.25

HOBBIE 16A	POINTS
1. Pat O'Cain	2.25
2. David Joyce	9.00
3. David Richbourg	9.00
4. Garland Ayscue	10.00
5. Bruce Watts	16.00
6. Dan Morton	16.75
7. Bill Greene	20.00

HOBBIE 16B	POINTS
1. Lanny Glover	2.25
2. Billy Allen	5.75
3. Buddy Bacon	8.00
4. Jim Rollins	9.00
5. Joe Astrolougou	12.00
6. Charlie Lowe	17.00

HOBBIE 16C	POINTS
1. Mark Brenchley	3.50
2. Marvin George	4.75
3. Brad Smith	5.75
4. Bill Kirksey	12.00

HOBBIE 14T	POINTS
1. Kaye Merrell	3.50
2. Jacques Dionne	4.50
3. Marilyn Craig	7.00
4. Bill Campbell	10.00
5. Mike O'Connell	11.00

DIVISION 11

MIDATLANTIC CHAMPIONSHIPS
FLEET 54, DIVISION 11
FALLS STATE PARK, CHASE, MD
MAY 20-21, 1989

HOBBIE 18A	POINTS
1. Arata/Simpson	10.75
2. Patterson/Baumgardner	13.50
3. Lippincott/Lippincott	14.50
4. Akers/Akers	16.00
5. Canfield/Canfield	22.75
6. Cox/Cox	32.00
7. Grim/Grim	33.00
8. Tyska/Tyska	35.00
9. Myer/DeProsperis	40.00
10. Murphy/Ziegler	48.00
11. Yaremchuk/Kakoski	56.00
12. Chase/Chase	60.00
13. Barmgardner/	65.00



Spike Neesley

REGATTA RESULTS

HOBIE 17	POINTS
1. Schmidbauer	3.75
2. Laue	15.00
3. Roberts	17.00
4. Ackroyd	19.00
5. Strieter	24.75
6. Bush	25.00
7. Sullivan	33.00
8. Holland	33.00
9. Travie	38.00
10. Blom	47.00
11. Wagner	48.00
12. Ware	49.00
13. Bodett	57.00

HOBIE 16A	POINTS
1. Kulkoski/Villa	13.75
2. Carpenter/CA	16.50
3. Myers/Santorelli	16.75
4. Flanagan/Slavin	18.75
5. Glanden/Edwards	25.00
6. Sterling/Kavanaugh	33.00
7. Yates/Yates	34.00
8. Ruck/Ruck	40.75
9. Quigley/Quigley	42.00
10. Kleist/Kleist	45.00
11. Payne/Kelly	46.00
12. Schwind/Villa	50.00
13. Huff/Huff	62.00
14. Krause/Krause Ackerman	66.00
15. Ackerman	74.00
16. Morris/Redick	78.00
17. Wieggers/Doyle	79.00
18. Ruck/Ruck	90.00
19. Strauss/Strauss	91.00
20. Kvech/Grandell	93.00
21. Hases/Hases	94.00
22. McLaughlin/Garvilla	95.00
23. Deturia/Deturia	105.00
24. Ainsworth/Yates	105.00

HOBIE 16B	POINTS
1. Compton/Royer	13.75
2. Matzner/Joseph	20.00
3. Zeigler/Jones	26.75
4. Bush/Mertz	36.75
5. Wharry/Wharry	37.00
6. Deitemyer/Clarke	37.00
7. McVeigh/Reardon	40.75
8. Englehardt/Bush	44.75
9. Hamilton/Lipska	47.00
10. Warren/Karen	50.00
11. Dowell/Cramer	51.00
12. Lynche/Shormake	54.00
13. Witt/Secia	56.75
14. Woodworth/Yorty	58.00
15. Mutter/Szakmeister	60.00

16. Taylor/Hollan	60.00
17. Virs/Ros	60.00
18. Covella/Connerly	65.00
19. Hall/Hall	74.00
20. Shinn/Holberger	83.00
21. Beglow/Conner	84.00
22. Andrews/Zreland	87.00
23. Giannini/Snedeker	102.00
24. Fatica/Lupfer	103.00
25. Hook/Hook	106.00

HOBIE 16C	POINTS
1. Thompson/Thompson	16.75
2. Flanagan/Routson	25.00
3. McBrinn/McBrinn	25.00
4. Nelson/Webb	25.75
5. L'Altirelli/Bonnie	26.75
6. Matthey/Buttner	33.75
7. Smart/Canavan	35.50
8. Candis/Maser	38.00
9. Krause/Bullock	44.00
10. Kast/Kast	47.00
11. Simmons/Spivey	48.00
12. Washinger/Washington	52.00
13. McDeshen/Blakeslee	61.00
14. Duncan/Steward	62.00
15. Beals/Beals	62.00
16. Gerner/Guiless	64.00
17. Lambert/Davis	69.00
18. Sickenberger/Sickenberger	70.00
19. Kalwa/Davis	71.00
20. Pelley/White	76.00
21. Cole/Fruehauf	85.00
22. Cohen/Ryckebusch	89.00
23. Dilks/Seebold	103.00

DIVISION 12

THE NANTUCKET SLEIGHRIDE
FLEET 28, DIVISION 12
HARWICH PORT, MA
JUNE 3-4, 1989

HOBIE 21	POINTS
1. Finn/McCarthy	3.50
2. Drake/Bishop	5.75
3. Markantonis/Demetriades	8.00
4. Ross/Vullemier/Garceau	14.00
5. DiRico/Samuels	15.00

HOBIE 18A	POINTS
1. Burgess/Burgess	3.50
2. Ferrara/Ferrara	8.00
3. Adelman/Adelman	9.00
4. Anderson/Anderson	9.75
5. Walklet/Williams	15.00

6. Shea/Simmons	19.00
7. Godbey/Stevenson	20.00
8. Magnusson/Magnusson	23.00
9. McCarthy/Dempsey	28.00
10. Elwood/Gilroy	29.00
11. Prouty/Prouty	34.00
12. Beckwith/Robins	37.00
13. Hart/Hart	37.00
14. Osgood/Oldenburg	42.00
15. Sullivan/Hibbard	45.00

HOBIE 18B	POINTS
1. White/Butler	3.50
2. Erickson/Goodwin	4.75
3. Johnson	10.00
4. Norton/Sahr	11.00

HOBIE 17A	POINTS
1. Garrett	2.25
2. Knowlton	6.00
3. Kustes	9.00
4. Gable	14.00
5. Pickett	14.00
6. Dillon	17.00
7. Mead	22.00
8. Finn	24.00

HOBIE 16A	POINTS
1. Najjar/Najar	11.75
2. McCarty/Boatspede	11.75
3. Baker/Melo	12.00
4. Baker/Hotte	13.00
5. Saunders/Casey	14.00
6. Venegas/Barrera	15.00
7. Boulay/Boulay	16.75
8. Stanzione/Stanzione	23.00
9. Fecowicz/Verruto	26.00
10. Franklin/Franklin	26.00
11. Bustin/Kahn	28.00

HOBIE 16B	POINTS
1. Child/Child	6.75
2. Muth/deGersdorff	9.75
3. Ransley/Ransley	11.00
4. Larkin/Williams	12.00
5. Hoeler/Lee	12.00
6. Barnard/Baldwin	12.75
7. Tarillo/Levkovic	20.00
8. Franco	24.00

HOBIE 16C	POINTS
1. Robinson/Robinson	7.75
2. Yates/Mazlish	9.50
3. Gilcoine/Thornton	12.00
4. Rees/Rees	12.00
5. Pineau/Pineau	15.00
6. Smith/Riddle	16.00

7. Kimball/Brousseau	20.00
8. Robichaud/Nelson	23.00
9. Nilsson/Galvin	23.00
10. DuVarney/Kirby	31.00
11. Horton/Grass	35.00
12. Pape/DeSilver	37.00
13. Durkin/Santossuosso	41.00
14. Salenius/Dellechiaie	44.00
15. Kearney/Kearney	45.00

HOBIE 14T	POINTS
1. Chrysogelos	2.25

HAMPTON BEACH REGATTA
FLEET 496, DIVISION 12
HAMPTON BEACH, NH
JUNE 10-11, 1989

HOBIE 21	POINTS
1. Scott/Al/Clifton	4.75
2. Finn/McCarthy	6.00

HOBIE 18A	POINTS
1. Adelman/Selden	4.50
2. Burgess/Burgess	9.00
3. Ferrara/Ferrara	10.00
4. Barber/Lee	10.75
5. Shea/Simmons	19.00
6. Richmond/Wadsworth	34.00
7. Godeck/Stamson	35.00
8. McCarthy/Dempsey	36.00
9. Anderson/Anderson	42.00
10. Beckwith/Robbins	42.00
11. Coccari/Ball	42.00
12. Hart/Hart	42.00
13. Latham/Lech	42.00
14. Shear/Hassenger	42.00

HOBIE 18B	POINTS
1. Erickson/Goodwin	3.50
2. Sullivan/Brooks	4.75
3. Haile/Haile	21.00
4. Ternollo/Bova	27.00
5. Norton/Norton	27.00
6. Chenette/Bassell	27.00
7. Baker/Bernart	27.00
8. Bartlett/Bartlett	27.00
9. Dionne/Dionne	28.00

HOBIE 17A	POINTS
1. Garrett	3.50
2. Knowlton	5.75
3. Smith	8.00

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.

Regatta Dates	Due Dates	Issues
9/1 to 11/3	are due 11/10	will appear in Jan/Feb
11/4 to 1/5	are due 1/12	will appear in March/April
1/6 to 2/27	are due 3/7	will appear in May/June
2/28 to 5/5	are due 5/12	will appear in July/August
5/6 to 7/7	are due 7/14	will appear in Sept/Oct
7/8 to 8/31	are due 9/7	will appear in Nov/Dec

Please note that this schedule is subject to change.

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

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.

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.

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.

REGATTA RESULTS

4. Flara	13.00
5. Pickett	16.00
6. Finn	21.00
7. Blom	23.00
8. Kustes	27.00
9. Dillon	27.00

HOBBIE 16A POINTS	
1. Baker/Baldwin	3.50
2. Christopher/Finn	7.75
3. Boulay/Boulay	12.00
4. Franklin/Franklin	12.00
5. Venegas/Barrera	13.00
6. Child/Child	16.00
7. Saunders/Magee	33.00
8. Snyder/Snyder	36.00
9. Lemme/Rosenfield	37.00
10. McCarthy/McClellan	37.00
11. Baker/Melo	37.00
12. Coale/Coale	42.00
13. Lannamann/Lannamann	42.00
14. Najjar/Najjar	42.00

HOBBIE 16B POINTS	
1. Jackson/Carroll	4.75
2. Barnard/Baldwin	8.75
3. Reynolds/Reynolds	8.75
4. Garber/Schmitt	9.00
5. Weeks/Branciforte	24.00
6. Tarallo/Landry	25.00
7. Samaras/Moyinhan	30.00
8. Hackett/Kouchalacos	30.00
9. Hofer/Lee	30.00
10. Larkin/Williams	30.00

HOBBIE 16C POINTS	
1. Yates/Marone	4.75
2. Beliveau/Parr	16.75
3. Rees/Rees	24.75
4. Kahn/Linsley	26.00
5. Sahr/Mayo	29.00
6. Melone/Morra	36.00
7. Rizzo/Cormier	36.00
8. Grenier/Grenier	36.00
9. Michaud/Thayer	36.00
10. Coburn/Sheppard	36.00
11. Horton/Grass	36.00
12. Porelle/	36.00

DIVISION 14

'89 MID AMERICAS
FLEET 23, DIVISION 14
LAKE TEXOMA, TX
MAY 27-29, 1989

HOBBIE 18A POINTS	
1. Barnett/Hanley	5.50
2. Palmer/Palmer	6.50
3. Curtis/Curtis	12.75
4. Bass/Moss	14.00
5. Costa/Costa	22.00
6. Yurinak/Cooke	24.00
7. Davenport/Parman	30.00
8. Troutman/Dickerson	30.00
9. Eller/Brown	36.00
10. Beach/Beach	37.00
11. Kollman/Kollman	38.00
12. Conwell/Claus	40.00
13. Liggett/Liggett	43.00
14. Snider/Binalay	46.00
15. Richnow/Richnow	52.00
16. Mower/Mower	59.00
17. Farrar/	68.00

HOBBIE 18B POINTS	
1. Koontz/Kuntz	5.25
2. Cannon/Cannon	10.75
3. Stowe/Stowe	13.00
4. Wilson/Liedekerke	16.75
5. Pollard/Mabry	17.00
6. Proctor/Proctor	18.00
7. Might/Might	20.00
8. Griffin/Griffin	22.00
9. McClure/Buchalla	33.00

HOBBIE 18C POINTS	
1. Jarboe/Wright	8.00
2. Piper/Holtsenbake	8.50
3. Boeddecker/Kellogg	12.75
4. Nixon/Jacobi	13.75
5. Mears/Mears	19.00
6. Hanson/Kitahara	21.00
7. Snelson/Kelly	21.75
8. Besgrove/Besgrove	25.00
9. Allen/Hockenbury	26.00
10. Hartin/Silvers	33.00
11. Smith/Field	34.00
12. Zapata/Kitahara	52.00
13. Barritt/McGee	52.00

HOBBIE 17A POINTS	
1. S. Acquart	4.25
2. J. Sherrod	7.75
3. P. Bonner	12.75
4. S. Chaples	13.00
5. J. Shipp	15.00
6. J. Tiger	22.00
7. M. Eddy	25.00
8. D. Taylor	32.00
9. P. Pattullo	36.00

HOBBIE 17B POINTS	
1. M. Barmore	4.25
2. V. Frank	7.50
3. T. Slettebo	12.00

HOBBIE 16A POINTS	
1. Ralph/Holmes	8.50
2. Trotter/Trotter	13.50
3. Collins/Collins	17.75
4. Balhaster/Summers	19.00

5. Rourke/Brown	26.00
6. Shaw/Bacon	30.00
7. Freed/Freed	30.00
8. Sparks/Burris	35.00
9. Borden/Hockenbury	37.00
10. Bach/Brown	38.00
11. Davis/Larchar	40.00
12. Vockrodt/Vockrodt	41.00
13. Welch/Saxby	46.00
14. Loeffelholz/Grissom	48.00
15. Hamilton/Hamilton	50.00
16. McIntosh/Donna	51.00
17. Dickerson/Abbott	51.00
18. Menns/Menns	54.00
19. Fuller/Hasty	56.00
20. Regester/Regester	66.00
21. Allen/Janeak	68.00
22. Hess/Hess	74.00
23. Bridgman/Means	84.00
24. Rourke/Ford	88.00
25. Young/Bury	90.00
26. Sullivan/Valey	95.00
27. Sagg/McCleary	104.00
28. Salih/	105.00
29. Keeler/Keeler	111.00
30. Ethner/Eichenberger	115.00
31. Dum/Ruffner	117.00
32. Davison/Davison	127.00
33. Marchessault/Marchessault	128.00
34. Buxton/Landrum	136.00

HOBBIE 16B POINTS	
1. Court/Court	7.50
2. Lindsey/Hillis	9.50
3. Atnip/Horton	14.75
4. Fielder/Tyson	18.00
5. Bradford/Bradford	22.00
6. Stroh/Wojcik	23.00
7. Johnson/Allen	24.00
8. Wolfe/Wolfe	27.00
9. Crockett/Crockett	30.00
10. Graham/Nurse	34.00
11. Riedt/Disney	35.00
12. Mason/Hook	36.00
13. Deupree/Cook	41.00
14. Gillum/Duggan	42.00
15. Gra/Ortega	44.00
16. Claus/Cornell	59.00
17. Thornton/Ashley	60.00
18. Brieler/	71.00

HOBBIE 16C POINTS	
1. Campbell/Sweetman	7.50
2. Carson/Evans	8.75
3. Denny/Denny	20.00
4. Krumm/Allen	21.00
5. Rohrer/Rohrer	24.00
6. Cody/Dinkelmann	24.00
7. Riley/Riley	33.00
8. Reynolds/Link	33.00
9. Sykes/Sykes	39.00
10. Hays/Thompson	39.75
11. Northum/Files	42.00
12. Sneider/Howell	45.00
13. Richards/Richards	46.00
14. Lee/Lee	47.00
15. Whitehead/Keoppel	53.00
16. Evans/McDaniel	57.00
17. McMillan/Poesch	57.75
18. Wright/Duke	58.00
19. Smith/Boyer	58.00
20. Lippard/Barrett	66.00
21. Morris/Morris	69.00
22. White/Cook	72.00
23. Herber/Lingle	75.00
24. Kizer/Waterman	80.00
25. Sudermann/Bartosh	85.00
26. Knowles/Garza	96.00
27. Ward/Koller	97.00
28. Shaw/Shaw	120.00
29. Buxton/Landrum	122.00
30. Colin/Colin	148.00
31. Brauer/	148.00
32. Turman/Newton	148.00
33. Kay/McCarthy	148.00
34. Link/Bergmarner	148.00
35. Flowers/Crow	148.00
36. Glasscock/Kristi	148.00
37. Black/Black	148.00

HOBBIE 14A POINTS	
1. Blackwell	5.25
2. E. Parma	7.50
3. O. Riha	11.00
4. N. Balemam	13.00
5. B. Schwartz	14.00
6. K. Shirley	22.00
7. F. Ryan	23.00

HOBBIE 14T POINTS	
1. G. Lawyer	4.25
2. Beeler	7.75
3. M. Gleeson	9.75
4. D. Deyo	11.00
5. T. Richardson	19.00
6. C. Doherty	24.00

HOBBIE 14B POINTS	
1. B. Hodge	4.25
2. M. Parsons	5.50
3. Balfour/Grice	11.00
4. B. Goe	17.00
5. T. Litteral	20.00

HOBBIE 14C POINTS	
1. J. Adair	3.75

1989 PRAIRIE REGATTA
FLEET 27, DIVISION 14
LAKE CHENEY, KS
JUNE 10-11, 1989

HOBBIE 21 POINTS	
1. Adair/Smith	5.00

HOBBIE 18A POINTS	
1. Troutman/Oats	4.50
2. Curtis/Curtis	4.75
3. Tyler/Armato	5.75
4. Thackery/Rita	11.00
5. Carlson/Pompeian	13.00
6. Bright/Hunzicker	13.00
7. Mower/Mower	19.00
8. Tanner/Clark	19.00
9. Blanchat/Blanchat	20.00

HOBBIE 18B POINTS	
1. Might/Might	2.25
2. Boeddecker/Kellogg	6.00
3. Allen/Allen	8.00
4. Habit/Garrison	12.00
5. Rader/Smart	13.00

HOBBIE 17A POINTS	
1. Collins	4.50
2. Chaples	6.75
3. Easley	9.00
4. Freed	13.00
5. Sherrod	14.00
6. Frahm	15.75
7. Pattullo	16.00
8. Tiger	18.00
9. Eddy	21.00
10. George	25.00
11. Thurman	26.00
12. Taylor	27.00
13. Reynolds	37.00

HOBBIE 16A POINTS	
1. Loeffelholz/Grissom	4.50
2. Trotter/Trotter	4.75
3. McIntosh/McIntosh	8.00
4. Hess/Hess	11.75
5. Means/Means	13.00
6. Borden/Hockenbury	14.00
7. Prellor/Palazzolo	18.00
8. Brewer/Brewer	19.00
9. Regester/Regester	26.00
10. Loewen/Kirkpatrick	26.00

HOBBIE 16B POINTS	
1. Bradford/Bradford	5.75
2. Bray/Stump	6.75
3. Dewey/Hill	8.75
4. Thackery/Leonard	8.75
5. Johnson/Allen	11.00
6. Wolfe/Wolfe	12.00
7. Duggan/Gillum	16.00
8. Davis/	22.00

HOBBIE 16C POINTS	
1. Marchessault/Marchessault	3.50
2. Purinton/Peck	7.50
3. Lee/Lee	8.00
4. Means/Duncan	11.00
5. Walding/Trent	11.00
6. Richards/Richards	15.00
7. Stein/Sherod	16.00
8. Sweet/Goodman	19.00
9. Wright/Carlson	23.00
10. Bray/Cheney	25.00
11. Peppard/Bird	32.00
12. Finstone/Finstone	38.00
13. Houchin/Houchin	39.00

HOBBIE 14T POINTS	
1. Lawyer	2.25
2. Germonprez	5.75
3. Trent	6.00
4. Capes	11.00

HOBBIE 14A POINTS	
1. Webb	2.50
2. Blackwell	4.75

DIVISION 14 CHAMPIONSHIPS
FLEET 63, DIVISION 14
NORMAN, OK
MAY 13-14, 1989

HOBBIE 18A POINTS	
1. Davenport/Davenport	5.50
2. Curtis/Curtis	6.50
3. Young/Mattigly	8.75
4. Mike Troutman/Oats	14.00

HOBBIE 18B POINTS	
1. Kuntz/Ruben	6.50
2. Stowe/Stowe	6.50
3. Griffin/Griffin	10.75
4. Cannon/Cannon	11.00
5. Might/Might	18.00

HOBBIE 18C POINTS	
1. Allen/Allen	4.25
2. Snelson/Kelly	8.75
3. Boeddecker/Kellogg	10.00
4. Besgrove/Lair	10.75

HOBBIE 17A POINTS	
1. Jane Sherrod	5.25
2. Jon Tiger	5.50
3. Peter Pattullo	10.00
4. Pace Bonner	14.00
5. Len Stolz	19.00
6. Tom Slettebo	20.00
7. Russ Mower	22.00
8. Debbie Taylor	27.00

HOBBIE 16A POINTS	
1. McCredie/Abbott	7.75
2. Collins/Collins	11.75

3. Sparks/Burris	13.75
4. Ralph/Holmes	22.75
5. McIntosh/McIntosh	23.00
6. Loeffelholz/Grissom	24.75
7. Fuller/Hasty	25.00
8. Bridgeman/Bright	25.00
9. Borden/Hockenbury	26.00
10. Hess/Hess	29.00
11. Loewen/Trent	34.00
12. Means/Williams	35.00
13. Ferrell/Ferrell	37.00
14. Allen/Janiak	38.00

HOBBIE 16B POINTS	
1. Marchessault/Marchessault	5.50
2. Wolfe/Wolfe	12.75
3. Carter/Carter	14.00
4. Cohrt/Cohrt	14.00
5. Harvey/Hill	14.75
6. Johnson/Allen	20.00
7. Stroh/Wojcik	21.75
8. Bray/Stump	22.00
9. Riedt/Cooper	32.00

HOBBIE 16C POINTS	
1. Bradford/Bradford	4.25
2. Riley/Riley	9.50
3. Gillum/Duggan	13.00
4. Denny/Denny	15.00
5. Hays/Welch	17.00
6. Richards/Richards	17.00
7. Lee/Lee	20.00
8. McMillan/Poeschl	30.00
9. Purinton/Cobb	34.00
10. Benton/Caldwell	44.00
11. Marlow/Marlow	44.00

HOBBIE 14A POINTS	
1. Bob Schwartz	4.25
2. Janet Halliburton	6.75
3. Steve Long	11.75
4. Robbie Trotter	13.00
5. Pam Balfour-Grice	18.00
6. Brian Beeler	24.00

HOBBIE 14T POINTS	
1. Ron McDowell	4.25
2. Guy Lawyer	7.75
3. Jeff Hadley	10.00
4. Allen Bates	10.75

DIVISION 15

BROKEN MAST REGATTA
FLEET 134, DIVISION 15
HERNANDO, MS
MAY 27-28, 1989

HOBBIE 18 POINTS	
1. Crocker/Crocker	2.25
2. Gaston/Campbell	6.00
3. Longueville/Longueville	6.75
4. Lewis/Lewis	12.00
5. Trotter/Eaves	13.00
6. Isco/Bell	14.00
7. Hinz/Whitright	14.00
8. Lamborn/McNulty	22.00
9. Sislow/Lederle	24.00
10. Hill/Burgess	25.00
11. Nienaber/Prescott	33.00

HOBBIE 17 POINTS	
1. John Alden	2.25
2. Steve Sutterfield	6.00
3. David Koons	9.00
4. Otis Carter	9.00

HOBBIE 16A	POINTS
1. Brock/Chockley	4.50
2. Andrews/Andrews	10.00
3. Humphries/Anderton	10.00
4. McDonald/Siskin	17.50
5. Nigus/Starita	15.00
6. Breckheimer/Nienaber	20.00
7. Olm/Olm	20.75
8. Brewer/Brewer	21.00
9. Owen/McCluskey	22.00
10. Hildeker/Sagan	24.00
11. Heeren/Curbo	25.00
12. Rooke/Rooke	27.00
13. Dooley/Dooley	29.00
14. Parks/Dickerson	31.00
15. Ford/McDevitt	32.00
16. Collier/Steen	42.00
17. Bailey/Bailey	42.00
18. Lee/Gray	45.00
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20. LaHatte	56.00
21. Rook/Ogle	57.00
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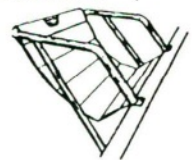
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Fleet 314 and their sponsors, PEPSI COLA, CITROEN, MARLBORO and SOCIETE GENERALE, wish to extend a warm invitation and welcome to the 10th Hobie 14 World Championship in Noumea, New Caledonia.

New Caledonia is a beautiful South Pacific island with a vast array of things to do and discover. Enjoy fishing and snorkeling in the beautiful blue-green waters surrounded by one of the most alluring coral reefs in the world. Discover the nature reserve of Mount Koghi. In the city, behold the sights of the Aquarium and St. Joseph's Cathedral. Noumea is the island of eternal sun, where the white sands, deliciously temperate climate and surrounding reef create an ideal island oasis for sailors from around the world.

HOTEL ACCOMMODATIONS

The host hotel for the event is Club Med/Chateau Royal, just four kilometers from Noumea. The Chateau Royal is a complete resort hotel located on the same beach as the Hobie Cat Club of New Caledonia. Included in the price of accommodations are the mini-club for kids and the Club Med sporting facilities, which include sailing, windsurfing, tennis, squash, archery, volleyball, aerobics, yoga and more. What more could any sports enthusiast ask for?? The rooms have twin beds and are air-conditioned. The cost is approximately \$85.00 US dollars plus a local tax of about \$3.40 US dollars per person, per night, based on double occupancy. This will be paid on site at Club Med. To make reservations contact Jodi Page at: Can Am Tours, 6308 West Coast Highway, Newport Beach, CA 92663, or call collect from 7:00 a.m.-12:00 a.m. PDT (714) 645-7171 or (714) 646-6991.

TRAVEL ARRANGEMENTS

The official airline for the event is UTA- The French Airline, with flights from San Francisco. Package deals from Sydney, Tokyo, Singapore and Paris are available through the offices of Club Med. Package prices include airfare, Club Med hotel accommodations, all meals and a party package. For other countries, flight and hotel reservations can be made

through your nearest Club Med office. Competitors not staying at Club Med can purchase a "party package" for an additional \$100.00 US dollars for tickets to all of the social functions (parties). Make reservations early as flight dates and capacities are very limited. A number of car rental companies, such as Avis, Hertz and Europ Car are located in Noumea. For further information contact Can Am Tours.

THE RACE

The Hobie Cat 14 World Championship has been held over the past 20 years in all corners of the globe. The longest running Worlds in the Hobie Cat family of boats has seen some of the toughest competition in any class. Held every two years, this highly competitive catamaran race draws the best sailors to compete in the action-packed test of strength and tactics. Defending his title will be Allan Lawrence from South Africa.

Coast Catamaran Australia will supply all of the competitors with brand

new, race-ready Hobie 14s. The Hobie Cat 14 is designed for easy and simple operation, reaching sailing speeds of over 20 miles per hour. The seven day competition will be run in the round robin format, with sailors changing boats between races. This adds additional flavor to all of the activities on shore.

RACE REGISTRATION

Fill out the Race Registration Form below. Mail your race registration and entry fee before the deadline date of October 13, 1989. Be sure to give complete information. All sailors, whether pre-qualified or not, must pre-register. Qualifying sailors must submit a sailing resume that includes: number of years of Hobie 14 sailing experience and sailing accomplishments (include with race registration form and entry fee). It is imperative that pre-qualified sailors check in with Race Registration no later than Monday, November 6, 1989, 18:00 hours local time to avoid forfeiture of their pre-qualified status.

ENTRY FEES

The entry fee for all sailors is \$150.00 US dollars prior to October 13, 1989. After October 13, 1989, the fee will be \$200.00 US dollars.

BOAT DAMAGE DEPOSIT

Aboat damage deposit of \$250.00 US dollars will be collected on site, payable by traveler's check, money order or cash only. NO PERSONAL CHECKS WILL BE ACCEPTED ON SITE FOR ANY ENTRY FEES OR BOAT DAMAGE DEPOSITS!!!!

HOBBIE 14 WORLD CHAMPIONSHIP RACE REGISTRATION FORM

*This form must be postmarked prior to October 13, 1989 to avoid late registration fees.

☐ I am pre-qualified from (country): _____

Skipper's Name _____

☐ I wish to qualify from (country): _____

Address _____

(Sailing resume must be submitted if you are attempting to qualify.)

City _____

Entry Fees:

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sheet of that lightning-fast Cup Contender. "Stars and Stripes" was two hours ahead of the record halfway through the race. That's when the air shut down for the night.

Another surprise was the number of DNFs (did not finishes) in the race. All told, over 100 boats became disillusioned while sitting stagnant in the damp night air. The stillness was everywhere: inside, on the rum line and outside. As a result, only 450 boats made it all the way to Mexico to enjoy the fun-filled weekend in Ensenada.

Finally, El Sol

The morning brought the kind of sun you expect to find only in Mexico. In addition, the Hobie 21 somehow managed to sustain a position in the middle of the maxi fleet. With 25 miles to go, they were back in the hunt. With two maxis off in the distance and Aikane within a quarter-mile, opportunities for advancement looked much brighter than the night before.

Unfortunately, there was no wind, so collectively they sat for one and one-half hours. In the distance, spinnakers were seen flying, which meant the wind was filling in. With 8-10 knots, Jeff and John hoisted the Hobie 33 spinnaker and were off. The sail was so big they could hardly see where they were going. All they knew was they were sailing as fast as the big boys.

From the shore, all you could see were 20 maxis, a 65-foot catamaran and a Hobie 21, each tacking back and forth for position. In the closing minutes of the race Jeff and John gambled and took an inside flyer toward the finish line. With the new strategy they picked up fresher air, a better angle to sail and a much faster approach to the finish line.

Being the gentlemen they are, Jeff and John approached the finish, graciously bearing off a few feet before the line to allow the other entrants passage across the line. Although the Hobie sailors came in sixth out of 549, their names will not be found among the top ten winners nor even among the over 400 finishers. Since only sailboats over 24 feet were allowed to enter the race officially, the Hobie 21 had gone the distance unofficially.

What is important, however, is that the small catamaran did go the distance ... a lot faster than boats twice its size and more. Jeff and John sailed to a personal victory that reflected not only the excellence of the Hobie Cat craft that skimmed the water from Newport to Ensenada, but also the entire "Hobie Way of Life."

Why, someone unfamiliar with the Hobie spirit might ask, would two adults enter a grueling race which they knew would involve cold, discomfort and disappointment as well as a huge amount of effort when they knew all along they could not even officially win?

Why not, Jeff Alter and John Wilson would probably reply. Don't all Hobie sailors love a challenge? 



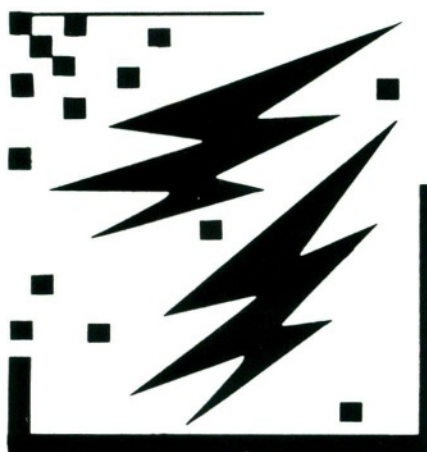
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