

The background of the cover is a photograph of a Hobie 18 sailboat with a large red sail featuring a white number '1' and a white letter 'F'. Two sailors are on board; one is in the foreground wearing a yellow vest and red pants, and the other is further back in a red shirt. The boat is on choppy blue water. In the background, other sailboats are visible, including one with a purple sail and the number '29'.

Hobie **HOTLINE**

MARCH/APRIL 1990

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1990 Division Book

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Annie Gardner Nelson

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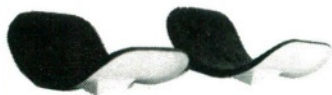
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A 100% wacky look at the "Hobie Way of Life."

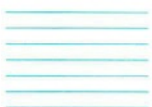
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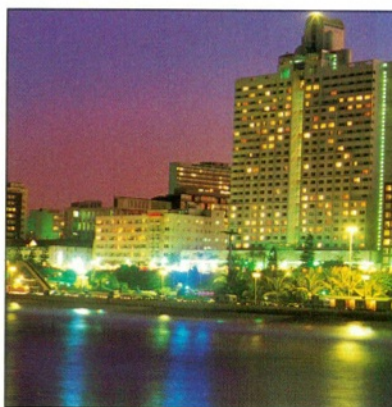
A complete guide to Hobie Cat racing in 1990 — it's a keeper!

REGATTA REVIEW



CLUB METCALFE 26

South Pacific is music to Metcalfe's ears at 14 Worlds.



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Monterey, California.
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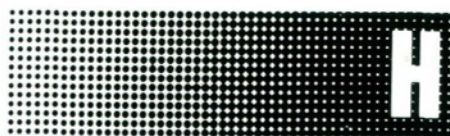
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ASSOCIATION**

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American Web Offset, Denver

The Hobie HOTLINE is the official publication of the International Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December. The basic subscription rate is \$25 in the United States, \$48 in all other countries. Send check or money order to HOTLINE Subscriptions, P.O. Box 1008, Oceanside, CA 92054. Subscribers with change of address should include their old mailing label and allow eight weeks for processing. The publisher welcomes stories and photographs on a contribution basis. Send only typed, doublespaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material. The HOTLINE cannot accept responsibility for unsolicited materials. 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.



FROM IGNORANCE TO BLISS

Here I sit on Groundhog's Day looking at the clouds and knowing the old boy did not see his shadow (for once!), which means winter is almost over and we all can return to our favorite sport. By the time you read this, spring should be here and all you recreational and racing sailors will be back in the swim of Hobie life.

As you will read elsewhere in this issue, I have taken on new responsibilities and so this seems a good time to share with you my reflections on my life with Hobie Cat.

Nine years ago I learned of a position open with Hobie Cat. I thought — Hmm, it must be a heavy equipment company, as in earth-movers (cat as in caterpillar) — but I applied anyway, and got the job. I soon learned what Hobie Cat stood for, and as I've grown with the company I've come to realize it stands for quite a lot. I consider myself very fortunate; Hobie Cat enabled me to grow and expand my horizons, until eventually I became publisher of the HOTLINE. I love the HOTLINE — it's almost like my child — and I'm ecstatic to know many of you out there love it, too. We've been getting lots of phone calls from readers telling us how great the magazine is and how much they especially enjoyed the January/February 1990 issue. We really appreciate hearing that and I want you to know it's a team effort that makes the magazine good. Just as a skipper needs a good crew, a publisher needs a good team, and let me tell you, MY TEAM IS GREAT!

As for my new position in the regatta department (I'll continue as publisher) I'll be sharing responsibilities with Doug Skidmore; as director, he'll be on-site while I'll be the behind-the-scenes manager holding up the business end of things. Doug is another one of those special Hobie Cat people. I've known him for several years and I can assure you he is a man of integrity who loves the lifestyle and truly cares about the sport. We both are committed to the Class Association and want to see it grow and prosper. I'm really encouraged about the new management's thinking on the importance of the Class Association and the magazine, and am confident that good times and tidings await all of us connected with Hobie Cats.

Speaking of the Class, allow me to introduce recreational sailors to the second annual "Issue You Love To Hate." That's right, it's time once again to focus mainly on fleet matters, an emphasis which we know is not vital to you non-racing Hobieites out there. With the intent of entertaining and enlightening all our readers, we try hard to present a good mix of racing and non-racing information overall. Some issues may lean more heavily to one side or the other, but in total, we hope we achieve a good balance. As we've said before, all of you may not be interested in everything we present, but we strive to assure everyone finds something of interest in every issue. You all are important to us, and we appreciate every last one of you.

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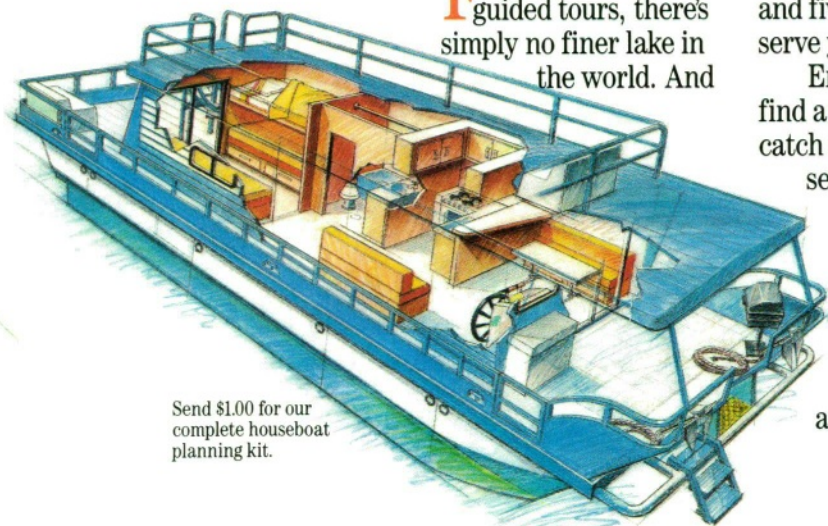
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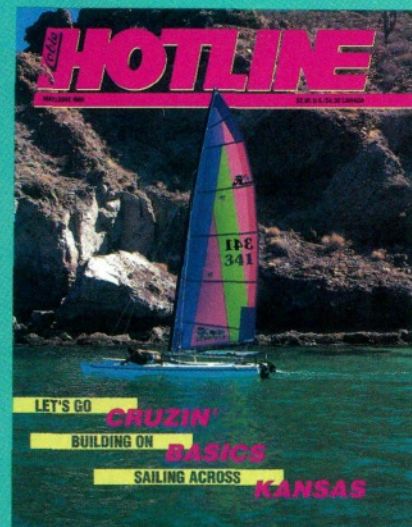


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THE POSSIBLE DREAM

ROBIE CAT CONQUERS THE NORTHWEST PASSAGE

STORY BY JEFF MACINNIS
PHOTOS BY LAUREN BENTLEY

...the sound of grinding
boasting, yes, I shout. "Ora, yes, three, three! Ora, yes, three,
heaven!" making our fully proclaimed 700 pound Hester 10
forward again, my every ounce of our combined strength. Driven
by a strong desire, this routine part of life is a constant reminder
that I have to tell it, improve this, my Hester, and the world around
him. We truly are a team that does it right.

And I... I struggled for two hours to drag my vessel. From
then by me, at least 40 yards of life. A magnificent congregation
of dozens of all sizes, shapes and ages, some being sent
back out of the water, all of it grinding, crushing and grinding
in the current. The weather is getting out, again if we don't finish this
soon, the wind is blowing, the sun is shining, the birds are
the craft going on in the air, hoping I could withstand the
pressure and the heat of the water.

A 400-YEAR-OLD DREAM

Across the roof of North America, the Northwest Passage between 2,500 miles through the Arctic and subarctic. Beginning the mid-1500s, early explorers searched for a faster route to the Orient and the Indies that by then. The names of Franklin, Davis, Hudson and every other early explorer connect the maps of the Arctic, where these people over time, to land and other clues in their attempts to sail the labyrinthine ice. *Roald Amundsen* became the first person between 1900 and 1906 to complete the Passage in his historic sailing vessel, the *Gipsy*. I hoped we could be the first to sail the Northwest Passage in a private and powered craft. I was not the best at navigation this past my crew was a dream which is now your crew too.

Why a Hootie Call? - was the most frequently asked question in my mind. The Hootie represents all of the outbranding opportunities necessary for success in one of the harshest environments on earth. Fuel under sail and able to be hauled over the top. It

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SAIL CUTS AND KINDS

There's More To Choosing A Sail Than Meets The Eye

STORY BY DAVE CALVERT
ILLUSTRATIONS BY CRAIG LUKAS

Dave Calvert has been making sails since 1972. He established Calvert Sails in Islamorada, Florida Keys in 1989. The company specializes in state-of-the-art racing sailboat sails as well as sails for large and small multihulls. Dave has a national and world title in windsurfing racing. -Ed

Your old sails are starting to complain. The leech flutters, the rice around the shroud that was once there won't return, no matter what the trim. To make matters worse, a friend whom you often sail against appears on the water with a bright new set of sails and smiles as he reminds you to windward.

Nothing can be done about the characteristics of a sailcloth once it has been used in constructing a sail (short of replacing the sail). The sailcloth literally is the sail. Therein lies the importance of selecting the right sailcloth for the job.

FIGURE 1
LOAD LINES

LET'S TALK SAILCLOTH

Once the sailmaker has decided on the type of sail, the next step is to determine the dimensions of a sail. Sailcloth must decide what sailcloth and type to use. Often as much time and money is spent in selecting the proper cloth as in designing the sail itself. It is to say it is easier for an engineer to design a sail than to select an appropriate cloth. It is to build a sail. The wing, which is made of material does not change shape in use, as is the case with a sail. The wing is designed. Sails, on the other hand, are made of material that is not flexible but also stretches under pressure. The wing is designed from one type of cloth to another. The way the cloth stretches sets the shape in windward and leeward.

The wing increases and decreases in size. A sail, on the other hand, is not stretched. A sail is designed to become somewhat full with wind. It is the result of fabric under pressure. The wing is designed to perform in a certain way.

These materials have definite advantages and disadvantages. Let's examine the characteristics of each, and consider the methods to get a desired picture of how the two types of cloth are made and how this affects the performance of each.

DACRON SAILCLOTH

Dacron is extruded out of a round nozzle to create a filament that becomes a thread. Part. Three polyester yarns are then high speed spun together to construct the basic cloth. The raw fabric is then finished in a number of ways.

Finishing is a complex, multi-step process. The cloth is first washed, then treated with resin and heat. The two cloth finishes most used are resin-impregnated and heat-treated. The latter finish has been dipped in a solution of resin prior to heat setting. The resin soaks into the fibers and, during heat setting, the resin cures. This is the "rigidizer." An impregnation can be thought of as increasing the strength of a fabric; as opposed to trying to eliminate all stretch factors. The latter is the "resin" step. A coating, instead of seeping into the

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LETTERS

Holiday Greetings Are Always In Season

While writing my Christmas cards, I discovered I had an extra. After thinking a little about who to send it to, I thought of you.

I've never sent a card to anyone who wasn't a close friend or relative, but I almost think of you, or should I say your company, as family.

My husband and I were married June '88 and by the next week, we became owners of an '83 Hobie 16. We raced one month later at Lake Quinault, Washington, taking 2nd in C fleet. One year and many sailing weekends later, we returned to Lake Quinault and this time captured 9th in A fleet. Now our little 16 is sitting at Hobie Cat Northwest waiting to be bought by someone who wants to fly fast. While our old boat is being sold, our new SX-18 is arriving. Yes, we're new to Hobie Catting, but like so many other people before us, it has become our obsession.

Anyway, I just wanted to say "thank you" to the *HOTLINE* and to the Hobie Cat Company. You have made our lives much more special.

Please take care, everyone, and have a Merry Christmas.

Maria and Tim Williams
Portland, OR

Your enjoyment and appreciation have made our lives much more special as well.
-Ed.

An Aye For An Aye

I just can't resist writing to you to express my deep appreciation for continuing to pursue your COMPTIP™ awareness program. Having been a manufacturer's representative for 18 years with a multi-national company, I can understand the financial burden that this program represents; not to mention the backlash from consumers, which I am reading about in my most recent issue of *HOTLINE*. It is inconceivable to me that even the most avid Hobie Cat sailor would not see the dedication to safety that this position by Hobie Cat Company represents.

I was swept into a drawbridge last summer on Boca Ciego Bay by my own miscalculation of the tide. The experience made me realize the assumption, "It will not happen to me," is not necessarily true. I am 40 years of age, the father of two boys, and the proud owner of a Hobie Cat 18. I am extremely cautious! Having owned motorcraft ranging from 9-41 feet, and boating for 20 years, I am more respectful of the ocean today than ever. One can never make the mistake of being too sure of what

will happen, once the decision to be "one with the sea" has been made. I encourage all in your Hobie Cat community to be mindful of this electrical potential. I again applaud you for your commitment to safety.

I also wish you good fortune in your future endeavors with the Hobie Cat Company. I have kept abreast of the changes in ownership through your most able dealer, Tackle Shack in St. Petersburg.

Richard L. Aaron Jr.
St. Petersburg, FL

I read the articles about the COMPTIP mast in the latest issue of *HOTLINE* and I would like to applaud Hobie, as always innovators in the marine industry, for its efforts to make sailing safer.

Kathy Weishampel
Harken, Inc.
Pewaukee, WI

The Big Chill

The November/December 1989 issue of *HOTLINE* is a mighty nice looking job. But I fairly froze looking at the excellent pictures of the Northwest Passage ... which brings me to the main topic: I made a horrible mistake in the piece on wind chill. For the value 45 degrees at the top of the right-hand column, read 35 degrees. Perhaps you'd like to publish the correction in a forthcoming issue.

Sorry for any inconvenience.

Hyman Rudoff
Cambridge, MD

Need A Ruling On Rules

In an article on the COMPTIP "controversy" in the past January/February 1990 issue, you mention that effective January 1, 1990 the COMPTIP is required on all North American Hobie Cats racing in International Hobie Cat Association-sanctioned events. Could you please be more specific in identifying these events to the Hobie sailing community? Do these include points, division and club regattas or maybe any event in which the regatta chairman decides to affix the label IHCA?

I have raced in Division 12, Fleet 28 with my Hobie 16 since 1986, and during last season I noticed confusion on which rules to observe. It appears that the latest source of ambiguity was a booklet from USYRU, which among all the goodies, does not include Hobie Cat "one design" rules. It would be nice if you could write an article on what documents are governing Hobie Cat racing, what type of events are recognized

under the rules contained in these documents and how to get such documents.

In particular, where and how can I get the most recent booklet for "one-design" Hobie class rules? This is an area in which most of the controversy seems to start at regatta events. To conclude, in an environment where more and more it seems that Hobie racing is deviating from the "one design" class, I more than welcome the "mandatory COMPTIP" decision.

Always enjoying *HOTLINE* -

Dino Garbero
Littleton, MA

The COMPTIP rule requires all Hobie Cats racing in North America, Canada included, to have a COMPTIP. (See "Hobie Rules Update" in this issue on page 44.) All Hobie Cat Worlds, Nationals, division, points and fleet events observe the IHCA rules. We're now working on a book combining all Hobie racing rules into one document. Watch for an article in an upcoming issue concerning Hobie rules. -Ed.

Going For A Spin

I have purchased a new Hobie 18 Magnum this past year and I am very happy with its performance on all points of sail. But, to get even more off-wind performance from my boat, I outfitted it with a spinnaker. With the system I have, the tack line works through an "O" ring adjusted by two bridle lines. These control the tack of the sail; either more to windward for better downwind performance, or more centered for better reaching performance.

I noticed on your new Hobie SX-18 you chose to use a spinnaker pole setup over a bridle "O" ring setup. Please discuss what you feel to be the pros and cons of using these systems. I also would appreciate your recommendation of the best location for the spinnaker sheet blocks on my boat, and the hardware you would use.

In addition, I would like to plug my local Hobie dealer. Cape Cod Water Sports in Harwichport, Massachusetts is what I feel to be the perfect Hobie Cat dealership. Whether it's organizing regattas, locating parts, offering friendly advice, or buying a new boat, this dealer gives you professional, courteous service and I recommend it to anyone in the Cape Cod area! Special thanks to David and Pat.

Bill Gallagher
Braintree, MA

Talk about perfect timing! Just turn to "The Spin Is In" on page 12 for answers to your spinnaker questions. -Ed.

WAVE LINES

First Love

The scene occurs in households across America. Your teenage son walks into the house one evening with a goofy look on his face and a kind of lilt in his normal swagger. Oh no, he's in love!

He can't wait to tell you about her. She's beautiful, she's totally class, she's everything he's been looking for all his life (all 17 years, four months, three weeks and six days of it). His friends are so jealous of him because he saw her first; she's his and his alone and no one else can ever take her away from him. Best of all, he confides, she seems to go for him, too. She does everything he wants ... almost before he asks her to do it.

"She does?" you nervously inquire, beginning to wonder if you inadvertently put mind-altering drugs in his oatmeal a decade ago. Who is this siren anyway and what the heck is she up to, tempting your son away from hearth and home at such a tender age.

"Ah Mom, Dad, you're just too old to understand. Don't you see, she's the sexiest thing in the water? And she was only used a few times before I came along."

In the water? And "used" by others before him?

Just when you decide to hunt down this floozy beach bimbo and warn her to keep that flimsy bikini of hers away from your innocent child, he says, "Don't you want to see her? She's right outside."

"Outside?" You grimace in embarrassment, in fear your shameful secret is lolling around in leather leotard for all the neighbors to see.

He pushes you out the door, and there you behold the love of his young life, his one and only, the sweetheart of his dreams.

You breathe a sigh heard 'round the block.

It's a Hobie Cat.

Proposed User Fee Taxes Patience Of Boaters

A tax by any other name is still a tax, and calling it a "user fee" doesn't make it smell any sweeter, said the 335,000-member Boat Owners Association of the United States (BOAT/U.S.). About as fast as the Bush Administration's Office of Management and Budget tried to float a user fee whereby boaters would be required to pay a new federal excise tax on boats (the estimated \$100 million in proceeds of which would fund urban park land acquisition and a presidential tree-planting initiative) last December, BOAT/U.S. jumped on board in an attempt to sink the plan.

BOAT/U.S. president Richard Schwartz

chastised the U.S. president for beating around the bush in terminology, saying no matter what it was called, this user fee violated the administration's "No New Taxes" pledge. Emphasizing that boaters and sportfishermen already pay over \$200 million per year in excise taxes to support a variety of federal waterway recreation programs, Schwartz asserted, "Any further taxes are unwarranted, unnecessary and unfair." He also pointed out the inherent inequity of the plan: "Requiring recreational boaters to pay 'user fees' for planting trees is about as fair as asking mountain climbers to pay for maintaining navigational buoys."

Fortunately for all boaters, most of whom already are being taxed port and starboard, bow and stern, Schwartz, BOAT/U.S. and common sense prevailed. The proposed excise tax was cast adrift and sent to a watery grave.

No SOS Is Good SOS News

Also deep-sixed just as we were ringing out the old and ringing in the new year was a Senate-proposed "Support of Services" (SOS) stamp ostensibly serving as a form of insurance for boaters but revealed by BOAT/U.S. to be more akin to blackmail (see "SOS or \$O\$" in the January/February 1990 HOTLINE, page 9).

Schwartz warned although the proposal might look good on the surface, providing SOS-stamped boaters non-emergency Coast Guard services at no further charge (while unstamped boaters risked having to pay high fees for the same services), the wording was explicit: "The Coast Guard is under no obligation to provide any service to anyone even if they have purchased the SOS stamp."

To prove all politicians are not necessarily turkeys, the Congress, led by Representatives Walter Jones (D-NC) and Bob Davis (R-MI), axed the proposal shortly after Thanksgiving.

Who Will Do It Now That Someone Else Is Gone?

[From the "You wouldn't believe the kind of stuff we find when we clean out our files" file, comes this obituary reprinted with permission from Tampa Florida's Fleet 42's newsletter, "Cat Tales." Although the person in question 'died' four years ago, and although the subject extends beyond sailing to all walks of life, the truths contained in this tribute surely live on. -Ed.]

We were saddened to learn this week of the death of one of Fleet 42's most valuable members, Someone Else. Someone's pass-

ing away has created a vacancy that will be difficult to fill. Someone Else has been with us since the inception of Fleet 42 but has crept to the forefront of the fleet these past few years. Someone Else did far more than a normal person's work. Whenever leadership was mentioned, this wonderful person was looked to for inspiration as well as results.

Whenever there was a job to be done or a position to be elected to or a meeting to attend, one name was always on everyone's lips, "Let Someone Else do it!"

Whenever you have a chance to participate in our fleet activities, or to run for office, or help with a regatta, remember that we can't depend on Someone Else any more.

Someone Else is survived by all current members of this fleet and everyone should be active to keep Someone Else's memory alive. Someone Else will be greatly missed by all of the inactive members!

NAME GAME CORNER

Welcome to the "Name Game Corner," which we hope will be a recurring feature of our Wave Lines section of HOTLINE. Keep those names and photos coming! -Ed.

Meet "Shark Bait." She's old, and most of her parts are old, but she's all there. The name came from my original crew, who had a great (read: peculiar) sense of humor — so far, so good!

John Jeffryes
Santa Barbara, CA



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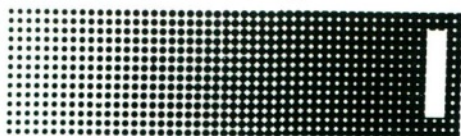
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THE SPIN IS IN

Spinnaker Pole Vs. Bridle System

BY JOHN HACKNEY

If the name of John Hackney is familiar to loyal HOTLINE readers, it's because John was the expert of "Ask The Expert," a regular column in the magazine during the mid-'80s. -Ed.

Spinnaker-equipped Hobie Cats are becoming a much more common sight out on the water these days for good reason; they work and they're great fun!

Controlling the spinnaker has evolved over the past few years, so a discussion of the spinnaker equipment used to control the spinnaker tack - specifically the advantages of a spinnaker pole over a simple bridle system - is in order.

**Imagine trying to
sheet the main
sail with the tack
of the sail
constantly
moving around ...
not a pleasant
thought.**

Initially, the bridle system was widely used to control the spinnaker. In fact, it was used exclusively on the Hobie 21 for over a year, in part because Hobie Cat equipped its first production 21s with a simple bridle system. Gradually, as racing evolved, so did the spinnaker hardware. The first spinnaker pole seen at a major race in the U.S. was on a lone Hobie 21 at the Miami ProSail at the end of the 1988 season. Other competitors quickly realized the inherent advantages of the pole, and by the following year virtually all competitors had converted from the bridle to the spinnaker pole system. Significantly, Hobie Cat now has introduced an optional spinnaker pole for the new Hobie SX-18 as class-racing hardware, giving further evidence to the pole's usefulness.

BIGGER IS BETTER

Why is the spinnaker pole an advantage over the bridle system? The most obvious reason is the pole allows for a bigger spinnaker by moving the spinnaker tack (attachment point) further forward. This advantage is somewhat limited by IHCA rules restricting the size of the spinnaker for class racing. This restriction most likely was placed on the spinnaker sail area to limit structural stress on the boat and to keep sail handling within reason. The pole length probably also was limited by class rules to avoid undesirable stress on the boat and additionally to limit how far the pole extends past the bow of the boat, for safety's sake. Without some form of pole length limitation, those close port-starboard crossings and banzai mark roundings could create a new water sport of Spinnaker Pole Jousting.

Since the spinnaker size and the pole length are limited, you may wonder why you would use a pole if the advantage of using it is eliminated. Many have pondered this same question, which may explain why the spinnaker pole did not make an immediate appearance on the Hobie 21.

TACKY, TACKY

The class-legal-length spinnaker pole does in fact move the tack of the spinnaker farther forward by as much as a foot. This added distance allows a few other beneficial things to occur. First, by moving the tack forward, the slot (opening) between the main sail and spinnaker is increased, allowing more airflow and creating more lift, thus increasing boat speed. Simply put, the spinnaker will backwind the main less with a spinnaker pole. Moving the spinnaker farther forward also increases the projected sail area, permitting more wind to be deflected and once again increasing boat speed.

Jibing also can benefit from use of the spinnaker pole, as the increased distance between the tack and the forestay allows more room for the sail to cross between the spinnaker tack and forestay. This maneuver is beneficial only if you jibe the spinnaker like a jib (this sounds a little confusing and could result in an entirely new discussion).

Unlike the bridle system, the spinnaker pole does not have to be adjusted while sailing, thus eliminating some control lines. Because the spinnaker pole remains in a stationary position and need not be adjusted for different points of sail, much crew work is eliminated. Decreased crew work is a definite plus on a Hobie equipped with a spinnaker; keep in mind an octopus would surely run out of arms or drown on some routine spinnaker maneuvers. Another subtle advantage is the ability to attach a

wind vane without fear of losing it in a tangled mass of line.

One final advantage: the spinnaker pole keeps the spinnaker tack from moving around as wind velocity, boat speed, wave action and wind direction change, making the spinnaker a lot easier to sheet and keep flying correctly in difficult sailing conditions. Imagine trying to sheet the main sail with the tack of the sail constantly moving around ... not a pleasant thought. This rigid attachment point also transfers more energy to the boat, ultimately creating faster acceleration and more boat speed.


CHAMPIONING THE POLE

This sailor's view is that virtually no one will sail a spinnaker-equipped Hobie without a spinnaker pole, period! Dennis Conner chose to use a spinnaker pole on "Stars and Stripes" for good reason: "to go fast."

Just as moving the spinnaker tack farther forward with a spinnaker pole is an advantage, conversely, the spinnaker sheet turning block generally should be as far aft as possible. Place the turning block on the

**Dennis Conner
chose to use a
spinnaker pole on
"Stars and
Stripes" for good
reason: "to go
fast."**

outside aft portion of the wing, usually at the start of the bend, if your boat has wings. For boats without magnum wings, place the sheet turning blocks at the aft outside corner of the hulls. A ratcheting block is best with a jam cleat mounted somewhere on the boat, enabling the crew to cleat the sheet and perform other tasks as necessary. Always keep the spinnaker sheet close at hand; a slight variation in wind velocity or direction can call for rapid sheet adjustment.

This short discussion of spinnaker pole advantages and sheet turning block placement may raise more questions than it answers. Nevertheless the spinnaker pole does work and for about the same price as the bridle system it replaces. Check it out! Ask around. Contact your local dealer or racing guru for more information. I'm confident you'll discover the polls tend to favor the pole. 

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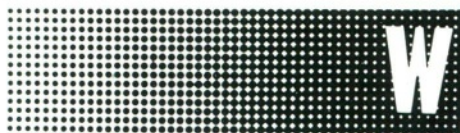
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EXPLORING THE POSSIBILITIES

Hobie Fleet 131 Scouts For Fun

STORY BY JOHN CURTIS
PHOTO BY KEN WYATT

What do you do when someone you don't know approaches you, asks you to teach a bunch of people you don't know how to sail, and tells you to supply the boats as well? If it is the leader of an Explorer Scout Unit, you say yes! Hobie Fleet 131 was 'offered' just such a proposal in the summer of 1987. It took the executive committee only about five minutes to agree to adopt the Sea Scouts of Explorer Ship 131 as very special members of the fleet. Even though none of the scouts owned a boat and most of them had never even been on a sailboat before, the enthusiasm and energy level created by just talking about teaching a group of eager young sailors convinced us these surface disadvantages would prove no detriment. As it turned out, we were right.

Explorers are young men and women ages 14-21 who want a little more adventure than the average Boy or Girl Scout Troop normally provides. The Explorers' structure and methods for advancement are very similar to those of the Boy Scouts of America, to which they belong. The first level of achievement is Apprentice Seaman with advancements to Quartermaster, the Sea Scout equivalent to Eagle. Between each stage is a lot of learning, growing, friendship and fun. Besides learning to sail, a scout also studies basic knots, boating safety and life-saving techniques as well as boat maintenance. Importantly, scouts also learn to take responsibility for the crew as well as themselves. Explorer scouts share work details, play details, and the discipline to know the difference; in common with the rest of us, of course, they tend to prefer the play time. We can rest assured no ulcers are growing at Hobie Point.

HAVE WATER, WILL TRAVEL

That first summer our goal as a fleet was to get as many of the scouts on the water as soon as possible. We scheduled a day at the lake and invited all the explorers to come. We provided all boats,

safety equipment and refreshments. Most fortunately, the wind decided to come along for the ride, too. Everyone had such a good time that first day it was hard to tell who was getting the most out of this relationship, the ship or the fleet. After two years and three summers, it is obvious we are all winners!

Our second goal was to help the explorers obtain their own boat. We asked everyone we knew where the best boat for the least money could be found. We finally located a poor soul who hadn't sailed his Hobie 16 for several years. He was persuaded to part with it for a very reasonable (cheap) price. The fleet's best racers set out to almost completely re-rig the neglected boat and decided to hold a rigging clinic in the early spring. Rigging day dawned cold, but the explorers boiled shrimp and potatoes and we ate until we couldn't walk; didn't want to walk; had no reason to walk! Rigging was tightened and re-tightened, sails went up and down and knots were tied and untied. New and better

racing equipment was added and the boat was tuned to within an inch of its life.

That first summer was mostly sailing school, Coast Guard boat handling courses and learning where the wind comes from. Several sail days paired boat owners with scouts for some hands-on experience.

Before the scouts were allowed to take out the ship's Hobie 16 without supervision, they were required to attend the course, "Learn To Sail The Hobie Way." They also were required to pass an on - the - water test certifying they possessed the necessary skills to rig the boat, launch from the beach, tack, jibe, right the boat from a capsized and return to shore.

THEIR SHIPS COME IN

Since that first season, the ship has acquired a Hobie 14 through a donation, and this past summer they were given

a 15-foot centerboard boat. Several scouts now are purchasing boats of their own and a few are turning into promising racers. The fleet has helped raise money for parts and

**Growing into
adulthood
and learning
responsibilities
is what
Explorers is
all about.**



FLEET AND SHIP TEAM UP

On June 2-3, 1990, Hobie Fleet 131 and BSA Explorer Ship 131 in Oklahoma City will host the first "Division 14 Explorer Invitational," to further promote the development of a youth sailing circuit and junior racing on Hobie Cats. All classes of Hobie Cats are welcome, and skippers will be fleeted as either novice or expert. Skippers must supply their own boat and be between the ages of 15 and 21, and crews may be an adult. Pre-registration is encouraged. For more information contact Pam Curtis at 405/348-4501 or Ken Wyatt at 405/840-4274.

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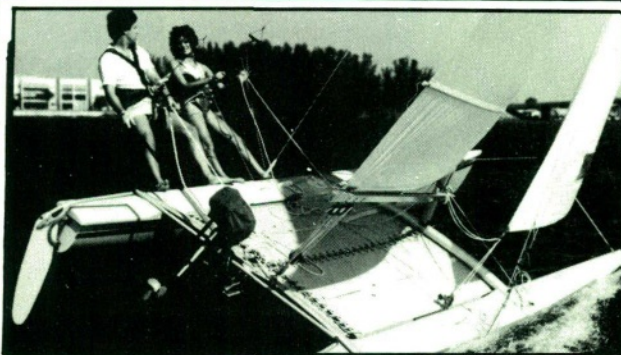
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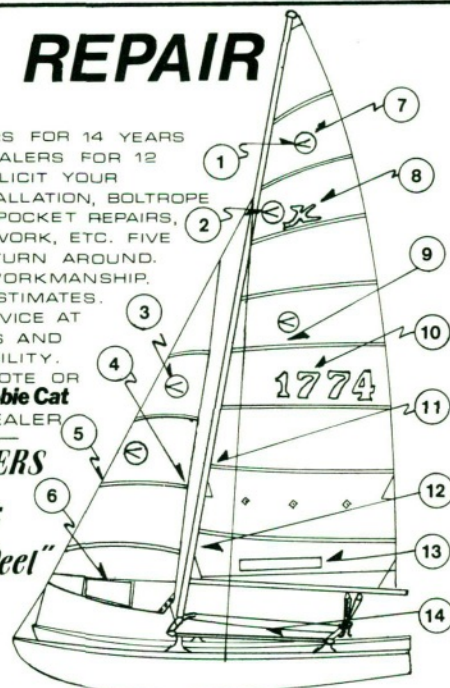
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we all have had a lot of fun. During the Single-handed National Championships in June 1989 a Toy Box® donated by SSI was raffled off at \$1.00 a chance to benefit the scouts. Over \$200.00 was raised and donated to Explorer Ship 131 by the staff and participants of the Nationals.

As mentioned, the Explorers program is part of the Boy Scouts of America, but with one big difference: it welcomes both young men and women as members. This unisex program thus is developing both male and female sailors who can decide for themselves whether they want to be skipper or crew, and who are not relegated to a specific role because of boat ownership, sex, or relationship to another person. Several young women have opted to crew for various skippers, but all are learning to handle the tiller. Growing into adulthood and learning responsibilities is what Explorers is all about. The discipline and good times provided by sailing fit right into the program's reason for being.

WHY REACH OUT?

Now you are probably asking, what will you as a fleet get from a relationship with the explorers? Why should you become involved with a group of great people? Explorer Ship 131 has 11 young men and six young women. Since 1987 seven young men have qualified as Eagle Scouts, and several are working toward Quartermaster. Many young women are also on the road to Eagle and Quartermaster. Since the requirements for both Eagle and Quartermaster are so demanding, my research indicates no one ever has qualified for both awards. The first person to achieve this honor is anticipated to come from Explorer Ship 131 in Oklahoma City.

Just helping a young person achieve a goal such as this is enough reason for me to

LET'S DO IT

What on earth can you do to get your fleet involved in a program such as Explorers? Believe it or not, the first thing you need is not a bunch of scouting teenagers or even a boat. What you do need is an enthusiastic core group of fleet members who are willing to put in the time and effort to make sure everyone will have fun. As with most endeavors, if you have fun, the rest of the details will take care of themselves. This is not to say that there is not a lot of work involved, because there is; but a group of people who like each other and have a common goal can accomplish amazing things. Our success here in Fleet 131 is attributable to just that combination. If you think your fleet may be interested in teaming up with an Explorer Ship, contact Ken Wyatt at 7511 North Country Club Drive, Oklahoma City, OK 73116, or call 405/840-4274 for the nearest unit in your area.

one night. All these positives don't even take into account the energy level provided by a bunch of teenagers at parties and on the beach.

The fleet and ship are not sitting still. At present, we are busy helping surrounding fleets in Division 14 get involved with explorer ships in their cities. The program has generated a great deal of interest on both the local and national levels. If we can get several groups excited about learning to sail on catamarans, then we hope to have ships competing against each other, with a

A group of people who like each other and have a common goal can accomplish amazing things.

be involved. We do realize, however, that every scout doesn't want to be a Quartermaster, just as every Hobie skipper doesn't want to win A fleet. What we receive in return for our time is the pleasure of meeting a group of self-reliant young people who love to have fun, want to learn to sail and work hard (when the need arises).

Here in Oklahoma City, Fleet 131 has built and maintains a public park and beach launch area at our local lake. Many man- and woman-hours are required to keep Hobie Point in shape, and we always can count on help from the Sea Scouts. Scouts provided night security during the Single-handed National Championships. They helped assemble the factory boats and saved many from damage during a

severe thunderstorm

point system to determine a season winner. Here in Oklahoma City, we are optimistic about the future of our experiment and are planning a fun-filled 1990 sailing season. With the continued hard work and enthusiastic support of our fleet, we expect to introduce many new scouts to the world of catamaran sailing and the "Hobie Way of Life." 

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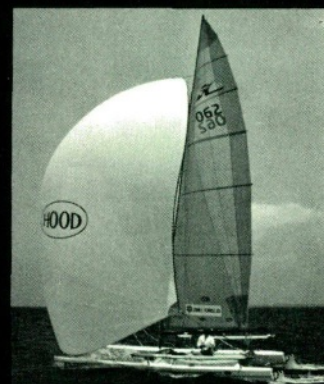
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PROFILE



LEE PETERSON

Annie has proven that you can't keep a good woman down.

Annie Get Your Hobie!

The Action-packed Life And Loves Of Annie Gardner Nelson

BY BELLA LAGMAY

Annie Gardner Nelson has sailed through her life, from childhood on to motherhood. Well-known in Hobie Cat kingdom simply as "Annie," the 31-year-old world champion has sailed them all: Prams and Sunfishes at age 9, Hobie Cats and big boats at 15, sailboards at 20, and finally, three years ago, home to Hobie.

Born in Miami, blonde, blue-eyed Annie was introduced to the sport at the Coral Reef Yacht Club sailing camp. In 1973, her family vacationed in Southern California and while at the Catamaran Hotel, rented a Hobie Cat to sail on San Diego's Mission Bay (a.k.a. Hobie Bay). It was her first ride on a Hobie ... and it almost was her last!

Getting Hooked - Line And (Almost) Sinker

Rather unwisely, the family piled ten people on a Hobie 14. In protest, the boat promptly sank and Annie jumped off. "Then, they changed the odds, but I didn't fare much better. I sailed by myself and flipped it," she recalls, "which turned out to be a great way to meet some California guys. I loved sailing on Mission Bay but had no idea that someday I would return to San Diego to live."

One memorable day on the bay was all it took. She was hooked. "I had to have a catamaran!" she decided. "I talked my parents into letting me buy a Hobie 16." To pay for her new toy, she held down two jobs, at the family's Gardner Markets and at Fowler Sail Loft in Miami.

While in high school, Annie campaigned offshore big boats, skippering as early as age 15. Her father, Joseph, was an avid ocean racer who owned a 36-foot Morgan 1-tonner. Annie and her brother, Joe, and sisters, Elizabeth and Louise, began sailing with their Dad as soon as they were old enough to jump on board. Her siblings eventually jumped ship to pursue other forms of recreation, but Annie remained on board. When she expressed an interest in sailing ocean racers, her mother, Beth, persuaded the guys to let her young daughter come along. As Annie grew up, she found sailing big boats as addictive as sailing cats.

Having Conquered The Water, Annie Turns To The Sky

Matriculating at the University of South Florida in Tampa, she changed her major from marine biology to aviation. When she wasn't working or attending school, she was sailing and flying. As the weather in Tampa was not conducive to flying, in 1980 she transferred to Florida International University in Miami where she could continue to fly and sail while earning a B.S. in industrial technology.

In the summer of 1980, Annie was sailing her Hobie 16 on Biscayne Bay when a guy on a Windsurfer glided by. It looked like fun, so she proposed switching crafts temporarily. Her first ride was smooth sailing. "It was flat water and perfect 3-5 knot conditions — enough wind to get me going, yet not enough to blow me down." She was hooked once again.

She bought a used Windsurfer for \$500, taught herself to boardsail and jumped headfirst into competition. Her first race proved to be another unforgettable experience. "I just couldn't get to the weather mark. My arms were all pumped up and I was exhausted. I couldn't hold onto the boom and had to let the blood unpump from my arms. I would sit on my board in frustration, then force myself to get up again. I actually almost quit three different times. Eventually I drifted down to the other marks and somehow managed to finish the race."

Not one to give up, Annie persevered as she improved her tactical skills. Soon her relentless determination and abundant practice paid off. Within a year she began competing again and traveled to Windsurfer's district, state and national regattas. Her

first, ignominious finish was followed by several happier endings.

The Winning Streak Begins

After winning the 1981 North American Open Class Championship, she secured a coveted spot as the first woman on the USA Olympic Boardsailing Team. She began to prepare for the 1984 Olympic Games in Los Angeles by sailing, sailing and sailing some more.

"1981 was 'The Year' of my life," Annie still believes, a year of many turning points. During that year, Annie attained another awesome achievement: sailing a Windsurfer across the highest navigable lake in the world, Lake Titicaca, bordering Peru and Bolivia. She accomplished the 70-mile expedition in one day with 65-year-old sailor Jack Woods.

This also was the year Ms. Right met Mr. Right: Bruce Nelson, an acclaimed yacht designer. They dated off and on while Annie trained and Bruce served as one of three designers of Dennis Conner's Stars & Stripes. In 1982, she left Miami to join Bruce in San Diego. "I sold my Hobie 16, loaded my sailboards and Meshika dog into my lil' Chevette and booked it to California!" They married soon after.

Annie continued her winning ways. She won the 1982 Mazda Women's World Surfboard Festival in San Diego. As a member of the USA Women's World sailing team, she won 3rd place in Acapulco, followed by a 7th place at the 1983 event in New Zealand.

All in all, Annie garnered some 50 sailboard championships throughout the early '80s, highlighted by 14 national and international titles, including back-to-back global titles at the Waylor Worlds at Islamorada in the Florida Keys. She culminated her string of successes at the 1984 Olympic Games, where for the first time boardsailing was included as an exhibition event. Finishing behind gold medalist Karen Morch of Canada, Annie was decorated with a silver medal.

She became somewhat of a celebrity on the boardsailing circuit; by 1986 she was ranked 5th in the Stroh's American Boardsailing Association Tour. In 1987 while the Nelsons were down under in Australia for the America's Cup, she scored a 2nd in the Swan Lager Speed Trials.

Consciousness Raising, Female-Racing Style

In between boardsailing events, Annie also seriously campaigned ocean racing yachts for six years, skippering all-female crews to "respectable finishes" in the Southern Ocean Racing Conference in 1981 and



1982. She believes, and rightly so, that her efforts "paved the way for future female world offshore campaigns."

"Female sailors face a double challenge in racing big boats," Annie explains. "In addition to the skills needed, the challenge is just to be accepted as a woman."

As unofficial spokesperson working to strengthen the image of women in yachting, Annie is irked by the 'typical' male sailor who doesn't have enough confidence in a female crew when racing a boat and actually pulls tools out of her hands. As the USYRU Women's Offshore Representative (1981-1989), she strove continually to obtain equal recognition for women as capable sailors. Putting her money where her mouth was, in 1981 she organized, produced and directed what has become an annual racing clinic for women entitled the USYRU Women's Week Offshore.

Inspired by observing major regattas for women in France and England and wishing there were more women's yachting events at home, Annie and her USYRU group organized the Women's Keel Boat Championships, now held biannually in Newport, Rhode Island.

Annie also formed all-female crews for big boat competitions, winning contests such as the 1983 Isla Mujeres Race, a 500-mile trek from Florida to Mexico, in which she beat the second-place finisher by eight hours! She skippered the *Huntress*, a Hunter 54 with a crew of seven women and one man, the cook, in an odyssey recognized by a "Sail" magazine article.

Another Year, Another Accolade ...

As the years passed, the achievements continued to multiply. "Yacht Racing and Cruising" magazine (now entitled "Sailing World") elected Annie "Yachtswoman of the Year" in 1983. Not to be outdone, the San Diego Association of Yacht Clubs, USA Olympic Yachting Committee and Rolex also nominated her for the same crown. (Rolex renominated her in 1984, 1985 and 1986.)

... Another Turning Point

By the mid-'80s, Annie decided to try catamaran competition for a change.

After capturing a very close 2nd in the 1984 Prindle Nationals, she fared far worse in the next year's event — she was T-boned and almost sank her boat! Retreating to sailboarding, she competed in the 1986 Johnny Walker Hook In & Hold On (Hi Ho) in the U.S. Virgin Islands, "the most fun regatta in all my sailing life. As we raced from island to island, every group of six sailors was met by a charterboat, so we traveled in true floating-hotel style."

At the Hi Ho Annie met Miles Wood, a veteran Hobie Catter who soon after was named director of the World Hobie Class Association. It was Miles who suggested she return to her first love — Hobie Catting. And return she did!

Upon Miles' insistence, she jumped right into A-fleet competition. "I got my butt kicked!" admitted Annie. The first time she

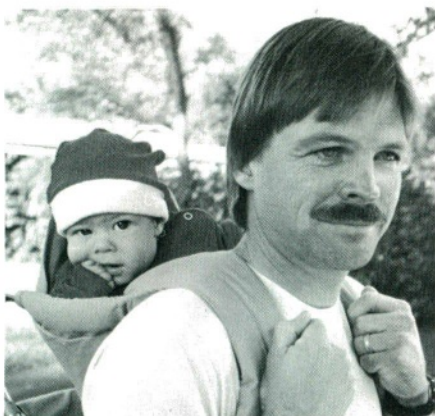
raced in a local Hobie Cat regatta she was third to the windward mark, but couldn't tack. "I obviously could sail upwind, but couldn't tack well and just couldn't sail downwind worth beans! The entire A fleet sailed past ... fast, and then the B fleet started cruising by!" She hoped nobody would notice, but the bright pink sails on her new Hobie 16 gave her away. She was humiliated.

"The humiliation was good," acknowledged Annie, "because it was quite a challenge being in there with all the great sailors in Division 2. What really impressed me most about Hobie Catting were the people! Everyone was so friendly and helpful in tuning up my boat, because I didn't have a clue!"

That's What Friends Are For

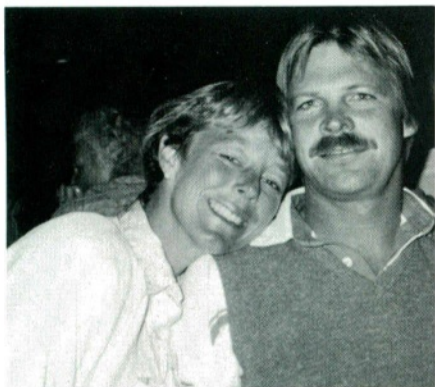
During the summer of 1986 Annie attended the Hobie 17 Nationals at Daytona Beach. At first she knew only Miles, who quickly introduced her to yours truly, the event's press and publicity director. We roomed together and I introduced her to Hobie Alter Jr., Dean Froome, Carlton Tucker and other Hobie world champions.

In the initial races, Annie was overwhelmed by the competition and came close to DFL! Then Alan Egusa of Hawthorne, California, took her under his wings and together they practiced tacks. She got better with each race. Upon meeting Julie Renfro of Daytona Beach, one of the top Hobie women skippers, Annie recalls, "We made a pact not to race against each other



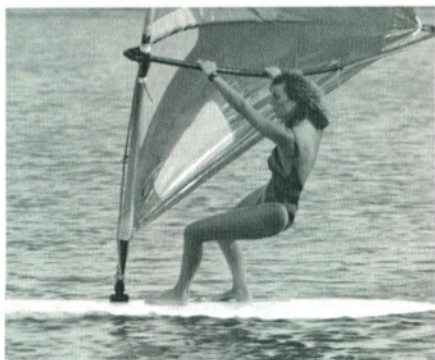
ANNIE NELSON

Christmas 1989: Husband Bruce and son Robert.



M. MOORE

1987: Annie and Bruce Nelson.



TARA DOLAN

1983 Mission Bay: Annie practicing freestyle.



KIRK SCHLEA

1984 Olympic Games: Silver medalist, Boardsailing.

and get hurt, but just to try our best. In one race we were first and second around the windward mark and having a good ol' time yelling 'Yahooo' as we sailed around the course!" Annie finished 19th to make the cut ... not bad for someone who had never even sailed a Hobie 17 before!

Annie met the cream of the crop at the 1987 Hobie 16 Women's Nationals. The camaraderie was incredible and that week she made many new life-long friends. Annie and Jana Seaman lost the championship title by a mere quarter of a point — sailing in right behind friend and competitor Julie Renfro!

Annie's week-long, closer-than-close lead over Julie was broken at the very end when, trailing minutely behind during the last race she covered Linda Leon and didn't see Julie, who sailed ahead to win. Annie confides, "I was heartbroken because we had come so close to winning the title. But I still wasn't very experienced and during the week, fell off the boat once, going upwind ... Jana even fell off, which was probably my fault. We had heavy winds and ice cold water, just really nasty conditions. But I don't want to make excuses, they really sailed strong on the last day while we were just maintaining."

At the 1987 Women's Nationals, Annie met Marci Moore, another veteran Hobie Catter who had sailed since her youth in Kaneohe, Hawaii and was the youngest member of the 1979 Team Hawaii. Now 26, Marci, who works as a TV syndication manager in Burbank, California, has teamed up with Annie for Hobie national and world championships.

The dynamic duo bought a Hobie 18 together and raced the entire 1988 season in Division 2 regattas. "Marci and I sailed all year to get stronger and physically prepare ourselves for the Nationals. I also prepared mentally by listening to 'The Psychology of Winning' tapes!" she reveals. "By the time we got to the Nationals, all the hottest American women Hobie Catters were there as well as the South African and Australian national champions. Everyone was freaking out, but we remained calm and intent on going out and doing our best. We did, and we won!"


Annie Expands Her Horizons

Taking note of the many contenders from South Africa, Australia, Canada, Puerto Rico and other international spots, Annie and Marci suggested to (then Hobie Cat president) Doug Campbell that the Hobie 16 Women's Nationals be renamed the Women's Worlds, which it was. Ironically, her first pregnancy prevented her from defending the title in 1989.

She remained active in the sport, however. After scoring 12th out of 49 in ProSail's first exciting event in 1988, she coached old pal Jeff Alter and partner John Wilson on the prestigious professional circuit the following year.

Annie was honored in 1989 as a top

woman athlete at the 10th Annual Women's Sport Foundation in New York. Representing sailing and sailboarding, Annie found herself a peer of such sports superstars as Billie Jean King, Mary Lou Retton, Janet Evans, JoJo Starbuck and Yvonne Goolagong.

True to the reputation of her "Best in the West" namesake, Annie Oakley, Annie Gardner Nelson has proven you just can't keep a good woman down. Not one to rest on her many laurels, even after bearing a son in August 1989, Annie says she will be ready to return to racing soon. For now, she is content spending time with her family, traveling with Bruce to view his boat designs and raising their son Robert Alan — "the future America's Cup winner!" 

In Her Own Words

As a shining example to sailors and to women in general, and to women sailors in particular, Annie Gardner Nelson has a great deal to offer all of us. We asked Annie to share with HOTLINE readers her thoughts on life and on the "Hobie Way of Life." —Ed.

On Sailing

When I'm sailing I feel really FREE. I love being so close to nature; it's a kind of meditation. I don't have to talk with anyone; I can listen to my own thoughts. I go into a second gear in which sailing becomes automatic and I just respond to and become part of the process. Having no land in sight and nature all around puts life in perspective. I think that often people who don't experience this lose sight of reality. Sailing helps me understand how life is meant to be. It helps me get focused.

On Hobie Cats

What I enjoy most about Hobie Cats is the family feeling. The friendliness and camaraderie are unique. It's nice to know that whether you race or not, if you move to a different city all you have to do is call a dealer and find a fleet and you can meet new friends right away with whom you'll have a lot in common. I guess that's what they call the "Hobie Way of Life."

On Racing

There are so many Hobie Cats around that wherever you go the racing is always great. I've raced in other manufacturers' events, but they just don't attract the number of sailors, whereas with Hobie Cat even people who don't race go to the regattas. I think the system for moving up, from Novice to A fleet, is very encouraging and allows people to compete and improve at their own pace. I do suggest a new classification - AA fleet - that enables racers who always win A to compete with others in their class while giving other A sailors a chance to win their event. After all, the thrill is in the race, not the trophy.

On Competition

The drive to compete has always been very strong in me. I love the challenge, whether it's me against a bunch of great racers or just me against a good strong wind. I have always striven to do the best I can. Even though I'm competitive, however, I am also very mellow and low-key.

On Women and Sports

Our day of reckoning has come. It's about time. Now a woman can be athletic without being thought of as being less feminine. Men are more accepting of women in sports, and even the Olympics are recognizing women's sailing events, but we still have much work to do to increase women's participation and acceptance in athletics.

On The Two-career Sailing Family

No problem! Bruce and I don't race together very often, because we both have 'skipper' personalities. We do get along well, though, on and off the water.

On Motherhood

I love it! It's the neatest thing I've ever done and I wouldn't have wanted to miss it as a woman. I'm a very nurturing person and I was definitely ready to be a parent.

On Sailing's Influence On Her

My whole life has been influenced by sailing! It has taken me all over the country and part of the world. I met my husband through the sport. It's been a big part of my life, but it's not my whole life.

On Her Influence On Sailing

I've heard I've influenced a lot of women and made them feel less afraid of going out and trying things. Through my clinics, I've helped them sharpen their skills and increase their confidence. Through my off-shore racing, I've set an example that women can race ... and win. In my attitude, I hope I've shown that it can be fun, too. This last part is something I really hope rubs off - that racing doesn't have to be all serious.

On The Future

I'm contemplating trying out for boardsailing again in the 1992 Olympics. Further down the road, I want to continue a career in sports. I believe I can put together all my abilities and my present position as unofficial spokesperson for sailing to become a sports announcer.

On Annie

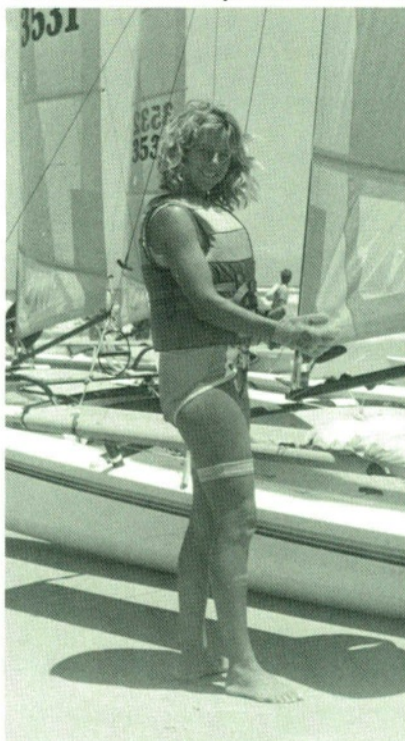
I feel very satisfied with what I've accomplished. I've done a lot, and if I were never able to do anything else, I would feel content. When I look ahead in my life, however, I see more mountains yet to climb.

Do you know of a perfect person for a HOTLINE profile? Please tell us if you do, and they may see their name in lights ... or at least within the pages of a future issue of HOTLINE.



LISA BLACKALLER

1987 America's Cup: Annie with Jim Kelly (L) and Gary Jobson (R) from ESPN.



1987 Hobie 17 Nationals at Daytona Beach.



M. MOORE

1988: Annie and the late Tom Blackaller.



M. MOORE

1988 San Francisco ProSail: Annie and crew Jim Stewart.



M. MOORE

1988 San Francisco ProSail: Annie and "The Boys": Jeff Alter, Ian Bashford and Russ Eddington.

99.9% Pure... Hobie

Hobie Sailors Account For Lots Of Fun

BY MARILYN CAMPBELL
ILLUSTRATIONS BY DWIGHT WANHALA

Americans love statistics. Numbers seem to fascinate us, perhaps because they help us locate ourselves within groups and categories; they give us a place to fit. We may be delighted or depressed to find ourselves in a hectic majority (52% of women with school-age children work at full-time jobs) or a silent minority (9% of adults sleep nine or more hours each night).

We're inundated by percentages: ads exhorting us to use this or that brand of pain reliever or toothpaste because so many experts do; articles scaring us with the chances of being assaulted, cheated, robbed at gunpoint or even injured while doing housework (Where is that last figure? I sure could use that

at my house the next time someone complains about ring around the collar!); formulas identifying the possibilities of being struck by lightning or winning the lottery (sadly, the former is far more likely than the latter).

Hobie enthusiasts, whether American or international, have their own fancies and fetishes - most of which are related to their devotion to sailing. Remembering that fan and fanatic are only four letters apart, we here present a totally fabricated set of statistics for all you sailors out there who are indeed 99.9% pure Hobie. -Ed.

LIFESTYLES



63% of Hobieites own a pet.
99.9% of the Hobieites who own a pet own a Cat.

18% of Hobieites speak a language other than English at home.
64% of Hobieites speak a language other than English while sailing.
99.9% of Hobieites speaking a language other than English while sailing should have their mouths washed out with soap for some of the things they say.



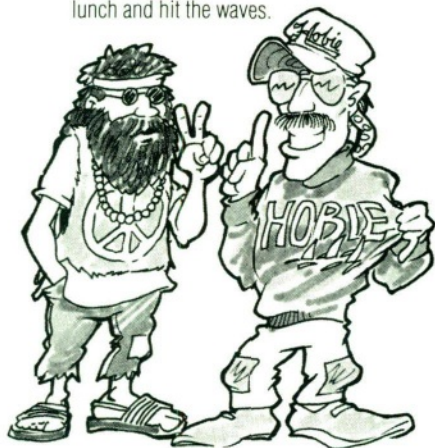
12% of Hobieites cannot eat and chew gum at the same time.
99.9% of Hobieites don't care if they can't eat and chew gum at the same time. They'd rather be sailing!



28% of Hobieites get their news from reading the paper.
56% of Hobieites get their news from listening to the radio.
79% of Hobieites get their news from watching TV.
99.9% of Hobieites get their news from subscribing to HOTLINE.

11% of Hobieites live to work.
61% of Hobieites work to live.
99.9% of Hobieites work to live it up on their Hobie Cats.

- 13%** of Hobieites would rather walk to work than bring their lunch.
- 99.9%** of Hobieites would rather skip work and lunch and hit the waves.



- 24%** of Hobieites say they used to favor the hippie way of life.
- 31%** of former hippie Hobieites say they now prefer the yuppie way of life.
- 99.9%** of all Hobieites say they will always prefer the "Hobie Way of Life."

LOVE AND SEX

- 32%** of Hobieites say they daydream about making love while sailing.
- 99.9%** of Hobieites say they daydream about sailing while making love.



- 38%** of Hobieites would rather have their sex life than their car out of commission.
- 99.9%** of Hobieites would rather have both their sex life and their car than their Hobie Cat out of commission.

- 33%** of female Hobieites think catting around is grounds for divorce.
- 88%** of female non-Hobieites think Hobie Catting around is grounds for divorce.
- 67%** of non-female Hobieites think neither catting around nor Catting around should be grounds for divorce.
- 99.9%** of female Hobieites think that although catting around should be grounds for divorce, Hobie Catting around is just fine ... as long as they're on board, too!

- 54%** of Hobieites believe love is blind.
- 76%** of Hobieites believe in love at first sight.
- 79%** of developer Hobieites believe in love at first site.
- 81%** of lawyer Hobieites believe in love at first cite.
- 83%** of vampire Hobieites believe in love at first bite.
- 99.9%** of Hobieites believe in love at first sail.

RELIGION

- 84%** of Hobieites believe God created the heavens and the earth.
- 99.9%** of the Hobieites who believe God created the heavens and the earth also believe He created the waters ... specifically for sailors.



- 76%** of Hobieites believe Moses parted the Red Sea.
- 99.9%** of Hobieites believe he did so to keep the pesky motor boats from ruining a Nationals race.
- 61%** of Hobieites believe in life after death.
- 89%** of Hobieites believe in death after life.
- 99.9%** of Hobieites believe in sailing through life and death.



ATTITUDES

- 28%** of Hobieites believe that winning isn't everything.
- 99.9%** of Hobieites believe winning isn't everything ... unless you're in a regatta.
- 14%** of Hobieites believe life begins at 20.
- 35%** of Hobieites believe life begins at 30.
- 36%** of Hobieites believe life begins at 40.
- 99.9%** of Hobieites believe life begins at 40 ... knots.



- 18%** of Hobieites believe Santa Claus is alive.
- 21%** of Hobieites believe the Tooth Fairy is alive.
- 24%** of Hobieites believe Ronald McDonald is alive.
- 45%** of Hobieites believe Elvis is alive.
- 99.9%** of Hobieites believe they are alive ... only when they're sailing!

- 38%** of Hobieites would rather have only one oar in the water than their nose to the grindstone.
- 99.9%** of Hobieites would rather be up the creek without a paddle than out on the lake without their Hobie Cat.
- 89%** of Hobieites would choose to live forever if they could.
- 99.9%** of Hobieites would choose to live forever ... only if they could keep on sailing.

POLITICS



- 43%** of Hobieites can name the congressman from their district.
- 49%** of Hobieites can name at least one of the two senators representing their state.
- 76%** of Hobieites can name the president of the United States.
- 99.9%** of Hobieites can name the top ten winners in the last regatta.
- 38%** of Hobieites are registered Democrats.
- 38%** of Hobieites are registered Republicans.
- 99.9%** of Hobieites are registered Hobie Cat owners.
- 28%** of Hobieites believe water should be conserved.
- 33%** of Hobieites believe water should be reclaimed.
- 99.9%** of Hobieites believe water should be sailed on - just for the hull of it!

THE OCCIDENTAL TOURIST GOES TO AFRICA

BY MARLENE SASSAMAN
PHOTOS COURTESY OF THE
S. A. TOURISM BOARD

Tired of the same old sailing spot? Ready for a change of scenery? How about a "Back to the Future" sailing extravaganza? All you need, for now, is a comfortable chair and your imagination as you mentally transport yourself across the Atlantic Ocean to the continent of Africa.

What, you say; sail in Africa?

Long before apartheid became a household term, Bruce Brown popularized surfing along the South African coast in the movie "The Endless Summer." Midway between two world-famous sailing ports, Cape Town and Durban, lie endless bays that challenge all levels of sailing and surfing enthusiasts. Cape St. Francis and Jeffreys Bay offer the finest of conditions. Strong winds, glassy surf and secluded beaches with mountain bike terrain make the Republic of South Africa a choice vacation spot.

Ladies in particular should be encouraged to discover why South African women's representation at the Hobie Nationals has been so successful. Caroline Winter and Belinda Klaase routinely compete in 20-plus knots with 4-6 foot swells taken for granted. In addition, many launch areas are conveniently situated far from the breaking surf.

The crystal-clear Indian Ocean is alive with dolphins and whales. Of course, extra care to remain topside is advisable, as great whites also are alive and well and feeding mainly (we hope!) on the abundant seal population. Huge bays along the southernmost coastline provide point breaks that are quite predictable in size, force and frequency.

Driving to a regatta is like visiting the movie set from "Gone With the Wind." Poor people work in the fields, donkey carts provide sure-footed transportation, men hitchhike and ladies are frequently seen carrying all sorts of oddities on their heads (boxes, potatoes, suitcases and firewood). Even in middle-class homes and hotels, hot and cold water descend from separate spigots. Insulation is virtually nonexistent and skeleton keys are the common means of securing one's home.


The hospitality, nevertheless, is excellent. Restaurants offer exquisite cuisine at reasonable prices. The residents are friendly and not averse to trading freshly caught squid (calamari) for insulated beer

mugs brightly decorated with space shuttles and hull-flying Hobies (thanks to Hobie Fleet 45).

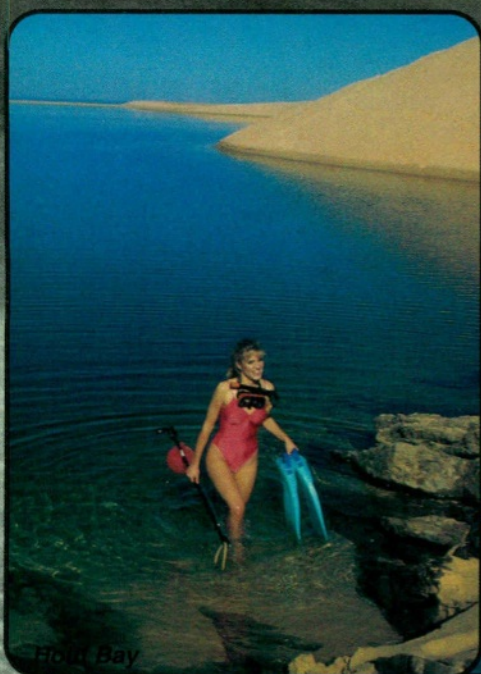
Exploring the countryside is a great way to absorb the climate, sights and smells of this rarely visited land. Elephant and zebra parks are within an hour's drive from the national road (N-2). For less than \$10 per carload, you can spend hours daring your crew to get 'just a little bit closer' to a herd of elephants wallowing around a water hole. If elephant stampedes are too mellow, visit Sea View Lion Park in Port Elizabeth. Admission is similar to sailing through a set of locks; a double gate system is used to ensure the lions don't get out while you cautiously enter their domain!

Independent exploration is more economical than taking a private safari, and at least equally as adventurous. Maps are easy to read and roads clearly marked. As in the states, sightseeing is best done during the week; that way you can save the weekends for sailing. The annual East vs. West Mossel Bay Regatta is well worth the traveling time. Races are run without unnecessary delay; courses appropriately set; protests require only a \$10 filing fee and Mother Nature usually cooperates with sunny skies, rolling swells and 25 knots of unpolluted air!

Think about it: paradise in a cool climate complete with outdoor, all-natural, hot mineral springs to soothe weary sailors and spark romantic antics beneath starry skies. In the remote town of Calitzdorp (about 250 kilometers west of Humansdorp), deep dark caves with narrow crevices beckon the brave tourist. While the entrance is a huge opening with typical stalactites and stalagmites, a complete journey requires crawling on the floor as well as wriggling up a 15-foot chimney barely 18 inches in diameter. Unlike America's Carlsbad Caverns, the Cango Caves really test a person's claustrophobic limits.

The Republic of South Africa is a country whose beauty is threatened by a much-needed solution to its institutionalized human rights violations. However, we all know it takes more than a movie script to make both social and political changes. Perhaps people who sail together can get together and stay together; and perhaps the coming together of people and nations through sports such as Hobie Catting can help make equality the real wave of the future. After all, a catamaran has a couple hulls, so there's plenty of room on board for two to sail around the Cape of Good Hope. 

SOUTHERN COMFORT



Hout Bay



Port Elizabeth



Golden Mile - Durban

CLUB MET- CALFE



ANNUAL HOBIE 14 WORLD CHAMPIONSHIP SURFACES IN NEW CALEDONIA

STORY AND PHOTOS
BY RICHARD BLOUNT

With the 10th Annual Hobie 14 World Championship just completed in the dazzling South Pacific island of Noumea, New Caledonia, some things are very clear. To take home the first-place title, one had to be a master in 0-5 knots, 10-15 knots, 20-30 knots and 30-plus knots of trade wind energy. If that wasn't enough, one had to deal with a current that would make San Francisco Bay seem like a pond.

For those of you who aren't quite sure where New Caledonia is, let me offer you this. It is 1859 kilometers above New Zealand, 1978 kilometers east of Australia, and 1260 miles west of the Fiji Islands. In other words, it's situated between 18 and 22 degrees south 163 and 168 longitude east. New Caledonia has a surface area of 19,000 square kilometers. It is surrounded by 800 kilometers of barrier reef enclosing one of the most beautiful lagoons in the world. It's also where "McHale's Navy" of TV fame was based.

From around the world came 74 hopeful men and women sailors to race in the very first World Championship ever held in New Caledonia. So overwhelming and complete was the support of the French, the government even produced a commemorative postage stamp.

SAILORS GET ROYAL TREATMENT

The host hotel for the event was the world-famous Chateau Royal, better known as Club Med. The chateau is a seven-story giant, perfectly located for the racers, at water's edge.

If Hobie racing was not your cup of New Caledonia tea, you could indulge in tennis, jogging (among topless sunbathers), squash, aerobics, swimming, archery, yoga, snorkeling, windsurfing, sailing lessons, arts and crafts, theater, disco, and last but not least, food and drink. By the way, everything listed was free! That's right, it was included with the room.

Three great meals were prepared every day for us. Food was served in a commu-

nal buffet-style with no limit on quantity for food, wine or beer. If you desired more privacy, you could visit a special restaurant where you dined at individual tables and ordered from a menu. That was free, too. Most of us preferred buffet-style because the tables were large enough for ten, enabling us to meet fellow sailors as well as other hotel guests.



If Hobie racing was not
your cup of New Caledo-
nia tea, you could indulge
in tennis, jogging, aero-
bics, sailing lessons, arts
and crafts, theater, disco,
food and drink.

For those of you who have had a difficult time previously getting past the qualifying rounds, you should have been here, with the 32 sailors attempting to qualify. Jacques Frei and Burkhard Toeblmann, the race organizers, allowed 30 eager men and women sailors into the main event.

One unique sailor who made the cut was only 17 years old: Nanu Merlo, a native New Caledonian. She weighs about 90 pounds. Her crew, and/or ballast, was Gaëla Piriou. They were a great sailing team. In fact, during the qualifying rounds Nanu was sailing red hot, despite a wind blowing 25 knots.

(For those regulatory buffs in the crowd, look up the rule regarding weight on a Hobie 14. It states that if over 50 pounds

are added, a crew is allowed to replace the ballast as weight. If that's the case, can that crew adjust the downhull, pull in the traveler car or in any other way help sail the boat? If not, why is the person called crew? If so, is that fair to sailors sailing by themselves? I'd be interested in hearing your thoughts.)

METCALFE RUNS AWAY WITH TITLE

Chris Metcalfe from Runaway Bay, Old Australia, won the Hobie 14 World Championship going away. To say he was the class of the field isn't quite enough. Of the ten races he sailed, his worst was a 4. The unusual occurrence (really non-occurrence) was he never won a single race in the series. He had four second-place finishes, five thirds and one fourth. Keep in mind each race had 36 world-class sailors on identical factory boats in constantly changing sailing conditions.

Team Metcalfe seems to have a stranglehold on Hobie world titles. Michael Metcalfe is the present Hobie 17 World Champion and brother Gary is the current Hobie 16 and 18 World Champion. The driving force behind the successful trio is a very motivated and dedicated father, Keith Metcalfe.

Not only do the Metcalfes rival Dennis Conner for number of days on the water; they also own two each of most sailboats they race, including Hobie 14s through 18s. Can you imagine their driveway?

Part of their winning strategy is continuous match racing. One can't adequately practice match racing without a trial horse. Their system is one Metcalfe on one Hobie 16 with another Metcalfe on an identical boat. Then, one by one they change sailors and adjust every allowable adjustment in all types of wind conditions. The changes are recorded on videotape to be reviewed and studied. Repeating this elaborate process over and over pays in huge dividends on every boat and every race.

Not only do the Metcalfes practice tuning boats in 20 minutes or less (the standard time allotted between races at Nationals and Worlds), they always have their boats dialed in to provide the most speed possible under the given conditions.

Another contributing factor to the Team Metcalfe success was exemplified at the Hobie 14 World Championship in New Caledonia. When Chris's boat hit the beach between races he was greeted by his support team. Not only do his cohorts drag the boat up the beach for him, remove his bridle fly and tiller, they serve him a hot meal on the spot, remove his waterlogged wetsuit and replace it with a

dry one. That's not all, his next assigned boat is stripped down by his support team, all previous telltale signs are removed, the sail is dropped, the battens are unstuffed, the boat is drained and the trampoline is tightened. All is done so Chris can step right up to the boat, tune it as he sees fit and not have to rush around. This ritual is repeated in every single race. Does it win you world titles? As with chicken soup, it can't hurt.

The only question still unanswered is which Metcalfe will win the next world or Olympic title. The family goal is a gold medal in the 1992 Spain Olympiad.

THE OTHER NINE

The top ten at the Hobie Worlds was spread around the globe. Included were Australians, South Africans, Tahitians, West Germans and an American. The results seem to favor the South Africans and Tahitians when it blew.

Kitty Salmon of Tahiti was sailing as if he owned the water. He was in first position going into the final two days of racing, with 7-1/2 points. Right behind him was family teammate Nino Salmon with 7-3/4 points. When the wind blew, they were always near the top at the weather mark.

As much good fortune as Kitty had early on, it turned to bad luck in the final rounds. In succession, he was over early, placed a disappointing 13, and hit the A mark and didn't perform his required two 360s. In one frustrating day, he added 71 points to his score.

The South Africans, led by the defending champion Allen Lawrence, sailed a great series. The rough waters of New Caledonia obviously must have been similar to conditions in South Africa as well as Tahiti. As a result, they sailed with tremendous confidence.

Lawrence was proving to everyone that his previous title was no accident. Regrettably, he ran into some poor luck during the fifth race. In light air, he crossed the finish line from the port end in fourth position. While he was trying to tack onto starboard to head back to the beach, a Race Committee member witnessed Lawrence hitting the finish buoy. As a result, RC protested Lawrence.

As a member of that protest committee, I can disclose that a heated discussion about the incident ensued. The committee member (a world-class sailor in his own right) was dead certain contact was made while the South African was dead certain contact was not made. A witness brought in by Lawrence claimed no contact by the burdened boat, but was found to be at least nine boat lengths away. After three hours of debate with yours truly backing

Lawrence's position, another witness was uncovered. Kai Kroger of West Germany finished fifth in that race and sailed right over the top of Lawrence's boat after the



HOBIE 14 WORLDS FINAL SERIES RESULTS

Name	Country	Points
1. Chris Metcalfe	Australia	23.00
2. Hiro Demaeyer	Tahiti	30.50
3. Allen Lawrence	Africa	31.50
4. Philippe Hars	Tahiti	45.75
5. Nino Salmon	Tahiti	51.50
6. Kai Kroger	W. Germany	57.75
7. Robert Edwards	S. Africa	58.50
8. Lawrence Edwards	S. Africa	63.00
9. Hobie Alter, Jr.	USA	82.50
10. Kitty Salmon	Tahiti	91.50
11. J. J. Francois	Tahiti	94.00
12. J. Claude Agnieray	Tahiti	101.00
13. Ren Brand	S. Africa	109.00
14. Michel Le Calvic	Tahiti	109.00
15. Darren Bundock	Australia	112.00
16. Garth Loudon	S. Africa	122.00
17. Michael Butler	Australia	123.00
18. Vladimir Revay	New Caledonia	124.00
19. Francis Petras	Tahiti	131.00
20. Jacques Frei	New Caledonia	136.00
21. Steve Fields	Australia	138.00
22. Warwick Fatches	Australia	141.00
23. Olivier Bachet	New Caledonia	151.00
24. Eric Chantreux	New Caledonia	155.00
25. Arnold Marais	New Caledonia	161.00
26. Dierk Reinhardt	W. Germany	164.00
27. Manu Sanuy	New Caledonia	165.00
28. Clive Kennedy	Australia	166.00
29. Burkhard Toebelmann	New Caledonia	168.00
30. Richard Johnston	New Caledonia	173.00
31. Gavin Luxton	Australia	185.00
32. Christian Deschamps	New Caledonia	186.75
33. Richard Perrin	New Caledonia	193.00
34. Rod Jordan	Australia	201.00
35. Robert Branch	Australia	205.00
36. Stan Woodruff	USA	209.00

finish, yielding a perfect view of the situation. Kroger testified that contact was made.

As a result of the decision, Lawrence's fourth-place score was replaced with a 35. His previous throwout was a ninth that was hard to overcome. If that incident had not happened, the defending champion

would have been two points behind Metcalfe going into the final race. Let this be a lesson to those of you die-hard port finishers: tacking too close to a finishing mark can have a very high price.

AND THEN THERE WERE EIGHT

The lighter air races were up for grabs. Playing the current correctly was almost as important as the wind direction, a point quite evident in one drifting race.

Bruce Fields of the United States was leading a race at the windward and leeward marks on an A-C-A-C-F course. Why did he finish a disappointing tenth? He didn't play the current as well as others.

The savior of the American delegation was none other than Hobie Alter Jr., winner of more national titles than anyone else in the country. Of all the great Hobie 14 sailors this country has produced, it's a shame only Hobie Jr. remained to carry the 14 team, for he had not raced a Hobie 14 since the 1985 Worlds in Puerto Rico. The rust showed. He suffered through a couple of poor races early on, but came on strong down the stretch. Once Hobie mastered the very difficult, yet faster one-rudder-up-to-windward system with the windward rudder on a 14, he sailed with the best of them. Hobie won two heavy air races and flipped while leading in another. Too bad his schedule doesn't allow him the opportunity to practice as much as his rivals; he sure can make his boats go fast.

AFTER-RACE DELIGHTS

The race course wasn't the only place to find action. With bars staying open till 4:00 AM, we found there were lots of ways to get into trouble! One great spot was the "Metro." As modern as any decent bar in the states, it boasted an outdoor entrance, cozy atmosphere, dance floor, lovely French women, light show and very LOUD rock and roll music. Of course, 4:00 AM does come quickly under circumstances such as these. I didn't close any of the bars myself; I am relying on information provided by a reliable source (who will remain anonymous).

Once the racing was concluded, my responsibilities with judging, race results, boat assignment sheets and protest committees were over. I finally could sample a few of the Club Med toys and experience some of the great countryside.

I joined Team USA members Bruce Fields, Chuck Watson, Stan Woodruff and his sweet wife, Sharon, on a chartered sailboat called the Pepsi. The Pepsi, complete with a skipper, cook and a giant supply of Mai Tais, gave us an opportu-

Continued on page 60

BOOK

THE 1990

DIVISION

HOBIE FLEETS

Over 500 fleets, from Auburn, California to Zandvoort, Holland, operate under the jurisdiction of the International Hobie Class Association. Participation in local fleet activities offers many opportunities to make new friends and learn the art, skills and fun of sailing.

These fleets, divided into geographical divisions, sponsor local racing and other sailing events open to all Hobie Cat sailors. An important aspect of the fleet organization is the willingness of Hobie sailors to help one another learn the ins and outs of competitive, safe sailing. Competitions held at the local fleet level are divided into distinct racing classes. The A fleet is the most experienced; B is comprised of sailors slightly below the A level; C sailors are racing beginners and the Novice fleet is made up of new sailors.

Local regattas enable Hobie skippers to gain experience and accumulate points that help them pre-qualify for U.S. National Championship events held annually for every Hobie class. The events are open to most Hobie sailors, even those who have not pre-qualified on the local or national level, through qualifying rounds which are scheduled prior to each Championship.

World Championship events are ordinarily scheduled every other year for each class. American sailors who place in the top ten at the National Championship become part of Team U.S.A. for World Championship events. World Championships have been held in the United States, Brazil, the Canary Islands, Tahiti, France, Holland, Fiji, the Philippines, Australia and several other countries. Although sailors from the United States and Australia have dominated World Championship regattas, teams from approximately a dozen countries regularly attend.

Owning and operating a Hobie Cat means more than owning a sailboat. Through the social and racing activities of the local fleets, members have the opportunity to participate in a wide range of activities designed to enhance the quality of their recreational activities and to contribute to a special spirit of friendship and well-being that has graced the sport of Hobie Cat sailing since it began. Sailors everywhere have come to call this unique affinity the "Hobie Way of Life."



PATRICK MCDOWELL

Into The '90s

Welcome to 1990, the beginning of what we know will be an exciting decade for Hobie Cat, the Class Association and Hobie sailors everywhere. Last year was a time of transition for the company, in terms of both ownership and management. Now, we look ahead to years of great promise and a departure from the past; to a decade of reality and prosperity. We intend to work hard to ensure one-class racing survives where few other classes have succeeded.

What are the realities of the new Hobie Cat Company? As the creator of the commercial catamaran and the initiator and supporter of both recreational sailing and racing programs across the country and around the world, Hobie Cat is a small (in terms of size and sales) sailboat manufacturer with one of the most respected names in the industry and a large Class Association of which all can be proud. But, just as the ownership of the company has changed from the '70s through the '80s to the present, the economics of the new decade have changed also, and we have to keep pace with those changes. No longer is the Hobie Cat Company a division of a half-billion dollar company; now it must stand on its own economic feet as a small (albeit "big name") marine products manufacturer.

These hard realities clearly have impacted and will continue to impact the IHCA, but rather than dwell on the negative (which some of you may have witnessed first-hand over the last couple years), I instead would like to focus on the positive aspects of what can be accomplished once a group of talented, devoted people work together and strive to meet shared goals.

No longer will the IHCA be run as a "benevolent dictatorship." Instead, a close working group of Hobie Cat Company and the North American Hobie Class Association (NAHCA), with council from the Alter family, will jointly manage the rejuvenation of the regatta program. To that end, the regatta department has been reorganized, with the overall direction shared by new IHCA director Doug Skidmore and by Bonnie Hepburn, longtime publisher of the acclaimed **HOTLINE**.

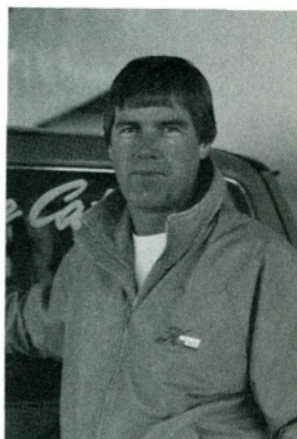
I am confident the blending of the talents of these two people will provide the critical leadership necessary to enable the Hobie Cat Company and the IHCA to achieve the objectives formulated for the '90s. The combination of Doug's background as a Hobie racer and Hobie products sales representative, as well as his leadership style, with Bonnie's experience as publisher of the **HOTLINE** along with her business expertise managing budgets, people and objectives, will make the Hobie Cat regatta department more effective and efficient than ever before in its history.

I personally look forward to the challenge of revitalizing the Class Association and to providing the opportunity for all of us to fully enjoy the "Hobie Way of Life."



Jim Salscheider
President, Hobie Cat Company

A Message From The I.H.C.A. Director



Dear Fellow Sailors,

As the new Executive Director of the International Hobie Class Association I'm excited to begin a new decade expanding my work in a sport that has been a passion of mine for 14 years. Hobie Cat sailing has been a major factor in my life. In fact, I met my wife, Maggie, at a Hobie regatta. She was skippering a Hobie 16A (and winning); lately we both have been

sailing Hobie 17s (she's still winning).

Moving from my former position (as a Hobie sales rep from Washington) to my current responsibilities affords me an interesting perspective on the company and the industry. I sense a unique opportunity in the coming years at Hobie Cat; for the company, its employees, and, most importantly, for you, our customers. With a new owner, new management, new goals and a renewed enthusiasm for the fleet programs, I believe we can rejuvenate Hobie racing. I look forward to working closely with the NAHCA, the divisions and the Hobie fleets. Clearly, communication among and within these organizations is paramount.

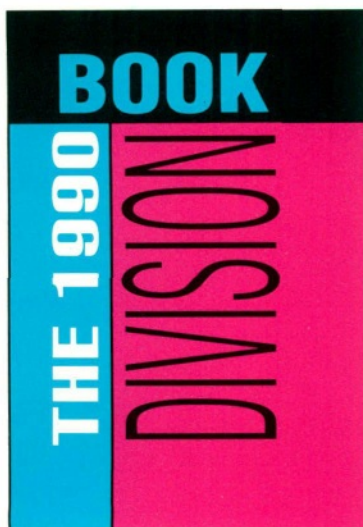
This year we have an exciting new class in the SX-18 and some innovative programs that will change the complexion of the IHCA for the better. The Hobie Cat Company has pledged to make the fleet programs bigger and better than ever. It is now my job, and my pleasure, to institute the new programs, communicate with the Hobie organizations and ensure safe, fun and exciting sailing events.

I hope to meet you all this year.

Warm winds,



Doug Skidmore



NORTH AMERICAN REGION HOBIE NEWS

I am happy to announce that the North American Region will have a column in each HOTLINE in 1990 to keep you abreast of the news from the Region. Each member of the NAHCA Board will be contributing to this column. We want to hear your concerns and problems. We also want to get your input on issues that affect all of us. Thanks in advance to all of you for your help and support in making 1990 a successful year for the Hobie Class Association.

-Wick Smith

Much has been happening in the North American Region during the last few months. Some items addressed have been the most controversial the Class Association has faced since its inception. Here is an overview of the topics that have made news in recent Hobie history.

COMPTIP™ CONTROVERSY STILL SIZZLING ON FRONT BURNER

The most hotly contested item in 1989 was the COMPTIP issue. It has been debated by everyone who ever has set foot on a Hobie (and perhaps even a few who have not). After all the pros and cons were weighed and the consequences considered, in May 1989, the World Council voted unanimously to make COMPTIP mandatory for racing in the North American Region effective January 1, 1990. The COMPTIP plan was endorsed at September's Region meeting in Chicago (more on the meeting a little later).

We passed a provision allowing all sailors one exemption each, to give any Hobie owner previously unaware of the rule a chance to sail at one points regatta without a COMPTIP. He or she then must retrofit the mast prior to sailing in any other points regatta. A list of the people who have used their exemption will be monitored at the Division level and distributed to all regatta organizers on a weekly basis. We realize the process will be time-consuming; however, we feel it is far superior to telling a new racer who just drove three hours to get to a regatta that he won't be allowed to race.

We do not want to turn anyone away from the sport, but we also do not want to be responsible, by default, for anyone suffering an injury - or worse - during a regatta, or indeed at any time. In terms of enforcement, the lack of a COMPTIP should be treated as an equipment violation, and as such can be carried to protest if the offending skipper wishes to contest it. All fleet races are sailed

under IHCA rules; hence the COMPTIP rule should be enforced at this level, also.

MORE RACING INFO

The World Council passed a rule to allow mesh trampolines on all classes of Hobies, effective January 1, 1990. Race-legal trampolines must be supplied by the factory (no after-market or homemade tramps). They can be purchased through your authorized Hobie dealer at this time for all classes.

North American executive secretary Dave Shearer currently heads a committee looking at the number of pre-qualified spots each Division is allocated for each class. At the HOTLINE publication date, the exact number of slots was not yet determined. Your Division officers should have received this information by the time you read this. Please contact them for a current list of slots.

Paul Ulibarri, North American director, is evaluating the Area Championship situation. We have grown over the past 15 years from four Area Championships to the current level of 11. For the events to remain elite, the number must be limited. The decision has been made to leave the number at 11 for 1990. In 1991, this number will be reevaluated. We will be soliciting proposals from any fleet wishing to host an Area Championship in 1991. The selection will be based on previous regatta experience, quality of site, quality of organization and geographic location. We envision these locations rotating among fleets and Divisions to give as many as possible an opportunity to be a part of such a big event.

Each year the Class Association must select sites for the Nationals in each class. They currently are a bit 'short-sited' and so are searching for quality locations from which to choose. If your fleet or Division wishes to host a Nationals, please send your request to the Director of the IHCA at the address listed in the HOTLINE. You should submit your bid now for 1991 and 1992, knowing a lot of time is required to plan one of these events.

Our annual Division Chairmen's meeting was held at the 16 Nationals in Chicago in September 1989. Many topics were discussed and much was accomplished over the intense, two-day meeting. Minutes are available through your Division Chairman. At the meeting, officers were elected for 1990, with each of the previous year's officers winning re-election. (The list of officers can be found on the following page.)

BE A CREDIT TO YOUR CLASS

The Hobie Card is one of the best-kept secrets in the Region! Hobie Cat has contracted with a company to issue MasterCard credit cards with the Hobie logo on them. The beauty of this card is that ONE-HALF OF ONE PERCENT OF ALL CHARGES ON EVERY CARD IS RETURNED TO THE HOBIE CLASS ASSOCIATION TO BE SPENT DIRECTLY ON THE SAILORS! We're talking \$10,000-\$50,000 per year - or more! - going directly to the Class

Association. Half the money (after expenses for marketing the card) will be retained by the IHCA for regatta programs in support of fleets and Divisions. The other half will be distributed to the North American Region. The Hobie Card offers a competitive interest rate, with the bonus of no annual fee for the first two years.

If you use charge cards, why send all the profits to some remote bank? Why not let your sport receive some of that money to better its programs and activities? Apply for a Hobie Card and then USE IT. Also, fleets, look for innovative ways to reward those who have the card ... perhaps discounts on regatta registrations or fleet dues?

Another company benefit we're eager to share with you is the HOTLINE. We're very proud of our bimonthly magazine and hope you are, too. It is your publication as much as ours and we always welcome your input. Reading HOTLINE is a great way to keep up on the latest tips and techniques, fads and fashions ... on practically anything and everything to do with Hobie Cats! No other class offers such a quality publication, and at such an excellent value, besides. So if you're already a subscriber, keep up the good work and sign up a friend. If you're not, hurry up and get on board. Remember, without readers such as you, the HOTLINE wouldn't exist.

THE CLASS GETS CLASSIER

The Hobie Class Association is in transition, but the movement is in a very positive direction. The communication among Divisions is better, the interaction between the North American Region and the IHCA is improving, and we are in a better position to react to the changing nature of our racing association. However, each of these connections needs a lot of work and TLC. Nothing can happen without the cooperative efforts of every link in the chain. The IHCA must be responsive to the sailors' needs. The Region must work to address the issues that confront us. The Divisions and fleets are the heart of the organizational structure and have to work together through better internal and external communication.

Most importantly, you, the sailor, must take an active role in your fleet and Division! You make it work at the ground level. You are the reason that all of this exists! Take part in your fleet's "Learn To Sail" programs. Help bring other Hobie owners into your fleet to join the fun. Subscribe to the HOTLINE to stay abreast of what is happening in YOUR class association. Apply for a Hobie Card to help fund programs to make the "Hobie Way of Life" even better. Get involved in the fleet and Division meetings and voice your opinion. Be assured your efforts will pay off, strengthening us individually and at all levels!



Wick Smith
Chairman
North American Region

1989-1990 NORTH AMERICAN HOBIE CLASS ASSOCIATION EXECUTIVES

These officers represent you, the Hobie sailor. Working through the 16 United States divisions that serve your fleets, the officers' goal is to strengthen the International Hobie Class Association, and by so doing, increase your levels of enjoyment and participation. These hardworking officers need your help. Offer suggestions, volunteer your time and ideas, extend your support. With all of us working together toward shared objectives, the Hobie Class will continue to grow and become even stronger.



Wick Smith
NORTH AMERICAN CHAIRPERSON

Wick Smith learned to sail as a youth at camp one year; he liked it so well he returned the next seven years to teach the sport. He bought his first cat — a Hobie 16 — in 1981, began racing a year later and hasn't stopped yet. His racing record shows Wick has improved with age and experience; he finished 10th in the Hobie 17 Worlds in 1988 and 5th in the Hobie 17 Nationals in 1989. On the local level, he has led Division 9 sailing both a Hobie 16 and 17. Currently a corporate planning

manager for Anheuser Busch in Raleigh, North Carolina, Wick has held several administrative posts within the Hobie Cat fleet organization. In addition to his corporate, civic and sailing responsibilities, Wick enjoys woodworking, volleyball and waiting for his son to grow up and crew for him.

7209 Philly Drive
Wake Forest, NC 27587
919/556-7586 (home)
919/833-3609 (work)



Jane Sherrod
NORTH AMERICAN VICE
CHAIRPERSON

Jane Sherrod has raced in over 20 major Hobie Cat events, beginning with the Women's Hobie 14 Nationals in 1981. In addition to the Hobie 14, her cats of choice include the Hobie 16 (she finished 10th at the 1989 Women's 16 Worlds) and the Hobie 17 (she came in 21st at the 1989 Hobie 17 Nationals). She has been very active on

the organizational side of racing as well, having served as a judge and as a protest committee member, and presently is striving to become a USYRU judge. Off the water, Jane earned a degree in Music Education from Texas Christian University and worked as a professional musician for ten years, including eight harmonious seasons playing french horn with the Ft. Worth Symphony Orchestra. She currently resides with her husband, daughter and three cats in Joshua, Texas.

3 Cobb Drive
Joshua, TX 76058
817/295-5167



Paul Ulibarri
NORTH AMERICAN
DIRECTOR

Paul Ulibarri's professional involvement with Hobie Cat Company dates back over 20 years. In 1969, shortly after purchasing his first Hobie, he became one of the original Hobie Cat dealers. Although he sold the dealership in 1980, he has remained active in the sport and its related organizations and activities. In addition to his duties as

NAHCA director, Paul also is a member of the USYRU Multihull Executive Council and serves as a USYRU judge and IHCA beach captain. When not performing his official duties, Paul enjoys racing cats and big boats, sailing yachts, fishing and skiing. A retired civil engineer, Paul resides in Seattle, Washington.

10559 Evanston Avenue North
Seattle, WA 98133
206/364-9938



Dave Shearer
NORTH AMERICAN
EXECUTIVE
SECRETARY/
TREASURER

Dave Shearer began racing sailboats in 1973, a passion that did not diminish as he grew from childhood into an adult. He hasn't missed a Hobie 16 World or National event since 1976, and still has found time to pursue other water-related sports, such as sailboarding.

Dave currently serves as a USYRU judge. A resident of Salt Lake City, Utah, he is pursuing a B.A. degree, with the intention of eventually practicing law. Dave and his family enjoy participating in Hobie Cat races over summer weekends, which affords them the opportunity to travel to places as far away from home as California and Nebraska.

3700 Gilroy Road
Salt Lake City, UT 84109
801/277-6644



Wayne Schafer
INTERNATIONAL HOBIE
CLASS ASSOCIATION
PRESIDENT
NORTH AMERICAN
HONORARY BOARD
MEMBER

As long as there has been a Hobie Cat, there's been a Wayne Schafer helping to promote the boat, the company and the sport. Beginning in 1968, when he assisted Hobie Alter, Sr. in developing the first Hobie 14,

until the present time, when he proposed and helped organize the NAHCA, Wayne has been actively involved in regattas (planning and then often winning them), racing clinics and in developing and expanding Hobie Cat associations.

In an organizational capacity, Wayne has served as a factory representative to IHCA since its inception. He also was one of the first members of the Hobie Class Worlds Committee, a position he still holds, and he serves on the Rules Committee as well. In regard to racing, Wayne always has been at the forefront of local, regional, national and international regattas. In fact, the very first Hobie regatta took place on July 4, 1968 at his home on Poche Beach in Capistrano Beach, California.

On both a personal and professional level, Wayne Schafer is one of the main contributors to and finest examples of the "Hobie Way of Life."

35811 Beach Road
Capistrano Beach, CA 92624
714/496-5063 (home)
714/492-3412 (work)

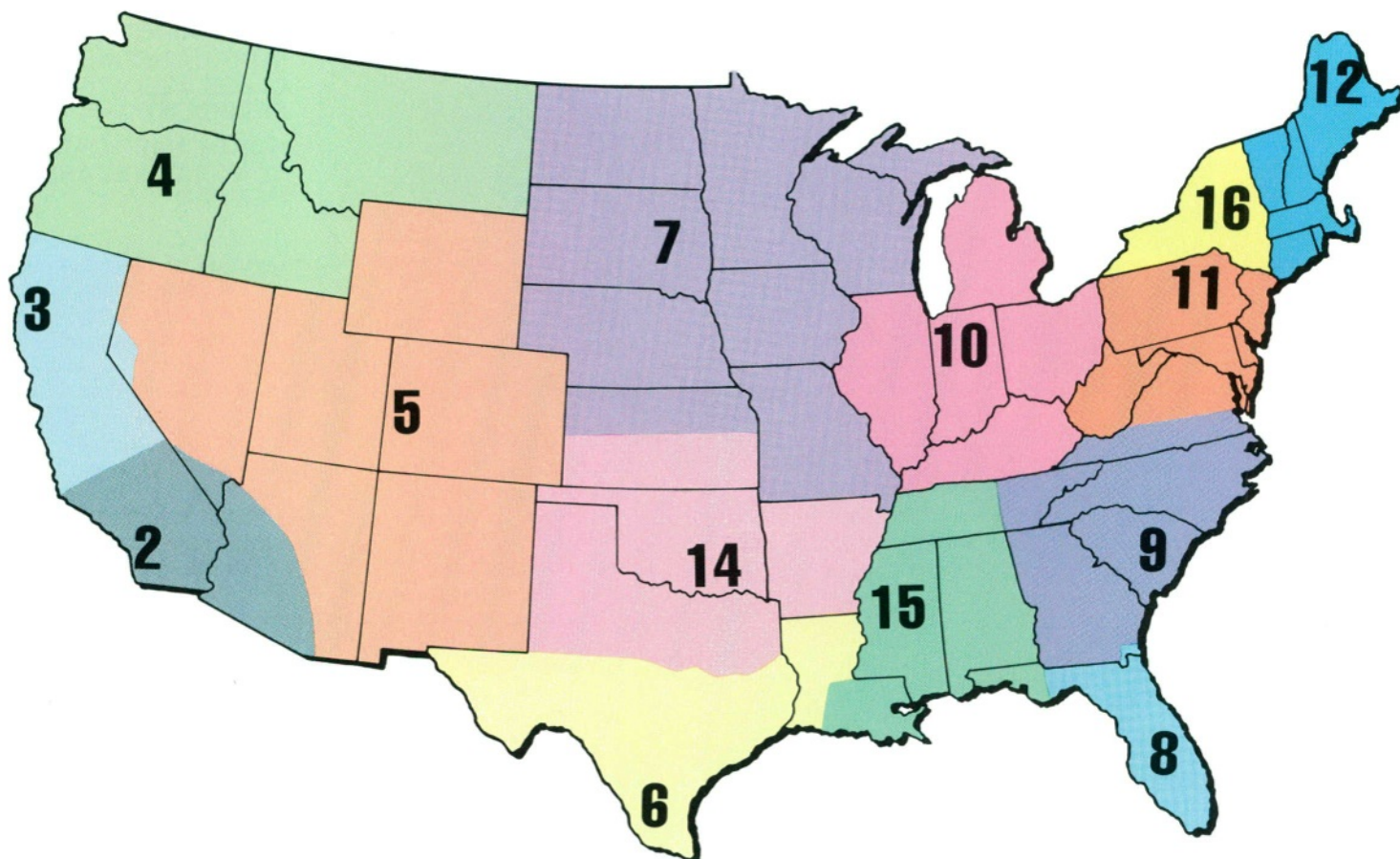
DIVISION

MAP

DIVISIONS OF U.S.A.

North American Hobie Class Association

- Division 1** Hawaii
- Division 2** Southern California, Western Arizona, Southern Nevada
- Division 3** Northern California, Western Nevada
- Division 4** Oregon, Washington, Idaho, Montana, British Columbia, Alberta, Saskatchewan
- Division 5** Eastern Nevada, Utah, Eastern Arizona, New Mexico, Colorado, Wyoming
- Division 6** Southern Texas, Western Louisiana
- Division 7** Northern Kansas, Missouri, Nebraska, Iowa, South Dakota, North Dakota, Minnesota, Wisconsin, Manitoba
- Division 8** Eastern Florida
- Division 9** Southern Virginia, North Carolina, South Carolina, Georgia, Eastern Tennessee
- Division 10** Kentucky, Illinois, Indiana, Ohio, Michigan, Eastern Ontario
- Division 11** Eastern Pennsylvania, West Virginia, Northern Virginia, Maryland, Delaware, New Jersey
- Division 12** Eastern New York, Connecticut, Massachusetts, Vermont, Maine, Rhode Island, New Hampshire
- Division 13** Puerto Rico
- Division 14** Northern Texas, Oklahoma, Arkansas, Southern Kansas
- Division 15** Western Tennessee, Mississippi, Alabama, Northwest Florida, Eastern Louisiana
- Division 16** Western New York



DIVISION

OFFICERS

	TITLE	NAME
DIVISION 1	DC	David McFaul, 109 Poloke Place, Honolulu, HI 96822
	DVC	Kenneth Kaan, 3229 Huelani Street, Honolulu, HI 96822
	DT	Dan Williams, 1550-B Davenport Place, Honolulu, HI 96822
	DS	Diane Ackerman, 109 Poloke Place, Honolulu, HI 96822
DIVISION 2	DC	Udo Winkler, 30825 A Live Oak, Running Springs, CA 92382
	DVC	John Charleston, 5225 Rimpark Lane, San Diego, CA 92124
DIVISION 3	DC	Robert Cockroft, 503 Bristol Court, Foster City, CA 94404
	DVC	Jackie Hill, 89 W. Garzas Road, Carmel Valley, CA 93924
	DT	Michelle McManus, 7752 Barn Hollow Court, Dublin, CA 94568
	DS	Ellafe Cockroft, 503 Bristol Court, Foster City, CA 94404
DIVISION 4	DC	Ken Marshack, 20322 NE Interlachen Lane, Troutdale, OR 97060
	DT	Stanley Breed, 12310 SW Fielding Court, Beaverton, OR 97005
	DS	Steven Jung, #1-5959 W. Blvd., Vancouver, BC, Canada V6M 3X1
DIVISION 5	DC	Jon Fowkes, 1755 West 27th, Casper, WY 82601
	DVC	Thom Larson, 7823 S. Newland Street, Littleton, CO 80123
	DS	Jeff Emmel, 543 Spindrift Court, Ft. Collins, CO 80525
DIVISION 6	DC	Jerry King, 15481 S.P.I.D., Corpus Christi, TX 78418
	DVC	Kenny Rowke, 6014 Windhaven, San Antonio, TX 78239
DIVISION 7	DC	Ronald Swanson, 2343 Dorland Court, Maplewood, MN 55119
	DVC	Greg Hausmann, 8822 W. 106 Terrace, Overland Park, KS 66212
	DS	Ted Jagger, 1958 Birch Lake Ave., White Bear Lake, MN 55110
DIVISION 8	DC	Michael Staley, 231 Brittany Ave., Port Orange, FL 32019
	DVC	Allan Santor, 5102 Sandy Cove Ave., Sarasota, FL 34242
	DT	Wade McPherson, 6037 45th Ave. North, Kenneth City, FL 33709
	DS	Gigi Moore, 701 SW 62nd Blvd. FF 235, Gainesville, FL 32607
DIVISION 9	DC	David Richbourg, 5419 Rambling Road, Greensboro, NC 27409
	DVC	Rick Harper, Route 5, Box 238M, Seneca, SC 29678
	DT	David Joyce, 4809 Hunters Trace, Powder Springs, GA 30073
	DS	Loyd Graves, 723 Braniiff, Cary, NC 27513
DIVISION 10	DC	Alan R. Bourdo, 3021 Beau Jardin Dr. #201, Lansing, MI 48910
	DVC	Joseph Kuchenbuch, 45 28th Street N., Battle Creek, MI 49015
	DT	Matt Bounds, 6748 Wildridge Lane, W. Bloomfield, MI 48033
DIVISION 11	DC	Dan Kulkoski, 145 Washington, Long Branch, NJ 07740
	DVC	Wally Myers, P.O. Box 942, Ocean City, NJ 08226
	DS	Ed Thompson, 184 Ettore Drive, Williamstown, NJ 08094
DIVISION 12	DC	Drake Barber, 72 Fox Run, Hamilton, MA 01982
	DVC	Steve Yates, 17 Webster Street, Winchester, MA 01890
	DS	Ruth Larkin, 71 Lovering Road, North Hampton, NH 03862
DIVISION 13	DC	Gloria Adelardi, GPO Box 547, San Juan, PR 00936
DIVISION 14	DC	Jane Sherrod, #3 Cobb Drive, Joshua, TX 76058
	DVC	Peter Pattullo, 3436 North Wood Lane, Plano, TX 75074
	DT	Debbie Taylor, 1112 Swan Lake Road, Edmund, OK 73034
	DS	Jon Tiger, 8409 Overbrook, Wichita, KS 67206
DIVISION 15	DC	Rosalie Myers, P.O. Box 1113, Tallahassee, FL 32302
	DVC	Jacque Myers, P.O. Box 1113, Tallahassee, FL 32302
DIVISION 16	DC	Mark Amico, 65 Maywood Ave., Rochester, NY 14618
	DVC	Rob Jerry, 916 Woodbine Ave., Rochester, NY 14619
	DS	Janet Jeffers, 1708 Zurich Road, Newark, NY 14513

DC = Division Chairperson • DVC = Division Vice-Chairperson • DT = Division Treasurer
DS = Division Secretary

AN INTRODUCTION TO

SEQUENCE OF EVENTS

REGATTAS

1. REGISTRATION

A registration area will be set up somewhere at the regatta site so arriving boats can take care of the paperwork and start sailing. The first item of business is filling out an entry form. To fill out the form completely, you'll need to know your sail number and whether you will be sailing in A, B, C or Novice fleet. (The decision by the organizers to run a Novice fleet is optional; it is based on the number of boats registered and size of the regatta.) The fleets are divided by experience, with A signifying most experienced and Novice least experienced. A Novice is someone who has sailed in less than three points regattas and has not qualified for a trophy. With increasing experience and skill, Novice racers move up through C into B and finally into A fleet.

After turning in the entry form at the

registration area and paying your registration fee, you'll receive your packet of "goodies": T-shirts, meal tickets, other pertinent information and regatta material. These goodies vary from event to event depending on the size of the event. Included in this packet will be a written set of race instructions containing information on the conduct of the races, schedule of races, special safety precautions and other information you need to participate in the regatta. Read these instructions thoroughly before setting sail. If you have any questions, be sure to ask one of the regatta organizers.

2. BOAT SET-UP

Depending on the regatta site, sponsoring fleets may provide assistance in getting your boat to the beach area. If access to the beach is difficult or limited, jeeps may be available to haul your boat

and trailer to the beach. If access is reasonable, just pick a spot and go to it. Check with the Beach Captain or a local fleet member for specific instructions.

3. SKIPPERS' MEETING

This meeting is conducted by the Race Committee (RC) to answer questions about the written instructions and explain any last-minute changes. RC will review procedures for recalling a start (boats going over the starting line early) and other pertinent race information. It will identify the committee boat and describe the marks, to avoid confusion on the water. RC also will announce the starting order at the Skippers' Meeting. This information is important because registration can change the number of fleets starting. For instance, if 12 boats have registered in 18A and only three in 18B, RC may decide to combine all 18s into one 15-boat fleet. If you have registered in 18B, you should note you will not have a separate start.

The Skippers' Meeting is another good opportunity for questions. If you are unsure of any information provided by the committee, clarify it at the meeting because RC usually will not answer questions on the water. Do not consider committee members snobs; technically it is illegal for them to answer questions on the water. Also, they usually are very busy setting up and running the races.

4. SAILING OUT AND RACING

As you sail out to the racing area, start looking for the committee boat and head over to it. It usually will be found in the middle of all the Hobies on the water. Keep an eye open for the marks while you're sailing to the committee boat. The marks are often hard to spot from the starting area. When you arrive at the starting area, locate the start/finish line. Your sailing instructions should have described the start/finish line. There are several variations of lines. It is critical that you know where to start and finish (they are not always the same line). Then look upwind and try to spot "A" mark, also known as the weather mark. This mark is



PATRICK MCDOWELL

often very far away and may be difficult to see. The area around the committee boat is generally very congested, so watch those other boats while you are looking. If the wind shifts or if something else should delay the start, RC will fly a postponement flag. If the race is ready to start, RC will sound a signal, like a horn blast or gunshot, and raise a white flag. Some committees will give a warning horn one minute prior to this white flag, but don't count on it. This flag means that there is exactly ten minutes until the start for the first fleet. The white flag stays up for four minutes and then comes down. One minute later RC will sound another signal and raise a blue flag. This stays up for another four minutes and then comes down. After one minute, a red flag goes up with another sound signal and the first fleet is off. Once the first fleet starts, the other fleets start at five-minute intervals. The red flag stays up for four minutes each time and comes down exactly one minute before each start. RC usually tries to hail any boat that crosses the line early so it can return to a proper starting position, but it is the skipper's responsibility to start properly.

Although the rules for your race won't apply until five minutes before your start, it is courtesy to stay well clear of boats starting before you, so they have room to maneuver freely. A good place to watch other fleets start is from a position above an extension of the starting line and well off to either side. Watch the starts prior to yours to get an idea of how and where the experienced sailors are starting. This observation can be a good indicator for your start! After the fleet in front of you has started, check the course number posted on the committee boat for your own start to be sure it hasn't changed. The course you should run will not be posted until five minutes prior to your start. Remember, also, that the course number may change after your start for the next fleet. Don't look back at the committee boat 30 seconds after your start expecting to see your course number. That number is for the next fleet. It may or may not be the same as yours.

Conditions permitting, the Race Committee will conduct several races back-to-back without any breaks. After the last race, it's back to the shore to put the sails down, drag the boats out of harm's way, attack the refreshments and tell the war stories. Sunday morning, it's back on the water for more races (usually one or two). After racing, RC packs up the marks, scores the races and tabulates the results. Everyone gets to throw out their worst score, if the regatta had more than three races. A first-place finish scores 3/4 points; second is two points; third is three points and so on down the field. The low score wins. When the scoring and protests are finished, the trophies are handed out and you can

accept the congratulations and the admiration of all your peers.

5. THINGS YOU NEED TO KNOW BEFORE YOUR FIRST REGATTA

Your boat must be class legal! Basically, that means you cannot modify your boat in any way that might offer an unfair speed advantage (custom-made sails) or be unsafe (undersized wires). Class rules are available from your local fleet or from Hobie Cat. Items such as wind indicators or additional non-skid carpeting on the side rails are okay. Also, you MUST have the following: one Coast Guard-approved personal flotation device (lifejacket) for each person on board; one throwable flotation cushion for boats over 16 feet; one 14-foot or two 7-foot lines at least 3/8 inches in diameter secured to the boat for righting it in case of a capsize. This line should be very accessible! These safety items should be carried by Hobie sailors at all times to protect themselves and their sailing companions! The Race Committee may require that lifejackets be worn while racing. It is a good idea for you to take the initiative and wear yours at all times. You never know what could happen. One other item you must have as of January 1, 1990 is a COMPTIP™ mast. If the mast on your boat is all-aluminum, your Hobie dealer can install a COMPTIP mast extension on your existing mast at no charge. This tip is a safety device that could save your life should your upper mast come in contact with a power line. COMPTIPs now are required for racing in all regattas sailed under Hobie Class rules. They are recommended for all Hobies, whether racing or not!

Since regattas are scheduled for wind and not warmth, adequate clothing is a must. A wetsuit is a great investment in comfort, especially if you capsize. Many companies make comfortable wetsuits just for sailing. Wetsuits not only offer protection from hypothermia during the race season, but they also can help you extend your sailing season several months. Drysuits are also becoming popular, but they are more expensive. (See the article "Wetsuit News" in the Sept./Oct. 1988 issue of the HOTLINE. - Ed.) Gloves also are a good idea. A stopwatch is helpful to keep track of the starts. Get a water sports watch with a count-down timer. The Timex Victory and a lot of the Casio digital watches have this feature. (These watches are available from your local Hobie dealer.) It's hard to miss a start with one of these.

6. RACING RULES

The racing rules, available either from Hobie Cat or your local fleet, are basically right-of-way rules to prevent collisions. Frequently during a race, two or more skippers want to be in the same place at the same time. The rules spell out who has the right to be where. A good book

explaining race rules is, "Paul Elvstrom Explains the Rules." Eventually you'll learn the rules by heart, but, for starters, the following will do:

1. When boats are on opposite tacks, the port tack boat stays clear.
2. When boats are on the same tack, the windward boat stays clear.
3. Don't tack or jibe in front of others so they have to alter course to avoid you during your maneuvers.
4. When a boat has an inside overlap on you at a mark, give it enough room to round the mark without hitting it.
5. If you hit a mark, you must get clear of it and all other boats and do one 360-degree turn. (This rule reflects a change made in 1988. You no longer need to re-round the mark; however, you still must get your entire boat around the mark the first time.)
6. If you're not sure of something, avoid the situation and ask questions on the beach later.
7. Always avoid collisions, especially collisions that will cause any damage to sailor or boat.

Depending on your position on the course, there are exceptions to all these rules. This is especially true near marks. Until you have all rules and exceptions down pat, just follow this rule of thumb: When in doubt, give people room; then ask questions of the race official on the beach.

One of the best ways to prepare for regattas is to join your local fleet. Fleets usually have several fun regattas and learn-to-sail/learn-to-race events that can help sharpen your skills prior to going to a full-blown regatta. The individuals within the fleet also can be a great source of help. All the little things you should know about your boat, the rules, and what to expect in a race can be learned from current sailors. Don't be bashful. Ask questions. Be sure to do this at regattas, also. The top skippers in the A fleets are usually more than willing to help out. Just remember, they are preparing to race, so be patient.

With these basic guidelines, you're ready to try your first regatta. Once you're there, you'll meet lots of friendly Hobie people who will teach you the finer points of racing, and help you perfect your sailing skills on your way to A fleet. Good luck and we'll see you at the Nationals!

LET'S DO

NATIONALS



PATRICK MCDOWELL



PATRICK MCDOWELL



PATRICK MCDOWELL



PATRICK MCDOWELL

The ABCs Of Hosting An Event

BY PAM CURTIS

Race organizer Pam Curtis, along with husband, John, served as event organizers for Oklahoma City Fleet 131's hosting of the very successful 1989 Single-handed Championships in that city. Currently, the IHCA and NAHCA are developing guidelines on how to submit a proposal, directed to fleets interested in hosting a 1991 or 1992 National or World event. Those guidelines will be available by June 1, 1990. In the meantime, the following article will give you a good feel for what is involved in putting on an event of this scope. -Ed.

Have you ever been to a National Championship, and after thoroughly enjoying it, mused, "Why, our beach is as nice as this one. We ought to convince them to do Nationals in our backyard!"

It takes a little more than a nice beach and good wind to make an event. Those two elements are necessary but not sufficient ingredients of a successful National Championship. For our class association to maintain its strength, we continually must encourage participation from the grassroots up. The IHCA needs you - not only to function at a fleet and division level, but also at a national level.

Our association doesn't first determine a location and then find a fleet to host the event. Actually, the opposite is true. To initiate the process, first a fleet as a group must decide this is a project it wants to pursue. No matter how much one person wants to participate, if the entire fleet cannot commit to a common goal, it will not work. Basically, that commitment means a core group of 20-30 people must be willing, able and available to work through the life of the event.

Details, Details, Details

Once you have your group of moral and physical support solidly behind you, it is time to line up financial support. We're talking everything, from the local Chamber of Commerce to a coffee service company. Your Chamber of Commerce can open many doors and make introductions for you; and if you are lucky, may even have some money to pitch in as well. You probably won't have trouble remembering to look for big sponsors such as beer, soft drink and food concessions, radio and TV stations. While nailing down the big guys, however, don't overlook every level of sponsorship waiting to be tapped.

For instance, ice costs money. In fact,

for a week-long event, the expense can be sizable, especially if the host hotel is not a beach resort, easily accessible to the sailors. If your local ice company cannot or will not donate ice for the week, or at least sell the ice at a great price, look for other avenues, such as a grocery store donation, or a fast food restaurant helping out in exchange for a short blurb at the skippers' meeting each day and exposure through the regatta program (more later about this item). This is just one example of a so-called "small detail" that if not handled correctly and in a timely manner before the event may cause a lot of grief during the event itself.

The Chamber of Commerce is your best source for choosing a date. You do not want to have to compete with the end of the baseball season in a city that goes BASEBALL-crazy as you near the playoffs. Nor do you want to compete with a major money-maker for your city, which will divert the Chamber's attention away from you.

Inns And Outs

An important 'up-front' task is selecting the host hotel for the event. A beachfront hotel is always nice, but do not expect the competitors to pay \$100 per night just to spend the day racing on the water. Your best bet is a comfortable hotel that is clean, fairly priced, offers a nice restaurant with hearty breakfasts and a bar that will work with your beer sponsor to provide specials for your group and exposure for your sponsor. This type of hotel also is more likely to have the required minimum number of paid nights to get you those comp rooms you will need. You will have to stay on top of the number of reservations coming in; often, services and meeting rooms may be offered at a reduced price, or even free, if the requirement of a minimum number of paid rooms for a minimum number of days is met. Don't forget about the participants who may want to camp. A hotel with camping facilities nearby is an excellent choice.

Good food is very important, as you will know if you ever have spoken with a caterer after a group of sailors has stormed through a buffet line. (They always observe, in amazement, "I have never before seen a group of people put away so much food at one meal!") Prepare your caterer for that inevitably ravenous army, so you do not run out of food after only three-quarters of the group has been served. Also, find out well ahead of time if the bar and restaurant are the same organization or separate entities, as this will make a difference in your contracts.

While trying not to get mired in all the basic necessities of Nationals life, take time to scout around for fun places for the group to enjoy. Is there a major league

baseball or even AA or AAA baseball team in your city? You might get a block of admission tickets donated for the event. Is there a fun club - comedy, rock and roll, or rhythm and blues - that will waive a cover at the door for your crowd? Do not limit yourself to what you think a group of sailors will enjoy. As with 'ordinary' folk, they'll probably be interested in a variety of events, especially if they all get to enjoy it together, and it is not expensive.

Once you have your fleet and community behind you, get those commitments down in writing in the form of letters to you, so you can bring in tangible support for the 'close.' You will have to show visible means of support for your proposal to the class association. It is only good business.

Sizing Up And Down

You also must select the class of boat you would like to host, keeping in mind the physical and financial limitations on class selection. For instance, a small beach will work well for the 14 and 14 Turbo classes, but definitely not for the 16 class, the largest annual National event. Another consideration is your personal preference. If you are a 16 sailor, and want to participate in that class of event, don't host the 16 Nationals. It is just too difficult to organize, ride herd, and then attempt also to sail in an event of that scope. Pick a class you do not sail. That way, you will go only slightly crazy each time the boats leave the beach for the start line. You also will have an opportunity to meet a whole new group of sailors.

Now that you have the fleet, the people and the class of boat, do not forget that all-important ingredient: the Hobie Cat dealer. Dealer support is crucial to the success of an event. Dealers are well aware that a successful event will benefit their business and usually will be happy to cooperate.

Take A Deep Breath

Here you are, with support and a show of force. Now what? Well, about 18 months prior to a good date (or possibly 21 months prior to your least favorite choice), send in your proposal letter along with other letters of support to the IHCA director for consideration. Be sure to include your deadline for sponsorship commitments, to avoid leaving major sponsors hanging. Make your site, hotel, city, beach ... everything sound as appealing as you know it is. Pictures cannot hurt, and video (either a professional or good amateur one) may be a good way to catch the eye and eventual eye of the organization.

If your great prep work wins a bid to host a Nationals at your home beach, how do you begin? The first thing to do is get the ball rolling to clear up the government



UDO WINKLER



ERIC SCHLEGAL



ERIC SCHLEGAL



PATRICK MCDOWELL

red tape. No matter how easy it is to get a permit for a weekend regatta, applying with an event name including the words "National Championship" always sets off alarms. Be forewarned and prepared for a permit normally approved in two to four weeks to take up to two to four months to be approved, just because more people are involved.

Next, begin to call in those sponsorship commitments, and get everything in writing, because people move around and a handshake is so hard to pass on to a new sales director! Besides, the class association likes to see as much in writing as it can get. Look at it this way, if you were committing to buy \$1000 to \$1500 in product, believe me, the vendor would ask you to sign a contract for its benefit. What is the difference? You have worked hard to obtain this sponsorship; do not lose it by not having an agreement down on paper. A good sponsor will be glad to give you a letter with the understanding written down for you. Again, do not expect overnight delivery. Even if you have done a good job lining up sponsors, you still may have to wait weeks or even more than a month for completion.

While you're waiting impatiently for those commitments, begin forming the different committees. You will want to have a committee for lunches, registration, finances, the program, chase boat personnel and coordination, beach traffic control, publicity and public relations, and possibly even brainstorming. These committees may change duties over the course of the planning; nevertheless, the smoother they function, the easier your job as chairman and overseer becomes.

No Rest For The Restless

Finally you have the bid and sponsorship all covered! You can take a rest and sit down for a tall cool one, right? Wrong! Now you must plan your Regatta Booklet Program. The program will serve as the first and last impressions of the event to participants, spectators and staff, so make sure it gives a positive and lasting impression. In addition to each day's schedule, include a map of the area, letters of welcome from your Chamber of Commerce, the governor, mayor and yacht club commodore. A list of interesting places to visit is also a nice touch. The daily schedule should specify the time and place of skippers' meetings, white flag time, and possibly the evening plans if previously arranged.

Have your program professionally typeset and printed. At this point you should obtain estimates of total printing costs. To do this, you must have a good idea of the number of pages in your program. The cost should range from \$.75 to \$1.00 per program, depending on the number of pages and number of programs to be printed. If you've done your homework,

the cost will be well worth it.

In setting your budget for the program, plan on distributing at least three booklets for each competitor entered. Every participant will need one, including both skipper and crew, as well as each staff member and chase boat helper. Plan on giving several to each sponsor, and save enough for the spectators who you hope will be attracted to the event.

Determine the number and size of ads to be offered for sponsorship dollars. You will also have to prepare for in-kind sponsorship, such as beer and lunch goodies. Then you will know how much space you must sell to pay for the program. Before approaching potential advertisers, set up a rate sheet to help customers plan their ads. Unless you are a commercial artist and willing to do layouts, make sure your customers know it is their responsibility to provide you with camera-ready artwork of the appropriate size for their ad.

Update the fleet constantly on the progress you are making, to enhance the anticipation level and heighten membership excitement. Remember, your most important asset and first line of support is your fleet. If you or your committees are having a challenge with something, share it with your fleet in person or through your newsletter. An excited and involved fleet often will come through with a great solution.

Getting Close

About 90 days before the event is the time to line up the Race Committee and chase boat personnel. Realize it is your responsibility to pay for the gas they burn in their boats throughout the event. Keep in mind you are asking people to take vacation time to work for you at no pay. The more people who consent to remain for the whole event, the fewer training sessions and OJT (on-the-job training) experiences you will have to go through. Plan on feeding these folks lunch each day, giving them each T-shirts and inviting them to all parties and banquets. That way they will keep smiling and performing at top speed.

Speaking of T-shirts, if you or someone in your fleet has a flair for design, a local logo will add a great regional touch to your regatta. Before you leap into a promotion of this nature, first determine the number of shirts to be printed, the number of colors and the intricacy of the design. Also remember to clear your intention with the IHCA before calling in the local Picasso.

As the local liaison between the IHCA and the host hotel, stay in touch with the facility. That highly competitive industry suffers a high turnover rate, and you do not want to get lost in a personnel shuffle. Regular contact will keep you apprised of any changes, and will enable the hotel to communicate contract and payment re-

quirements. Sometime in advance of the event, visit the hotel. Eat at the restaurant(s). Ask to see the banquet rooms to learn how they will look when set up. You do not want a big, bad surprise minutes before 200 people show up for dinner!

Having local protest committee talent will relieve the pressure on the IHCA to bring in outside help. Look around and you'll probably find great talent on which to call; perhaps those needing the experience of a National event to help them on their way through the USYRU judge program. A willing judge usually is easier to find than an unwilling judge. The local yacht or boat club is an obvious starting point. The current USYRU Yearbook also is a big help.

So go to that last party, have fun and enjoy, because guess what: it ain't over yet!

Don't forget to keep your local media, both print and electronic, up-to-date on your plans. Also keep all forms of print media; i.e., daily, weekly, monthly and quarterly publications, informed of your schedule. Your name may have to pass over their desks several times before they take notice of you and call you back for more details. Have photos available for pre-event coverage. Give TV and radio stations a few weeks' lead time to get on their schedule for on-camera time in their studios, and on-site coverage for as many days as possible during the event. Again, frequent contacts put you and keep you in their minds.

Down To The Wire

WOW! you say. Aren't we there, yet? Isn't it over, yet? (Are we having fun, yet?) Well, as a matter of fact, NO. Have a reliable assistant on hand and ready to run around and get those last-minute eruptions handled for you. Believe it, there will be daily, often hourly, eruptions and interruptions. Just expect them, and do not let them disrupt you. And, as stated before, do not plan on sailing in the event. It just will not work.


Be prepared to touch base briefly with the catering staff each day of the event. By the time the event is happening, all your contracts are in place and signed, but an ongoing dialogue in plain English can avert last-minute confusions. Keep copies of your contracts close at hand, just in case. Arrive early to your buffets, cocktail parties and dinners. If you do encounter a problem, quickly find a

solution; one that is quick, easy and mostly unnoticeable to your guests. If all goes smoothly (and even if it doesn't), let the staff know, and compliment them on a job well done. One good turn leads to another, so usually, if you compliment the staff, the participants will compliment you.

The Nitty And The Gritty

The trophy banquet has been served, the gifts have been handed out and the trophy presentation is history. The winner has thanked you and the city for your warm hospitality, and the rest of the field for the great competition. What is left? Why, a great party, of course. You have been the perfect host or hostess all week; putting out all the little brush fires, managing the VIPs, the press and the problems with quiet elegance and unflappable skill. So go to that last party, have fun and enjoy, because guess what: it ain't over yet!

That's right, it is time to strike the set! Now that everyone (except you) has gone home, it's time to put away everything after a thorough cleaning, return all the borrowed equipment in good condition, and get started on writing those oh-so-important thank-you notes. Include any press clippings that mention your sponsors, and make sure they receive a copy of the HOTLINE with the story covering the event you hosted. View the magazine as your best friend in reporting the event. Arrangements made in advance will ensure excellent coverage of the regatta, so scout around for people to cover the event. Give HOTLINE a list of (as many as three) potential writers and photographers (often one person can fulfill both requirements) to supply a great balance of verbal and visual coverage in an upcoming issue; this coverage not only will highlight the fun and excitement of the event now completed, but also serve to generate sponsor interest for next year's race.

Have I left anything out? I hope I have covered most of the details. If you still think you want to host a National Championship, sit down, roll up your sleeves, and go to work. I have not shared this dissertation with you to dissuade you from hosting an event, but rather to help you produce the best possible one you can; an event everyone will talk about until the next one. A Nationals is a great time for everyone involved (even the host!), and with the right kind of preparation, a fun time for the workers as well. If you think your hometown and sailing area are worth sharing with the rest of the Hobie world, go for it! Just remember the Boy Scout motto and your sense of humor, and you'll survive. 

BOOK THE 1990 DIVISION

FLEET OFFICERS' RESPONSIBILITIES

As Defined By The Fleet Bylaws

Since the inception of the International Hobie Class Association, the success of local Hobie fleets has relied on a dedicated group of Hobie enthusiasts who have volunteered their time and services to make Hobie sailing pleasurable, fun and competitive. On the water these people have introduced new sailors to the secrets and skill of sailing, and off the water they have devoted long hours to attending successfully to fleet business. The fleets have flourished in large measure because these sailors are as good off the water as on the water.

Any volunteer organization is only as strong as the volunteers who run it. Our fleets, therefore, are as strong as our officers. In order to continue our tradition of strong local fleet competition, we must ensure that our fleet officers continue in

the excellent tradition of their predecessors.

Successfully running a fleet requires the assistance and cooperation of all fleet members, operating under the guidance and direction of officers who have been elected by those fleet members. It also requires that fleet members and officers have a good understanding and knowledge of the duties required to hold a fleet office.

Hobie Cat sailors are renowned for sharing tips and secrets for successful sailing, but sharing expertise about good fleet organization and holding a fleet office is a little more difficult. What does it mean to hold a fleet office and what are the duties of the various officers?

Generally, fleets elect seven officers to handle fleet business. These officers are:

Commodore; Vice-Commodore; Secretary; Treasurer; Race Committee Chairperson; Activities Chairperson and Director of Regattas. The immediate Past Commodore serves with elected officials in the fleet organization.

The Commodore acts as the official representative of the fleet, assuming overall responsibility for fleet-sponsored activities and operations. The Commodore calls and presides over the general fleet meetings, as well as the officers' meetings, and attends and represents the fleet at division meetings. It is the Commodore's duty to assist and coordinate the efforts of the elected officers by serving as an ex officio member of all committees, voting only to break a tie. The Commodore devotes maximum effort to developing and maintaining the best



UDO WINKLER

possible relationship among the fleet, the International Hobie Class Association and the Hobie Cat Company. Most importantly, the Commodore provides leadership for the fleet to ensure its success.

The Vice-Commodore assumes the duties of the Commodore in the Commodore's absence. The duties of the Vice-Commodore are to secure the location for general meetings, provide special meeting activities and to secure liability insurance as required. The Vice-Commodore also coordinates and assists the appointed officers. As second-in-command, the Vice-Commodore attends the officers' meetings as a voting member and assists the Commodore in providing fleet leadership.

The minutes from all meetings are recorded and maintained by the Secretary of the fleet. In addition to the meeting minutes, the Secretary maintains all fleet records and assumes responsibility for all fleet correspondence. The Secretary takes charge of the fleet elections and attends the officers' meetings as a voting member.

The fleet's finances are handled by the Treasurer in accordance with generally accepted accounting practices. The Treasurer makes all disbursements necessary for running the fleet and makes sure that all monies owed to the fleet are paid. In addition to being responsible for all fleet funds and bank accounts, the Treasurer advises the heads of major fleet events on financial matters and informs officers of the fleet's financial status through quarterly reports. The Treasurer attends officers' meetings as a voting member.

The Race Committee Chairperson plans and promotes races and racing activities by maintaining all the fleet's racing equipment, including boats, and ensures the equipment is properly stored. The Chairperson maintains standard operating procedures for fleet races and compiles fleet race scores, providing and awarding trophies in an appropriate manner. The Chairperson is responsible for procuring and replacing race equipment and supplies as needed, and securing the necessary insurance and registration for fleet property. The Race Committee Chairperson also contributes to fleet activities by attending officers' meetings as a voting member.

Non-racing activities are handled by the Activities Chairperson, who also is a voting member of the Officers' Committee. The Activities Chairperson plans and promotes the social activities of the fleet and manages all finances involved in these activities.

The fleet's racing activities are handled by Regatta Directors who plan and manage the fleet regattas. Regatta Directors are required to prepare detailed budgets and obtain budget approval for the regatta at officers' meetings, which

they attend as voting members. Upon approval, they manage all fleet funds designated to support the regatta.

The Past Commodore provides continuity to the direction of the fleet, offering guidance to all fleet officers by serving as ex officio member of all committees and attending officers' meetings as a voting member. The Past Commodore ensures that the fleet officers are supported with experienced advice and helps the fleet avoid reinventing the wheel every time new officers are elected.

To be eligible to be a fleet officer, you must be a member of the fleet in good standing and own a Hobie Cat. The Past Commodore must first have served as Commodore of the fleet. Those are the only requirements necessary to contribute to the well-being of your fleet. Serving as a fleet officer is as simple to learn as sailing a Hobie Cat and the rewards are equally fulfilling. You work closely with friends and sailing companions to enhance mutual sailing activities. Sometimes the work isn't easy, and sometimes the hours are long, but the overall result ensures the recreational activities that form such an important part of your life continue in the same fashion as the first time you climbed aboard your Hobie and sailed in a fleet activity.

CHECKLIST FOR OFFICERS

COMMODORE

1. Assume overall responsibility for fleet operations and fleet sponsored activities.
2. Act as official representative of the fleet.
3. Call and preside over general and officers' meetings.
4. Coordinate and assist elected officers.
5. Serve as ex officio member of all committees.
6. Attend and represent the fleet at division meetings.
7. Maintain a favorable relationship with the Hobie Cat Company and the International Hobie Class Association.
8. Provide leadership for the fleet.
9. Vote at meetings only to break a tie.

VICE-COMMODORE

1. Assume the duties of the Commodore in the Commodore's absence.
2. Secure location for general meetings and provide special meeting activities.
3. Secure liability insurance as required.
4. Coordinate and assist appointed officers.
5. Assist the Commodore.
6. Attend officers' meetings as a voting member.

SECRETARY

1. Record and maintain minutes from all meetings.
2. Maintain all fleet records.
3. Run all elections.

4. Assume responsibility for all fleet correspondence.
5. Attend officers' meetings as a voting member.

TREASURER

1. Assume responsibility for all fleet funds.
2. Maintain fleet bank accounts.
3. Maintain fleet finances according to generally accepted accounting practices.
4. Make all disbursements and collect all receivables.
5. Advise heads of major events on financial matters and assist where necessary.
6. Make quarterly reports to the officers.
7. Attend officers' meetings as a voting member.

RACE COMMITTEE CHAIRPERSON

1. Plan and promote races and racing activities.
2. Maintain all racing equipment, including boats, and ensure proper storage of same.
3. Secure necessary insurance and registration for fleet property.
4. Replace or procure race equipment and supplies as needed.
5. Compile fleet race scores; provide and award trophies appropriately.
6. Maintain standard operating procedures for fleet races.
7. Attend officers' meetings as a voting member.

ACTIVITIES CHAIRPERSON

1. Plan and promote social activities.
2. Manage all fleet activities' finances.
3. Attend officers' meetings as a voting member.

REGATTA DIRECTORS

1. Plan and manage the fleet regattas.
2. Manage all regatta finances.
3. Prepare detailed budget and obtain approval from the officers.
4. Attend officers' meetings as a voting member.

PAST COMMODORE

1. Provide continuity to the direction of the fleet.
2. Provide guidance to all officers.
3. Serve as ex officio of all committees.
4. Attend officers' meetings as a voting member.

ELIGIBILITY

Officers must be members of the fleet in good standing and own a Hobie Cat. The Past Commodore must have been Commodore of the fleet. These are the elected offices of the fleet. How can you support the fleet?

UPDATE

S E L E C T

Hobie Rules Update

[The Rules Committee of the International Hobie Class Association met on November 30, 1989. At that meeting several rules were changed, affecting every Hobie class. All changes are in effect and govern all races immediately. In some cases, the old rules have been deleted and new rules supersede them. -Ed.]

RULES COMMITTEE:

Voting members for the Rules Committee shall be as follows:

- 1) Wayne Schafer
- 2) Jeff Alter
- 3) Hobie Alter, Jr.
- 4) Doug Skidmore (IHCA Director)
- 5) Paul Ulibarri (Elected Class Representative)

HOBIE 16 RULE CHANGES

8. MINIMUM BOAT WEIGHT

8.1 The minimum weight of a Hobie 16, completely assembled, shall be 340 lbs. (154.55 kg). (See Rule 19 of the General Rules.)

HOBIE 18 RULE CHANGES

Part III (SX-18)

14. SPINNAKER (THIRD SAIL) AND SPINNAKER POLE

14.1 a) Only a class-legal, factory-supplied spinnaker pole may be used to fly the spinnaker.

16. MINIMUM CREW WEIGHT

16.1 The minimum combined crew weight of the Hobie SX-18 shall be 310 lbs. (140.59 kg). (See Rule 17 of the General Rules.)

17. MINIMUM BOAT WEIGHT

17.1 The minimum boat weight of a Hobie SX-18, completely assembled, without spinnaker, spinnaker pole and spinnaker gear shall be 455 lbs. (206.35 kg). (See Rule 19 of the General Rules.)

HOBIE 21 RULE CHANGES

12. SAILS

12.10 g. Third sail parameters
Maximum luff 30 ft. (9.15 m)
Maximum foot 20 ft. (6.1 m)
Minimum SMG 13 ft. (3.96 m)

16. EQUIPMENT

16.2 Equipment may be added or

moved to conform with current factory supplied equipment or specifications.

17. CREW WEIGHT

17.1 The Hobie 21 will have a minimum combined crew weight of 330 lbs. (149.66 kg).

21. APPEALS PROCEDURES

21.2 Appeals must be filed in writing within 15 days after the protest hearing to the National Sailing Authority Area Appeals Committee having jurisdiction over the regatta site. (Addresses are available from the IHCA.)

IHCA STANDARD SAILING INSTRUCTIONS

15. FLAGS AND SIGNALS

15.1 v. "C" change of course (horizontal stripes of blue, white, red, white, blue).

GENERAL RULES

12. SAILS

12.8 Advertising on sails is not allowed at points regattas unless the sail was originally Hobie factory-supplied with advertising.

Note: Advertising falling within the above rule must have the approval of each regatta chairman.

13. MASTS

13.5 A COMPTIP™ mast tip section will be required for all boats racing in the North American Region, after January 1, 1990. All sailors will be allowed one exemption to this rule. After the one exemption is used, the onus is on the individual to prove that an attempt has been made to obtain a COMPTIP. In the case of factory backorders on COMPTIPs, a temporary exemption will be granted upon proof of such backorder and only until backorder is filled.

20. IHCA 360 - DEGREE RULE

20.4 When the infringement occurs after the preparatory and before the starting signal is made, the infringing boat shall make one 360-degree circle as soon as possible after clearing all other yachts on either side of the starting line, following the starting signal.

20.8 A yacht touching a mark may exonerate herself by sailing one complete 360-degree circle.

24. APPEALS PROCEDURES

24.2 Appeals must be filed in writing within 15 days after the protest hearing to the National Sailing Authority Area Appeals Committee having jurisdiction over the regatta site. (Addresses are available from the IHCA.)

MARCH/APRIL 1990

***NOTE:** Due to unfortunate circumstances, the Hobie 18 and Hobie 16 Womens and Open Championships are being relocated. Every effort will be made to retain event dates and Florida location for the Hobie 16s. Hobie 18 site and dates were not available at press time. Hobie Cat apologizes for any inconvenience in travel arrangements due to this change.

FLEET DIRECTORY

MARCH • APRIL 1990/45

FLEET DIRECTORY

474 David C. Buckingham	Spirit Lake, IA	47	175 Charlotte Morse	Albermarle, NC	9	489 Randy Reiman	Manitowoc, WI	7
475 Scott Russell	Storm Lake, IA	7	191 Kenneth Keller	Greensboro, NC	9	WYOMING		
KANSAS			257 Becky McRoy	Bath, NC	9	156 Stuart Hill	Casper, WY	5
27 Mark Regester	Wichita, KS	14	437 Andrew Knoll	Asheville, NC	9	EUROPEAN		
149 Gordon Preller	Berrington, KS	7	465 Everett Thompson	Elizabeth City, NC	9	315 Helmut Jakobowitz	Vienna, AUSTRIA	Eur
297 Joe Michaels	Emporia, KS	7	508 Paul Ricketts	Wadesboro, NC	9	335 Friedrich Schiebel	Vienna, AUSTRIA	Eur
510 Dennis Patterson	Leon, KS	14	NORTH DAKOTA			336 Erich Minarik	Graz, AUSTRIA	Eur
KENTUCKY			532 Stephen Hoetzer	Bismarck, ND	7	376 Miro Zornia	Vienna, AUSTRIA	Eur
114 Keith Moore	Morehead, KY	10	OHIO			381 Harry Michel Peter	Knokke Heist, BELGIUM	Eur
142 Daniel Klonne	Crestwood, KY	10	47 George Fecher	Cincinnati, OH	10	393 Olivier Verdustel	Auderghem, BELGIUM	Eur
219 David Nelson	Paducah, KY	10	60 Michael Simpson	Sandusky, OH	10	394 Francis Maes	Ostende, BELGIUM	Eur
255 Samuel Applegate	Louisville, KY	10	68 Tom Bodde	Vermilion, OH	10	397 Benoit Thieffry	Coxvde, BELGIUM	Eur
LOUISIANA			85 Michael Teets	Ostrander, OH	10	801 Jean Wery	Brussels, BELGIUM	Eur
9 Harold Gilmore	Lake Charles, LA	6	218 Richard Roten	North Canton, OH	10	386 Barry Jenkins	Jersey, CHANNEL ISLANDS	Eur
41 Steve Lewis	Gretna, LA	15	239 Doug Keller	Clinton, OH	10	330 Dan Rasmussen	Frederiksberg, DENMARK	Eur
55 Jeannine Geiger	Baton Rouge, LA	15	279 Larry Van Tuyt	Cincinnati, OH	10	333 Erik Olsen	Middelfart, DENMARK	Eur
93 Clayton Dailey	Crowley, LA	15	283 Ann Galluzzo	Springfield, OH	10	385 Mogens Hoigaard	Arhus, DENMARK	Eur
528 Taylor Keough	Lake Charles, LA	6	284 Robert Ryan	Greenville, OH	10	396 Nils Dulum	Rungsted Kyst, DENMARK	Eur
MAINE			300 Jerry Haas	Westerville, OH	10	369 Heikki Loukasma	Helsinki, FINLAND	Eur
231 Dwight Hawkins	N. Monmouth, ME	12	400 John Yerman	Toledo, OH	10	303 Bruno Delahaye	Rennes, FRANCE	Eur
MARYLAND			445 Peter Mulligan	University Heights, OH	10	309 Christian Peres	Toulon, FRANCE	Eur
54 Carlos Wharry	Westminster, MD	11	501 Douglas Wilkins	Celina, OH	10	311 J.Francois Bockell	La Baule, FRANCE	Eur
106 Thomas Hennessey	Towson, MD	11	OKLAHOMA			312 Gerard Fulgoni	Hyeres, FRANCE	Eur
MASSACHUSETTS			25 Mike Troutman	Broken Arrow, OK	14	313 Stan Sobczyk	Le Havre, FRANCE	Eur
28 Stephen Latham	New Bedford, MA	12	63 Brian Beele	Oklahoma City, OK	14	320 Jean Pierre Blaise	Ludres, FRANCE	Eur
197 Stan Patey	Rockport, MA	12	131 Deborah Taylor	Edmond, OK	14	321 Guy Delmas	St. Medard, FRANCE	Eur
505 Kevin Kuzdal	Webster, MA	12	145 Susan Langston	Sallisaw, OK	14	324 Etienne Mouffe	Marseille, FRANCE	Eur
MICHIGAN			432 Shirley Parma	Ponca City, OK	14	328 Frederic Beauchene	Angelet, FRANCE	Eur
10 Joseph Kuchenbach	Battle Creek, MI	10	468 Boyd Bass	McAlester, OK	14	338 Alain Blum	Cap D'ade, FRANCE	Eur
18 Rick Hutchins	Saginaw, MI	10	OREGON			339 Jacques Budet	Beaufort en Vallee, FRANCE	Eur
40 Jack Wellner	Richland, MI	10	19 John Lefler	Ashland, OR	4	340 Bruno Solier	Mandelieu, FRANCE	Eur
58 Mark Melling	Clark Lake, MI	10	72 Keith Fuller	Portland, OR	4	344 Jacques Serviere	Marques, FRANCE	Eur
89 Michael Griffie	Cassopolis, MI	10	72 Stanley Breed	Beaverton, OR	4	355 Robert Rives	Toulouse, FRANCE	Eur
108 Rich Devon	Enison, MI	10	94 Cal Bucholz	Bend, OR	4	357 Raymond Descatoire	Bondues, FRANCE	Eur
117 Jake Taber	Plainwell, MI	10	193 John Stahr	Eugene, OR	4	379 Jacques Simon	La Vallette, FRANCE	Eur
144 Ric Balesky	Rescommon, MI	10	451 Bonnie/Larry Howard	Klamath Falls, OR	4	392 Pierre Liard	Frejus, FRANCE	Eur
171 Steve Amador	Plymouth, MI	10	PENNSYLVANIA			805 J. Jacques De Keyser	Halluin, FRANCE	Eur
202 Doug Schmidt	Gladstone, MI	7	176 W. Edwin Ogden	Reading, PA	11	809 Laurent Bonnet	La Rochelle, FRANCE	Eur
210 Roger Bristol	East Rapids, MI	7	228 Norman Hinspeter	Erie, PA	16	813 Dominique Paris	Locmariaquer, FRANCE	Eur
248 Robert Herrada	W. Bloomfield, MI	10	414 Bill Jordan	Meadville, PA	11	323 Brian George	Cornwall, GREAT BRITAIN	Eur
276 Richard Mette	Mt. Clemens, MI	10	416 Jim Giannini	Northampton, PA	11	346 David Collett	Bushy Herts, GREAT BRITAIN	Eur
282 Scott Brubaker	Glen Arbor, MI	10	466 David Adams	Chicora, PA	16	BRITAIN		
287 Jim Brisbois	Freeland, MI	10	PUERTO RICO			364 Gordon Edwards	Surrey, GREAT BRITAIN	Eur
288 Dennis Henderson	Marquette, MI	10	133 Julio Reguero	San Juan, PR	13	370 Barry Tiernan	Poole Dorset, GREAT BRITAIN	Eur
292 Albert Balazovic	North Oaks, MI	10	RHODE ISLAND			372 Phil Taphouse	Minehead Somerset, GREAT BRITAIN	Eur
450 Walter Goodell	Brighton, MI	10	448 Michael Lemme	W. Greenwich, RI	12	802 Linegar Meluin	Aldershot Hants, GREAT BRITAIN	Eur
504 John McKellop	Cadillac, MI	10	SOUTH CAROLINA			804 Thursby Neil	Southshields Tynes & Wear, GREAT BRITAIN	Eur
519 Steve Chapman	Portage, MI	10	53 Mike Groshon	Charleston, SC	9	806 Graham Sawyer	Stapleford Knotts, GREAT BRITAIN	Eur
522 Eugene Zailer	South Haven, MI	10	83 Steve Faile	Clover, SC	9	BRITAIN		
MINNESOTA			141 Pat O'Can	Lexington, SC	9	807 Roy Forlitt	Wiltshire, GREAT BRITAIN	Eur
49 Tom Creed	Cold Springs, MN	7	164 William Englishe	Simpsonville, SC	9	304 Rob Van Deursen	heemstede, HOLLAND	Eur
52 Tom Turchfarber	White Bear Lake, MN	7	174 Charlie Pellissary	Myrtle Beach, SC	9	305 Bram Lussenburg	Hoekvan, HOLLAND	Eur
155 Ollie Fredrick	White Bear Lake, MN	7	244 Charles Power	Myrtle Beach, SC	9	306 Nol Etens	Katwijk Zee, HOLLAND	Eur
206 Ken Filzek	St. Paul, MN	7	269 Robert McCroskey	Clinton, SC	9	307 Jan Van Spellen	Nen Hag, HOLLAND	Eur
246 Wayne Thorson	Grand Rapids, MN	7	508 Paul Ricketts	Wadesboro, SC	9	308 Jan Wijker	Edmond, HOLLAND	Eur
254 Robb Naylor	Bemidji, MN	7	520 Buz Moore	Hartsville, SC	9	316 Martin Schuitema	Wassenaar, HOLLAND	Eur
444 Brian Nelson	Spicer, MN	7	523 Scott Aman	Roanoke Rapids, SC	9	325 Wim Bongers	Noordwijk, HOLLAND	Eur
478 Debbie Blackburn	Springfield, MN	7	SOUTH DAKOTA			343 Bram Van Straalen	Gravezande, HOLLAND	Eur
515 Charles Leekley	Wayzata, MN	7	103 Steven Bechtold	Sioux Falls, SD	7	353 Hans Kersseboom	Naarden, HOLLAND	Eur
MISSISSIPPI			125 Roger Bombersbach	Bruce, SD	7	378 Nico Olthof	Hemeligen, HOLLAND	Eur
70 George Zorn	Ocean Springs, MS	15	198 Denny Stuck	Rapid City, SD	4	380 Kees Snijders	Beverwijk, HOLLAND	Eur
155 Gerald Knerim	Jackson, MS	10	227 Noel Chicoine	Pierre, SD	7	382 Ernest Zwikker	Assen, HOLLAND	Eur
235 Stephen Essig	Ridgeland, MS	15	291 James McCulloch	Vermillion, SD	7	390 Robert Heilbron	Wassenaar, HOLLAND	Eur
533 Mike Benfield	Long Beach, MS	15	TENNESSEE			391 Milko Berben	Rotterdam, HOLLAND	Eur
MISSOURI			96 Newsom Baker	Maryville, TN	9	302 Paolo Orsini	Ladispoli RM, ITALY	Eur
59 Eric Peterson	Springfield, MO	7	134 Marc Dickenson	Memphis, TN	15	331 Eduardo Colosetti	Varedo, ITALY	Eur
123 Jim Antonacci	Ferguson, MO	10	217 David Carter	Chattanooga, TN	9	332 Giuseppe Rotunno	Pisa, ITALY	Eur
273 Thomas Burrows	Florissant, MO	7	249 Gary Lamborn	Goodlettsville, TN	15	337 Paolo Span	Aurisiana, ITALY	Eur
433 Larry Walker	Columbia, MO	7	TEXAS			345 Gianpaolo Serra	Quarto S. Elena, ITALY	Eur
NEBRASKA			8 Billy Richnow	Houston, TX	6	358 Maurizio Juris	Venezia Lido, ITALY	Eur
192 Dennis Wheeler	Omaha, NE	7	23 Pete Patullo	Plano, TX	14	359 Maurizio De Rossi	Rome, ITALY	Eur
481 Chuck Druckenmiller	Mitchell, NE	7	64 Beth Bach	Austin, TX	6	375 Andrea Dorigni	Trento, ITALY	Eur
NEVADA			91 Vic Franklin	Fort Worth, TX	14	383 Antonino Nocca	Gaeta, ITALY	Eur
51 Robert Campbell	Las Vegas, NV	2	99 Gene Marksbury	Corpus Christi, TX	6	384 Claudio Colbertaldo	Palermo, ITALY	Eur
203 Russ Brown	Carson City, NV	3	102 Mike Hardy	McAllen, TX	6	389 Paolo Sciacaluga	Genova, ITALY	Eur
NEW HAMPSHIRE			118 Chuck Raney	Tyler, TX	14	800 Michael Wohli	Meran, ITALY	Eur
209 Thomas Sullivan	Gilford, NH	12	128 Steve Acquart	San Antonio, TX	6	808 Marino Sandro	Pescara, ITALY	Eur
496 Jim McCarthy	North Hampton, NH	12	146 Jay Lippard	Burkburnett, TX	14	810 Roberto Peragallo	Della Pescara, ITALY	Eur
NEW JERSEY			161 Gene Hawkins	Bryan, TX	6	811 Oscar Calzati	Latina, ITALY	Eur
24 Doug Ruth	Ocean City, NJ	11	162 Ray Murray	Waco, TX	14	367 Cato Kneim	Oslo, NORWAY	Eur
65 Keith Lebroeuf	Milford, NJ	11	232 Glen Fontenot	Port Arthur, TX	15	461 Raul Mareia	POTUGAL	Eur
73 William Hiller	Absecon, NJ	11	268 Charlie Stout	Lubbock, TX	14	420 Juan De Orbaneja	Mijas, SPAIN	Eur
137 Peter Laue	Landing, NJ	11	407 Ted Turner	Kingswood, TX	6	421 Ricardo Rovira	Calafell, SPAIN	Eur
140 Richard Owen	Trenton, NJ	11	435 Steven Fangio	Amarillo, TX	14	422 Alvarez Del Manzano	Vilafortuny, SPAIN	Eur
190 Warren Kaplan	Linwood, NJ	11	457 Scott Beach	Brownwood, TX	14	423 Joan Nuvola	Castelldefels, SPAIN	Eur
234 Clark Shimp	Bridgeport, NJ	11	486 Bob Fielder	Ablene, TX	14	424 Esteve Pujala	Rosas, SPAIN	Eur
250 Jonathan Maddock	Atlantic Highlands, NJ	11	495 Dwayne Tuttle	Longview, TX	14	425 Felipe Bellini	Port Pollensa, SPAIN	Eur
267 Hal Savage	Bloomfield, NJ	11	526 Dean Eiland	Midland, TX	6	426 Ramon Pino	Puebla Farnals, SPAIN	Eur
443 Douglas Ackroyd	South Dennis, NJ	11	UTAH			428 Pedro Garcia	Sanlucar de BDZ, SPAIN	Eur
452 Frank Brearley	Barneget Bay, NJ	11	67 Johannes Nauendorf	Salt Lake City, UT	5	429 Antonio Munoz	Calas de Guisando, SPAIN	Eur
502 Fred Sponsel	Brigantine, NJ	11	VIRGINIA			430 Antonio Oriol	Sotogrand, SV, SPAIN	Eur
534 Steve Gronka	Avalon, NJ	11	32 Bernie Kania	Virginia Beach, VA	9	431 Jose Ignacio Asendi	Madrid, SPAIN	Eur
NEW MEXICO			196 Warren Theis	Alexandria, VA	11	458 Luis Lerdo de Tjada	Mares, SPAIN	Eur
48 Julie Hauser	Rio Rancho, NM	5	200 Barry Barnes	Richmond, VA	9	459 Salvador Barrachina	Castellon, SPAIN	Eur
NEW YORK			221 Stewart Walker	Richmond, VA	9	460 Carlos Hernandez	Sevilla, SPAIN	Eur
86 Thomas Doud	Elmira, NY	16	290 Vernon Sheppard	Roanoke, VA	9	483 Miguel Soldevila	Alicante, SPAIN	Eur
109 Milton Dinhoff	Roslyn, NY	12	440 John Friesz	Hampton, VA	9	326 Osten Nilson	Gothenburg, SWEDEN	Eur
119 Dave Slattery	Tonawanda, NY	16	516 Thomas Yorty	Herrndon, VA	11	368 Thomas Niclason	Solientuna, SWEDEN	Eur
124 Chris Bevelander	Bayport, NY	12	VIRGIN ISLANDS			371 Owe Hull	Frolunda, SWEDEN	Eur
143 Nancy Ratner	Brentwood, NY	12	182 Wendy Albade	St. Croix, VI	13	387 Stephan Thunstedt	Falun, SWEDEN	Eur
204 Mickey Kiefer	Syracuse, NY	7	WASHINGTON			812 Lars Persson	Skovde, SWEDEN	Eur
215 Matt Jones	Massapequa, NY	16	13 Ralph Weir	Greenacres, WA	4	310 Dominique Ardin	Geneva, SWITZERLAND	Eur
224 Jack McAllister	Penn Yan, NY	16	14 Paul Ulbarri	Seattle, WA	4	322 Thomas Muhlethaler	Zurich, SWITZERLAND	Eur
229 Dean Willis	Marcy, NY	16	37 Angelo Zopolos	Bellingham, WA	4	329 Walter Steiner	Altenrhein, SWITZERLAND	Eur
238 Mary Meier	Schenectady, NY	16	95 Tod Filer	Bellevue, WA	4	301 Werner Wittwer	Denges, SWITZERLAND	Eur
243 Jane Kleindinst	Tonawanda, NY	16	195 Curt Lewis	Pasco, WA	4	301 Dangel Manfred	Wolfrathshausen, W.GERMANY	Eur
256 Sharon Chamberlin	Grand Island, NY	16	482 James Walrath	Everett, WA	4	317 Detlef Mohr	Hamburg, W. GERMANY	Eur
295 Dave Dasson	Rochester, NY	16	529 Darlene Johnson	Moses Lake, WA	4	318 Bernd Beilhub	Ritterhude, W. GERMANY	Eur
40 Brad Evert	Grand Island, NY	16	535 Pete Beaumont	Quincy, WA	4	319 Mathias Stender	Aachen, W. GERMANY	Eur
524 Steve Rudmann	Kings Park, NY	12	WEST VIRGINIA			327 Andreas Szameitlat	Eutingen, W. GERMANY	Eur
NORTH CAROLINA			152 Stephen McClung	St. Albans, WV	8	334 Peter Jannack	Hamburg, W. GERMANY	Eur
92 Danny Meyers	Charlotte, NC	9	WISCONSIN			342 Gunther Konig	Morun/Sylt, W. GERMANY	Eur
97 Ron Lasater	Apex, NC	9	223 Thomas Zalewski	Wausau, WI	7	348 Wolf Ossner	Muenchen, W. GERMANY	Eur
100 Ray Vallicello	Salterpath, NC	9	413 Wayne Fischer	Green Bay, WI	7	349 Klaus Zuchel	Lechenich, W. GERMANY	Eur
101 Jack Wells	Wrightsville Beach, NC	9	454 Mark Tryggstad	Amery, WI	7	350 Rainer Kellermann	Velbert, W. GERMANY	Eur
170 Dave Spardella	Fayetteville, NC	9	472 Chris Shaw	Madison, WI	7	351 K. Kuchlich	Herdecke, W. GERMANY	Eur
						352 Michael Schwindt	Huenstetten, W. GERMANY	Eur

REGATTA SCHEDULE

356	Peter Bezold	Bamberg, W. GERMANY	Eur	150	Dave Sarvis	Orilla, Ont. CANADA	16	518	Max Westwater	Cheung Chau, HONG KONG	Int'l
360	Fritz Von Dornick	Kalkar, W. GERMANY	Eur	172	Wayne Morris	Kingston, Ont. CANADA	16	132	Neil Carter	Tremure, INDONESIA	Int'l
361	Jandeck Hartmunt	Bergkamen, W. GERMANY	Eur	183	Chris Upton	Brampton, Ont. CANADA	16	365	Didier Constant	Abidjan, IVORY COAST	Int'l
362	Stefan Griesmeyer	Feldafing, W. GERMANY	Eur	185	Marcus Lamb	London, Ont. CANADA	10	498	Masahiko Ozeki	Kanagawaken, JAPAN	Int'l
366	Dirk Praetorius	Hemmingen, W. GERMANY	Eur	187	Dennis Renaud	Montreal, Que. CANADA	12	499	Mariyasu Murase	Saitama-ken, JAPAN	Int'l
373	Peter Mueller	Mendig, W. GERMANY	Eur	214	William Holder	Vancouver, BC CANADA	4	501	Ajro Hirayama	Tokyo, JAPAN	Int'l
374	Wolf Petrovicki	Globus, W. GERMANY	Eur	237	Craig Burwell	Sarnia, Ont. CANADA	10	507	Masami Kozuge	Kanagawa, JAPAN	Int'l
377	Thomas Stange	Bremen, W. GERMANY	Eur	242	Dennis Sollosy	Saskatoon, Sask. CANADA	4	233	Miguel Salas-Vega	Mazatlan, MEXICO	Int'l
388	Folker Zinke	Borkum, W. GERMANY	Eur	247	John Harden	Rondeau Bay, Ont. CANADA	10	469	Poncho Limon	San Felipe, MEXICO	Int'l
395	Dieter Brandt	Dusseldorf, W. GERMANY	Eur	261	Robert Woodward	Victoria, BC CANADA	4	405	Shaun Burgess	Boroko Papua, NEW GUINEA	Int'l
398	Fiete Noack	Berlin, W. GERMANY	Eur	263	Ron Rubadeau	Kelowna, BC CANADA	4				
513	Frieder Niederquell	Korbach, W. GERMANY	Eur	278	Lionel Canacher	Cambridge, Ont. CANADA	16	46	Murray Davidson	Auckland, NEW ZEALAND	Int'l
803	Siegfried Tietz	Friedrichshafen, W. GERMANY	Eur	293	Dave Milne	Bathurst, NB, CANADA	12	69	Doug Hislop	NEW ZEALAND	Int'l
INTERNATIONAL				299	Bill Cabel	Ottawa, Ont. CANADA	16	471	Nicky Guy	Christchurch, NEW ZEALAND	Int'l
79	Bill Hyman	Pago, Pago, AM. SAMOA	Int'l	417	Grant McDonald	Pickerington, NB CANADA	10				
506	Craig Findley	Caringbah, AUSTRALIA	Int'l	441	Chris Walker	Nova Scotia, CANADA	11	512	Gavin Harford	Wellington, NEW ZEALAND	Int'l
536	John Green	AUSTRALIA	Int'l	446	Tim Hughes	Burlington, Ont. CANADA	16	531	Brendon Whitley	Tavranga, NEW ZEALAND	Int'l
702	Robert Jensen	Sydney, AUSTRALIA	Int'l	453	Paul Polock	Calgary, Alb. CANADA	4	402	Charlie Cronhel	Lagos, NIGERIA	Int'l
704	John Vaughn	AUSTRALIA	Int'l	497	Rick/Ron Tinga	Quesnel, BC CANADA	7	274	Peter Capotosto	Manila, PHILIPPINES	Int'l
707	George Groves	AUSTRALIA	Int'l	517	Brian Hughes	Trenton, Ont. CANADA	16	415	John Koedt	Tali Bch. PHILIPPINES	Int'l
710	Dick Sherwell	AUSTRALIA	Int'l	525	Bob Anderson	Turkey Pt. Ont. CANADA	16	494	John Griffith	Doha, QATAR	Int'l
438	Age de Vries	Monoma, SAHRAIN	Int'l	527	Robert Laurendeau	Regina, Sas. CANADA	4	253	Brian Dunloy	Dhahran, SAUDI ARABIA	Int'l
487	Joe Thompson	Freeport, SAHAMAS	Int'l	289	Octavio Jorge	St. Romuald, Que. CANADA	12	412	K. G. Ansell	Jeddah, SAUDI ARABIA	Int'l
122	Walter O. Cabral	Seria, BORNEO	Int'l			Santo Dom., DOMINICA	Int'l	530	Trevor Page	Al-Jubail, SAUDI ARABIA	Int'l
22	Patrick McMaster	Fortalexa, BRAZIL	7	252	Noel Kilner	REPUBLIC		492	J. L. Marti	SINGAPORE	Int'l
38	Paul Harvey	St. Albert, Alb. CANADA	4	500	Yves Germain	Tami, FIJI	Int'l	107	Michel Le Calvic	Papeete, TAHITI	Int'l
82	Les Bibby	Nova Scotia, CANADA	12	75	James Hoist	Libreville, GABON	Int'l	148	Hans Weidmann	Bangkok, THAILAND	Int'l
90	Charles Anderson	Ontario, CANADA	10	189	Tony Stearns	Tamuning, GUAM	Int'l	411	Dick Wilnsin	Dubai, UNITED ARAB EMIRATES	Int'l
98	Lamont George	Winnipeg, Man. CANADA	7	138	Juan E. Maegli	Saipan, GUAM	Int'l				
129	Glenn Withenshaw	Clear Lake, Man. CANADA	7			Guatemala City, GUATEMALA	Int'l	511	Brian Withers	Abu Dhabi, UNITED ARAB EMIRATES	Int'l
130	Brian Machtaler	Thunder Bay, Ont. CANADA	7	493	F. Peter Harwood	Muscal GULF OMAN	Int'l	490	Ubaldo Tacconelli	Edo Nueva Esp. VENEZUELA	Int'l
		Pemicton, P.C. CANADA	4	179	Gordon Leilson	HONG KONG	Int'l				

DIVISION 1

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
6	Mar. 17-18 1990	Fröome Boating Co. Regatta Bellows AFB	David McFaul	808/946-3361
6	Mar. 31 1990	Ziploc Ultimate Yacht Race Haleiwa	David McFaul	808/946-3361
6	Apr. 14-15 1990	Wild Bill's Campout Regatta Kualoa	David McFaul	808/946-3361
6	May 6 1990	Pink Cadillac Regatta Kailua	David McFaul	808/946-3361
6	May 27-28 1990	Memorial Day Regatta Bellows AFB	David McFaul	808/946-3361
6	June 16-17 1990	Masaji Tamura Regatta Waikiki	David McFaul	808/946-3361
6	July 12-15 1990	Aloha State Games Kailua	David McFaul	808/946-3361
6	July 29 1990	Kokokahi Regatta K-Bay	David McFaul	808/946-3361
6	Aug. 19 1990	Kailua Beach Regatta Kailua	David McFaul	808/946-3361
6	Sept. 23-24 1990	State Championships KMCAS	David McFaul	808/946-3361
6	Oct. 13-14 1990	Duka Kahanamoku Regatta Waikiki	David McFaul	808/946-3361

DIVISION 2

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
1	Mar. 10-11 1990	Dana Point Regatta Dana Point, CA	Kirk Wells	714/493-2466
66	Mar. 17-18 1990	Winter Series III & IV Lake Roosevelt, AZ	Lee Prosser	602/863-2615
30	Mar. 24-25 1990	Lake Perris Regatta Lake Perris SRA, CA	Tony Freeman	714/737-2362
66	Mar. 31- Apr. 1, 1990	Spring Series I & II Lake Pleasant, AZ	Lee Prosser	602/863-2615
180	Apr. 7-8 1990	Lake Castaic Regatta Castaic Lake	Theo Overdevest	818/885-8121
3	Apr. 14 1990	Race Clinic Lake Perris, CA	Udo Winkler	714/867-2864
514	Apr. 14-15 1990	Easter Cruise Rocky Point, Mexico	Mike Saunders	602/881-1566
3	Apr. 21-22 1990	Hurricane Gulch Long Beach, CA	Larry Reding	714/544-9345

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME LOCATION	NAME	PHONE NO.
66	Apr. 28-29 1990	Spring Series III & IV Lake Pleasant, AZ	Lee Prosser	602/863-2615
66	May 5-6 1990	Cinco De Mayo Rocky Point, Mexico	Rick Hankins	602/345-2821
4	May 12-13 1990	San Diego Women's San Diego, CA	Kaisie Nemes	619/422-6990
15	May 19-20 1990	Cachuma Classic Lake Cachuma, CA	T. German	805/985-9463
514	May 26-28 1990	Tucson Sailing Club Regatta San Carlos, Mexico	Ron Palmer	602/299-0609
51	June 2-3 1990	Las Vegas Grand Prix Boulder City, NV	Stoney Douglas	702/799-6469
66	June 9 1990	Hobie Day Lake Pleasant	Lee Prosser	602/863-2615
4	June 16-17 1990	San Diego Classic San Diego, CA	Scott Dixon	619/673-9588
	June 30 1990	Big Bear Regatta Big Bear, CA	Udo Winkler	714/867-2864
514	July 6-8 1990	514/66 BOC Rocky Point, Mexico	Ron Palmer	602/299-0609
3	July 7-8 1990	North-South Regatta Pismo Beach, CA	Udo Winkler	714/867-2864
30	July 14-15 1990	Lake Perris Women's Regatta, Lake Perris SRA	Karen Schlessler	714/381-5458 714/823-1918
167	July 21-22 1990	Wofford Heights Regatta Lake Isabella, CA	Glen Wadsworth	805/398-0694
514	July 21-22 1990	Boys & Girls Club Fun Weekend, Lk. Roosevelt, AZ	Ron Palmer	602/299-0609
514/66	July 28-29 1990	Fleet Family Fun Weekend, Lk. Roosevelt, AZ	Ron Palmer	602/299-0609
4	Aug. 4-5 1990	Todos Santos Regatta Todos Santos, Mexico	Doug Cook	619/272-7642
3	Aug. 11-12 1990	16 Divisionals Long Beach, CA	Larry Reding	714/544-9345
66	Aug. 18-19 1990	Ladies Single Handed Lake Roosevelt, AZ	Lee Prosser	602/863-2615
514	Sept. 1-3 1990	Labor Day Cruise Rocky Point, Mexico	Mike Saunders	602/881-1566
3	Sept. 8-9 1990	17/18 Divisionals Long Beach, CA	Tom Materna	818/784-4500
	Sept. 15-16 1990	Beachcomber Regatta Malibu Yacht Club, CA	Mike Klubock	213/650-8143
66	Sept. 15-16 1990	Fall Series I & II Lake Roosevelt, AZ	Lee Prosser	602/863-2615
15	Sept. 22-23 1990	Blue Water X Ventura, CA	T. German	805/985-9463
66	Sept. 29-30 1990	Fall Series III & IV Lake Roosevelt, AZ	Lee Prosser	602/863-2615
4	Oct. 6-7 1990	Dual Regatta San Diego, CA	Doug Cook	619/272-7642
514	Oct. 6-8 1990	Columbus Day Regatta San Carlos, Mexico	Ron Palmer	602/299-0609

REGATTA SCHEDULE

FLEET	EVENT DATE	EVENT NAME LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
514	Oct. 13-14 1990	Assault on Rocky Point Sonora, Mexico	Brian Dolan	602/888-5765
180	Oct. 20-21 1990	Women's Regatta Lake Castaic, CA	Jeri Bowen	818/363-0418
66	Oct. 27-28 1990	AZ State Championship Rocky Point, Mexico	Lee Prosser	602/863-2615
	Oct. 27 1990	Division 2 Pic-nic Dana Point, CA	Udo Winkler	714/867-2864

DIVISION

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FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
17	Apr. 7-8 1990	Breakaway Folsom Lake	Dave Collier	916/965-5617
	Apr. 23-27 1990	Racing Seminar Coyote Point	Ellate Cockroft	415/572-0465
20	Apr. 28-29 1990	Roaring 20's Coyote Point	Mike Ettl Bob Eustace	408/997-6615 415/967-2921
2	May 6 1990	Snow Flake Regatta Scotts Flat Lake	Lew Stark	916/273-4150
21	May 12-13 1990	Wet & Wild Woodward Reservoir	Steve Keefer	209/239-5416
281	May 19-20 1990	Sharkfeed Bodega Bay	Mike Montague	707/875-2591
222	June 16-17 1990	Otter Monterey Bay	Bud Robinson Frances Shelton	408/449-6682 408/443-9271
62	June 16-17 1990	Commodores Classic Open Huntington Lake, CA	Tom Howard	209/877-2452
194	June 23-24 1990	Round Treasure Is. Crown Beach	Jim Sadjak	408/429-2959
203	June 30- July 1, 1990	Silverstate Tahoe Lake	Kim Brown	702/883-0538
2	July 1 1990	Highwind, No Vibe Kings Beach, CA	Chris Hawthorne	916/265-9696
259	July 7-8 1990	North South Challenge Port San Luis	Dan O'Donnell Brett Dingerson	805/481-2058 805/541-6249
20	July 14-15 1990	Div. 3 Championships Coyote Point	Bob Cockroft Mike Ettl	415/572-0465 408/997-6615
2	July 22 1990	Flying Cowboys Union Valley Reservoir	Dale Apple	916/265-5587
17	July 28-29 1990	Whitecaps Union Valley Reservoir	Dave Collier	916/965-5617
	Aug. 4-5 1990	Women's Championships Union Valley Reservoir	Lori Robertson	702/345-6325
62	Aug. 11-12 1990	Mid-High Huntington Lake	Dave Marean	209/298-1251
537	Sept. 5-9 1990	H16 Trapseat Nationals Whiskeytown Lake, CA	Mike Strahle	916/221-7197
2	Sept. 9 1990	Last Chance Kings Beach, CA	Lew Stark	916/273-4150
537	Sept. 15-16 1990	Twisted Skippers Whiskeytown Lake, CA	Sherri Hunt	916/244-7857
222	Nov. 3-4 1990	Turkey Monterey Bay	Bud Robinson	408/449-6682

DIVISION

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FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
95	Apr. 21-22 1990	Sand Point Regatta Seattle, WA	Dan Carpenter	206/827-8080
95	May 5-6 1990	Golden Gardens Seattle, WA	John Corrie	206/236-1329
195	May 19-20 1990	Tumbleweed Tack Tri-cities	Tony McKarns	509/943-8391
72	June 2-3 1990	Home Valley Columbia River	Peter Nelson	503/388-6814

FLEET	EVENT DATE	EVENT NAME LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
193	June 16-17 1990	Doreena Lake Regatta Doreena, Oregon	John Stahr	503/345-2175
214	June 16-17 1990	Jericho Beach Regatta Vancouver, B.C.	Steve Jung	604/263-1347
72	June 30- July 1, 1990	Yale Lake Regatta Yale Lake, WA	Ken Marshack	503/661-6114
37	July 14-15 1990	Sudden Valley Bellingham, WA	ZOP	206/773-3291
72	July 21-22 1990	Alter Cup Semifinal Jericho Beach, Vancouver	Steve Jung	604/263-1347
72	July 28-29 1990	NW Area Championship Skamakawa, WA	Jim Severs	503/249-0352
193	Aug. 4-5 1990	Fernridge Res. Championship Eugene, OR	John Stahr	503/345-2175
214	Sept. 1-3 1990	Canadian Nationals Harrison Hot Spgs., Can	Ted Blaha	604/588-6147
95	Sept. 22-23 1990	Fort Warden Regatta Port Townsend, WA	Todd Christensen	206/632-1764

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FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
48	Mar. 17-18 1990	St. Pat's Day Elephant Butte Lake, NM	Julie Hauser	505/891-0405
48	Apr. 7-8 1990	April Fool's Race Elephant Butte Lake, NM	Julie Hauser	505/891-0405
61	Apr. 8-9 1990	Ski/Sail Regatta Cherry Creek Res., CO	Rick Hosker	303/460-0538
48	Apr. 28-29 1990	Spring Fiesta Elephant Butte Lake, NM	Julie Hauser	505/891-0405
48	May 12-13 1990	Fleet Races Elephant Butte Lake, NM	Julie Hauser	505/891-0405
201	May 12-13 1990	Pueblo Classic Pueblo, CO	Jeff Franks	719/599-5231
48	May 26-27 1990	Memorial Day Points Regatta Heron Lake, NM	Reid Hester Julie Hauser	505/292-5678 505/891-0405
61	June 2 1990	Learn to Sail Cherry Creek Res., CO	Bill Gerblig	303/798-3484
67	June 9-10 1990	Strawberry Regattas Forever Salt Lake City, UT	Dave Shearer	801/355-1791
48	June 16-17 1990	Race Weekend Heron Lake, NM	Julie Hauser	505/891-0405
61	June 22-23 1990	Craig Fun Day Cherry Creek Res., CO	Tom Larsen	303/979-4348
48	June 30- July 1, 1990	4th of July Blast Heron Lake, NM	Julie Hauser	505/891-0405
61	June 30- July 1, 1990	Bun Burner Lake McConnehy, NE	Max Hinneberg	303/690-5271
50	July 7-8 1990	Lake Hatti Regatta Laramie, WY	Jeff Emmel	303/223-5430
156	July 20-22 1990	Hobie Hoedown Glendo, WY	G.R. Cheatham, Jr.	307/265-7789
48	July 21-22 1990	Storrie Lake Shootout #1 Storrie Lake, NM	Julie Hauser	505/891-0405
61	Aug. 4-5 1990	Rocky Mountain Regatta Lake Dillon, CO	Jim Braun	303/987-0818
48	Aug. 11-12 1990	Storrie Lake Shootout #2 Storrie Lake, NM	Julie Hauser	505/891-0405
48	Sept. 1-3 1990	Labor Day Races Heron Lake, NM	Julie Hauser	505/891-0405
50	Sept. 8-9 1990	Last Gasp Jackson, CO	Mike Koliha	303/224-2014
48	Sept. 15-16 1990	Fall Race Series #1 Elephant Butte Lake, NM	Julie Hauser	505/891-0405
48	Oct. 6-7 1990	Fall Race Series #2 Elephant Butte Lake, NM	Julie Hauser	505/891-0405
61	Oct. 6 1990	Oct-Hobiefest Cherry Creek Res., CO	Julie Cooley	303/972-4915
48	Oct. 27-28 1990	Octobiefest Elephant Butte Lake, NM	Julie Hauser	505/891-0405

REGATTA SCHEDULE

DIVISION

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INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
407	Mar. 17-18 1990	Ides of March Lake Conroe, TX	Ted Turner	713/359-2836 713/488-3703
9	Mar. 31- Apr. 1, 1990	Deep South Regatta Lake Charles, LA	Harold Gilmore	318/855-3230
64	Apr. 21-22 1990	Hill Country Regatta Lake Buchanan	Beth Bach Cindy Wyatt	512/258-4764 512/266-2714
99	May 5-6 1990	Olympic Regatta Corpus Christi Bay	Jason Powers	512/991-4544
128	May 19-20 1990	Longneck Regatta Canyon Lake	Betty Reeh	512/342-4001 512/656-5278
102	June 9-10 1990	Wind Jammer Regatta South Padre Island	Janet Hardy	512/630-1267
8	June 23-24 1990	Wayward Winds Galveston, TX	Alan Davis Billy Richnow	713/497-6504 713/645-8704
407/ 64	July 7-8 1990	Mid Summer Classic Lake Somerville	Ted Turner	713/359-2836 713/488-3703
99	July 21-22 1990	Sand Dune Classic Port Aransas, Gulf of Mex.	Jerry King	512/949-7226
99	Sept. 1-2 1990	Ruff Riders Regatta Pt. Isabel to Corpus Christi	Gene Marksbury	512/850-8177
8	Oct. 20-21 1990	Wild Bill Regatta Texas City Dike	Alan Davis Billy Richnow	713/497-6504 713/645-8704

DIVISION

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INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
273	May 19-20 1990	St. Louis Blews Regatta Alton Lake, MO	Tom Burrows	314/837-5823
192	May 19 1990	Boat Tuneup & Fun Race Branched Oak Lake	Dennis Wheeler	402/498-2921
192	June 3 1990	Bitter End Regatta Branched Oak Lake	Matt McDonald	402/339-9623
59	June 9-10 1990	Don't Worry Be Hobie Lake Stockton, MO	Carl Votaw	417/865-4320
52	June 9-10 1990	Fantasy Island IV Bald Eagle Lake, MN	Ron Swanson	612/738-1976
149	June 16-17 1990	Hulls Angels Regatta Lake Perry, KS	Greg Hausmann	913/642-1205
291	June 23-24 1990	Old Timer's Regatta Lewis & Clark Lake, SD	Craig Padgett	605/665-8575
475	June 30- July 1, 1990	SLOBS Regatta Storm Lake, IA	Terry Bauer	712/732-1332
192	July 7-8 1990	Hot One Regatta Branched Oak Lake	Jeff Jackson	402/475-2705
297	July 7-8 1990	Madcatters Regatta Lake Melvern, KS	Jeff Jacob	316/342-8365
525	July 14-15 1990	Rowan's Ravine Regina, Saskatchewan	Kim Behrns	306/924-0853
515	July 14-15 1990	Aquatic Cup Lake Minnetonka, MN	Charles Leekley	612/473-8448
532	July 20-23 1990	No. American Champ. Pick City, ND	ND Tourism	1-800-437-2077
192	July 28-29 1990	Bent Mast Regatta Branched Oak Lake, NE	Dennis Wheeler Mark Eahart	402/498-2921 402/551-0631
227	Aug. 4-5 1990	1990 Governor's Cup Lake Oahe, SD	Bob Schneider	605/224-7169 605/773-5526
84	Aug. 11-12 1990	Div. 7 Championship Saylorville Lake, IA	Jim Sohn	515/255-4307
192	Aug. 25-26 1990	Pink Flamingo Classic Branched Oak Lake	Cal Calabrese	402/331-4039
515	Sept. 1 1990	Burton Cup Wayzata Yacht Club	Chuck Leekley	612/473-8448

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
149	Sept. 8-9 1990	Pitchpole Cat Regatta Lake Perry, KS	Greg Hausmann	913/642-1205
515	Sept. 14-16 1990	10,000 Lakes Regatta Excelsior Commons Beach	Chuck Leekley	612/473-8448
192	Sept. 15-16 1990	Nebraska St. Hobie Champ. Branched Oak Lake	Rod Phipps	402/572-8029
515	Sept. 15-16 1990	10,000 Lakes Regatta Lake Minnetonka, MN	Charles Leekley	612/473-8448
515	Sept. 22-23 1990	Fall Color Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Sept. 29 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct. 6 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct. 13 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct. 20 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448

DIVISION

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INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
42	Mar. 9-10 1990	Midwinters East Pts. Regatta Ruskin, FL	D. Coffee	813/752-0112
11	Mar. 24-25 1990	Walt Disney World Pts. Regatta Walt Disney World, FL	B. Fulton	407/299-2628
36	Mar. 31 1990	Triangle Race Hobie Bch., Miami, FL	Mary Searan	305/591-8636
116	Apr. 7-8 1990	Lakeland Pollicats Pts. Regatta Ruskin, FL	J. Beai Jim Tofanelli	813/676-4596 813/324-4981
112	Apr. 21-22 1990	Lido Beach Pts. Regatta Sarasota, FL	R. Wajda	813/351-8962
39	May 12-13 1990	Bradenton Pts. Regatta Bradenton, FL	H. Hollingsworth	813/755-6101
45	May 26-27 1990	Cocoa Beach Pts. Regatta Cape Canaveral, FL	Greg Popp	407/453-4137
44	June 9-10 1990	Ft. Lauderdale Pts. Regatta Pompano Beach, FL	Bill Clark	305/946-6136
111	June 23-24 1990	Jacksonville Pts. Regatta Atlantic Beach, FL	B. Kellum	904/264-0102
11	July 21-22 1990	Subway Classic Pts. Regatta Daytona Beach, FL	B. Fulton	407/299-2628
36	Sept. 1-3 1990	Div. 8 Championships Key Biscayne, FL	B. Pecknord	305/221-2022
80	Sept. 15-16 1990	Daytona Beach Pts. Regatta Daytona Beach, FL	K. Hunter	904/761-7076

DIVISION

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INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
520	Mar. 17-18 1990	Pee Dee Classic Hartsville, SC	Buz Moore	803/332-6103
12	Mar. 31- Apr. 1, 1990	Gone With the Wind Atlanta, GA	Zak Zakanycz	404/971-4777
164	Apr. 7-8 1990	Bare What You Dare Seneca, SC	Norman Ellis	803/654-1235
92	Apr. 21-22 1990	Lake Norman Regatta '90 Charlotte, NC	Jeff Price John Gergel	704/892-1936 704/847-7408
97	May 5-6 1990	NC Hobie Championships Kerr Lake, NC	Ron Lasater Fred Holt	919/772-3512 919/779-6639
174	May 19-20 1990	Division 9 Championships Myrtle Beach, SC	Ted Watts Charlie Belisary	803/651-6931 803/626-7245
53	June 2-3 1990	13th Sandlapper Regatta Charleston, SC	Rick Flack	803/767-1566
32	June 9-10 1990	Atlantic Coast Championship Virginia Beach, VA	Wally Polari	804/247-2254 804/463-6717

REGATTA SCHEDULE

FLEET	EVENT DATE	EVENT NAME LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
294	June 16-17 1990	Tybee Regatta Tybee Island, GA	Don Thiedt	912/897-5312
101	July 14-15 1990	Do It Offshore! Wrightsville Beach, NC	Jack Wells Ed Parnell	919/256-4930 919/799-7235
221	Sept. 15-16 1990	12th VA State Championships	Russell Dixon Stewart Walker	804/264-9417 804/747-8305

DIVISION 10

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
219	Apr. 21-22 1990	Shack-N-Sail Gilbertsville, KY	John Mitchell David Nelson	616/489-2962 502/443-7408
199	Apr. 28-29 1990	Sunbake '90 Carbondale, IL	Scott Burch	618/549-7821
18	May 5-6 1990	Cass Lake Regatta Pontiac, MI	Rick Hutchins	517/793-9386
47	May 5-6 1990	Cowan Lake Regatta Cincinnati, OH	George Fecher	513/825-4686
18	May 19-20 1990	Bikini Beach Regatta Caseville, MI	Rick Hutchins	517/793-9386
519	May 19-20 1990	Austin Lake Regatta Portage, MI	Steve Chapman Gail Stiemsma	616/327-8519 616/323-2822
26	May 26-27 1990	Eagle Creek Regatta Indianapolis, IN	John Mitchell	616/489-2962
300	June 2-3 1990	Dam Regatta IX Columbus, OH	Phillip Wadsworth Brian Ross	614/486-9069 614/866-9764
108	June 3 1990	Fleet Race Pere Marquet Beach, MI	Rich Devon	616/457-0052
18	June 9-10 1990	Lake Charlevoix Regatta Boyne City, MI	Rick Hutchins	517/793-9386
519	June 16-17 1990	Clementine's Regatta St. Joseph, MI	Jerry Mohney	616/327-4565
18	June 23-24 1990	Mullet Lake Regatta Cheboygan, MI	Rick Hutchins	517/793-9386
68	June 23-24 1990	Lake Erie Championship Lorain, OH	John Mitchell Scott Root	616/489-2962 216/926-3120
108	June 24 1990	Fleet Race Pere Marquet Beach, MI	Rich Devon	616/457-0052
276	July 7-8 1990	Metro Beach Regatta Detroit, MI	John Mitchell	616/489-2962
18	July 14-15 1990	Traverse City Regatta Traverse City, MI	Rick Hutchins	517/793-9386
218	July 21-22 1990	North Coast Regatta Mentor, OH	John Mitchell	616/489-2962
18	July 28-29 1990	Tawas Bay Regatta East Tawas, MI	Rick Hutchins Roger Cochran	517/793-9386 313/887-8120
108	July 29 1990	Fleet Race Pere Marquet Beach, MI	Rich Devon	616/457-0052
108	Aug. 5 1990	Fleet Race Pere Marquet Beach, MI	Rich Devon	616/457-0052
445	Aug. 6-8 1990	Bay Week Regatta Put-In-Bay, OH	Deborah Schaefer	419-635-2691
519	Aug. 11-12 1990	Michigan State Championships Ludington, MI	Dave Stiemsma	616/323-2822
18	Aug. 18-19 1990	Ippenwash Pts. Regatta Ippenwash, Canada	Rick Hutchins Craig Burwell	517/793-9386 519/542-1147
501	Aug. 25-26 1990	Div. Ten Championship St. Mary's, OH	Doug Wilkins	419/586-6114
108	Sept. 3 1990	Annual Offshore Cat Race Muskegon, MI	Rich Devon	616/457-0052
18	Sept. 8-9 1990	Higgins Lake Regatta Higgins Lake, MI	Rick Hutchins	517/793-9386
85	Sept. 8-9 1990	Alum Creek Pts. Regatta Columbus, OH	John Mitchell Michael Teets	616/489-2962 614/666-1110
219	Sept. 22 1990	50 Miler	David Nelson	502/443-7408
18	Sept. 22-23 1990	Elk Lake Regatta Elk Rapids, MI	Rick Hutchins	517/793-9386

FLEET	EVENT DATE	EVENT NAME LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
123	Sept. 22-23 1990	Muddy Waters Regatta Carlyle, IL	Jim Antonacci	314/522-8314

DIVISION 11

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
271/106	May 12-13 1990	Delaware State Championship Rehoboth, DE	Ric Rapheal Jim Glanden	302/478-1232 302/368-9514
54	May 19-20 1990	Mid-Atlantic Championship Gunpowder Fall State Park, MD	Carl Wharry	301/875-3307
65	June 2-3 1990	Shore Acres Points Regatta Barneget Bay, NJ	Read Hayward	201/577-9537
24	June 16-17 1990	Division 11 Championship Ocean City, NJ	Wally Myers	609/390-8182
416	June 23-24 1990	Fleet Regatta Cape May, NJ	Rich McVeigh	
443	Aug. 25-26 1990	Wildwood Regatta Wildwood, NJ	Doug Ackroyd	609/861-5674
250	Sept. 15-16 1990	NJ State Championship Sandy Hook, NJ	John Maddox	201/872-0442

DIVISION 12

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
209	May 26-27 1990	Winnepesaukee Ellacoya State Park, NH	Tom Sullivan Trevor Miller	603/293-8151 508/465-2008
28	June 2-3 1990	Nantucket Sleighride Harwichport, MA	Dave Nolan Pat Turner	508/432-7079 508/432-7079
496	June 9-10 1990	Hampton Beach Regatta Hampton Beach, NH	Mac McCarthy Will White	603/964-5344 617/284-8731
231	June 16-17 1990	June Blast Raymond, ME	Bill Aja	207/929-3745
28	June 23-24 1990	Nahant Beach Regatta Nahant, MA	Jose Venegas	617/598-3861
143	July 13-15 1990	Heckscher Regatta East Islip, NY	Jim Matthews	516/472-3927
231	July 21-22 1990	July Classic Raymond, ME	Dwight Hawkins	207/933-2991
28	July 28-29 1990	The Buzzard Regatta New Bedford, MA	Steve Latham	617/993-0867
231	Aug. 11-12 1990	Maine State Championships Old Orchard Beach, ME	John O'Donnell	207-879-0024
28	Aug. 25-26 1990	Long Pond Regatta Freetown/Lakeville, MA	Steve Latham	508/993-0867
56	Sept. 8-9 1990	Long Island Championship Westport, CT	Colin Walkiet	203/454-0241
28	Sept. 15-16 1990	Powder Point Regatta Duxbury, MA	Scott Baker	617/665-2219 617/231-5579
231	Sept. 15-16 1990	Autumn Bash No. Windham, ME	Steve Walker	207/892-5485
208	Sept. 22-23 1990	Salisbury State Park Salisbury, MA	Mac McCarthy	603/964-5344
31	Oct. 6-7 1990	Candlewood Regatta Candlewood Lake, CT	Barry Burgess	203/792-0048
231	Oct. 13-14 1990	Last Chance Regatta Sabago Village, ME	Greg Harwood	207/773-4643

DIVISION 13

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
133	Mar. 17-18 1990	Spring Regatta Ocean Park	Gloria Adelardi	809/723-1892 809/726-5985

REGATTA SCHEDULE

FLEET	EVENT DATE	EVENT NAME LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
133	Apr. 21-22 1990	Regatta Ocean Park	Gloria Adelardi	809/723-1892 809/726-5985
133	May 26-28 1990	Memorial Day Regatta	Gloria Adelardi	809/723-1892 809/726-5985
133	June 9-10 1990	Copa San Juan	Gloria Adelardi	809/723-1892 809/726-5985
133	June 23-24 1990	Regata Encuentro Bahia de San Juan	Gloria Adelardi	809/723-1892 809/726-5985
133	July 14-16 1990	Culebra Regatta Fajardo, Culebra	Gloria Adelardi	809/723-1892 809/726-5985
133	July 26-28 1990	Summer Fest Regatta	Gloria Adelardi	809/723-1892 809/726-5985
133	Aug. 11-12 1990	Regatta	Gloria Adelardi	809/723-1892 809/726-5985
133	Sept. 1-3 1990	Copa de Palmas Palmas del Mar	Gloria Adelardi	809/723-1892 809/726-5985

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FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
63	Mar. 24-25 1990	Hobie 14 Invitational Norman, OK	Phil Trotter Brian Beeler	405/329-8337 405/942-7706
91	Apr. 7-8 1990	Cowtown Cats Lake Benbrook, Ft. Worth, TX	Wayne Might Jane Sherrod	817/571-6169 817/295-5167
468	Apr. 21-22 1990	Arrowhead Cup Lake Eufaula, OK	Boyd Bass Fred Etnier	918/426-4745 918/423-8789
25	Apr. 28-29 1990	Tulsa Catfight Lake Ft. Gibson, OK	Don Allen Mike Troutman	918/749-1591 918/258-9118
63	May 12-13 1990	Thundering Hulls Norman, OK	Brian Beeler Phil Trotter	405/942-7706 405/329-8337
23	May 26-27 1990	Mid-Americas Hobie Challenge Lake Texoma, TX	Tom Slettebo Judy Fuller	214/394-1339 214/416-0659
131	June 2-3 1990	Hobie Youth Invitational Oklahoma City, OK	Pam Curtis Debbie Taylor	405/348-4501 405/341-7845
27	June 16-17 1990	Wildcat Regatta Lake Cheney, KS	Gary Wolfe Ron Means	316/721-5889 316/721-3068
131	June 30- July 1, 1990	Cat Classic Oklahoma City, OK	Debbie Taylor Pam Curtis	405/341-7845 405/348-4501
27	July 14-15 1990	Prairie Regatta Lake Cheney, KS	Gary Wolfe Ron Means	316/721-5889 316/721-3068
27	Aug. 18-19 1990	Cat Chase Lake Cheney, KS	Gary Wolfe Ron Means	316/721-5889 316/721-3068
145	Sept. 15-16 1990	Short Mountain Shootout Kerr Lake, OK	Susan Langston Sally Bracken	918/775-4522 501/646-7180
23	Sept. 22-23 1990	3rd Annual Hobie Sail Fair	Peter Pattulla Tom Slettebo	214/422-0025 214/394-1339
23	Oct. 13-14 1990	The Dallas Regatta	Judy Fuller Tom Slettebo	214/416-0659 214/394-1339
131	TBA 1990	Oklahoma State Championship Oklahoma City, OK	Pam Curtis Debbie Taylor	405/348-4501 405/341-7845

DIVISION

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FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
41	Apr. 14-15 1990	Crescent City Regatta New Orleans, LA	Steve Lewis	504/340-9909
43	Apr. 28-29 1990	Stephen C. Smith Memorial Shell Point, FL	Richard Hale	904/386-2729
134	May 12-13 1990	Broken Mast Regatta Enid Lake, MS	Marc Dickenson Gerry Wilder	901/795-8440 901/755-5464
249	Sept. 15-16 1990	Music City Regatta Nashville, TN	Gary Lamborn Bill Hart	615/859-3167 615/794-4489
134	Sept. 29-30 1990	Septoberfest Regatta TBA	Marc Dickenson Gerry Wilder	901/795-8440 901/755-5464
484	Oct. 13-14 1990	Po' Oi Kowaliga	Bruce T. Johnston	205/244-9600 205/277-0440

DIVISION

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FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
204	May 19-20 1990	Madcatter Syracuse, NY	Thomas Kiefer	315/478-7990
86	June 2-3 1990	Seneca Hector, NY	Thomas Doud	607/737-1140
172	June 30- July 1, 1990	Catnip Kingston, ONT, Canada	Wayne Morris	613/546-3491
119	July 14-15 1990	Northeastern Championships Angola NY	Dave Slattery	716/693-8291
183	July 28-29 1990	Toronto Toronto, ONT, Canada	Chris Ufton	416/458-4628
295	Aug. 4-5 1990	Hamlin Beach Divisionals Rochester, NY	Dave Dasson	716/586-6405
238	Aug. 11-12 1990	Sacandaga Northville, NY	Mary Meier	518/372-7054
256	Sept. 8-9 1990	Hamburg Beach Hamburg, NY	Sharon Chamberlin	716/773-3369

EUROPEAN REGATTA PROGRAM 1990

EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
		NAME	PHONE NO.
Jan. 7 1990	Fields Weld Gosier, Guadeloupe		
Jan 14-20-21 1990	Alto Rendimiento C.N.Stiges, Spain	Maria Jose Agudo	77/69.49.09
Jan 21-22 1990	Trofeo Asociacion Los Nietos, Spain	Maria Jose Agudo	77/69.49.09
Jan 27-28 1990	Trofeo Renault C.N.Stiges, Spain	Maria Jose Agudo	77/69.49.09
Feb. 4 1990	Fields Weld Gosier, Guadeloupe		
Feb. 11-17-18 1990	Alto Rendimiento Tropical, Spain	Maria Jose Agudo	77/69.49.09
Feb. 24-25 1990	Raid Jacquerville Abidjan, Ivory Coast		
Feb. 24-25 1990	Trofeo Carnaval Stiges, Spain	Maria Jose Agudo	77/69.49.09
Mar. 4 1990	Fields Weld Gosier, Guadeloupe		
Mar. 10 1990	Travesia Stiges-salou Stiges, Spain	Maria Jose Agudo	77/69.49.09
Mar. 10-11 1990	Trofeo Pallas Puebla Farnals, Spain	Maria Jose Agudo	77/69.49.09
Mar. 11-17-18 1990	Alto Rendimiento Acantilado, Spain	Maria Jose Agudo	77/69.49.09
Mar. 24-25 1990	Trofeo Asociacion Salou, Spain	Maria Jose Agudo	77/69.49.09
Mar. 24-25 1990	Holiday On Ice Falsterbo, Sweden	Sven Olovsson	46/8.49.83.29
Mar. 31 - Apr. 1, 1990	Duemmer Dobben Dummersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Apr. 1 1990	Fields Weld Gosier, Guadeloupe		
Mar. 31 - Apr. 8, 1990	Champ. Cote D'Ivoire Abidjan, Ivory Coast		
Apr. 1-3 1990	Esater HC Training Weymouth, England	Andrew Pettit Norman Annels	222/952.47512 202/210.30
Apr. 7-8 1990	Coupe De Printemps Cazaux, France	Patrice Vivient	94/08.11.88/87.69.70
Apr. 13-14 1990	Vele Di Pasqua Cesenatico, Italy	Carlo Lepsky Beni Bozano	6/379.12.10 185/62.602
Apr. 14-15 1990	Campeonato Levante Denia, Spain	Maria Jose Agudo	77/69.49.09
Apr. 14-15 1990	Point Regatta Les Sables, France	Patrice Vivient	94/08.11.88/87.69.70
Apr. 21-22 1990	Trofeo Asociacion Islas Menores, Spain	Maria Jose Agudo	77/69.49.09

REGATTA SCHEDULE

EUROPEAN REGATTA PROGRAM 1990

EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
		NAME	PHONE NO.
Apr. 21-22 1990	Hobie Spring Cup Falsterbo, Sweden	Sven Olovsson	46/8.49.83.29
Apr. 21-22 1990	Point Regatta Naarden, Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451
Apr. 28-30 1990	Copa De Espana Cns Ribera, Spain	Maria Jose Agudo	77/69.49.09
Apr. 29-30 1990	Camp. Territorial Cambrils, Spain	Maria Jose Agudo	77/69.49.09
Apr. 28-29 1990	Eifelcup Laacher See, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Apr. 28-29 1990	Cat Week-end Spiez, Switzerland	Paul Fankhauser	21/802.28.79
Apr. 29- May 1, 1990	Raduno Di Primavera Trieste, Italy	Carlo Lepsky Beni Bozano	6/379.12.10 185/62.602
Apr. 31- May 1, 1990	Dummer Dobben Dummersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
May 6 1990	Fields Weld Gosier, Guadeloupe		
May 5-6 1990	Middelfart Regatta Middelfart, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
May 5-6 1990	Rangliste Weiden Neusiedlersee, Austria	Manfred Michalek Wolfgang Malatschek	222/52.49.99 222/22.24.74
May 12-13 1990	Copa De Espana Cns Ribera, Spain	Maria Jose Agudo	77/69.49.09
May 12-19-26 1990	Trofeo Club Stiges Stiges, Spain	Maria Jose Agudo	77/69.49.09
May 19-20 1990	Trofeo Asociacion Aguilas, Spain	Maria Jose Agudo	77/69.49.09
May 19-20 1990	Champ. D'Aquitaine Mauvissin, France	Patrice Vivient	94/08.11.88/87.69.70
May 19-20 1990	Trofeo Systemtronic Puebla Farnals, Spain	Maria Jose Agudo	77.69.49.09

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EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
		NAME	PHONE NO.
May 19-20 1990	2nd Point Regatta Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451
May 19-20 1990	Point Regatta Morge, Switzerland	Paul Fankhauser	21/802.28.79
May 19-20 1990	Grenzland Regatta Bijlandsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
May 20-27 1990	Trophee Des Bouches Bonifacio, France	Patrice Vivient	94/08.11.88/87.69.70
May 24 1990	Blaues Band Vom Rursee Rursee Eifel, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
May 24 1990	Flying Hobie Day Falsterbo, Sweden	Sven Olovsson	46/8.49.83.29
May 24-27 1990	Folie's Cup Hyeres, France	Patrice Vivient	94/08.11.88/87.69.70
May 24-27 1990	Swiss Nationals Corsier, Switzerland	Paul Fankhauser	21/802.28.79
May 24-25 1990	Trimmkurs Goldkanal Plobsheim, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
May 25-27 1990	Bosauer Hobie Treff Poener See, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
May 26-27 1990	Bocksbeutel Regatta Goldkanal, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
May 26-27 1990	Skovser Cup Skovshoved, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
June 1-4 1990	French Nationals Noirmoutier, France	Patrice Vivient	94/08.11.88/87.69.70
June 1-2 1990	Criterion Multicoques Crans, Switzerland	Paul Fankhauser	21/802.28.79
June 3 1990	Fields Weld Gosier, Guadeloupe		
June 2-4 1990	Ostkusten Open Nynashamn, Sweden	Sven Olovsson	46/8.49.83.29
June 2-4 1990	SRG Cup Sylt Nordsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
June 2-9-16 1990	Trofeo Tropical Tropical, Spain	Maria Jose Agudo	77/69.49.09
June 6-10 1990	Hochschulmeister Schaff Kiel, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
June 9-10 1990	Belgium Nationals Oostende, Belgium	Olivier Verbustel Pierre Allard	02/735.31.60 03/449.38.10
June 9-10 1990	Camp. Territorial Murcia Cns Ribera, Spain	Maria Jose Agudo	77/69.49.09
June 9-10 1990	3rd Point Regatta Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451
June 9-10 1990	Kellenhusen Cup Ostsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
June 9-10 1990	Middelfart Regatta Middelfart, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
June 9-10 1990	Champ. D'Aquitaine Socoa, France	Patrice Vivient	94/08.11.88/87.69.70
June 9-10 1990	Channel Race Falsterbo, Sweden	Sven Olovsson	46/8.49.83.29
June 13-17 1990	Italian Nationals Pescara, Italy	Carlo Lepsky Beni Bozano	6/379.12.10 185/62.602
June 14-17 1990	Austrian Nationals Neusiedlersee, Austria	Manfred Michalek Wolfgang Malatschek	222/52.49.99 222/22.24.74
June 14-17 1990	German Nationals Dummersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
June 15-17 1990	Fos Cata Fos Sur Mer, France	Patrice Vivient	94/08.11.88/87.69.70
June 16 1990	Round Texel Texel, Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451
June 16-24 1990	Kielerwoche Kiel, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
June 16-17 1990	Em Kival II Hollviken, Sweden	Sven Olovsson	46/8.49.83.29
June 23-24 1990	Trofeo Windsurfing Cadiz Santi Petri, Spain	Maria Jose Agudo	77/69.49.09
June 30- July 1, 1990	European Youth Champs. Naarden, Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451
June 30- July 1, 1990	Multihull Regatta Skaerbaek, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00

REGATTA SCHEDULE

		INFORMATION CONTACT	
EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
June 30- July 1, 1990	Point Regatta Rocheray, Switzerland	Paul Fankhauser	21/802.28.79
July 1-7 1990	VII Med. Hobie Fun Amposta, Spain	Maria Jose Agudo	77/69.49.09
July 1 1990	Fields Weld Gosier, Guadeloupe		
July 1 1990	Solitaire Crans, Switzerland	Paul Fankhauser	21/802.28.79
July 8 1990	Ferienregatta Campione Gardasee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
July 7-8 1990	4th Point Regatta Waassenaar, Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451
July 7-8 1990	Ferien Regatta Gardasee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
July 7-8 1990	Groemitz Cup Gremitz, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
July 14-15 1990	Rome Hobie Cup Rome, Italy	Carlo Lepsky Beni Bozano	6/379.12.10 185/62.602
July 15-16 1990	Trofeo Aftersurf Benicasin, Spain	Maria Jose Agudo	77/69.49.09
July 19-25 1990	Swedish Nationals Blomberg, Sweden	Sven Olovsson	46/8.49.83.29
July 21-22 1990	Trofeo Salou Acanilado, Spain	Maria Jose Agudo	77/69.49.09
July 21-22 1990	Point Regatta La Baule, France	Patrice Vivient	94/08.11.88/8769.70
July 23-28 1990	14/17/18 FO Europeans Carnac, France	Patrice Vivient	94/08.11.88/8769.70
July 28-29 1990	Trofeo Breiling Vela Benicasin, Spain	Maria Jose Agudo	77/69.49.09
Aug. 4-5 1990	Nordseecup Wyk Auf Foeher, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Aug. 4-5 1990	Trofeo Sportnautic Denia, Spain	Maria Jose Agudo	77/69.49.09
Aug. 5 1990	Fields Weld Gosier, Guadeloupe		
Aug. 5 1990	Point Regatta Savine Le Lac, France	Patrice Vivient	94/08.11.88/8769.70
Aug. 8-10 1990	Spanish Nationals Sotogrande, Spain	Maria Jose Agudo	77/69.49.09
Aug. 11-12 1990	Camp. Terr. Andalucia Sotogrande, Spain	Maria Jose Agudo	77/69.49.09
Aug. 11-12 1990	385 Cup 1990 Aarhus, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
Aug. 15 1990	Trofeo Carnavalesco Vela Benicasin, Spain	Maria Jose Agudo	77/69.49.09
Aug. 16-18 1990	Spanish Nationals Vela Benicasin, Spain	Maria Jose Agudo	77/69.49.09
5Aug. 18-19 1990	Point Regatta La Baule, France	Patrice Vivient	94/08.11.88/8769.70
Aug. 19 1990	Open Hobie Cat Vela Benicasin, Spain	Maria Jose Agudo	77/69.49.09
Aug. 19 1990	Boldor Rocheray, Switzerland	Paul Fankhauser	21/802.28.79
Aug. 19 1990	Hobie Match Racing Cup Holliviken, Sweden	Sven Olovsson	46/8.49.83.29
Aug. 24-26 1990	Dutch Nationals Noordwijk, Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451
Aug. 25-26 1990	Gran Trofeo Pipurax Cns Ribera, Spain	Maria Jose Agudo	77/69.49.09
Aug. 25-26 1990	MRF Cup 1990 Middelfart, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
Aug. 25-26 1990	Fleet 368 Mixed Cup Stockholm, Sweden	Sven Olovsson	46/8.49.83.29
Sept. 2 1990	Fields Weld Gosier, Guadeloupe		
Sept. 8-9 1990	Vitrocat Vitrolles, France	Patrice Vivient	94/08.11.88/8769.70
Sept. 8-9 1990	Int. 2 Laender Cup Goimeer, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Sept. 8-9 1990	Open Danish Nationals Copenhagen, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00

		INFORMATION CONTACT	
EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
Sept. 8-9 1990	Point Regatta Yvonnand, Switzerland	Paul Fankhauser	21/802.28.79
Sept. 8-9 1990	Hobie Cat Cup Stockholm, Sweden	Sven Olovsson	46/8.49.83.29
Sept. 8-10 1990	II Trofeo De Plata Castelldefel, Spain	Maria Jose Agudo	77/69.49.09
Sept. 9-11 1990	British Nationals Worthing, Great Britain	Andrew Pettitt Norman Annels	222/952.47512 202/210.30
Sept. 11 1990	Travesia De Pals Pals, Spain	Maria Jose Agudo	77/69.49.09
Sept. 15-16 1990	Garda Hobie Trophy Riva Del Garda, Italy	Carlo Lepsky Beni Bozano	6/379.12.10 185/62.602
Sept. 15-16 1990	Kaepf'n Hahn Cup Sylt Nordsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Sept. 15-16 1990	Coupe De Guyenne Lacanau, France	Patrice Vivient	94/08.11.88/8769.70
Sept. 15-16 1990	Katamaran Weehend Neusiedlersee, Austria	Manfred Michalek Wolfgang Malatschek	222/52.49.99 222/22.24.74
Sept. 15-16 1990	Herbstwettfahrten Harkortsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Sept. 15-16 1990	Club Championship Falsterbo, Sweden	Sven Olovsson	46/8.49.83.29
Sept. 22-23 1990	Coupe Morgienne Morge, Switzerland	Paul Fankhauser	21/802.28.79
Sept. 22-23 1990	Point Regatta Skovshoved, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
Sept. 29-30 1990	Weinleseregatta Neusiedlersee, Austria	Manfred Michalek Wolfgang Malatschek	222/52.49.99 222/22.24.74
Oct. 1-6 1990	European Hobie 16 Salou, Spain	Maria Jose Agudo	77/69.49.09
Oct. 6-7 1990	Acetta Memorial Gaeta, Italy	Carlo Lepsky Beni Bozano	6/379.12.10 185/62.602
Oct. 6-7 1990	Coupe D'Automne Mauvissou, France	Patrice Vivient	94/08.11.88/8769.70
Oct. 6-7 1990	Point Regatta Martigues, France	Patrice Vivient	94/08.11.88/8769.70
Oct. 6-7 1990	Grande Finale Falsterbo, Sweden	Sven Olovsson	46/8.49.83.29
Oct. 7 1990	Fields Weld Gosier, Guadeloupe		
Oct. 12-14 1990	I Trofeo Ran-Xerox Stiges, Spain	Maria Jose Agudo	77/69.49.09
Oct. 13-14 1990	Point Regatta Les Sablettes, France	Patrice Vivient	94/08.11.88/8769.70
Oct. 13-14 1990	Goldkanal Ausklang Goldkanal, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Oct. 13-14 1990	1990 Turn Down Regatta Middelfart, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
Oct. 21 1990	Tumpel Trophy Zuelpichersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Oct. 20-21 1990	Champion of Champion Weston, Great Britain	Andrew Pettitt Norman Annels	222/952.47512 202/210.30
Oct. 20-21 1990	III Hobie Adventure P. Sitjar Onda, Spain	Maria Jose Agudo	77/69.49.09
Oct. 27-28 1990	Ski Voile Crans, Switzerland	Paul Fankhauser	21/802.28.79
Nov. 1-4 1990	Point Regatta La Pelle, France	Patrice Vivient	94/08.11.88/8769.70
Nov. 4 1990	Fields Weld Gosier, Guadeloupe		
Nov. 10-11 1990	Grand Prix Armistice Mauvissou, France	Patrice Vivient	94/08.11.88/8769.70
Nov. 11-17-18 1990	Alto Rendimiento Cns Stiges, Spain	Maria Jose Agudo	77/69.49.09
Nov. 17-18 1990	Essener Eispokal Baldeneysee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
Nov. 24-25 1990	T.Bar Restaurant Cns Stiges, Spain	Maria Jose Agudo	77/69.49.09
Dec. 2 1990	Fields Weld Gosier, Guadeloupe		
Dec. 26-30 1990	Stage Regate Hyeres, France	Patrice Vivient	94/08.11.88/8769.70

NAME _____

FLEET # _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

TELEPHONE NUMBER _____

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Attn: Race Department
P.O. Box 1008
Oceanside, CA 92054

DATE MATERIAL REQUIRED _____

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83580200		W.H.C.A. Sweater/medium	\$34.95
83580300		W.H.C.A. Sweater/large	\$34.95
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84430201		VHS Moments Glory & Sharing the Wind	\$26.95
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86102000	1B	Starting Flag/Red	\$14.95
86102100	1B	Starting Flag/White	\$14.95
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86105000	1B	Shorten Course Signal Flag	\$14.95
86106000	1B	Individual Recall Flag	\$14.95
86107000	1B	Life Jacket Signal Flag	\$14.95
86108000	1B	Code & Answering Pennant Flag	\$14.95
86109101	1B	Protest Flag	\$ 6.50
86110000	1S	Course Chart Decals	\$.50
86120000	1S	Flag Decals	\$ 1.00
86130000	1S	Fleet Membership Cards	\$.15
86130010		Biannual Officers Report Form	FREE
86130020		Biannual Members Address Form	FREE
86130100		Minimum Fleet Bylaws	FREE
86180000	1S	Hobie Class Assoc. Racing Rules	\$ 2.00
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rudder return kits
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shackle tools
shackles
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silicone sealer
sister screws
slippers
snap hooks
snap rollers
snap shackles
solo righting systems
spare parts
speed glaze
speedometers
spinnakers
splashguard lacing
split rings
spreader bar covers
spreader covers
stain remover
steering locks
storage boxes
storage covers
stripping
sun glass keepers
sun glasses
swage fittings
swage tools
swivel cam cleats
t-shirts
tail lamp converter
tape
tel tales
thimbles
third hand
tie downs

tiger trax
tiller linkage
TLCs
toggle pins
toggle straps
tools
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trailer/sail boxes
trailer lights
trailer wiring kit
trailer accessories
tramp clamp
tramp cleaners
tramp grommet kits
tramp lacing shockcord
tramp storage bags
trapeze buckles
trapeze handles
trapeze harnesses
trapeze rig return system
trapeze rigs
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In an effort to better serve all fleets, the **HOTLINE** asks that reporting officers follow the guidelines included here. These guidelines will help **HOTLINE** report on events in a more timely and accurate manner. When submitting race stories, results and photos, please keep the following deadlines in mind.

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

Regatta Dates

9/1 to 11/3 are due
11/4 to 1/5 are due
1/6 to 2/27 are due
2/28 to 5/5 are due
5/6 to 7/7 are due
7/8 to 8/31 are due

Due Dates

11/9 will appear in
1/12 will appear in
3/7 will appear in
5/11 will appear in
7/13 will appear in
9/7 will appear in

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Jan/Feb
March/April
May/June
July/August
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Please note that this schedule is subject to change.

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

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.

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Thursday, June 28	Triangle Race 3, 4 & 5
Friday, June 29	Round Buzzards Bay Long Distance Race Party and Dinner
Saturday, June 30	Triangle Race 6 & 7 Awards Ceremony

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DANGER



nity to explore the outer islands.

To give you an idea of the food, our first meal was a three-foot tazard fish similar in looks to a yellowtail. We knew it was fresh because the skipper had caught it enroute to our first night's stay only two hours before. Each meal was full service with course upon course of food served in the French tradition accompanied by several bottles of French wine. No wonder all the world loves Paris!

Our first night brought us to an island about 25 miles offshore. Amedee Island was your basic glamorized lighthouse and tourist attraction. The French built the lighthouse in the 1870s and shipped it all the way to Amedee, where it still stands. An Amedee Island Yacht Club sweatshirt at the souvenir stand was only \$50.00.

My traveling companions and I were treated like royalty. Over the course of the cruise, we visited Atire, Redika and Maitre Islands, all uninhabited. The beaches are stained bone white from the endless white coral reefs that surround New Caledonia. Shrubs, palm trees and other plant life lend a dark green cover to the islands. As

child had run amuck with an underwater paintbrush.

Exploring the primitive islands was a real treat. At high tide the ocean surge would remove any footprints in the sand, so as you approached the beach from the shore boat, you felt as if you were the very first person ever to set foot on the island.

We found Nautilus shells, clam shells, white coral, coral snakes, bats, osprey and many other unique birds, animals and other interesting things indigenous to the area. For the most part, the wildlife seemed unconcerned about the new population explosion on their homes.

CALEDONIA OR BUST


I sincerely hope that sometime in your life you have the time, money and inclination to treat yourself to one of these island-hopping charters. Time will stand still for you. For me, the relaxation and appreciation for the outdoors is so extraordinary, everything else I have ever done seems petty.

Let this be a lesson to those of you die-hard port finishers: tacking too close to a finishing mark can have a very high price.

you can well imagine, the white beaches surrounding the flat terrain made for great photos.

The water temperature was 80 degrees. The daytime air temperature of 95 degrees dropped only to 85 degrees at night. We were there a full two months before the full effect of the strong summer trade winds would be felt.

We snorkeled among the prettiest fish ever created; literally dozens of unique species of fish abounded. The fish were a mad mix of vivid color, as if a creative

Isn't it about time you made a commitment to yourself to see some of the great sights of the world with your own eyes? Don't you think you are worth some pampering? You can do it via a major Hobie event. Next year's World Championships are slated for Canada and Brazil. North of the border, south of the border; both places will do wonders for whatever state your mind is in. Plan now to see the world and the Worlds. I'll be looking for you! 

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Ultra smooth snag-free interior; nothing for your sails to get caught up on.

The Hobie Cat Toy Box has drain channels to promote drying during transport, while tight hatches keep water, dirt and dust out.

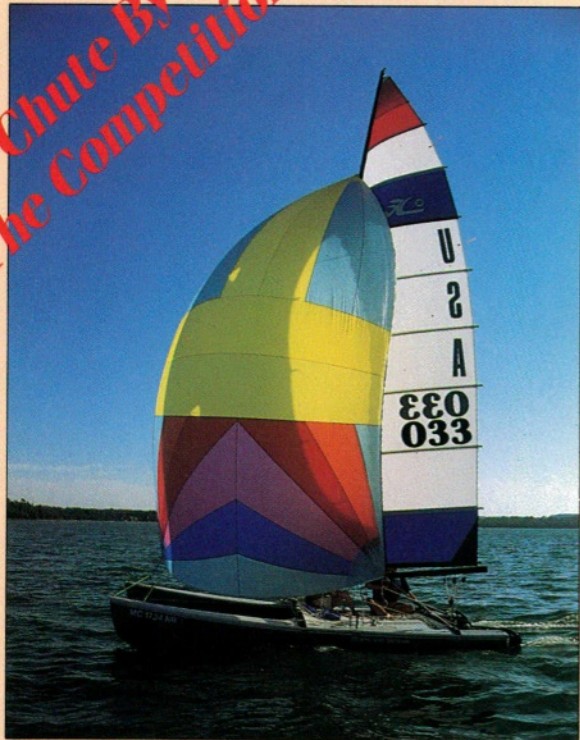
The Hobie Cat Toy Box comes complete with ten stainless steel screws and nuts; that's all the hardware you'll need for the simple assembly it requires. Hardware for attachment to trailer also included.

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

See your local Hobie Cat dealer!

(For the dealer nearest you call Hobie Cat at 1-619-758-9100.)

**Chute By
The Competition**



Hobie Spinnaker Packages

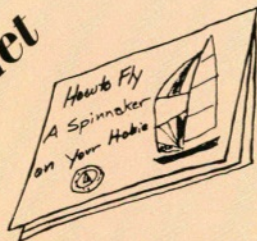
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DANGER



DANGER



Extreme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal!



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