



Hobie **HOTLINE**

MAY/JUNE 1990

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HOBIE HISTORY

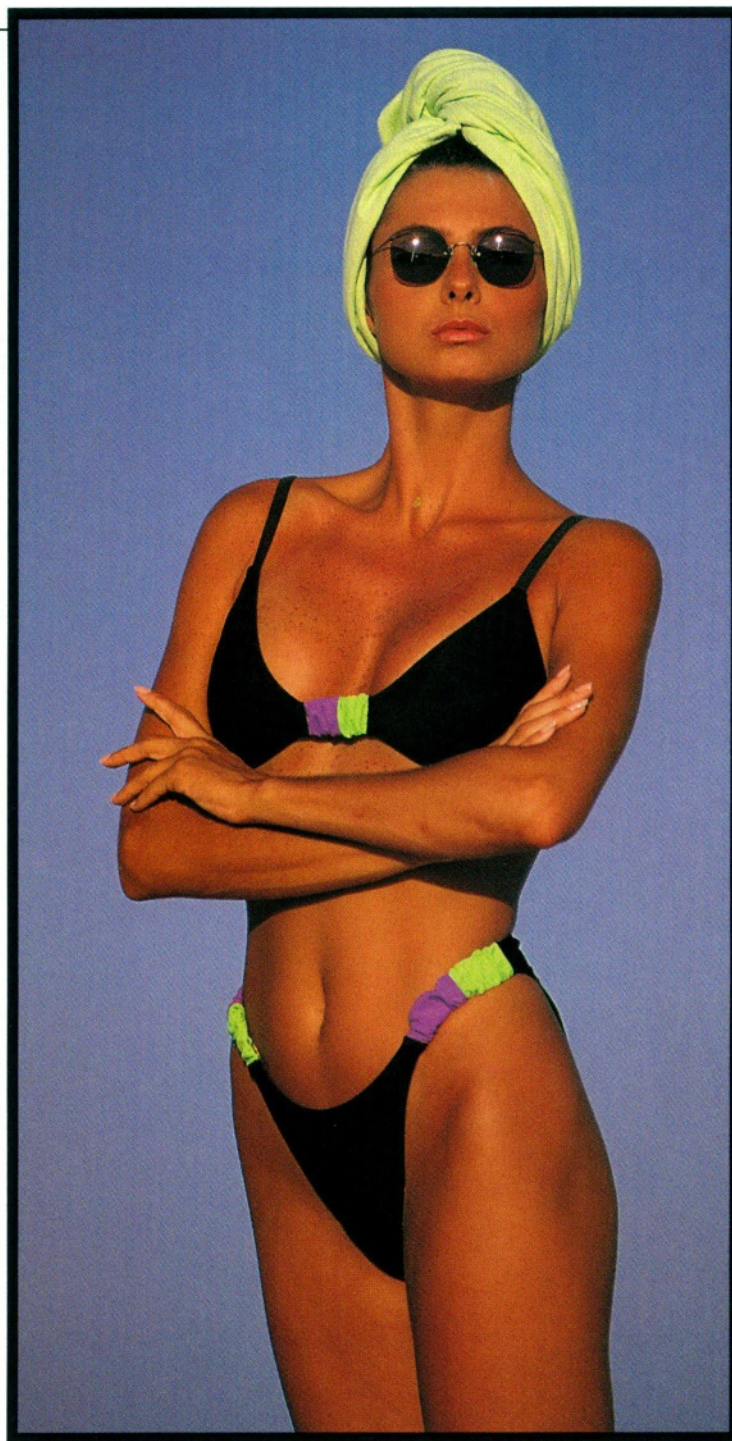
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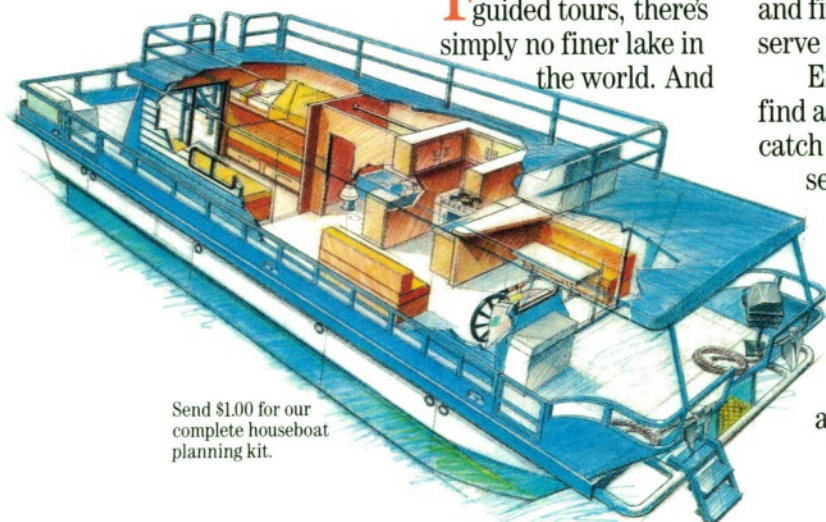
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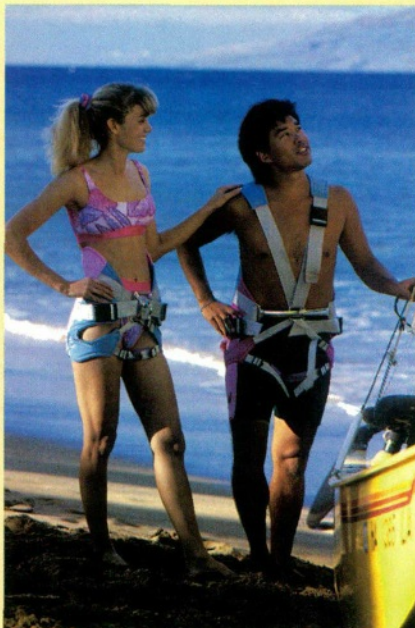


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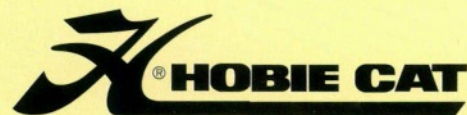
Our half harness offers simplicity and freedom of movement while still providing support through the small of the back. The full-back crotchless harness is Hobie's best! It offers superior back and shoulder support for these long rides out on the wire. The wrap-around shoulder straps are fully padded and feature a simple easy-release buckle.

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VOLUME 19 NUMBER 3
MAY/JUNE 1990

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Midwinters West and East get sailing season off on the right hull.



ON THE COVER

Something old, something new ... Wave jump shot from R. Paul Allen's "Sharing the Wind." Swimwear by OP Beachwear (photo by Patrick McDowell).

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TWO DECADES OF BLOWIN' IN THE WIND

This is an issue I really have looked forward to publishing. In it, we're featuring the story, or rather, stories (as you'll see), with lots of pictures, of the Hobie Cat Company. Whether you're a newcomer to Hobie Catting or an old salt, you should enjoy this opportunity to steep yourself in the beginnings and overall aura of the "Hobie Way of Life."

When our president, Tony Wilson, came on board back in January 1989, one of his first decisions was to change the company name from Coast Catamaran to Hobie Cat Company. He explained why, saying, "Much like Kleenex or Xerox, the word Hobie has become synonymous with catamaran."

I agree that's true, but you sure don't hear people getting all excited and effusive about blowing their noses or copying a document. You do hear sailors speaking affectionately about their lil' ol' Hobie Cats, however, and you do see them hitting the waves with a glorious gusto and you do sense the almost instant camaraderie between total strangers when they meet and discover they're both Hobie Cat-aholics.

What's true between the company and its customers is true between the company and its employees as well. No matter which side of the fence you're on, being associated in any way, shape or form with Hobie Cat is almost like a marriage: what happens to one, good or bad, affects the other, and vice-versa. That feeling of closeness and of being on the same (pardon the pun) wavelength, is an integral part of what keeps so many sailors involved with the Hobie Catting experience. It's also what keeps so many of us (including me and my nine years and counting) employed here. In a location not particularly known for longevity of tenure, Hobie Cat enjoys the services of an uncommonly large number of people who've worked here five years, ten years, even fifteen years and more. As a matter of fact our 21-year senior employee, Phil Edwards, has been with the company since it was a company (and in a way, even before, having obtained a work permit in the '50s to help Hobie Alter make surfboards in Laguna Beach).

So to all you readers, whatever and however long your association with the company, and most of all to Hobie Alter — a maker of boats, mentor to many and creator of the greatest lifestyle on or off the water — we dedicate this issue to you.



NEW! CAT TRAX *

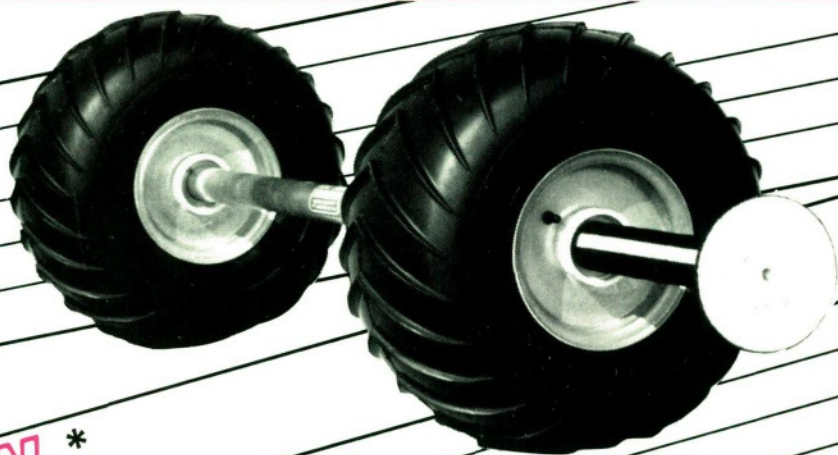
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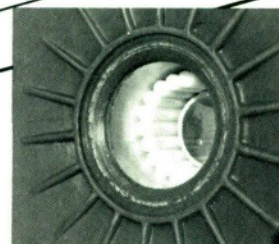
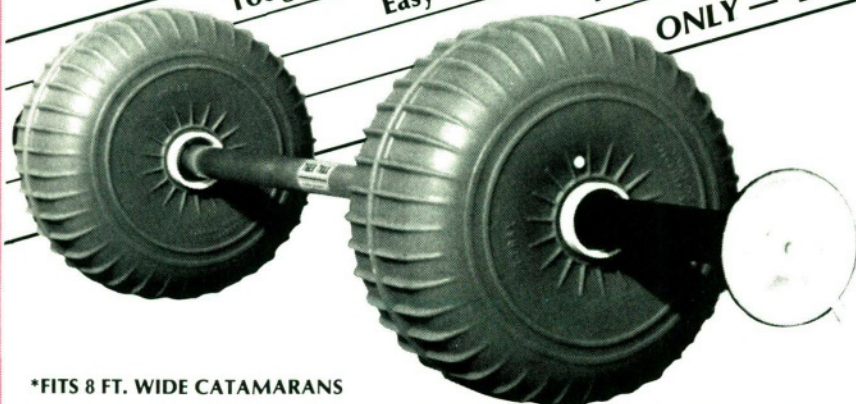
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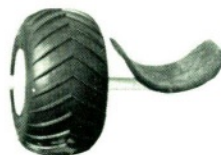
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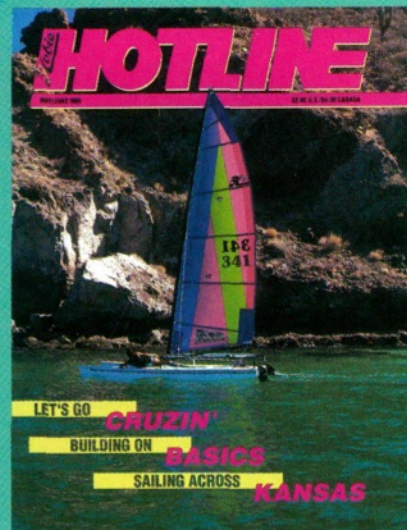
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THE POSSIBLE DREAM

HOBIE CAT
CONQUERS
THE NORTHWEST PASSAGE

STORY BY JEFF MACHNIS
PHOTOS BY MIKE REEDILL

O

boats can get as close as 10 to 15 miles from the coast of Alaska, says "Hobie," who has sailed the Arctic coast twice. "Hobie" says the water is so cold that it's impossible to swim. The water is so cold, the only way to stay in the water is to wear a wetsuit. The only way to stay in the water is to wear a wetsuit. The only way to stay in the water is to wear a wetsuit.

A 400-YEAR-OLD DREAM

When the cat of North America, the "Hobie" cat, was first introduced to the world, it was a small, sleek, and fast. It was a cat that was built for speed. It was a cat that was built for speed. It was a cat that was built for speed.

NOVEMBER/DECEMBER 1992

THE

DRAMA, HUMOR,
TECHNIQUE, TRAVEL,
ADVENTURE, INSPIRATION,

SOURCE

COLOR, HOW TO'S, HOT MOVES, STYLE, NEWS,
INFORMATION, AND INNOVATION.

SAIL CUTS AND KINDS

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

STORY BY DAVID CALVERT
ILLUSTRATIONS BY CHRIS LEBUSE

David Calvert has been making sails since 1972 for the established Coast Sails of San Francisco. Since then, he has been making sails for a variety of sailboats, from small dinghies to large yachts.

There are many factors to consider when choosing a sail. The most important is the type of sail you need. There are many factors to consider when choosing a sail. The most important is the type of sail you need.

FIGURE 1
LOAD LINES



LET'S TALK SAILCLOTH

One of the most important factors in choosing a sail is the type of sailcloth. There are many factors to consider when choosing a sail. The most important is the type of sailcloth.

DACRON SAILCLOTH

Dacron is a synthetic material that is used for sails. It is a material that is used for sails. It is a material that is used for sails.

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HEY, THAT'S OUR BOAT!

Your magazine made us feel sooo good this month (January/February 1990 issue). That is our boat sailing on the pristine waters of Lake Quinault (#74049). Maybe I should say that was our boat; we sold it the day before we received your magazine. It was sold through Hobie Cat Northwest in Seattle, and rumor has it our old boat has gone international — Hong Kong, Okinawa or somewhere far away. We would be sad, but we feel good about giving it a cross-cultural experience. Also, if it weren't for the brand spanking new SX-18 sitting in our backyard, we may really have been Hobie-less and suffering. We've had our SX for about a month now and so far we just turn on the car's headlights, listen to some Marley, drink a beer and dream of Hobie days to come.

Other than just giving you thanks for keeping our Oregon winter days a little warmer with your magazine, we want to thank you for letting our boat appear in this issue. I am sure you have been told how much it means to a reader to open the magazine and see yourself and your boat on one of the pages. The only problem with this particular issue was we only received one, and I am sure you can imagine what condition it is in. Actually it disintegrated last night at our "first of the year" Fleet 72 meeting. We did manage to get a few envious "ooh ahhs" before the pages fell apart.

We are sending a check for two HOTLINES (January/February 1990). If possible, we also would like to obtain copies of any photos showing our boat from the Northwest Championship. If that is not possible, please just tell the photographer thanks! It may be the only time we make it into a magazine.

Maria and Jim Williams
Hillsboro, OR

The photos in question are the property of the photographer; HOTLINE only purchased the right to use on a one-time basis. In most cases, professional photographers are happy to accommodate readers such as yourself who are interested in purchasing copies of particular photos. Please call us here at (619)758-9100 for the name and address of the photographer whose photos of your boat you would like to buy. -Ed.

NORTH WILDWOOD PUTS OUT WELCOME MAT FOR CATS

In the November/December 1989 issue of the HOTLINE the article, "More Beaches Making Way for the Hobie Way of Life," mentions what is locally called the "Hobie Beach" in North Wildwood, New Jersey. The following is more information for those who

may want to take advantage of the beach.

The city of North Wildwood has designated a beach exclusively for catamarans and small sailboats no larger than 18 feet. There is room for 20 catamarans and 10 other small boats on the beach located at the foot of 15th Street in North Wildwood near the lifeguard headquarters.

A catamaran license may be obtained by writing to: City Beach Supervisor, P.O. Box 499, North Wildwood, NJ 08260. Forms also can be picked up from the lifeguard station at the 15th Street location. The license costs \$50.00 (cheap) for the season, extending from May to October.

I talked to Tony Cavalier (the beach patrol captain) in December just before the Division 11 meeting. Tony said only a few boats took advantage of the beach last year. He will have a problem keeping the beach clear of bathers if no boaters show up to use the beach. 1990 may be the last year to keep this beach designated for cats, so if you're in the area drop by, take a look and consider getting a license. Remember the old saying, "Use it or lose it!"

Rob Wagner
Wildwood, NJ

HONEST, WE DIDN'T PAY HIM!

Bonnie, I just want to thank you and the rest of the HOTLINE staff for doing such a great job on the Trapseat National article. (See "Twisted Skippers" in the January/February 1990 issue. -Ed.) It makes me feel good to know that people such as you appreciate all the work that I have done to promote disabled sailing. I would also like to say that the HOTLINE magazine seems to be getting better and better with every issue. The January/February 1990 issue is one of the best and most colorful issues that I have ever seen put out by the HOTLINE: GOOD JOB.

Bonnie, you have great taste as publisher, which obviously reflects on what a great crew you have at the magazine. If I had a crew like that, I would win a lot more races!!

Hobie Cat in general has some of the nicest people with whom I have ever done business. I think that the best move Tony Wilson ever made after purchasing Hobie Cat was to retain the same staff. If you were to ask me, Tony, they deserve a raise!

Keep up the good work!!

Mike Strahle
Redding, CA

ANOTHER YES VOTE

I laud the HOTLINE for upholding the concept of free speech and oppositional

dialogue as evidenced in the HOTLINE January/February 1990 feature on COMPTIPs™. But in this case that action has done nothing more than waste paper and postage. I can't believe there is any dissent on the subject at all!

Hobie Catters whining about the new "must have" ruling don't realize how spoiled they are compared with sailors in other classes. COMPTIPs and fiberglass tillers have been FREE to everyone since they were introduced. This generosity is unprecedented in the marine industry; i.e. when Sunfish and J-24 come up with something new, you pay — PERIOD!

COMPTIPs do have some disadvantages — they are more fragile and they are probably a little slower in light air. Big deal! Anyone who uses the performance differences (minimal as they are) as an argument against the saving of lives and Hobie Cat's continued solvency is being very stupid and/or very selfish.

The racers in question should define for themselves the meanings of one-design and fair competition. And the Hobie Class Association should stop dancing around and finally say: A street-legal Hobie Cat has a COMPTIP mast — now. If you don't like it, go race an Aqua Cat.

Read Hayward
Colts Neck, NJ

Effective January 1, 1990, the COMPTIP is required equipment on all North American Hobie Cats racing in International Hobie Class Association-sanctioned events. -Ed.

ANOTHER NO VOTE, TOO

Please cancel my subscription to HOTLINE effective immediately and refund the remainder to the address below. The reason for this cancellation is the January/February 1990 article on the COMPTIP. I appreciate Hobie Cat making available the COMPTIP and I may even upgrade my Hobie 14. What I don't appreciate is having the COMPTIP rammed down my throat in hysterical articles like this. I don't care to associate with people like Jeannie Summers and I don't need a subscription to a magazine that espouses their mentality.

Robert Schlee
Charlotte, NC

We're sorry to see you cancel, but we don't consider printing the cold, hard facts and trying to save lives to be hysterical in either sense of the word. -Ed.

FEELING USED?

Looks like open season on boaters again! Although the Bush administration promised the new federal budget for fiscal 1991 would contain no new taxes, it is trying to sneak in legislation that would require millions of recreational boat owners to pay "user fees." These fees, which could cost the boating public \$150 million during the first year, would be mandatory, even if boaters use no Coast Guard services — indeed, even if they are boating in an area sans Coast Guard.

Think things couldn't get worse? BOAT/ U.S. president Richard Schwartz warns that as with other taxes, the fee could be "doubled, tripled and even quadrupled once the law is on the books." To put the matter in its real and ludicrous light, neither the Coast Guard nor boaters would benefit from the increase in fees; the government general fund would be the only beneficiary.

Schwartz has called on boaters to contact their congressmen and senators. He specifically urges those in California and Minnesota to take up the argument with House Budget Committee members Leon Panetta (D-CA) and Bill Frenzel (R-MN). Tell them you're sick of being Bushwhacked and it's about time the administration started treating boaters in a kinder, gentler and less greedy manner.

SUPERSTARS SIGNED FOR SAILING SEMINARS

An impressive group of sailing superstars has been signed up as guest experts for the 1990 series of Catamaran Week Seminars around the country.

Rick White's catamaran seminars, which are adapted from the successful Canadian Olympic training program at the Ontario Sailing Centre, started last year with the first in Key Largo, Florida.

"People are already talking about organizing seminars in their areas for 1991," White said. "It's a great way to revive interest in a fleet or division."

"Although the course itself is almost guaranteed to result in improved sailing and racing skills, with its combination of drills, videos and chalkboard sessions, the guest experts are the frosting on the cake," White said.

The superstar lineup includes: Randy Smyth, sailmaker and Olympic medalist; Carlton Tucker, who has won the Nationals on every current Hobie; Jay Glaser, crew for Randy Smyth; Jim Young, the U.S. Olympic Coach for Randy Smyth and Jay Glaser, 1981-1984; and Larry Woods, a pioneer in catamarans, who campaigned the Tornado when it first came into existence in the late '60s.

HOBIE HOMEOWNERS' TIP - BATTEN THE FENCES

We suggest you take this tip with a grain or two of sea salt. -Ed.



As a concerned homeowner who spends the appropriate time in home maintenance (one hour in spring and fall and two hours during the summer doldrums), I offer this tip: duct tape used to repair fences only lasts two or three years before it allows the fence to bend. If your fence has been bent for more than two years, it may break within the next three. Looking for long-term strength? Reinforce with old battens.

Tom Sullivan
Fleet 209
Winnepesaukee, NH

FOR PETE'S SAKE - HOBIE FACTORY COMES OUT A WINNER

Hobie Cat factory sailor Pete Melvin was voted the top multihull sailor in 1989 by "Sailing World Magazine."

Pete captured the multihull medal for winning the Tornado Nationals and finishing seventh at the Worlds with crew Chris Steinfeld, as well as for winning the Hobie 21 ProSail class with Steve Rosenberg.

Factory sailors represent the factory, in this case, Hobie Cat Company, at events. They answer questions about product, teach sailing, racing and rigging techniques and help test new product. Pete Melvin has been instrumental in the development and testing of the new Hobie Sport Cat.

At Midwinters West in San Felipe this past February, Melvin and crew Kurt Mayol raced in the 16As. When asked how he did, Melvin said, "I don't know, but I had a great time. The event was really a lot of fun." Racing and fun go together in Pete's mind, just as racing and winning came together for him in 1989.

NEW KID ON THE (SUN) BLOCK

McNett Corporation, Bellingham, WA, announces the introduction of SUN SEAL™ Waterproof Sunblock. The product is designed for all active watersports enthusiasts, including divers, surfers, sailors, kayakers, water skiers and fishermen. SUN SEAL offers longlasting PABA-free protection and is effective in fresh

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SUN SEAL is available in a one-ounce container. For a free trial size packet or further details, including ordering information, contact: McNett Corporation, 1405 Fraser St., P.O. Box 996, Bellingham, WA 98227, (206) 671-2227, FAX (206) 671-4521.

NAME GAME CORNER

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

My Hobie 16 #3591 is named LEEPIN' LENA. My Dad's was HOPPIN' HOBIE. If your rudders aren't aligned well, you've got GOOD VIBRATIONS!

Karl R. Scheffy
Macungie, PA

Life on "Eagle Ocean" on the northwest side of Indianapolis is a sailor's dream come true. No motorboats with a motor larger than 10 horsepower. Two beaches for Hobie Cats, buoys for monopigs, wetslips, drydocks and sailboard beach all located in the country's largest city-owned park. It's also the home of "RAISING HULL," owned by Rich and Connie Rockwell of Indianapolis, Indiana.



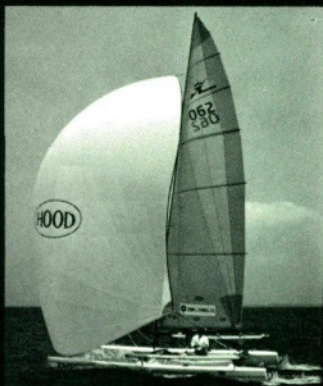
Just as the name blazoned on her hulls implies, Rich and Connie live for the days they can fly her in the landlocked port of Indianapolis. The name points to the fact that Rich loves to fly a hull in even the lightest of winds. He states, "Some think you would get tired of flying a hull, but that sensation you get when she lifts out of the water while trapped-out will stick with me 'til my bones get so old I can't do it anymore!"

Anyone wanting to fly their hulls in Indy on "Eagle Ocean" in Eagle Creek Park should write to Hobie Fleet 26, P.O. Box 53658, Indianapolis, IN 46253. We'll be happy to share our peace-and-quiet part of the city with you.

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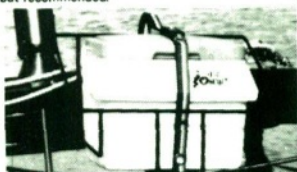
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Requirements: **Macintosh:** 512k. **IBM PC or Compatible:** 256k + Graphics (CGA, EGA, VGA, or Hercules). All IBM diskettes have color and mono options. Monochrome Gold Cup and Match Race available for **Apple II GS, c.** \$29.95 each + \$3.00 shipping. No Upgrades for Apple II.

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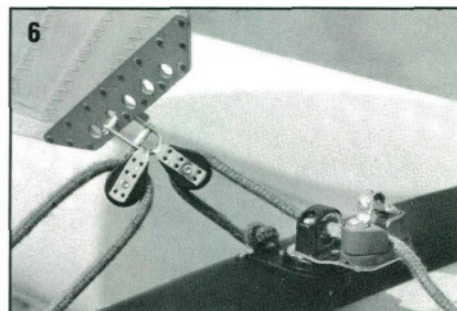
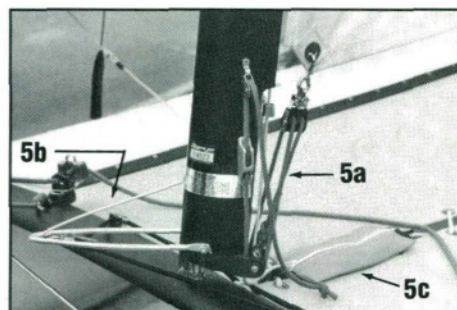
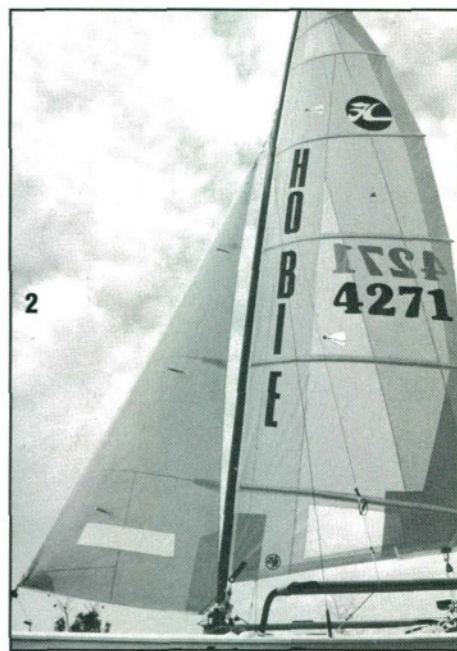
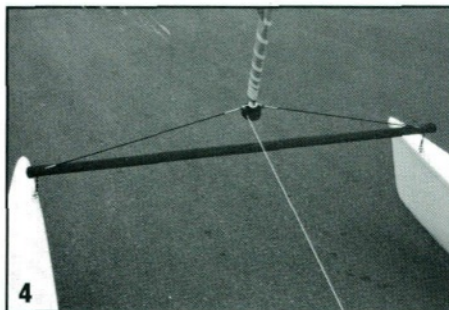
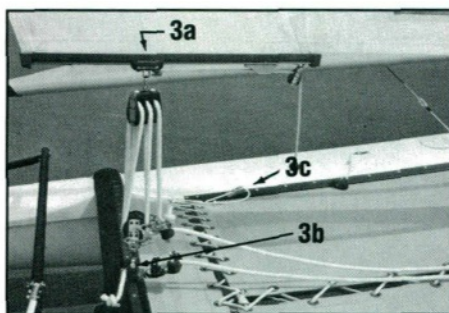
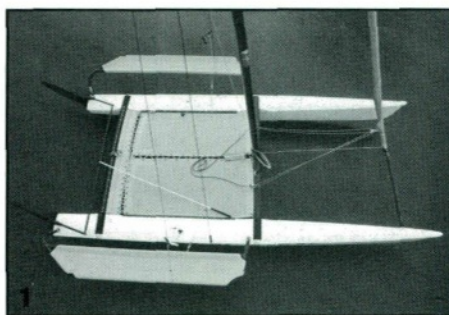
The Cat You Asked For Is Here

PHOTOS BY WILL GIBSON

Daily, Hobie Cat receives letters and calls from customers asking us to produce the "cat" of their choice. The most frequent request has been for a new, two-person catamaran that is faster than the 16, with wings comparable to the 21, retractable centerboards, a boomless rig like the Formula 40 and is priced less than an 18 (and able to leap tall buildings at a single bound!).

Could such a tall order be filled? No problem! Combining proven Hobie hull technology and state-of-the-art sail developments, Hobie Cat, on May 1, 1990 will introduce the newest cat on the block - the "Hobie Sport Cat."

To whet your appetite, here's a sneak preview. Look for more on this sporty new 17-foot cat in the July/August '90 issue of HOTLINE. Or, if you can't wait, see your local dealer for more details. Don't be caught cat-napping - wake up to the Hobie Sport today.



- 1. Wings** - Faster, drier and more comfortable sailing.
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- 3. a. Harken Clew Traveler** - Provides a wide range of sail shape control with automatic clamcleat adjustment.
b. Harken Main Traveler - Allows for easy sail adjustment.
c. Mast Rotation Control - Easily adjustable from skipper's position.
- 4. Bow Spreader Bar** - Allows lower jib attachment.
- 5. a. 4:1 Downhaul System** - "S" hook for easy attachment and automatic clamcleat adjustment.
b. Mast Rotation Inducer - Self-tacking, automatically sets rotation.
c. Halyard Bag - Keeps trampoline clear of loose lines.

- 6. Harken Jib Sheeting System** - Fixed position makes it simple and easy to rig.

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CAT BOX Responded by building a Cat Box 9' 7" long, 27" wide and 14" high. It holds all of the above and still has room for more!

Sailors and Dealers said: "We want a front opening big enough so that we can get at all of our equipment without effort."

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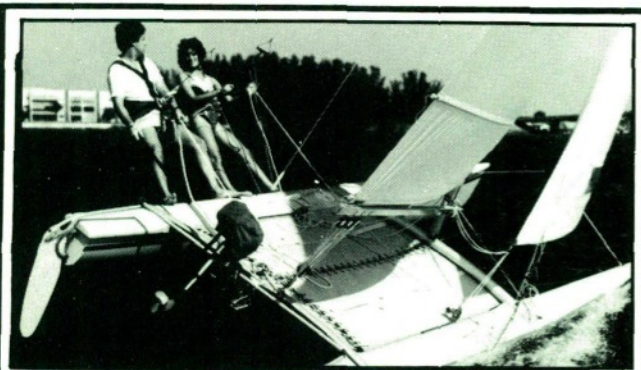
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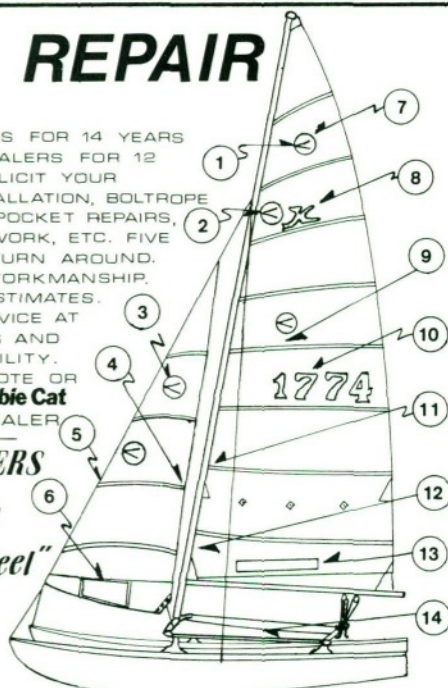
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TO YOUR CREDIT

Tips On Obtaining A Hobie Card

BY PHIL KEENAN

The Hobie Card has been on the scene almost two years now, and it is accomplishing exactly what it was intended to: every time it's used, a donation is made to regatta and class association programs. Not only is the card an attractive attention-getter that supports your sport while buying you a little time on your "can't wait" purchases, it's a great ice-breaker at the mall. ("Wow, what a great-looking charge card! How can I get one like that?")

While the Hobie Card has continued to grow in use, the program has shown a high application rejection rate. We would like to correct that by giving you an insight into the credit application process.

A random sample of the Hobie Card's most recent rejections reveals that almost half the applications rejected had approval potential ... if only the applicant had made the effort to get his or her credit life in order. Here are the answers we received when we asked, "Why was this application turned down?"

Low point score	8%
Derogatory remarks in credit history	52%
Too much debt	8%
Too much credit	12%
Additional information requested by bank but never received ..	6%
No prior credit	14%

Let's examine each of these causes, to determine your chances of getting a Hobie Card (or, for that matter, credit of any sort).

LOW POINT SCORE

One technique banks use to process the information on your credit application is awarding points for meeting certain parameters. For example, you would get a high number of points for owning your own home and working for the same employer for several years. When this method is used, if you receive the required number of points, your application will be approved. No one item will sink your application, but low scores in several areas will result in a rejection.

Don't give up before you start, however. Some facts which appear negative are not. For example, a recent move or job change may be the result of a promotion. A letter to the bank explaining the facts can and will

influence and improve your point score. Remember, the bank doesn't want to reject your application if it doesn't have to. The burden of proof is on you, so take the initiative and explain potentially problematic information when you submit your application. An honest explanation can help the bank see your application in a new light.

DEROGATORY REMARKS IN CREDIT HISTORY

A poor credit history is a sure way to be rejected. If you are rejected based on the information provided by a credit bureau, the bank will provide the name and address of that bureau. You are entitled to review that credit history at no cost. Simply write to the credit bureau, reference the credit rejection and request a copy of your history. Should you find it contains inaccurate information, ask the credit bureau to correct it. If you are not satisfied, write a letter explaining what happened and have it placed in your file. You may want to take a long, honest look at your financial habits. Habitual failure to pay debts, late payments, bankruptcy and negative court judgments badly damage your ability to obtain credit.

TOO MUCH DEBT

Personal bankruptcies are on the rise in the United States, with an estimated 600,000 last year. Consequently, banks sponsoring national credit card programs such as the Hobie Card are becoming more cautious. As your monthly payments for rent/mortgage, auto loans, boat loans and other debts creep closer to your income, the banks become much less willing to extend additional credit. A home equity or debt consolidation loan can help in some cases. A long-term note which replaces several short-term loans reduces the size of total

monthly payments and gives the applicant a more stable financial appearance.

TOO MUCH CREDIT

The problem here is not that you owe too much, but rather that your lines of credit are significantly higher than normal. An equity line of credit will appear on your credit history even if you have not drawn any money against

it. The same is true of credit cards with extremely high limits. Banks are concerned that someone might exercise all the credit lines at once, and skyrocket from low to high debt overnight. You can remedy this cause

Remember, the bank doesn't want to reject your application if it doesn't have to.

HOBIE CARD HELPS YOU HELP YOURSELF

All plastic is not created equal. Take your normal, run-of-the-mill bank card. Big annual fee? Of course. High rate of interest? Certainly. Who benefits? Do you have to ask?

Now take a look at the Hobie Card. True, it's a MasterCard, and the program is connected to a bank (Sovran Bank), but our card offers some unique all-in-the-family benefits.

To begin with, you'll have no annual fee to worry about for the first two years, as well as a choice between variable or fixed interest rates, both quite competitive. You also can get a free second card for that other special sailor in your family.

The Hobie Card is a not-for-profit affinity card, which means that all funds Hobie Cat Company receives from its usage (after direct expenses) go toward our regatta and class association programs. Specifically, 1/2 of 1% of net sales (sales after returns and credit adjustments) is funneled to the International Hobie Class Association (IHCA). After directly related expenses (production and printing of brochures, etc.) are deducted, half the remainder is given to the North American Hobie Class Association (NAHCA). Every quarter a check is paid to the NAHCA; the most recent payment totaled nearly \$1000. The IHCA half goes straight into the regatta program.

Think about it. Getting a Hobie Card can be as easy as filling out an application. Having one in your wallet is a colorful reminder of what you'd usually rather be doing. Using it (judiciously, of course!) really benefits you and your fellow sailors.

Anyone can have a piece of the Cat; you don't have to own a Hobie Cat to qualify for a Hobie Card, so tell your friends and neighbors, maybe even your mother-in-law about this great deal. The more you and your friends use it, the more money that ordinarily would go into the black hole of profit for someone unseen will be put to work helping you and your sailing friends have more fun.

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After four weeks and 3500 n.m. across the north Atlantic *Olijffe* is now home on the IJsselmeer (where she pretends to be a family daysailer). "The boat is conceived and built by real sailors and total perfectionists. Thank you, Ian Farrier and John Walton." Ian quietly smiled when he read Adrian's letter but we're waiting for John's reaction; he's out sailing.

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for rejection by reducing your unused lines of credit and canceling credit cards you do not use. Then write back to the bank, referencing your Hobie Card application, and explain the changes in your financial arrangements, attaching copies of your credit card instructions.

ADDITIONAL INFORMATION REQUESTED BY BANK BUT NEVER RECEIVED

Many people fail to respond when the bank asks for additional information, and that is unfortunate. If you recently moved or changed jobs, the bank may be unable to find your credit history or to verify your employment. Responses to requests for additional information will normally result in your getting a Hobie Card. Sometimes a copy of your most recent federal tax return provides all the justification the bank needs to approve the application.


NO PRIOR CREDIT

We all have to apply for credit for the first time, and local banks and merchants are the best place to start. After you establish credit locally, reapply for your Hobie Card. Possibly the local establishment simply did not report your status to the credit bureau. If you feel this is the case, write to Sovran, referencing your Hobie Card application, providing names and addresses of businesses with whom your credit is good.

**We are recognized as
good customers, which
is why our program
continues to grow.**

It is important to remember that the bank sponsoring the Hobie Card, Sovran Bank N.A., wants to issue you a credit card. Banks make money by having people use their credit cards, and Sovran is no exception. It wants good customers.

The Hobie Card program is the kind of affinity card program banks like. We all use our cards a lot, and our default rate is much lower than the national average. We are recognized as good customers, which is why our program continues to grow.

In summary, you'll never find out if you qualify unless you give it a try. Apply today. If you have difficulty with your application, write to the bank and explain. If you are unsure how to straighten out a mixup with the bank, give us a call here at The Group Card. The number is 804-463-2071, and we'll be glad to give you a hand. 

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near overhead wires. A
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Tempe (602)894-5494
Ship's Store
Tucson (602)795-4857

AUSTRALIA

Coast Catamaran Australia
Erina 61.43.891085

CALIFORNIA

Sailboats of Bakersfield
Bakersfield (805)322-9178

Windy Sails-Carpinteria
Carpinteria (805)684-5446

Hobie Sports Center
Dana Point (714)496-1251

Sailing Center
Friant (209)822-2666

Action Sailing Center
Marina Del Rey (213)827-2233

Performance Sailing Int'l
Newport Beach (714)673-5774

Long Beach (213)493-5774

Inland Sailing Co.
Sacramento (916)454-3966

Wind and Sea Sports
San Diego (619)276-1137

The Windline
San Jose (408)436-0422

O'Neill Yacht Sales
Santa Cruz (408)476-5202

Wind Toys
Santa Rosa (707)542-7245

Windy Sails
Van Nuys (818)997-6494

CANADA

Northern Sail Works
Winnipeg, Man. (204)957-0770

Catamarine, Inc.
Toronto, E. Ont. (416)368-2287

COLORADO

Rocky Mountain Marine
Denver (303)399-2824

CONNECTICUT

Candlewood East Sailing Center
Brookfield (203)775-2253

Bud's Sailing Center

East Windsor (203)627-7776

DELAWARE

Spirit Marine
Millford (302)422-7835

FLORIDA

Playground Sails
Ft. Walton Beach (904)244-2722

Ocean Connection II, Inc.
Jensen Beach (305)334-1515

Caribbean Watersports
Key Largo (305)451-3113

Tropical Sailboats
Key West (305)294-2696

Nautical Ventures South
Miami (305)255-3292

Sailing Store
Orlando (407)291-2345

Ultimate Sail
Pompano Beach (305)946-2080

Space Coast Sailing Center
Rockledge (407)632-4351

G and R Sailboats
South Naples (813)793-2012

The Cycle Shop
Tallahassee (904)576-6326

FRANCE

Hobie Cat Europe SA
Toulon 33.94.08.11.88

GEORGIA

Ocean Motion Surf Co.
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Sailing, Inc.
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Kailua (808)261-2961

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Breese (618)526-4770

Marine Mart, Inc.
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Sailboats, Inc.
Westfield (317)896-2686

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Jim's Sailing Center
West Des Moines (515)255-4307

KANSAS

Action Marine Inc.
Andover (316)733-0589

C & H Sailcraft
Chanute (316)431-6056

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Sebago Hobie
North Windham (207)892-4009

MARYLAND

Backyard Boats
Annapolis (301)263-2900

MASSACHUSETTS

Cape Water Sports
Harwichport (508)432-7079

Ensign Marine Specialties
Mattapoisett (508)758-3636

MEXICO

Veleros S.A. De C.V.
Mexico D.F. (905)540-3047

MICHIGAN

Sail Place
Cedar Springs (616)696-0250

Summit Haus of Michigan
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Miller Sport Inc.
Richland (616)629-4507

The Sailor's Choice
Saginaw (517)790-6600

The Harbor Boat Shop
Traverse City (616)922-3020

MINNESOTA

Seven Seas Yachts
Minneapolis (612)879-0600

Hi Tempo Ski and Sail

White Bear Lake (612)429-3333

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Sea Shore Sails
Long Beach (601)863-2826

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Bridgeton (314)298-0411

Sailing the Wind
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NEBRASKA

Main Sail Loft
Omaha (402)331-0776

NEVADA

Las Vegas Watersports
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NEW HAMPSHIRE

Wilderness Sail
Amherst (603)673-4563

New Hampshire Hobie Cat
Seabrook (603)474-3661

NEW JERSEY

Cranford Boat and Canoe
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Dasil's Sport Center
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BOXED IN

Sail Boxes: Don't Leave Home Without Them

BY MEL GREEN

Unless you're like me and have a stretch van with all but the front seats removed, there never seems to be enough room to take all the stuff you need for a weekend of sailing. It wasn't always that way. In the early days of my catamaran endeavors, the trunk of the car had sufficient space as long as I left the sail on the boom tied to the trampoline. After the sail gradually wore a hole in the trampoline (just before it came off the tramp at 60 mph), I began to realize there had to be a better way.

Several better ideas have surfaced since that fateful day in 1971 when I was forced to buy a replacement trampoline and sail. The best is a sail box. Even if you own a van, you really need a sail box. You can build one or buy one.

HOME-BUILT BOXES

The real beauty of the homemade sail box is you get exactly what you want or can afford. If you're smart enough to sail a catamaran, you're smart enough to build a box for sails, life jackets, camping gear and whatever else you travel with. The bigger the better, as long as the boat's hulls and the dolphin striker will clear it. It takes some 1" x 2" plywood boards, screws, hinges and a little creativity. The home-built boxes I've seen or had a hand in building are usually satisfactory for a couple years before maintenance and water tightness become a problem. Life on a trailer, even on those with balanced wheels, seems to shake apart most of the home-built models, although there are always those exemplary exceptions designed by a true craftsman that go on and on.

FACTORY-BUILT BOXES

Buying a factory-built unit provides the benefit of a professional's expertise derived from many years of experience. Each builder feels his box has the most desirable features. Among the more important aspects are size, access, watertightness, ease of assembly, smoothness of interior, rust-proof fasteners, weight, selling price and cost of shipping.

Size is the number one consideration. For many Hobie Catters, a tube or roto-molded custom shape big enough to hold the boom and sails fills the bill nicely. Other sailors will need to store rudder assemblies and/or daggerboards, life jackets and more in addition to the sails and boom. The tube

isn't adequate, so a contraption with greater height and width must be found.

Larger sizes are available in top-opening or end-opening designs. The former version works well if you store your boat on the beach. The boat can straddle the sail box when not in use. When you're ready to go sailing, the boat can be pulled forward or backward a bit and the top removed, yielding total access to the equipment inside. End-opening boxes are less accessible; you must get down on your hands and knees to see what's inside and pull the equipment out.

End-opening boxes are best suited for a trailer. Many sailors rig their boat on the trailer. The end-opening box, with a bucket at one end and a top opening at the other, allows easy access, as compared with the difficulty encountered in removing a top-opening cover while the boat is on the trailer. Bucket-type, end-opening units are especially convenient, because they can be used to carry water to the boat for washing down hulls to remove road grime or sand.

Another convenient feature of an end bucket: you can fill it with water and stand in it while taking off your wetsuit, keeping the sand away from your feet and the beach out of your wetsuit. Be sure it's close to something you can balance against, or everything, including the person halfway out of the wetsuit, will be saturated with sand.

PROBLEMS AND POSSIBILITIES

Security is an important factor, but unless a sail box is built like a tank, anyone who wants in will get in. Inexpensive padlocks should discourage vandals and impulse thieves. Nothing will keep out someone who knows you have what he wants. Combination locks are desirable in that you can't lose the key, but how good is your memory?

As a rule the end-opening boxes are constructed with two nesting pieces, so they can be shipped disassembled via UPS, which is much less costly than truck freight. You'll have to perform a minor assembly job, usually taking less than two hours, to put together the pieces and place the finished product on the trailer. Any sail box that must be assembled is more likely to have dirt and water leaks than a one-piece unit, so you're at the mercy of the manufacturer in regard to such elements as fit-up, gaps and holes. Study the various designs available whenever you sail, so you can make an educated decision. The manufac-

turers' literature, of course, assumes their design is perfect.

Ventilation also merits consideration. Theoretically, you should not put away your sails while they're wet. Let's get real! Ventilators at each end are handy. Under normal circumstances, they will allow air to circulate through your sail box, but on a wet road in the rain, no matter how well-designed they are, any ventilator will allow water to enter.

All factory-built sail boxes I've seen have smooth interiors. Although the roto-molded polyethylene units appear smoothest, any of them probably will suffice. It's best if the sail box bottom has drain channels or some other feature that lets water drain away toward one end or the other. Drilling a hole at the low points lets water out, but if you back

After the sail gradually wore a hole in the trampoline (just before it came off the tramp at 60 mph), I began to realize there had to be a better way.

in your trailer to launch your boat, it lets water in, too. Stainless steel fasteners are best, but galvanized are acceptable. Door and bucket latches are a bit of a problem. The manufacturer has to pay an arm and a leg for stainless steel latches and buy a 10-year supply to boot,

so you may experience plated latches rusting too soon, usually at the pivot pins.

I haven't weighed many of the factory-built boxes, but those I have ranged from 35 to 45 pounds. Home-built versions can vary from 15 to 150 pounds or more, depending on size and construction. The more they are built to hold, of course, the heavier they will be.

DIY OR BUY?

Do-it-yourself or buy, that is the question. A home-built sail box, if you're not starting out with plywood left over from other projects, still may cost as little as \$70. I'm not convinced that will buy you all the features of a factory-built piece, and you do have to possess at least a modicum of woodworking equipment and skills. Your do-it-yourself box will indeed help you get your equipment out of your car and off the trampoline, but water leakage and dirt will likely be a problem, without additional expenditures.

Factory-built sail boxes start at \$140 and go as high as \$300. As the old saying goes, "You get what you pay for!" Determine your minimum needs, compare features that enhance utility and serviceability, and go for it! Or, maybe you need to buy a new sail and tramp anyhow and this way your better half will just think it's an accident you lost your boom and sail going down the freeway.



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FIRST IMPRESSIONS

SX-18 Casts A Spell On Seasoned Sailors

BY DOUG SKIDMORE

Introduced in late 1989, the Hobie SX-18 may be the boat of the '90s. It's packed with the same great features as the Hobie 18, and more - such as a taller mast, higher aspect rig, hot looking, high-tech vertical cut mylar sails and Hobie 21 style wings. And if you're really into action, an optional factory-supplied spinnaker adds to the excitement. Customers are racing to buy it and buying it to race.

Following is an eyewitness account of one sailor's first experience of sailing the SX with a spinnaker. Have you experienced the great SX yet? Maybe it's about time you did! -Ed.

My wife and I sailed the new Hobie SX-18 for the first time in the Midwinters East Area Championship, its official debut race in the southeastern United States. As we set up the boat everything seemed normal, until we opened the spinnaker bag and pulled out the crackling new black and hot pink chute. Being a seasoned standard Hobie 18 sailor, running the lines for the SX chute was a new experience.

We set up the spinnaker to be launched from the port side of the boat. Most Hobie courses round marks to port, thus we could launch it without gybing first. The SX-

18 pole is not movable, but remains in one place. When gybing there is no end-for-ending of the pole, just a gybe similar to a large head sail.

We borrowed a spinnaker bag from Tackle Shack, the authorized Hobie dealer in Pinellas Park, Florida, which we tied to the foot straps near the front crossbar. The spinnaker sheet is a continuous line led outside and around the shrouds, trapeze

wires and through blocks mounted to the wings.

Many sailors asked about the boat as we prepared to leave the beach. One question concerned retrofitting a standard 18 to an SX-18 which can be done by purchasing a new longer mast, wires, set of sails and wings. The spinnaker is optional (but highly recommended by this author). The SX-18 mast is 17 inches taller and the sails are of vertical cut mylar. The wings are made in the Hobie 21 style, and are longer than the Magnum wings of yore. The wings overlap further aft for those really screaming reaches.

NOTHING BEATS GREAT SX

Leaving the beach seemed a familiar experience. Once aboard, however, the vertical cut sail, wings and added strings made it clear as day this was no ordinary Hobie 18. After getting dialed into this new craft in the first day of light winds, we realized that the spinnaker was a simple and exciting addition to an already exceptional boat.

Launching and flying the chute occurred with few glitches and soon we felt comfortable with the transition from headsail to spinnaker. We tied the spinnaker halyard to the wing arm and kept it tight when the spinnaker was not being used. This maneuver prevented the halyard from wrapping around the arms or becoming tangled. To launch the chute spreader, we untied the halyard from the wing, hoisted it to the top, then pulled the guy so the back of the sail was a foot or so from the end of the pole. A tug on the sheet, and the sail would fill. We set the chute to gybe it "inside" (between the luff of the sail and the forestay). With minimal practice we were getting clean and fast gybes. After

the first day we felt comfortable on this new beast and yearned for more wind.

RACE DAY

Sunday morning's weather report called for lighter winds, but by 10:00 AM it was apparent that wasn't the case. Leaving the beach late was not a problem. We popped the chute and in three or four gybes found ourselves a mile or so offshore to the start

line. The fresher breezes felt good and made the boat come alive.


Upwind we were both trapezing off the wings. I have to admit, having wings on the boat makes a tremendous difference. The comfort level of the boat goes way up. The park bench effect in moderate breezes adds comfort and the additional height when trapezing off the wings adds plenty of excitement. Wings make the whole boat seem bigger and I think it would be a hard transition back to a non-winged Hobie.

Approaching the first mark, we excitedly anticipated launching the chute. Since not all seven SX-18s were carrying chutes, we were curious about performance differences. Once around the mark we furled the jib and launched the chute. With a tug on the sheet the sail snapped into position. The leeward bow lowered in the water and the sleigh ride began. We found ourselves sticking to the group of Hobie 21s we had started with - even beating a few. Gybing back and forth against an SX-18 not carrying the added sail they soon trailed farther behind, much farther. Approaching C-mark, we found ourselves considering a whole new set of thoughts. The side of the boat the spinnaker comes down on is the same side it will go back up on during the next launch. More planning was necessary for smart tactics. We ended the downwind leg on a port tack to be ready for the next downwind run later in the race.

FAST ACTION

Having sailed a Hobie 21 only a few times with a spinnaker, our time spent on a catamaran with the third sail was limited. Our experience, on Hobie 33s and other ultralight monohulls, however, proved valuable. To attain speed it was necessary to bring the boat up to a tight reach. Boat speed would increase (dramatically!) and, as the apparent wind built, it was possible to bleed off this speed by heading down. Many ultralight and Hobie sailors have heard of the term "snake wake" as a fast downwind technique. The term certainly seemed to apply for the SX-18. Try it.

My wife, a strong helmsperson herself, wanted some of the action. We discovered that switching positions downwind made for a stronger team effort and I actually had more fun pulling on the strings to make the boat go fast. Rather than the typical skipper/crew relationship, we were really a team - sharing responsibility and fun. The added dimension of the spinnaker was a welcomed and exciting experience.

All in all, our "first impression" of this neat addition to the Hobie line is that the nail has been hit directly on the head. It's fast, fun and easy. We'll see a lot more lightning bolt spinnakers on the water this year. I know, I'll be using one of them! 



PATRICK McDOWELL

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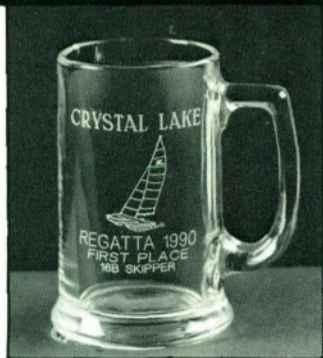
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WEATHERING HEIGHTS

Signal Your Way To Safety At Sea

BY RICHARD BLOUNT

You've been planning this adventure for months. You and a couple buddies are going to sail single-handed out to one of the local islands; each on your own Hobie 16. The island is about 26 miles offshore and on most days it is visible to the naked eye.

It's still early in the year, so the weather could be a factor in your excursion. You've been pretty careful in your planning, though. The plan is to go now, before all the summer traffic starts to crowd out the island and other adventurers descend to capture all the good campsites.

Each of you three musketeers has sailed for a few years. One even went to a Nationals last year and in his estimation now can compete with the best of them! All boats are

**The wind is blowing
you and your
buddies, not toward
the island as planned,
but out to sea.**

fairly new, with fresh rigging added for safety. You each have bottled water, a sleeping bag, food, a compass, a flashlight, spare parts and warm clothes packed in waterproof bags. All in all, you're well-stocked and well-prepared ... you think.

The last thing you checked before departing was the weather. According to the paper, it should be sunny with a strong Santa Ana condition moving in, due to a giant high pressure system forming over the desert. In other words, instead of the normal winds coming off the ocean blowing toward shore, the hot, gusty wind will funnel from the desert through the canyons and out toward sea.

You and your friends are delighted. Offshore winds; hot and sunny: shorts and T-shirt weather for sure. You begin your quest, pleased as punch.

The island today is barely visible from the shore. The wind is somewhat fickle as you three play follow-the-leader with your Hobies. About 30 minutes into your fun, you notice the wind picking up. In fact, you can fly a hull now with ease and the boats are traveling quite fast. Spray is flying all over and the water is quite cold.

The others wave at you to sheet in and max out with them. Not wanting to be left behind, you reach off chasing your friends. Soon you realize the island is no longer in sight, the water is starting to white-cap and you're having a hard time holding the boat down.

FAR OUT

Another half hour goes by and now all three of you are in your wetsuits, cold and somewhat perplexed about all the wind whipping up from the mainland. The main and jib travelers are all the way out; the main as far as it can go. Despite these actions, the wind is blowing you and your buddies, not toward the island as planned, but out to sea.

You can't head up for fear of flipping, and you can't go in and drop the main for fear of turtling the boat, because your weight is badly needed on the wire. Your friends aren't doing much better. In fact, your prearranged tight sailing formation is hopeless now. You can see each other, but that is all. Shouting is futile. The distances begin to open up, too; now you're almost 200 yards apart and spreading.

The next big gust hits, throwing you forward as the craft pitchpoles. You gather your composure in the water and try swimming back to the boat. The seas are strong and behaving erratically in the surprisingly strong wind. The boat is being blown away from you, faster than you can swim. As your heart rate leaps, your energy drains.

By the time you reach your boat, you are worn out. Swimming in a life jacket, wetsuit and harness is not easy in controlled conditions, let alone in a maelstrom such as this. As you climb up on your turtled boat, you look around for your other two companions.

The up-and-down motion of the swells makes it difficult to spot your friends. In fact, you think you saw one of them turtled, too.

ALONE, ADRIFT AND WEARY

A lonely feeling permeates your entire being. You're tired, your friends have sailed out of view, and perhaps are in the same shape as you. As time goes by, your anxiety grows. According to your compass, you are being blown out to sea and there isn't much you can do about it except save your strength and stay as warm as possible.

Day yields to night. The power of the

wind increases. Your gear is tied upside down on your trampoline in the water. Your wetsuit is your only protection.

You certainly are in a bad way. No boats are in the immediate area. Your sailing friends don't know where you are. You have no means of calling attention to yourself. In other words, your life is getting shorter by the minute.

DON'T MESS WITH MOTHER NATURE

Does this sound like a farfetched story to you? Don't bet your life on it!

Potential catastrophes such as this happen more often than you might surmise. If you have subscribed to HOTLINE over the years, you have read many accounts of

**NOBODY is that good
when Mother Nature
decides to show just
who is in charge of
the sea.**

your fellow Hobie Catters going out on BRAINLESS excursions and offshore adventures only to find trouble. Whether these wayward skippers have met their match in Mexico, on the Great Lakes, off the Florida Keys or in Europe, the stories are much the same. All of them seem to believe they can handle any situation because they are great sailors.

I hate to burst your bubble, but NOBODY is that good when Mother Nature decides to show just who is in charge of the sea - especially when your only weapon is a day-sailing Hobie Cat. No matter how careful and experienced a mariner may be, the possibility of equipment failure or severe weather can sink the best-planned voyage.

The last few years have witnessed a marked improvement in the quantity of safety devices available to sailors. One in particular has been perfected to become the most reliable safety device at sea.

EPIRB TO THE RESCUE

The emergency position indicating radio beacon (EPIRB) is a global maritime distress and safety system developed by the International Maritime Organization (IMO) with the assistance of other international communications organizations. The system is complemented by the coordination of

services provided by coastal states under the provisions of the International Convention on Maritime Search and Rescue (SAR).

Advancements in technology have resulted in a system that provides constant monitoring of the earth's surface by orbiting satellites. The satellites are designed to detect distress signals from shipborne (but float-free) radio beacons transmitted via manual or automatic activation. When received by a satellite, the signal is processed to extract encoded vessel identification information and to measure the Doppler shift. This data is either passed directly to a ground receiving station or temporarily stored. Once the signal has been transmitted to one of the worldwide ground stations, it is processed and the beacon location very accurately determined using Doppler shift data, satellite orbital mechanics and time.

The coded distress signal enables the receiving station to identify and locate the originating beacon. This information is passed via a rescue coordination center to the appropriate coastal search and rescue service. The system is known as Search and Rescue Satellite-Aided Tracking (SARSAT) or the Russian equivalent (COSPAS). The best EPIRBs offer an accuracy position factor of one to two kilometers, anywhere in the world.

(The next time you are unhappy about your tax liability, consider these ingenious technological wonders circling up in space, working to save you around the clock; perhaps the thought will make April 15 a little easier to bear.)

To ensure proper emergency identification, EPIRB owners are required to complete a serially numbered registration card, which enables the monitoring authority to relate individual beacons to individual vessels. Any change in vessel ownership or other registration detail must be sent to the appropriate government authority. The more accurate and up-to-date the information, the better your chances of survival.

RANK AND FILE

EPIRBs are ranked according to certain characteristics. The best models are the 406 MHz versions, whose unique features include a battery backed-up, float-free system that activates the EPIRB in the event the device is submerged in water. If your boat turtles, this system automatically deploys and sends a rescue signal. Some EPIRBs incorporate a high-intensity xenon strobe light that gives the rescue vessel an easier target to find. They weigh about 21 pounds, are watertight and float-free.

EPIRBs are not cheap. Top-of-the-line systems typically range from \$2100 to \$3500. If this price seems too steep for

comfort, ask yourself this question: If you were the sailor on a Hobie Cat being blown out to sea, how much would your life be worth?

In an effort to make EPIRBs more affordable, smaller handheld models are now available as well. Here are several from which to choose.

STANDARD MODELS

A Class A EPIRB is a self-buoyant unit, designed to float free of its bracket in the event of a sinking, and to activate automatically and broadcast your position. It measures 16 by 3.5 inches and weighs six pounds. Operating on 121.5 MHz and 243.0 MHz, the signals can be received by overflying aircraft and SARSAT satellites. They cost about \$500.

**The best models
include a battery
backed-up, float-free
system that activates
the EPIRB in the
event the device is
submerged in water.**

Class B EPIRBs are manually activated, waterproof, reliable and self-buoyant. Identical in size and reception to and slightly lighter than a Class A EPIRB, a Class B model retails for about \$400.

Class C EPIRBs are designed for coastal and inland boaters, transmitting on VHF channels 15 and 16. Manually operated, self-buoyant and watertight, a Class C device features a darkness-activated flashing light that establishes visual contact. Its range of 20 miles and small dimensions (13 by 3 inches, three pounds) and price (about \$350) make it an ideal system for recreational boaters.

SPECIALIZED MODELS

The Class B (Mini B) is the smallest F.C.C.-approved Class B EPIRB. Designed primarily as a personal device, it can be permanently attached to your life jacket (which you should be wearing at all times!). It measures 3 by 1.5 by 7 inches and weighs 15 ounces. As powerful as EPIRBs three times its size, it operates on 121.5 MHz and 243.0 MHz frequencies, which can be received by overflying aircraft and SARSAT

satellites. The cost of these baby EPIRBs is mini as well: \$224.

The Class S EPIRB is designed for semi-permanent mounting on a survival craft. It has all the same features as the "Mini B" and is available for \$415.


LESS COSTLY AIDS

A number of inexpensive safety devices can be particularly effective in a lost-at-sea situation. Sun-strobes continuously emit a 400,000 candle power strobe light that is very visible. Signal markers that operate only in darkness are available as well. The Marine Air Market light puts out a 360-degree light visible for 15 miles from an altitude of 500 feet.

For \$22 you can buy a personal rescue strobe. Measuring just 4 by 1 by 1/2 inches, it attaches to your life jacket and features an incandescent light visible for over one mile.

At the least, don't leave the beach without a basic protective light. Always carry at minimum a simple waterproof flashlight with quality batteries (extras, too) and possibly a simple reflector mirror. The mirror, of course, is effective only in sunlight, as a means of reflecting an image to a passing craft.

Any device you choose is better than none at all. Keep in mind the money spent on quality safety equipment is directly proportional to how quickly and safely you wish to be rescued. The sailor in our story can gaze into his compass all night long and the only thing it will do for him is tell him the direction in which he is drifting.

A properly written float plan is mandatory for any offshore adventure. An EPIRB or at least a lower cost solution is as necessary as any other equipment. Make sure all your sailing stories have happy endings. 

We hope this article has shed some much-needed light on the subject of EPIRBs. If you're interested in obtaining one of the varieties mentioned above, here are a couple places to begin. The McMurdo RA405 is a 406 MHz EPIRB available through World of Business, P.O. Box 17, Sequim, WA 98382-0017. The phone number is (206)683-6928. McMurdo also has submitted for F.C.C. approval a mini-version, the size of a cigarette lighter, suitable for a catamaran. ACR Electronics offers a number of EPIRBs, running the gamut of styles, sizes and prices, including the Mini B described above as ideal for Hobie Cats. For further information, contact ACR at P.O. Box 5247, Fort Lauderdale, FL 33310-5247, (305)981-3333, FAX (305)983-5087. -Ed.

A History

of the

Hobie Cat

Company

in Words

and

Pictures

1967 - 1990

THE

HOBIE

Hobie Cat has "Made In California" stamped all over it. As much as the Beach Boys or Malibu movies, the combination of people and products that resulted in what today is called the Hobie Cat Company could have occurred only in southern California. From the early beginnings of Hobie Surfboards in the '50s, through the formation of Coast Catamaran in 1967, and the myriad transformations of ownership, the company has remained true to its initial commitment

one afternoon during the middle of the week. "To see Hobie on a workday was unusual to begin with," Wayne reveals. But there indeed was Hobie Alter, in T-shirt and shorts (dressing up never suited him, then or now), carrying a caliper and measuring tape, with a pencil behind his ear. "I'm going to design us this boat we've always talked about," Hobie declared.

And he did. The days of drawing pictures in the sand were over. The days of building a real life catamaran had begun.

From Boards To Cats

Hobie Alter describes the impetus that led him to switch from building surfboards (which he had successfully produced and marketed for over a decade, but were now slightly on the wane) to building catamarans. He had been approached by a man interested in buying out the Hobie Surfboard company. A second man, Art Hendrickson, was present as adviser. Art asked Hobie what else, in addition to building boards, he thought he might be able to do. Hobie replied, "I think I can make a small catamaran that you could easily take out into the water and sail and take back in. I've never made one, but I think I could."

The meeting ended; the two businessmen left. A few days later Art returned alone. "Do you still think you could build that boat?" he wanted to know.

Hobie and Art put \$5000 apiece into a bank



PHOTO COURTESY OF WAYNE SCHAFER

1969 - Wayne Schafer shoves off Poche Beach.

of providing a fun activity open to all.

Longtime Hobie associate Wayne Schafer still recalls the day Hobie Alter came down to his Poche Beach house on Capistrano Beach

HOBIE CAT ERA

account, determined that non-sailor Art would run the business end and Hobie would run the manufacturing end of the new venture, and the work began in a quonset hut (formerly home to Hobie's motorcycles) in an alley behind a hardware store near Capistrano Beach. The shop was conveniently close to Wayne Schafer's home, where Hobie and his first employee, Sandy Banks, would test their prototype 14-footers.

At first they used a competitor's boat as a trial horse, but soon advanced far beyond the competition. Shaping two different hulls on each boat, sailing the boats, trading them and sailing again, comparing features all the while, resulted in the refined product called the Hobie Cat 14. By the following summer, six boats were ready to race. Hobie, Sandy, Wayne and three companions held their first regatta on July 4, 1968. Unfortunately, for this momentous occasion, someone neglected to invite the wind.

Full Sail Ahead

The course was set, however. "It was probably the most fun time of our lives," remembers Wayne, "being part of the in-group of creativity." Soon Hobie, Sandy and a handful of other employees were producing Hobie 14s out of the quonset hut. As they ran out of room, they would rent more space. By 1969, they were "growing, but not fast," Hobie explains,

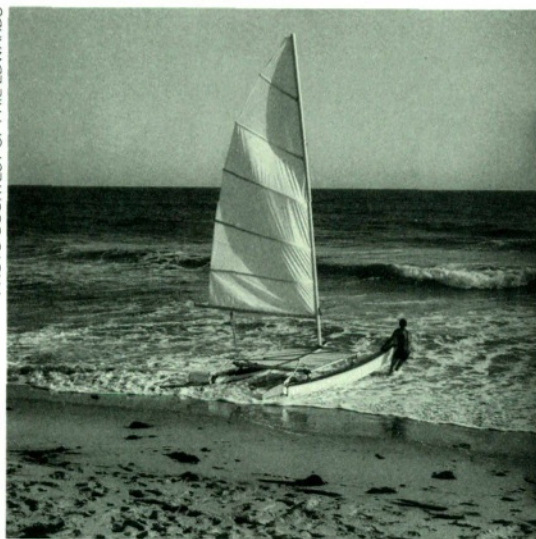
selling boats largely by word of mouth. A newly inducted Hobie Cat owner would take out his trailerable 250-pound bundle of joy. He'd hit the beach and go out fast, drawing a crowd. Wayne describes the enthusiasm engendered: "People would see our Hobie Cat in the water. 'What is it?' they'd ask. We'd tell 'em. 'How do we get one?' they'd want to know. We'd tell 'em! We all were salesmen in those days."

Hobie and Art traveled to boat dealers, who

"Hobie created more than a sport — he created a culture."

**Jim Murray
Los Angeles Times**

PHOTO COURTESY OF PHIL EDWARDS



1968 - Hobie tests a Hobie 14 prototype.

PHOTO COURTESY OF WAYNE SCHAFER



1969 - Wayne Schafer sails one of the first Hobie 14s.

were painfully unimpressed with the cats. So they went to boat shows instead, selling directly to the public. The first trade show was less than earth-shattering. (Finally a boat



1972 - First Hobie 14 World Championship in Hawaii.



1972 - 14 Worlds Award Ceremony

Left to Right: Cappy Shelly, Wayne Schafer, Hobie Alter, Jeff Canepa, Richard Loufek.

boat. Hobie set to work. Soon after, Phil Edwards, who had returned from Hawaii, joined Hobie and the project. The result was the Hobie 16, an instant hit and still the most popular Hobie Cat and perhaps sailboat, today. In fact, asserts Hobie, "in its third year of production, the 16 outsold all other classes put together. There probably hasn't been a one-month period since the 16 came out that any boat ever has outsold it." Hobie still believes the 16 is the ideal boat, an all-around craft easy enough for one sailor to handle but perfect for a guy and gal to sail on together. Over 70,000 Hobie 16s have graced the waters, from America to Australia, and just about everywhere in-between.

Off And Racing

Hobie's best sales teams were people who had bought the boats. "We taught 'em to sail, taught 'em to race, they told their friends and pretty soon everyone was buying one," exclaims Wayne. Loosely organized by the Hobie in-circle, sailors would get together for informal races. Everyone would enjoy the fun and relaxation, not to mention great racing. They'd return home and tell their friends, and soon, aided by the mimeographed letter and schedule eventually to become the HOTLINE, the races grew. Many racers were ex-surfing buddies. The atmosphere was as much social as competitive; it was, in the words of one participant, "a hull-of-a good time."

The company began to structure the races into classes, starting a regatta department manned by Keith Fuller. Soon the organization was off and sailing ... across the country and around the world. The first two Nationals, held in 1970 and 1971, took place in California, but the races soon branched out. The first World Championship held in Hawaii was such a smashingly fun success, they took it to Tahiti the next year.

Hobie Alter, although always approachable whenever he found the time to attend an event or meet with the public, was getting so busy with the production end of the company, his friends and employees became very active in the racing and organizational activities. "Clinics, lectures, races — whatever we did, the fun was contagious!" Wayne enthuses.

It also was good business. To keep up with the growth now quickening its pace, the company underwent some phases of maturation. After Hobie and Art sold 10 percent of the partnership and later some other shares privately, Art suggested they go public. Coast Catamaran began trading on the National Over-the-Counter market in 1971. In retrospect, Hobie sees that as "one of the biggest mistakes." He and Art each retained 26 percent of the company, which they moved to a huge facility in Irvine and adulterated, in a way, with crafts other than cats. "We should have stayed at making what we were good at," Hobie now feels. Also, as a public company, the business life became increasingly more complicated and increasingly less fun. Coleman Company, Inc. came calling with an interest in purchasing Coast Catamaran. After three attempts, the transaction was consummated in 1976.

"Hobie did not design his boats for the yacht clubs. He designed them with a vision of the masses in mind."

**Wayne Schafer
Longtime Hobie
Associate**

dealer came up and said, "I'll take your boat." "How many — nine?" Hobie asked hopefully. "No, one.")

Actually, most of the early customers and eventual dealers came from the buying public, not the boat industry. Hobie and crew hit on the idea of the decade when they traded surfing movie producer Dick Barrymore and Bill Amberg a couple cats in return for a 20-minute movie showing the guys on the beach designing a boat in the sand, then building it and finally sailing it and having a great time. Ordinary people who had never been on a boat came to the boat shows, saw the movie and were conquered by the Cat.

By 1969, sailors were asking for a bigger

PHOTO COURTESY OF WAYNE SCHAFER

New Company, New Location; Same Old Feeling

Throughout the Coleman era and into the Tony Wilson period of ownership, Hobie Alter has retained his ties and attachment to the company that now bears his name. He and his children are still involved, have always been involved, will always be involved. Alter boys still pop up at races around the country. Hobie jokes of his family's continuing connection to the company: "We pretended it was ours. We still pretend it's ours ... except when it comes to paying the bills."

Once Coleman began paying the bills the company was put on the move, helped along by a dynamic and likable president, Doug Campbell. The dealer organization was formalized and exciting new boats were introduced. The company prospered, undergoing an expansion move in 1979 to Oceanside, CA (home of the Hobie Cat Company today, which leases the building from Coleman).

In 1982 Coleman purchased Vagabond Sailboats, which became a division of Coast Catamaran under the direction of Ron Holder, former Vagabond president. What became known as the Holder (originally, Vagabond; currently, Hobie One) line of monohulls soon was being produced at the Hobie Cat production facilities in San Juan Capistrano and Oceanside (later wholly in Oceanside when the San Juan Capistrano mold facility closed in 1987 and joined the rest of the family down the coast).

The growth continued. For safety's sake, the company introduced the COMPTIP™ retrofit program in an effort to diminish the danger of mast contact with an overhead power line. Amid the introduction of new Hobie water toys — the Hobie Power Skiff and Alpha Sailboards (the company is the exclusive U.S. distributor for Alpha) in 1984, the Holder 14 monohull (now updated and re-released as the Hobie One-14) in 1986 — the company was garnering worldwide recognition.

Shortly before Tony Wilson purchased Coast Catamaran from Coleman in January 1989, changing the name back to its roots of the Hobie Cat Company, the Hobie 21 was selected as 1988 "Boat of the Year" by SAILING WORLD magazine. Also in 1988, skipper Jeff MacInnis and crew Mike Beedell completed a long, cold journey, becoming the first to cross the Northwest Passage in a solely wind-powered boat. Their craft? A Hobie 18 Magnum, of course.

In Spring 1989 Hobie Cat Company sponsored a Hobie 21 in the fast and famous Newport to Ensenada race. At the end of the grueling, 130-mile ocean race, against big cats such as America's Cup challenger Dennis Conner's "Stars and Stripes" (whose design team had included notable Hobie Cat experts), the smallest of them all turned out to be one of the fastest of them all, capturing an unofficial sixth-place finish out of more than 500 boats. The sailors? Hobie Alter's son, Jeff, and Tony Wilson's son, John.

Soon after the Tony Wilson purchase, the boat that started it all, the Hobie 14, was inducted into SMALL BOAT JOURNAL's "Hall of

Fame." The spunky little charmer was chosen for being "just what a boat should be: fast, simple and a whole lot of fun."

Come to think of it, isn't that exactly how the company began?

Wayne Schafer's comment — *"To every clinic, every regatta, every trade show we attended, we brought a little bit of California with us."* — plus Sandy Banks' addendum — *"Wherever we went, people brought us a little bit of Texas, and Michigan, and Ohio and Minnesota, and whatever place they called home."* — equals the cultural phenomenon called the "Hobie Way of Life": an intermingling of fun and sport in which everyone benefits. To all our customers, all our readers, to anyone who ever has sailed or someday will sail a Hobie Cat, let us continue this history with a phrase of old, as timeless as it is corny: Have a Hobie Day! -Ed.

"Hobie has put more people in the water than have all the Baptist ministers in the states of Georgia, Alabama, and the seven southern counties of South Carolina."

**Patrick McNulty
WEST Magazine**



ORIGIN OF THE SPECIES

The *Hobie Two-Canoe* doesn't have the same great ring to it as the current nomenclature for our favorite twin-hulled boat, but in fact two canoes are what early catamarans resembled and might even have been called. Although the exact origin of the name and craft is unknown, catamarans were first noticed by European voyagers to Polynesia. A probable outgrowth of the Malaysian outrigger canoe, catamarans rated an "A" in acceleration but an "F" in function for sailors of war vessels and cargo carriers preferring the more spacious hulls of the square rigger.

Until modern times, a few catamaran experiments, including an English version called the Experiment, came and went with little success. Then, in the late 1800s, along came Nathaniel Herreshoff, an acclaimed American yacht designer who tried his hand at catamarans. One of the models he produced fared quite well; too well for his day, actually. Challenged to a race by the New York Yacht Club, Herreshoff's fleet cat beat every boat so thoroughly his victims called the catamaran a freak and barred it from racing at the Club forevermore.

Herreshoff's Pyrrhic victory probably contributed to another lapse in visibility for this black sheep in the yacht family. Also, by today's standards the catamarans designed by Herreshoff, his sons and other craftsmen, although

improving in design, left much to be desired. Long and bulky (Woodbridge Brown's post-World War II model, the Manu Kai, was 40 feet long and weighed in at 3000 pounds), these boats certainly did not fit Hobie Alter's criterion of being easy to launch. A quote from Nathaniel's son, Francis Herreshoff, in "Common Sense of Yacht Design," proves their hearts were in the right place:

"To me the pleasure of sailing is almost in direct proportion to the speed, and wallowing around in some pot-bellied abortion, heeled over and straining under a lapping jib or some other rule cheating windbag, seems quite ridiculous. Some yachtsmen seem to think the sole object of sailing is to beat a brother yachtsman and have adopted certain rules of measurement that ensure the wealthy to be winners. They sail around courses perhaps at a rate of five miles an hour and if they have won consider themselves great sailors. But the general public, and particularly the sailor, is getting sick of that game. He sees no sense in trying to force several thousands of dollars worth of lead through the water with several thousand dollars worth of rule cheating sails handled by a big crew. The sailor wants to sail and says to hell with the wealthy, bridge playing sea lawyers who win their races traveling at a rate slower than their ancestors."

HOBIE HIGHLIGHTS

B.H.C.

(Before Hobie Cat) Early ancestors of modern man crawl out of the ocean, claw their way onto shore, look longingly back at the waves, run out to the nearest marine supply store, buy two canoes, tie them together, grab a six-pack of diet seaweed, hop aboard and head back out to sea.

1933

Hobie Alter takes his first breath, and decides man cannot live on air alone ... where's the beach?

1954

Hobie begins making surfboards for fun and profit.

1966

The good times roll on as fun and profits peak, with 50 Hobie dealers selling 250 surfboards a week.

1966

Tired of lugging into the water heavy catamarans, all in various states of disrepair, Hobie Alter tells his friends, "I'm going to design us this boat we've always talked about."

1967

Coast Catamaran Corporation is founded by Hobie Alter and Art Hendrickson in an otherwise obscure quonset hut a cat's throw from the ocean in San Juan Capistrano.

1968

Hobie Cat's first catamaran, the Hobie 14, skims off the quasi-production line. It's still making waves today.

1968

Wayne Schafer hosts the first Hobie Cat "regatta" at his house in Capistrano Beach. Six friends on prototype 14s signal the first of thousands of Hobie races to come.

1969

Purchasing one of the initial Hobie 14s whets the catamaraning appetite of Texas businessman Tony Wilson, future owner of the Hobie Cat Company.

1970

The first National Championship, a Hobie 14 event, is held at Dana Point.

1970

LIFE magazine's article, "The Cat That Flies," catapults the Hobie 14, its producer and the "Hobie Way of Life" into national prominence.

1970

The Hobie 16 is introduced, quickly becoming the standard against which all other catamarans are measured.

1971

The first issue of HOTLINE is published. As the publication grows from a black-and-white mimeographed newsletter to a full-fledged, four-color magazine, readership grows from a handful at inception to 50,000 in 1990.



1977 • The Hobie 18 debuts at the New York Boat Show, with full scale production beginning shortly thereafter.

1971

Coast Catamaran goes public, and is listed on the National Over-the-Counter market. Now anyone can own a piece of the Cat.

1972

The first Hobie 14 World Championship takes place in Hawaii.

1973

Coast Catamaran expands, building a 100,000 square-foot factory and office facility on 15 acres purchased in Irvine. R & D and fiberglass hull manufacturing operations remain in four leased facilities totaling 45,000 square feet located in San Juan Capistrano.

1973

The Hobie 12 "Mono Cat" is introduced. Production continues until 1978.

1974

The Hobie Hawk, unquestionably the best radio-controlled glider ever built, begins production under a newly formed division of the company - the Hobie Model Company. Over 5,000 Hawks soar into sales in 1975, but the glorious glider is never profitable. Tooling and equipment are sold in 1976.

1974

The Hobie 10 is introduced. Production continues until 1978.

1975

The Hobie 11 is introduced. Production continues until 1979.

1976

The Coleman Company, Inc., a Wichita, Kansas-based manufacturer of quality camping equipment, purchases Coast Catamaran Corporation for \$3 million.

1977

Hobies soar in popularity after "A Moment's Glory," a movie documenting the exciting 1976 Hobie 16 World Championship Races, is shown to in-flight airplane passengers.

1977

The Hobie 18 debuts at the New York Boat Show, with full scale production beginning shortly thereafter.

1979

The company returns to its coastal roots as it expands once again, moving to a new 206,000 square-foot complex in Oceanside. Catamaran hull construction remains in San Juan Capistrano until 1987.

1979

The film "Sharing the Wind," produced by R. Paul Allen, premieres at Newport Beach, CA cinemas.

1980

SAIL magazine names Hobie Alter "Sailor of the New Wave" for his 1950-1979 accomplishments, based on a poll to choose the sailor "who contributed the most to the advancement and popularization of sailing over the last years."

1981

The Hobie 33 is introduced, dazzling dealers and sweeping sailors off their feet. Unfortunately, by 1986 a continuing serious slump in the sailboat industry causes the discontinuation of the 33.

1982

The Coleman Company purchases Vagabond Sailboats, Inc. of Santa Ana.

Vagabond, under the direction of former president Ron Holder, becomes a division of Coast Catamaran, with manufacturing operations absorbed into Hobie Cat production. In 1983 the Vagabond name is replaced with Holder.

1983

The Hobie 18 Magnum is introduced.

1984

Alpha Sailboards are introduced. So are the Hobie Power Skiff and Holder Hawk (a 9-foot monohull). The Power Skiff is sold to Omni, Inc. in 1986 and re-purchased in 1989.

1985

The Hobie 17 is introduced.

1986

The COMPTIP™ retrofit program begins.

1987

The Hobie 21 is introduced.

1988

The Hobie 21 is selected by SAILING WORLD magazine as 1988 "Boat of the Year." In the meantime, the modest granddaddy of them all, the Hobie 14, is accorded a coveted place in the SMALL BOAT JOURNAL "Hall of Fame."

1988

Jeff MacInnis and Mike Beedell make the Hobie 18 Magnum the boat of their year when together they conquer the Northwest Passage, the first such feat accomplished in a solely wind-powered boat.

1989

Tony Wilson carries his Hobie enthusiasm full circle, purchasing the Coast Catamaran division from Coleman Corporation. The name changes back to its original nickname of Hobie Cat Company.

1989

Holder monohulls are renamed Hobie One.

1989

The Hobie SX-18 takes catamaran design a fast step forward.

1989

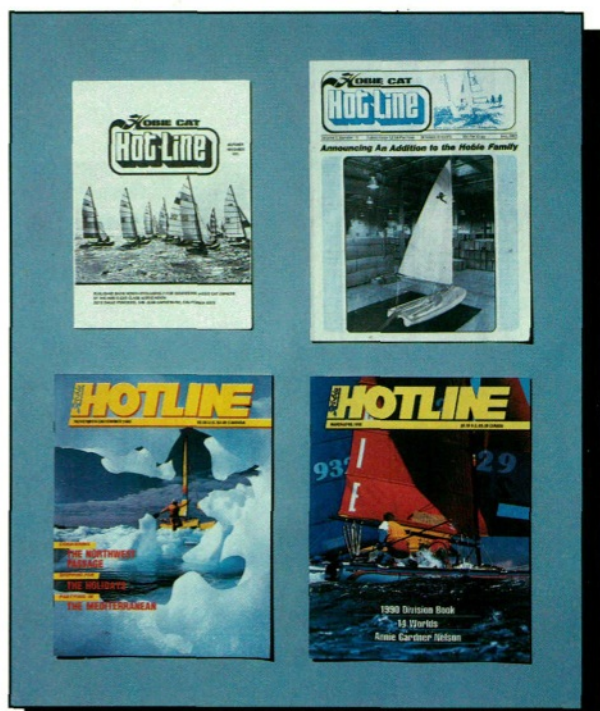
Formula versions of the Hobie 16, 17 and 18 are introduced.

1990

Hobie Cat Company, with owner Tony Wilson at the helm and Jim Salscheider on board as president, renews its commitment to quality products, and to its customers, employees and the "Hobie Way of Life."

THE HOBIE HOTLINE

We've Covered It All!



As with other company aspects that turned quickly into assets, the HOTLINE had modest beginnings and phenomenal growth.

"Let's type up a letter to let our friends and customers know what's going on," Hobie Alter decided back in the late '60s. So they did. The schedule of publication was sporadic; whenever the gang had something to tell they wrote it up on a page or two, mimeographed copies and mailed it out, first to friends and customers, later to dealers for distribution.

"Why don't we put in the regatta schedule?" then regatta director Sandy Banks suggested. "Good idea!" was the reply; after all, with the formation of fleets and divisions, and then areas, races were being held throughout the country on what was getting to be a formalized pattern. With upcoming regattas to announce and past results to report, two pages no longer sufficed; hence the newsletter grew to four pages. Now the official company publication, the HOTLINE was mailed out printed but still informally stapled together.

Around this time, the estimable talents of Mary Edwards (wife of Phil Edwards), who began as the company receptionist, were recognized and she took on the responsibility of producing the newsletter. A schedule

was set up (the same adhered to today), pictures were added, and pretty soon hundreds and then thousands of Hobie aficionados looked forward to receiving their bimonthly fix of Hobie news.

Faster than you could fly a hull on a Hobie, according to Hobie Alter, "the next thing you knew it had color in it and the HOTLINE was a real magazine."

Directed by a progression of competent and lively captains, including Hobie's daughter, Paula Alter, the HOTLINE welcomed Bonnie Hepburn in 1981. Bonnie nurtured it, guiding its growth into what it is today: the preeminent publication of a sailboat manufacturer, designed to enlighten and entertain its customer base.

With a readership of 50,000 and a commitment to satisfying the wants and needs of both segments of the Hobie population — racers and recreational sailors alike — the HOTLINE, like the Hobie Cat associations, fleet and division organizations, racing clinics, and company-encouraged regattas and get-togethers, continues to promote what Wayne Schafer declares Hobie and his friends set out to accomplish back at the beginning: "To give our customers a toy and then give them what they need to have fun with it."

HOBIE ALTERS

WORLD OF SAILING

A Biography of Hobart Laidlaw Alter

Often, it seems the people who have the least to boast of are the loudest in singing their own praises. Those who have the most reasons for vanity and the awe-inspired reverence of others seem to need it the least. People such as Hobie Alter allow their accomplishments to speak for themselves.

And speak they do. A southern California version of a Renaissance man - he who learns and does it all - Hobie Alter has been a natural at everything he's attempted. And, much as doing anything superbly appears to be almost predestined to be so, he's made it all seem so effortless ... and not just effortless, but fun.

A tongue-in-cheek Hobie Alter, on the secret of his success: "I'm just a selfish person doing what I want to do — and it's worked."

"I started out building in a garage and here I am 30 years later back building in a garage again."

**Hobie Alter
Creator, Hobie Cat**

Fun is exactly what Hobie had in mind all along. Fortunately for his business ventures and for all who've partaken of Hobie Surfboards, Hobie Cats, Hobie Skateboards, Hobie Apparel and the "Hobie Way of Life," fun is what he shared.

In The Beginning

Hobie Alter's grandparents owned one of the first homes in Laguna Beach, California. Laguna had some of the best surf around. How could the two not meet, and having met, remain together?



PATRICK MCDOWELL

1989 - Hobie and wife Susan at Hobie World Championship, Monterey, CA.

Hobie became a champion surfer (which may partially explain why he did not become a champion student), but being a lightweight kid and a natural with his hands led him in the early '50s on a search for a lighter surfboard. Typically, veteran surfers were riding redwood boards that were 12 feet long and weighed as much as 100 pounds. Other builders began to use fiberglass and balsa. Hobie chose balsa wood to create a fast, easy-to-maneuver board weighing about 30 pounds. Soon he developed a reputation, even among the older surfers, and the orders started sailing in.

Hobie Alter on the role his parents played in his success: "Without their support and encouragement, I couldn't have done it on my own."

His father, an orange grower, and mother encouraged him, giving him the confidence and support in 1954 to move his shop out of their garage (perhaps they had an ulterior motive?) to a building in Dana Point. His customers called his product "Hobie Boards," so Hobie Alter bought a rubber stamp that said "HOBIE," paid a guy to design a label and thus was born the ubiquitous "Flying H." (The "H" has evolved right along with the company, with first a surfboard and later the colored diamond being added as embellishments.)

Hobie's innovative use of polyurethane foam in place of balsa marked his success in this field and in the sailing industry to follow. Venturing into the synthetic field at its inception, he originated the first polyurethane design and perfected the construction method still in use today. He kept on surfing, too; as he relates, "You had to be a surfer to sell surfboards."

During the height of the surfing era, he excelled at both pursuits. As a surfer, he was recognized for his prowess in tandem surfboard competition; as a P.R. stunt he once rode the wake of a large boat 26 miles from Long Beach to Catalina Island. As a builder of surfboards, he was the leader in the industry, setting standards



PHOTO COURTESY OF PHIL EDWARDS

1957 - Phil Edwards (left) and Hobie Alter (right) at Hobie Surfboards.

to be followed for years. Throughout the '50s, '60s and mid-'70s, Hobie confirms, "We were the largest surfboard manufacturer, selling as many as 6,000 boards in one year."

Hobie Alter on the motivation behind his products: "I've always designed things I would personally want to buy and own."

Meanwhile, back at the catamaran ranch, Hobie and his friends were finding the cats they had bought to play with on non-surfing days too heavy and unwieldy. As reported in a 1973 article with the *Daily Pilot*, Hobie decided "the world was ready for a really fast, small catamaran that would be neat to play with in the surf, light enough for one guy to pull up on the beach and maintenance-free." That was the beginning of the fiberglass urethane foam sandwich, another innovation in boat construction at that time. It also marked the beginning of the Hobie 14 and of all the Hobie Cats to follow in the next 20 years. Once again, Hobie was able to transform passion into profit.

To Thine Own Self Be True

Through all his ventures, Hobie Alter has not strayed from his roots. "I'm a builder," he asserts. He explains his phenomenal success as a mixture of timing, luck, excellent products and a lot of good people (many of whom stayed with him through several years). But Hobie emphasizes that what motivated him all along was enjoyment. "I was forced to become a businessman," he explains. He rips through the mystique some less successful, personable and candid executives have tried to create, saying that business "is not that complicated. It's just not fun."

Hobie Alter on why he relishes the simple life of a private company:
"There were five guys on the board of directors that had never put their feet in the water making decisions about boat design."

After Coast Catamaran went public in 1971 and then was sold in 1976 to Coleman, Hobie began Hobie Designs and returned to doing what he liked to do all along: building. In a tribute to his integrity and self-awareness, his friends describe the Hobie Alter of today as much the same person as the Hobie Alter of yesterday. He's still building, and this time it's a whopper: a 60-foot, motor-powered catamaran he and his wife, Susan, will be sailing to their new summer home in the Orcas Islands.

Acclaimed by his peers, regarded as a folk hero by surfers and sailors, eminently successful and wealthy but totally down to earth, Hobie Alter is still the kind of guy you just don't feel right calling "Mr. Alter." Why? Perhaps it's because the word Hobie in any language means today what it has meant for decades: fun.

ORGANIZED FUN

HOBIE CAT STYLE



1976 - Poche Beach was a favorite site for many early Hobie get-togethers.

The fog comes on little cat fleets ... and it did, early in the morning of that very first regatta on July 4, 1968 at Wayne Schafer's house on Poche Beach in Capistrano. Six sailors on six brand new Hobie Cats (prototype Hobie 14s) were the precursors of much larger, more organized and just as joyful events to come, when the company would send 48 brand-new Hobie Cats to points far and wide for sailors to compete in National and World Championships. Now, over 500 fleets and thousands of divisions are registered around the world, operating under the jurisdiction of the International Hobie Class Association (IHCA).

Sandy Banks, Hobie Cat's first full-time employee, explains how and why the organization began. After leaving Hobie Alter's surfboard shop and signing on with Hobie's new catamaran-making venture in 1967, Sandy did whatever needed to be done. After starting the warranty program and the customer service department and helping out in sales, Sandy began the momentous and ultimately quite successful task of planning and implementing the regatta program. He served as regatta director from 1973 until 1986, working with Keith Fuller and Dave Boyle, who started and carried out the fleet and division system.

Fleet and division racing, as well as the larger events, were purposely not patterned on the yacht racing methods, which Hobie Alter chastised in a 1978 *SPORTS ILLUSTRATED* article as being elitist in the extreme: "I don't ever care to race against a boat that's inherently faster than me, or slower than me. When I win, I want it to be strictly on sailing ability, not purchasing power. Some men have million-dollar boats, and they're crewed by 10 guys the owner wouldn't go out to dinner with."

Out of that philosophy grew one design racing, a technique which ensured diversity and democracy would prevail. A point system culled from Hobie's motorcycle racing days, along with racing categories (Novice, C Fleet, B Fleet and A Fleet), encouraged everyone from beginners to expert racers to come out and compete. All the many "kids, grandmothers, plumbers, bank presidents" (*SAIL* magazine, 1985) and other assorted sailors and spectators over the years have enjoyed the "extracurriculars" as well: beach volleyball, frisbee contests, mild (and not-so-mild) pranks, food, festivities, and fun, fun, FUN!

KEEPING HOBIE CAT SHIPSHAPE

A Perspective On Phil Edwards

"I've been with the company as it's evolved from a partnership to a public company to a small division of a big holding company and now back to private again. After 21 years I still feel like it's my place - I've just had different owners."

**Phil Edwards
Hobie Cat
Master
Shaper**

Phil Edwards has helped shape Hobie Cat Company from day one. Actually, he was there with his friend and boss, Hobie Alter, before its inception; the two share their hobbies and their friendship still.

Phil Edwards rode his first wave, on a rescue board, at the age of nine. That ride propelled him to two successful careers: first as the premier surfer of his day and a legend still; second, as a master shaper of initially surfboards and later catamarans for Hobie.

Phil was, and is, one of the southern Californians whose lifestyle exemplifies what has come to be known as the "Hobie Way of Life." As he recently confided in an interview with The San Diego Union on the occasion of his acceptance into the Surfing Hall Of Fame, "I'm just living a lifestyle where your work and play is all the same. I've never made a lot of money, but I have had a good time." (In a

conversation about his appearances on "The TODAY Show" and within the pages of SPORTS ILLUSTRATED, he jokes that someday he'll be featured on "Lifestyles of the Poor and Famous.")

Laid back but not undirected, Phil's natural talents and his uncommon ability to focus totally on what he is trying to achieve — be it conquering a wave or fashioning a boat — make him a person who stands out far above the rest without even trying to, which he never has. He expresses his commitment as "dedication to the project," an attitude that enabled him to

stylize his surfing as well as shaping techniques in a way that, as they say, was often imitated but never duplicated.

The Shape Of Things To Come

By the age of 15 Phil was spending his summers in Doheny State Park away from his Oceanside home, reshaping surfboards for friends. Explaining he had to learn the craft because "there wasn't anyone else to do it," he met Hobie Alter, who hired him to work in his new surfboard shop in Dana Point. Phil obtained a work permit to continue plying his trade while still in high school; as a matter of fact, he is plying that same trade today, working part-time making a "Phil Edwards" surfboard under the Hobie label.

True to the casual surfing lifestyle, Phil was seduced by the warm water waves of Hawaii. He left Hobie's shop ("Hobie was the business man; I never was!" Phil laughs.) and moved to Hawaii. Without Phil and his proclivity for rescuing even the most battered boats from certain death, Hobie Alter and his cohorts were forced to consider either life without catamaraning or designing their own. Hobie chose the latter, and, as we know, the rest is history.

After a couple years in Hawaii making and riding surfboards, doubling for the likes of Tab Hunter in teen surfing movies, endorsing clothing, supplying a line of skateboards and even starring in a few commercials, Phil returned home to Hobie Cat. Joining Coast Catamaran was not Phil's first exposure to boat building. Upon graduating from

high school, he had built El Gato, a 20-foot laminated plywood catamaran with an outrigger, in Wayne Schafer's Capistrano Beach backyard. He still owns and sails the second cat he ever built, a 26-footer.

Phil was quite impressed with the little Hobie 14s Hobie Alter brought to Hawaii right off the (such as it was, then) production line. His sport of choice was changing from surfing to catamaraning ("the older you get, the more out of the water you want to get"), and so once again vocation and avocation were in harmony.

The Phil Edwards Touch

Every Hobie Cat from the Hobie 16 on bears Phil Edward's indelible mark of creative excellence. Acknowledged as one of the few master shapers in all water sports, Phil approaches his work with



1959 - El Gato, a 20-foot laminated plywood catamaran designed and built by Phil Edwards.

playful reverence. Using Barbie Dolls as the perfectly sized sailors for his models, Phil constructs an exact scale model of the proposed boat. Once the model is accepted, he shapes a small foam version of the boat, with red and black lines running vertically and horizontally through the block, indicating precise dimensions of the actual scale. When the shape is set, the models are turned over to the mold makers who create the molds used in production.

As with all artists and craftsmen, not all of Phil's creations have been successful, but even his "failures" are of use. A piece of one boat that never got off the ground and into the water resides in a corner of his shop; "my \$20,000 doorstop."

His sense of humor, casual demeanor and informal lifestyle belie the ardent dedication to his goals that has made Phil Edwards so successful in all his water-related pursuits. Like the basic elements of life, Phil's drive to perfection is an utterly natural and fluid process. "If I had my life to live over," he muses, air might have been his habitat. "I might have flown gliders ... there's something about the freedom - the unseen force."

The unseen force. The expression of Phil Edward's creative powers, in the bringing forth of a revolution in the water, through surfing and through the shaping of boats. Invisibly yet flawlessly, moving toward perfection: this is the legacy of Phil Edwards; a stellar contribution without which Hobie Cat Company would not be the same today.

PHOTO COURTESY OF PHIL EDWARDS

THREE GOOD SPORTS

The Alter Kids In Action

Paula, Hobie Jr. and Jeff Alter grew up immersed in the "Hobie Way of Life." Although none of them today is involved directly with Hobie Cat Company, all three still love the sport, feel connected to the company, enjoy fond and fun memories of their youthful Hobie days, and serve as fine examples of what the Hobie lifestyle really means. Each is as sports-oriented and unpretentious as Hobie Alter — with him as their father, how could they be otherwise?

Paula Alter, 35, is the oldest sibling, and the farthest removed in geography and vocation from Hobie Cat. Paula lives in Corte Madera, north of San Francisco, and works in a management consulting firm. She says that growing up with a celebrity for a father wasn't difficult, because her dad "never acted like he was somebody famous."

Paula was a teenager when the Hobie 14 was initially produced. As time went on, Paula sailed a bit, crewing for her father in a few National and World Championships. She acknowledges that her family's pastimes made for a unique adolescence. "Some people go to football games. I grew up in a family that surfed and sailed." Paula loved the environment, especially the opportunity to travel. Indeed, after serving as HOTLINE executive editor for four years in the late '70s (she later ran the Hobie Class Association on an interim basis, also), Paula took a 10-month trip around the world. Her journey was Hobie all the way: beginning at the Worlds in Australia, she traveled to locales as distant as Singapore, Japan, New Guinea and Italy. She led a sailing seminar in Japan and stayed with some of the many friends she'd made through her participation in the sport.

An avid skier and sailor of large boats during her college days in Colorado, Paula has not sailed much since her move to the Bay Area over two years ago. Of her many memories, Paula relates one humorous incident: "Over the years while I was in junior high and high school, it seemed like people were always coming up to tell my father they had a cat (a live one) at home they'd named after him — a Hobie cat. My dad always appreciated the attention paid him, but it got so I could see it coming — another person running up to tell him about their cat named Hobie. One day, standing with my dad at a regatta in Florida, I could tell it

was about to happen again — another "Hobie cat" story. Up walks this guy and says, 'You're Hobie Alter, right? We just wanted to tell you we named our pet after you.' Only this time it wasn't a cat, it was a duck. A Hobie duck."

Both Jeff and Hobie Jr. live in Capistrano Beach and have been active sailors, surfers, skiers and motorcycle racers. The youngest, 27-year-old Jeff, has raced non-stop since he was 12; he remarks wryly, "I'm a young man - but an old man of the sport." A builder like his dad, Jeff ran his own woodworking business for a number of years, and has performed much of the quality craftsmanship on Hobie's new 60-foot boat. Currently, he works at Hobie Designs, controlling the Hobie trademark and handling real estate investments.

Jeff still sails a lot and still wins a lot. (Open almost any HOTLINE and you'll find Jeff's name in there somewhere.) His father's egalitarian stance echoes in Jeff's view of Hobie Cat racing: "The one design rule makes for even racing. You don't have to have a large pocketbook to be competitive in an event."

Jeff's contribution to the Hobie humor history goes like this: "We're used to people recognizing dad's name - Hobart Alter - on his credit card, and asking 'Is that Hobie as in Hobie Cat?' Just recently, however, we were at a restaurant where my dad was charging the meal. The cashier examined the credit card, looked up at my dad and asked, 'Is that Hobart as in deli slicing machines?' Oh well, at least they knew he was somebody they should know."

Hobie Jr. (he's not really a junior, as he and his dad have different middle names) started Hobie Sunglasses in 1982, when he and his father recognized a need for high-quality sunglasses for sailing and other water sports. Hobie Jr. explains he spent two years studying optics and researching the best lenses on the market before opening his import and distribution


enterprise. Hobie Sunglasses currently are sold in nearly 500 retail stores, and though the company has been sold, Hobie Jr. still works there. Sailing with his dad on a few cats before the Hobie 14 was introduced (when he was nine), Hobie's mom prepared him for what was to come by enrolling him in sailing classes at the age of eight. He says he "was pretty heavily into surfing, sailing and motorcycle riding by 8th grade." Now 32 and with kids of his own (Brittany, five, and Cortnie, eight), Hobie Jr. doesn't sail as much as he used to, but he is introducing the next generation of Alters to the fun of Hobie Catting.

Hobie Jr., who says he often is confused with Jeff at regattas, reports



1981 - The Alter family. Clockwise - Paula, Jeff, Hobie Sr., Hobie Jr.

that being a member of the Alter family may have been held against him in one or two protests, but on the whole has proven to be a delightful experience. "It's been a really fun life and I've been very fortunate. It was good to have an activity that everyone in our family loved. We've gotten to know people from all over the world through sailing." As his brother and sister also expressed, Hobie Jr. believes one of the best parts of Hobie Catting has been meeting "all the great people who sail."

Hobie Jr., Jeff and Paula Alter are quite definitely three members of that very special group of "great people" to which we all belong. 

90

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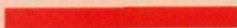
PHOTOGRAPHY BY
PATRICK MCDOWELL

DRY



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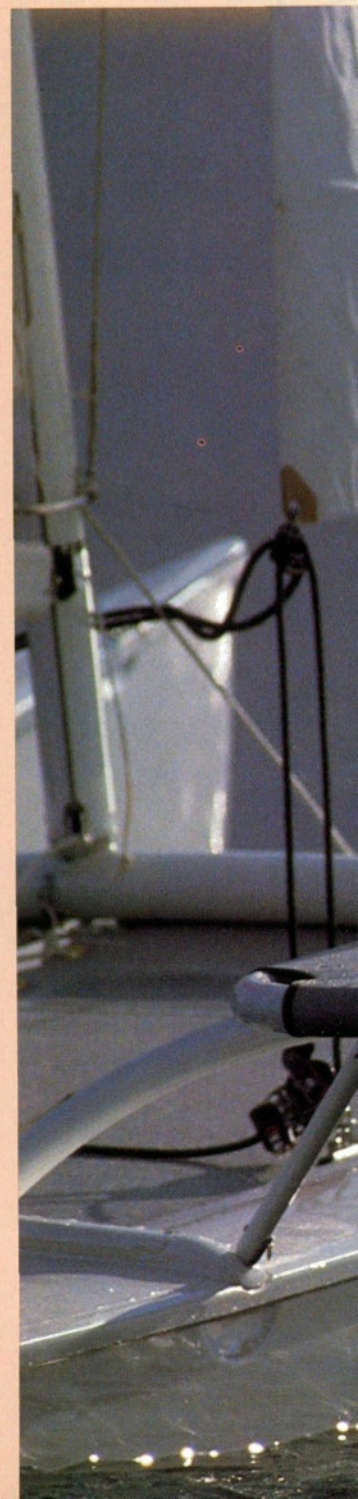
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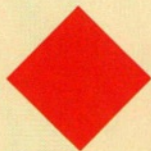
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Hurricane, UT 84737
(800) 222-2486

MENSWEAR:

Hobie Apparel
2101 West Olive Avenue
Burbank, CA 91506
(818) 841-2665

SUNGLASSES:

Hobie Sunglasses
P.O. Box 2516
Capistrano Beach, CA 92624
(714) 496-5606

LOCATION:

Lake Powell Resorts & Marinas
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Phoenix, AZ 85017
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A HOBIE VACATION

IS HIS FOR THE

TAKING

Rent

STORY BY KARL R. SCHEFFY
PHOTOS BY BARBARA SCHEFFY

Join Karl Scheffy, who usually sails his vintage Hobie 16 close to his home in Macungie, PA, as he shares his vacation (mis)adventures at points farther away. As Karl learned, Hobie Cats are available at many idyllic spots throughout the world. As he also learned, it pays to investigate before you hit the road or the runway. To determine if Hobie Cats are indeed alive and well and available for rent at or near your chosen vacation spot, contact the area's tourism board, Chamber of Commerce, a local dealer or fleet; or give us a call here at the HOT-LINE. -Ed.

Hobie Vacation, Take One

Aah, the French Riviera: warm clear water, soft sandy beaches ... and what is that? A Hobie 16? Let's see if we can rent it and go for a sail! My wife declined to crew on a Hobie that first had to be dragged across 40 feet of riverstone beach. Mike, a co-vacationer, said he was game ... "as long as I don't have to do anything." "No problem," I assured him. Ha - famous last words.

We pushed off the rocks and screamed across the Mediterranean on a close reach. Hmm, better come about, but - but - it's not responding. After flipping, turtling, flipping, and almost smashing our rented Hobie into a rock pier (better known as runway #2 at the Nice airport), we got our boat ashore and posed for pictures. Silly Americans, didn't they look at the rigging of the boat before they took it out? (It had three forestay adjusters for extra, extra mast rake - good for speed, but it sure didn't handle like my boat!)

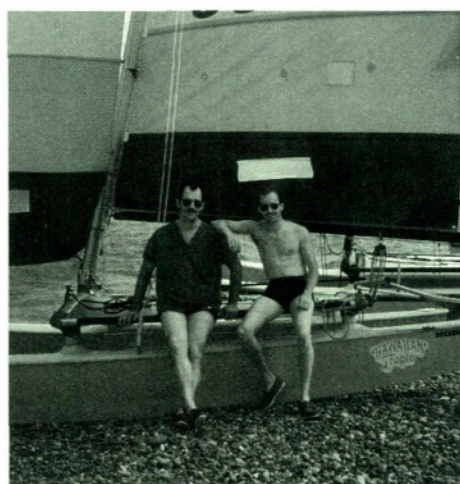
Hobie Vacation, Take Two

Antigua, British West Indies: warm clear water, soft sandy beaches ... and what is that? A Hobie 16? Let's see if we can rent it and go for a sail! This time I

was prepared; I had my 14-year-old son (a veteran Hobie Catter) to crew. We were ready to sail, but the officials had other ideas. The hotel owned two Hobies, but one had a hole in the hull, and was waiting for parts. If the good one were allowed to be sailed and something happened to it, then there wouldn't be one to sail, was the theory, so not letting anyone sail it was the conclusion. Does that make any sense to you? It didn't make any sense to me, either.

Hobie Vacation, Take Three

St. Lucia, British West Indies: warm clear water, soft sandy beaches ... and what is that? A Hobie 16? Let's see if we can rent it and go for a sail! The locals explained it was a private boat, but promised if we came back on Saturday morning, we could rent it from the owner.



(Above) Treasure Cay in Abaco, Bahamas. Karl Scheffy and Ray Reed. (Left) A scene from Nice, France. Mike Kells, Karl Scheffy and friends ... on a clear day...

Days passed, we looked longingly at the craft, waiting impatiently until Saturday finally came around. I approached the owner with my request. He said, "Sure!" Sure? Sure! For \$40 U.S. he would sail the boat, and I could have an exciting one-hour ride. I felt like a kid who begged his parents for a horse but instead ended up

with a ride around a circle on a pony. Sorry, not my idea of a Hobie Day.

Hobie Vacation, Take Four

Abaco, Bahamas: warm clear water, soft sandy beaches ... and what is that? A Hobie 16? Two Hobie 16s? Three Hobie 16s? Let's see if we can rent one and go for a sail! I asked the sports attendant if Hobies were included in the hotel package, and good news: they were! No extra charge! Now for the bad news: "They're all broke, mon." Aren't there any Hobie dealers in the Caribbean?


I struck a deal. If I could make one good boat out of all the parts and get it rigged, I could sail it! All I needed was a crew and a few tools (my wife wanted no part of my handiwork). Ray Reed, from a small island off the Gulf Coast of Florida, said he was up to the challenge of crewing. A slip-joint pliers was secured from who-knows-where. After two hours of work, our makeshift Hobie hit the water, and what a Hobie it was. It stood up on the left hull; it stood up on the right hull; people cheered; we escorted passengers on rides; and on the last run, I flew a hull for a full half-mile, right up onto the beach, balanced it for about five seconds, and s-l-o-w-l-y brought the windward hull down onto the sand.

At last, my Hobie vacation fulfilled.

EPILOGUE:

Hobie Vacation, Take Five

Aah, Negril, Jamaica: warm clear water, soft sandy beaches ... and what is this? No Hobies? Oh well. My wife and I and the couple we were traveling with resigned ourselves to sunbathing on topless beaches, snorkeling the beautiful reefs, dining on freshly-caught seafood (would you believe lobster omelettes?) and watching some of the crazier tourists dive off the 40-foot cliffs at Rick's cafe. (The girls even do that topless!)

On our last morning, with time to kill before checking out, we took an extra-long walk on the beach. Look at that. Just out of our sight all week had been two Hobie 16s languishing at a boat rental. And now we have only 30 minutes until the cab takes us to the airport! Maybe it's for the best. Aah, vacation. Aah, Hobie. 

-a-Hobie

HOBIE RACING

MAY/JUNE 1990



IN THIS SECTION: *Major Regattas*
Regatta Schedule
Regatta Results
Fleet News
North American Region News

MAJOR EVENTS

MAJOR REGATTAS



ERIC SCHLEGEL

May 26-28	Mid-Americas South Central Championship Lake Texoma, Texas	Tom Slettebo (214)394-1339
June 9-16	Hobie 17 World Championship Toronto, Canada	Steve Reid (416)731-5825
June 27-30	Hobie 21 National Championship Falmouth, Massachusetts	Steve Ruel (508)758-3636
Aug. 19-25	Hobie 14 & 17 National Championships Hood River, Oregon	Paul Ulibarri (206)364-9938
Sept. 5-9	Hobie 16 Trapseat U.S. National Championship Whiskeytown Lake, Redding, California	Mike Strahle (916)221-7197
Sept. 17-22	Hobie 18 National Championship Daytona Beach, Florida	H.C.A. (619)758-9100
Sept. 27-29	Hobie 16 Women's National Championship Myrtle Beach, South Carolina	H.C.A. (619)758-9100
Sept. 30-Oct. 6	Hobie 16 Open National Championship Myrtle Beach, South Carolina	H.C.A. (619)758-9100
Nov. 24-Dec. 1	Hobie 16 World Championship Bahia, Brazil	Klaus Peters FAX: 011-55-11-255-0611

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REGATTA SCHEDULE

DIVISION

1

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

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

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

3

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
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
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 Cockcroft Mike Etti	415/572-0465 408/997-6615
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	Mile-High Huntington Lake	Dave Marean	209/298-1251
537	Sept. 5-9 1990	H16 Trapseat Nationals Whiskeytown Lake, CA	Mike Strahle	916/221-7197
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

4

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

REGATTA SCHEDULE

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
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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INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
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 McConnehay, 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	Octobie Fest Elephant Butte Lake, NM	Julie Hauser	505/891-0405

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

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
8	Oct. 20-21 1990	Wild Bill Regatta Texas City Dike	Alan Davis Billy Richnow	713/497-6504 713/645-8704

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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	Aquaticennial 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 Saylorsville 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
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

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INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
39	May 12-13 1990	Bradenton Pts. Regatta Bradenton, FL	H. Hollingsworth	813/755-6101

REGATTA SCHEDULE

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

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

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

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

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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 Barnegat 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

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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	Hecksher 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
143	Aug. 11-12 1990	East End Weekend Overnighter Southold, NY	Jim Matthews	516/472-3927

REGATTA SCHEDULE

FLEET	EVENT DATE	EVENT NAME LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
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 Walklet	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

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

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FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
134	May 12-13 1990	Broken Mast Regatta Enid Lake, MS	Marc Dickenson Gerry Wilder	901/795-8440 901/755-5464

FLEET	EVENT DATE	EVENT NAME LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
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	Septeoberfest Regatta TBA	Marc Dickenson Gerry Wilder	901/795-8440 901/755-5464
484	Oct. 13-14 1990	Po' Ol' Kowaliga	Bruce T. Johnston	205/244-9600 205/277-0440

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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 Dason	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.
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
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 Ploener 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

REGATTA SCHEDULE

		INFORMATION CONTACT				INFORMATION CONTACT	
EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
May 26-27 1990	Skovser Cup Skovshoved, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00	July 21-22 1990	Trofeo Salou Acantillado, Spain	Maria Jose Agudo	77/69.49.09
June 1-4 1990	French Nationals Noirmoutier, France	Patrice Vivient	94/08.11.88/87.69.70	July 21-22 1990	Point Regatta La Baule, France	Patrice Vivient	94/08.11.88/87.69.70
June 1-2 1990	Criterium Multicoques Crans, Switzerland	Paul Fankhauser	21/802.28.79	July 23-28 1990	14/17/18 FO Europeans Carnac, France	Patrice Vivient	94/08.11.88/87.69.70
June 3 1990	Fields Weld Gosier, Guadeloupe			July 25-30 1990	European Hobie Cat Carnac, France	Carnac Yacht Club	97.52.10.98
June 2-4 1990	Ostkusten Open Nynashamn, Sweden	Sven Olovsson	46/8.49.83.29	July 28-29 1990	Trofeo Breiling Vela Benicasin, Spain	Maria Jose Agudo	77/69.49.09
June 2-4 1990	SRG Cup Sylt Nordsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04	Aug. 4-5 1990	Nordsee Cup Wyk Auf Foeher, 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	Aug. 4-5 1990	Trofeo Sportnautic Denia, Spain	Maria Jose Agudo	77/69.49.09
June 6-10 1990	Hochschulmeister Schaft Kiel, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04	Aug. 5 1990	Fields Weld Gosier, Guadeloupe		
June 9-10 1990	Belgium Nationals Oostende, Belgium	Olivier Verbustel Pierre Allard	02/735.31.60 03/449.38.10	Aug. 5 1990	Point Regatta Savine Le Lac, France	Patrice Vivient	94/08.11.88/87.69.70
June 9-10 1990	Camp. Territorial Murcia Cns Ribera, Spain	Maria Jose Agudo	77/69.49.09	Aug. 8-10 1990	Spanish Nationals Sotogrande, 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	Aug. 11-12 1990	Camp. Terr. Andalucia Sotogrande, Spain	Maria Jose Agudo	77/69.49.09
June 9-10 1990	Kellenhusen Cup Ostsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04	Aug. 11-12 1990	385 Cup 1990 Aarhus, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
June 9-10 1990	Middelfart Regatta Middelfart, 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
June 9-10 1990	Champ. D'Aquitaine Socoa, France	Patrice Vivient	94/08.11.88/87.69.70	Aug. 16-18 1990	Spanish Nationals Vela Benicasin, Spain	Maria Jose Agudo	77/69.49.09
June 9-10 1990	Channel Race Falsterbo, Sweden	Sven Olovsson	46/8.49.83.29	5Aug. 18-19 1990	Point Regatta La Baule, France	Patrice Vivient	94/08.11.88/87.69.70
June 13-17 1990	Italian Nationals Pescara, Italy	Carlo Lepsky Beni Bozano	6/379.12.10 185/62.602	Aug. 19 1990	Open Hobie Cat Vela Benicasin, Spain	Maria Jose Agudo	77/69.49.09
June 14-17 1990	Austrian Nationals Neusiedlersee, Austria	Manfred Michalek Wolfgang Malatschek	222/52.49.99 222/22.24.74	Aug. 19 1990	Boldor Rocheray, Switzerland	Paul Fankhauser	21/802.28.79
June 14-17 1990	German Nationals Dummersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04	Aug. 19 1990	Hobie Match Racing Cup Hollivken, Sweden	Sven Olovsson	46/8.49.83.29
June 15-17 1990	Fos Cata Fos Sur Mer, France	Patrice Vivient	94/08.11.88/87.69.70	Aug. 24-26 1990	Dutch Nationals Noordwijk, Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451
June 16 1990	Round Texel Texel, 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
June 16-24 1990	Kielerwoche Kiel, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04	Aug. 25-26 1990	MRF Cup 1990 Middelfart, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
June 16-17 1990	Em Kival II Hollivken, Sweden	Sven Olovsson	46/8.49.83.29	Aug. 25-26 1990	Fleet 368 Mixed Cup Stockholm, 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	Sept. 2 1990	Fields Weld Gosier, Guadeloupe		
June 30- July 1, 1990	European Youth Champs. Naarden, Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451	Sept. 8-9 1990	Vitrocat Vitrolles, France	Patrice Vivient	94/08.11.88/87.69.70
June 30- July 1, 1990	Multihull Regatta Skaerbaek, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00	Sept. 8-9 1990	Int. 2 Laender Cup Gooimeer, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04
June 30- July 1, 1990	Point Regatta Rocheray, Switzerland	Paul Fankhauser	21/802.28.79	Sept. 8-9 1990	Open Danish Nationals Copenhagen, Denmark	Nina Martinussen Gunhild Hutter	64/40.31.38 01/29.86.00
July 1-7 1990	VII Med. Hobie Fun Amposta, Spain	Maria Jose Agudo	77/69.49.09	Sept. 8-9 1990	Point Regatta Yvonnand, Switzerland	Paul Fankhauser	21/802.28.79
July 1 1990	Fields Weld Gosier, Guadeloupe			Sept. 8-9 1990	Hobie Cat Cup Stockholm, Sweden	Sven Olovsson	46/8.49.83.29
July 1 1990	Solitaire Crans, Switzerland	Paul Fankhauser	21/802.28.79	Sept. 8-10 1990	II Trofeo De Plata Castelldefel, Spain	Maria Jose Agudo	77/69.49.09
July 8 1990	Ferienregatta Campione Gardasee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04	Sept. 9-11 1990	British Nationals Worthing, Great Britain	Andrew Pettitt Norman Annelis	222/952.47.512 202/210.30
July 7-8 1990	4th Point Regatta Waassenaar, Holland	Martin Schuitema Hans Van Nes	1751/12.834 1719/19.451	Sept. 11 1990	Travesia De Pals Pals, Spain	Maria Jose Agudo	77/69.49.09
July 7-8 1990	Ferien Regatta Gardasee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04	Sept. 15-16 1990	Garda Hobie Trophy Riva Del Garda, Italy	Carlo Lepsky Beni Bozano	6/379.12.10 185/62.602
July 7-8 1990	Groemitz Cup Groemitz, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04	Sept. 15-16 1990	Kaep't'n Hahn Cup Sylt Nordsee, 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	Sept. 15-16 1990	Coupe De Guyenne Lacanau, France	Patrice Vivient	94/08.11.88/87.69.70
July 15-16 1990	Trofeo Aftersurf Benicasin, Spain	Maria Jose Agudo	77/69.49.09	Sept. 15-16 1990	Katamaran Weehend Neusiedlersee, Austria	Manfred Michalek Wolfgang Malatschek	222/52.49.99 222/22.24.74
July 19-25 1990	Swedish Nationals Blomberg, Sweden	Sven Olovsson	46/8.49.83.29	Sept. 15-16 1990	Herbstwettfahrten Harkortsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04

REGATTA SCHEDULE

EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
		NAME	PHONE NO.
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 Mauvissin, France	Patrice Vivient	94/08.11.88/87.69.70
Oct. 6-7 1990	Point Regatta Martigues, France	Patrice Vivient	94/08.11.88/87.69.70
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	94/08.11.88/87.69.70
Oct. 13-14 1990	Goldkanal Ausklang Goldkanal, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 221/43.86.04

EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
		NAME	PHONE NO.
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 Zuepichersee, 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 Anells	222/952.47.512 202/210.30
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	94/08.11.88/87.69.70
Nov. 4 1990	Fields Weld Gosier, Guadeloupe		
Nov. 10-11 1990	Grand Prix Armistice Mauvissin, France	Patrice Vivient	94/08.11.88/87.69.70
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	TBar Restaurante 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	94/08.11.88/87.69.70

Attention Fleet Officers!

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

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

Regatta Dates

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

Please note that this schedule is subject to change.

Issues

Jan/Feb
March/April
May/June
July/August
Sept/Oct
Nov/Dec

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.**



HIGH RISE

**ATTENDANCE
AND SPIRITS
INCREASE AT
MIDWINTER
EVENTS**

BY DOUG SKIDMORE
PHOTOS BY PATRICK MCDOWELL

Midwinters West and Midwinters East are two Area Championships a lot of serious Hobie sailors attend. Serious about racing and serious about having fun. Both are in traditionally warm regions and generally kick off each new sailing season. As two of the largest events of the year, they are a good place to warm up from the winter freeze, get back into sailing, reunite with old friends, make new friends and have an all-around great time.

More People, More Fun

This year, for the first time in many years, attendance increased at both events. Midwinters West surged ahead to 225 boats; Midwinters East increased to 165 boats in all. Here at the new Hobie Cat Company we are thrilled to learn this news. I say "new" because we have a new owner, new president, new class director, new regatta department, new sales force and a fresh new attitude.

Our attitude is: Hobie is not just about sailing or racing boats - Hobie is a lifestyle! Hobie events are fun! If they weren't, no one would show up. It's great to see old friends at these events, sit on the beach and tell sailing stories. It's rewarding to have something in common with such a large and diverse group of people.

Back Up

Hobie Cat doesn't want to lose sight of what made the "Hobie Way of Life" so successful - beach parties, camping, barbecues and off-the-beach events; all for the fun of it! We are certain a return to

We are certain a return to the basics will rejuvenate the Hobie class and recapture its magical power.

the basics will rejuvenate the Hobie class and recapture its magical power. Realizing this, a "Back to the Beach" campaign has been created.

In the coming year Hobie sailors will see a lot of dramatic changes at Hobie Cat. Communications among the company, NAHCA, divisions and fleets already have been and will be even further vastly improved. All National Championships will be BYOB, opening a world of possibilities, such as: a greater selection of sites; increased number of boats allowed to race; a lot more racing for all participants and the "Back to the Beach" attitude. Expect pig roasts on the beach, not rubber chicken dinners in a stuffy white collar atmosphere.

We know this is a transition year; changes need to be and are being made to protect and improve our "Hobie Way Of Life."



MAGGIE SKIDMORE



1990 RACING DIALOGUE AT MIDWINTERS WEST

If you came to San Felipe only for the weekend of the event you probably heard a lot of "You shudda been here yesterday!" The wind on Wednesday was, as they say in the Gorge, "nuclear." Thursday it calmed to double trap and Friday slightly less. However, there was enough wind to do speed trials on Friday, with some pretty fast times considering the wind was 10-12 mph. All top three times went to Hobie 16s (all with COMPTIPs™):

1) Marvin Gantsweg and Al Mohill, 18.4 mph; 2) David Brems and Debbie Black, 18.3 mph; 3) Tom and Donna Materna, 18.2 mph. The fourth place boat and fastest Hobie 17 was Wayne Moon-eyham, 18.1 mph.

On Saturday there was enough wind to start two races. Not everyone finished both. Those who did finish overcame a long, slow, up-current fight to the finish line. For some, it was a lost cause. Speaking of lost, the Race Committee lost a new Hobie Power Skiff and only because of the sharp eyes of Bob and Mary Berndt was the skiff recovered. Our many thanks to the recovery experts.

From what I understand, the race to the shrimp taco vendors was as tactically difficult as any on-the-water race. In fact, the results of those races will be included in HOTLINE next year. As usual, the Miramar Bar was a hot spot in the evenings. The dance floor was so full some people even tried dancing on the tables. San Felipe is definitely a party town.

From what I understand, the race to the shrimp taco vendors was as tactically difficult as any on-the-water race.

Fun Flies At The 1990 Stoli-chnaya Midwinters East

The Days Inn Hotel at Bahia Beach in Ruskin, Florida hosted this year's Midwinters East. White sand, flat water and wind all combined to set the scene for the regatta held March 9-11. One hundred and sixty-five boats came from all over the eastern United States, some from as far away as Michigan. It was easy to spot the sailors from the north after the first day by the bright red glow of their skin.

Al London of Fleet 42, along with Dave Coffee, John Henne and Bob Johnson, among others, organized the event. As anyone who has helped in such an event knows, it is not an easy job. It was obvious many hours had been spent putting things together. Thanks, guys, from all of us at Hobie Cat for a job well done.

Racing on Saturday was interesting, to say the least. Winds were light and variable. Three-minute start sequences

had the action hot and heavy on the start line. On the race course a bumper sticker kept coming to mind: "Shifts Happen." At one point a hole developed that trapped at least 50 Hobie 18s, 16s and SX-18s. Have you ever heard of love bugs? Well, in this hole there must have been 150 million of them. They like Hobie Cat trampolines. Try concentrating on boat speed while being covered with flies.


Hobie Life's A Beach

Saturday night brought a beach party with a large bonfire surrounded by Hobie sailors. Music from a live band and dinner were provided. I never tasted the Stoli punch, but I hear it was great.

An Alpha sailboard, through the help of Tackle Shack, was raffled off mid-evening along with some other Hobie goodies (Hobie sunglasses, Hobie Apparel shorts, a Hobie racing jacket and trapeze). In addition, many Stoli door prizes were given away.

Sunday the wind was up. No more flies. Some double trapping. It's amazing what a little wind can do to lift the spirits of Hobie sailors. Not that they needed lifting, but a little more wind never hurts.

Things In Hobieland Are Looking Up

In past years we Hobie sailors have watched the attendance at our regattas slowly diminish. I am happy to say that so far this year the trend is reversing itself. If attendance at regattas is a barometer of things to come, the weather ahead looks favorable. Dust off, clean up, take out those boats that are in mothballs or overwintered. Remember the fun of regattas past - see ya this summer. 

REGATTA RESULTS

DIVISION 1

VIDEO UNLIMITED
FLEET 6, DIVISION 1
KAILUA, HAWAII
JANUARY 21, 1990

HOBIE 16A	POINTS
1. Wythes/Remick	4.50
2. McFaul/Kessinger	5.75
3. Froome/Sandy	9.00
4. Kaan/McCarthy	11.00
5. Levin/Ackerman	15.00

HOBIE 16B	POINTS
1. Neff/Polk	2.50

HOBIE 16C	POINTS
1. Williams/Harris	2.50
2. Kaohi/Kaohi	6.00

KYC CLUB OPENING DAY
FLEET 6, DIVISION 1
K-BAY, HAWAII
FEBRUARY 3, 1990

HOBIE 16	POINTS
1. Levin/Ackerman	8.00
2. Kaan/Speakman	8.00
3. McFaul/Kessinger	9.00
4. Lung/Powell	10.00
5. Wythes/Ott	12.00
6. Neff/Polk	16.00
7. Kaohi/Kaohi	21.00

KOKOKAHI REGATTA
FLEET 6, DIVISION 1
K-BAY, HAWAII
FEBRUARY 4, 1990

HOBIE 16A	POINTS
1. Froome/McFaul	2.25
2. Levin/Ackerman	9.00
3. McFaul/Kessinger	10.00
4. Kaan/Speakman	10.00
5. Wythes/Ott	13.00

DIVISION 2

WINTER SERIES I AND II
FLEET 514, DIVISION 2
PUERTO PENASCO, MEXICO
FEBRUARY 17-18, 1990

HOBIE 18A	POINTS
1. Lindley/Lindley	9.00
2. Miller/Scovren	14.50
3. Fischer/Fischer	17.00
4. Hankins/Hankins	26.00
5. Palmer/Palmer	29.00
6. Prosser/Hankins	33.00
7. Bomberg/Bomberg	36.00

HOBIE 18C	POINTS
1. George/George	8.00
2. Wuelper/Pickett	9.75
3. Marengo/Marengo	13.75
4. Roseberry/Roseberry	21.00
5. Segerstrom/Daggett	24.00
6. Rohn/Rohn	30.00

HOBIE 16A	POINTS
1. Ashley/George	9.25
2. Banks/Schroeder	13.50
3. Phelan/Phelan	16.75
4. McClanahan/McClanahan	23.00

HOBIE 16C	POINTS
1. Kirschner/Kirschner	4.50
2. Baade/White	13.00
3. Youngwerth/McKow	21.00
4. Carlson/Rebekah	22.00

DIVISION 8

WINTER SERIES -8
FLEET 11, DIVISION 8
ORLANDO, FLORIDA
JANUARY 21, 1990

HOBIE 18A	POINTS
1. Boone	5.50
2. Seward	7.50
3. Hauer	13.00
4. Garrison	13.00

HOBIE 18B	POINTS
1. Donnellan	4.25
2. Staley	6.75
3. Henderson	12.00

HOBIE 16A	POINTS
1. Cassidy	2.25

HOBIE 16B	POINTS
1. Brennan	5.50
2. Chaffee	5.50
3. McKee	12.00

HOBIE 17A	POINTS
1. Whiddon	4.25
2. Heathman	7.75
3. Reade	11.00

AREA CHAMPIONSHIPS

MIDWINTERS WEST
SAN FELIPE, MEXICO
FEBRUARY 24-25, 1990

HOBIE 21	POINTS
1. White/Hamelmann	2.75
2. Guthrie, Guthrie	2.75

HOBIE 18A	POINTS
1. Timm/Timm	1.50
2. Brown/Montgomery	5.00
3. Heffernan/Heun	10.00
4. Brown/Brown	12.00
5. Kimball/Kim	14.00
6. Lindley/Lindley	14.00
7. Nelson/Moore	14.00
8. Parizeau/Thomas	15.00
9. Lewis/Delatore	16.00
10. Rosenberg/Alie	19.00
11. Ashton/Cowley	19.00
12. Crocker/Kristink	20.00
13. Eckhardt/Hyer	29.00
14. Tschakowsky/	32.00
15. Tschakowsky	33.00
16. Fowkes/Fowkes	33.00
17. Wittrup/Wittrup	33.00
18. Goodell/Vaughan	33.00
19. Pettit/Pettie	37.00
20. Hogue/Roque	37.00
21. Leonard/McManus	41.00
22. Cockcroft/Cockcroft	44.00
23. Bass/Moss	46.00
Charleston/Mo	

HOBIE 18B	POINTS
1. Hansen/Vandehuy	0.75
2. Parks/Parks	2.00
3. Mark/Mark	3.00
4. Savage/Patricia	4.00
5. Veenbaas/Plocher	5.00
6. Bowen/Bowen	6.00
7. Baker/Cote	7.00
8. Rogerville/Yaholom	8.00
9. Power/McIntosh	9.00
10. Stanger/Kopka	10.00
11. Delis/Tam	11.00
12. Partch/Partch	12.00
13. Palmer/Palmer	13.00
14. Hankins/Hankins	14.00
15. Wiegman/Alameda	15.00
16. Howser/Primozich	16.00
17. Smith/Webster	17.00
18. Daniel/	18.00
19. Koher/Koher	19.00
20. Ray/Peto	22.00
21. MacDiarmid/Hess	22.00
22. Ryan/Ryan	23.00

HOBIE 18C	POINTS
1. Robinson/Wurster	0.75
2. Wadsworth-Smith	2.00
3. Wuelper/Jones	3.00
4. Pilato/Pilato	4.00
5. Alvarez/Sarfaty	5.00
6. Sowers/Silvey	6.00
7. Maybeno/Maybeno	7.00
8. Pencil/Pencil	10.00
9. Beek/Fulton	10.00
10. Smith/Engle	10.00

HOBIE 18M	POINTS
1. Rooney/Rooney	2.75
2. Heberer/Heberer	2.75
3. Heubauer/Evans	6.00

HOBIE 18N	POINTS
1. Simon/Tripp	2.00
2. Hunner/Maichen	3.00
3. Smith/Cornwell	4.00
4. Maddox/Maddox	5.75

HOBIE 18SX	POINTS
1. Buhler/Buhler	2.75
2. Douglas/Bowler	2.75

HOBIE 17A	POINTS
1. Wayne Schafer	3.75
2. Wayne Mooneyham	5.75
3. Roger Jenkins	6.00
4. Doug Johnson	6.00
5. Bruce Fields	13.00
6. Steve Leo	14.00
7. Kirk Wells	15.00
8. Stephen King	17.00
9. Greg Ursich	17.00
10. Carl Nunes	20.00
11. Randy Hatfield	23.00
12. William Myrter	24.00
13. David Baugartner	27.00
14. Jeff Conner	28.00
15. Vic Thiry	30.00

HOBIE 17B	POINTS
1. Tom DeLong	1.50
2. Ted Cross	6.00
3. Rich McMillin	7.00

4. Michael Kramer	8.00
5. Kaysie	10.00
6. Rimas Tumas	12.00
7. John Binnall	16.00
8. Karina Stewart	18.00
9. Chris Stewart	18.00

HOBIE 16A	POINTS
1. Materna/Materna	9.75
2. Seaman/Barbara	9.75
3. Newsom/	11.00
4. MacDonald/Hill	13.00
5. Montague/Kuhre	14.00
6. Petron/Underwood	22.00
7. Atwood/Atwood	24.00
8. Hitch/Nemeroff	26.00
9. Hauser/Brown	27.00
10. Christensen/Driscoll	28.00
11. Duane/Glaze	29.00
12. Melvin/Mayol	31.00
13. Arnerich/Arnerich	31.00
14. Simpson/Marens	31.00
15. Wagniere/McLeod	31.00
16. Sajdak/Holverson	34.00
17. Gantsweg/Mohill	38.00
18. Stitt/Christenson	38.00
19. Bjerring/	39.00
20. Shearer/Olson	40.00
21. Brems/Black	40.00
22. Alter/White	42.00
23. White/Dede	43.00
24. Langford/Langford	44.00
25. Delave/Newsome	44.00
26. Winkler/Winkler	46.00
27. Takacs/Walker	47.00
28. Theis/Theis	52.00
29. Lindholm/Lindholm	52.00
30. Rendler/Shala	54.00
31. Schnackenberg/Guest	55.00
32. Correll/Johnson	56.00
33. Myrter/	59.00
34. Hinneberg/Milner	59.00
35. Ashley/Dolan	60.00
36. Neathery/	69.00
37. Forgrave/Wong	71.00
38. Miesbach/Tian	73.00
39. Ward/Ward	75.00
40. Casher/Casher	80.00

HOBIE 16B	POINTS
1. Dixon/Dixon	0.75
2. Miller/Miller	2.00
3. Christensen/Tonny	3.00
4. Hurst/Rango	5.00
5. Nichols-Smith	6.00
6. Moe/Chas	6.75
7. Froeb/Froeb	7.00
8. Clay/Hansell	8.00
9. High/Gordon	9.00
10. Hoffman/Hoffman	10.00
11. Emmel/Radford	11.00
12. Gibb/Steve	12.00
13. Boies/Shale	13.00
14. Panatoni/Lewis	14.00
15. Glaze/Fleming	15.00
16. Strazabosco/Elissa	16.00
17. Rall/Neilson	17.00
18. Irwin/Morian	18.00
19. Toule/Metcalfe	19.00
20. Delfino/Baker	20.00
21. Wiseman/	21.00
22. DeCurtis/Cirino	22.00
23. Smith/Tardiff	23.00
24. Mensing/Schiesser	24.00
25. Leal/Dave	25.00
26. Smith/Crossman	26.00
27. Schroyer/Hodgkins	27.00
28. Thurman/Martin	28.00
29. Johnson/Timpson	29.00
30. Delaurie/Defuiter	30.00
31. Englehardt/Englehardt	31.00
32. Schroyer/Schroyer	32.00
33. Carver/Carver	33.00
34. Fowler/	34.00
35. Billings/Billings	35.00
36. Hendrix/	37.00
37. St Pierre/	40.00
38. Marlet/Thomas	40.00
39. Campbell/Hamelmann	41.00
40. Houser/Jan	41.00

HOBIE 16C	POINTS
1. Saunders/Saunders	1.50
2. Crocker/	7.00
3. Cassidy/Casida	10.00
4. Goutin/Stubbs	11.00
5. Miller/Peterson	13.00
6. Ware/Bird	15.00
7. Acosta, Capone	16.00
8. Kuebler/Kuebler	18.00
9. Winter/	20.00
10. Ludwig/Ludwig	20.00
11. Burns/Burns	20.00
12. Landers/	21.00
13. Powers/Mark	23.00
14. Duerksen/Dick	25.00
15. Brown/O'Connor	32.00
16. Fairless/Martori	34.00
17. Hinds/Hinds	35.00
18. Williams/Diane	36.00
19. Apple/Hawthorne	37.00
20. Hornby/Elaine	38.00
21. Schulenburg/Schulenburg	39.00
22. Moriarty/Lyngie	42.00
23. Cook/Cook	43.00
24. Purciel/Marianne	44.00
25. Stumpf/Kearney	50.00

HOBIE 16N	POINTS
1. Gracia/Gracia	2.75
2. Peterson/	7.00
3. Folkman/Swan	9.00
4. Baade/White	10.00
5. Koneval/Hardenberg	11.00
6. Gordon/Ward	11.00
7. Lewis/Finnmark	12.75
8. Morgan/Bean	15.00

9. Bowen/Bowen	19.00
10. Rumill/Drue	20.00
11. Kiehl/Waters	21.00
12. Rasas/Ruckel	21.00
13. Lowe/Decker	22.00
14. Frost/	38.00
15. Fields/Davis	38.00
16. Holloway/Salsburg	38.00
17. Luciano/Fisher	38.00
18. Brykczynski/Smith	38.00
19. Threinen/Threinen	38.00

HOBIE 14	POINTS
1. Burt Sherrif	2.75
2. John Ruetler	3.75
3. Jim Lantz	5.00
4. Jesper Sundeloff	8.00
5. Ron Souza	10.00
6. Dick Lantz	12.00

HOBIE 14T	POINTS
1. Cliff Hilliard	2.75
2. Howard Chase	2.75
3. Bob Heyer	6.00
4. Erich Heischman	8.00

MIDWINTERS EAST
RUSKIN, FLORIDA
MARCH 9-11, 1990

HOBIE 21	POINTS
1. Deans/Haley	6.25
2. Daniel/Webster	6.75
3. Mayo/Kayso	8.75
4. Bergman/Lambert	13.00
5. Kelly/Kadletz	17.00
6. Rhodes/Johnson	24.00
7. Ullbarn/Salscheider	26.00
8. Wilson/Stock	29.00

HOBIE 18A	POINTS
1. Pitt/Pitt	7.75
2. Dees/Dees	8.00
3. Crocker/Crocker	8.75
4. Jones/Jones	9.00
5. Duke/Espindea	13.75
6. Liebel/Liebel	19.75
7. Gernee/Claasen	22.00
8. Isco/Shoemaker	26.00
9. Johnson/Mullins	27.00
10. Stater/Humble	30.00
11. Seward/Christma	30.00
12. Phillips/Phillips	32.00
13. Boone/Boone	34.00
14. Dunn/Scott	34.00
15. Berecz/Berecz	39.00
16. Cunningham/Cheryl	47.00
17. Mondragon/Searan	48.00
18. Newlyn/Smith	48.00
19. Bell/Laurie	48.00
20. Jones/Zied	49.00
21. Braun/Gio	52.00
22. Olson/Eustin	54.00
23. Whidden/Frazier	57.00
24. Carlson/Carson	59.00
25. Russell/Perkins	61.00
26. Graham/Graham	66.00
27. Catley/Catley	68.00
28. Rechsteiner/Konyha	72.00
29. McClure/Johnston	73.00
30. Coffee/Coffee	73.00
31. Stevenson/Vargo	76.00
32. Robinson/Robinson	77.00

HOBIE 18B	POINTS
1. Hansen/Caduram	5.50
2. Colley/Colley	11.75
3. Ausc/Paterno	16.00
4. Hubel/Huck	16.00
5. Dodson/Hamer	18.75
6. McPherson/McPherson	22.75
7. Miller/Greek	26.00
8. Stapleton/Sipple	28.00
9. Schaaf/Lane	31.00
10. Ransom/Ransom	32.00
11. Ridenour/Mullins	36.00
12. Ross/Fuger	38.00
13. Kudon/Mondon	40.00
14. Taylor/Taylor	41.00
15. Secard/Secard	45.00

HOBIE 18M	POINTS
1. Dwyer/Dwyer	7.50
2. Cooper/McLeod	8.50
3. Broomfield/Broomfield	9.75
4. DeWitt/Rodgers	12.00
5. Coffee/Jones	17.00
6. Graves/Maynard	19.00
7. McGowan/McGowan	28.00
8. Tyska/Herman	29.00
9. Henderson/Henderson	32.00
10. Hamlet/Ericsson	35.00

<u>HOBIE SX-18</u>	<u>POINTS</u>
1. Gelatt/Gelatt	5.50
2. Hackney/Rathkop	6.25
3. Skidmore/Skidmore	13.00
4. Keysor/Keysor	15.00
5. Beal/Beal	18.00
6. McGully/Ward	21.00
7. Griesse/Sassaman	21.00

REGATTA RESULTS

10. Chester Scott	24.00
11. Conley Whiddon	37.00
12. Cliff Roche	45.00
13. Paul Heathman	49.00
14. Bob Curry	52.00
15. Bob Muttler	60.00

HOBIE 16A POINTS

1. Camp/Stegall	5.75
2. Myers/Myers	9.00
3. Jagger/Jagger	9.75
4. Merritt/Merritt	14.75
5. Harper/Garrison	16.00
6. Kulowski/Villa	16.75
7. Bounds/Bounds	20.00
8. LeGrand/LeGrand	20.00
9. Walter/Walter	22.00
10. McDonald/Siskin	23.00
11. David Nelson	33.00
12. Fecowicz/Villa	34.00
13. Weisberg/Weisberg	34.00
14. Meyers/Meyers	35.00
15. Stortenbecker/Oroian	40.00
16. Hollinsworth/Santor	40.00
17. Corson/Corson	41.00
18. Dickinson/Sloan	47.00
19. Gallagher/Valdez	53.00
20. Diamond/Diamond	53.00
21. McDonald/Poll	59.00
22. Detrick/Detrick	59.00
23. Candish/West	61.00
24. Duggan/Haver	62.00
25. Nickerson/Griffith	63.00
26. Vasiliade/McGinnis	63.00
27. Sassaman/Green	65.00
28. Jerry Steadman	65.00
29. Sammons/Sammons	66.00
30. Pryor/Halvorsen	73.00
31. Hull/Hull	80.00
32. Sanchez/Sanchez	83.00
33. Wargo/Babb	87.00
34. Boetcher/Boetcher	97.00

HOBIE 16B POINTS

1. McNeal/Colem	10.50
2. Riddle/Riddle	11.00
3. Mackey/Nelson	16.50

4. Brennan/DeSalvo	18.00
5. Avant/Merett	21.00
6. Hale/Hale	22.00
7. Sisson/Hovertonn	22.75
8. Norvell/Weinberg	29.00
9. Wilder/Wilder	30.00
10. Burnett/Burnett	30.00
11. Karnitschin/Dulka	32.00
12. O'Neal/Menendez	33.00
13. Schwied/Schwied	34.00
14. Totanelli/Totanelli	49.00
15. White/White	60.00

HOBIE 16C POINTS

1. Chaffee/Chaffee	5.50
2. Moore/Coffee	10.75
3. Kovach/Sompre	16.00
4. Erhardt/Estill	17.00
5. Nielson/Niles	18.00
6. Green/Palmari	19.75
7. Keyser/Verdisco	30.00
8. George/George	39.00
9. Wright/Lazono	39.00
10. Edwards/Rick	40.00
11. Niles/Gay	42.00
12. Monnell/Nielsonith	43.00
13. Fulton/Fulton	44.00
14. Gibens/Risley	48.00
15. Nichols/Nichols	50.00
16. Wedin/Willis	52.00
17. Mason/Hagstrom	59.00
18. Gorgen/Younglove	66.00
19. Stohler/	69.75
20. English/Newgent	71.00
21. Beckwith/Chin	78.00
22. Mauborgne/Poff	78.00
23. Ferrelia/Wischet	82.00

HOBIE 14A POINTS

1. John Nelson	3.00
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HOBIE 14T POINTS

1. Bill Wetty	4.25
2. Robert Vick	6.50
3. Ken Brooks	11.00
4. Steve Howse	13.00
5. Rhonda Jolley	20.00

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Thought about joining up with fellow Hobie sailors in your area? Send us this coupon and we'll let you know where your closest fleet is located.

☐ I would like information on how to contact the fleet closest to me, which, according to the Fleet Directory listing in the HOTLINE, is fleet # ____.

☐ I can't find a fleet that is located near me, therefore send me information on how to start a fleet.

Name _____

Address _____

City _____ State _____ Zip _____

Send to: The Hobie Class Association
P.O. Box 1008
Oceanside, CA 92054

FLEET NEWS

Video Unlimited Regatta Fleet 6, Division 1 Kailua, Hawaii

JANUARY 21, 1990
BY DAVE MCFAULL

A very unusual south wind prevailed for the first regatta of the year. The wind was initially from the southeast, but veered south and got progressively stronger during the day.

In the Hobie 16s, Bob Wythes/David Remick won the battle of attrition in A-Fleet. Robin Kessinger and I had a good chance to win all the way to the last run until five consecutive capsizes forced us out of the last race, but we still placed second. After the last capsize, we wished for fuller bows but agreed we weren't quite as tough as we thought we were.

In the Hobie B-Fleet we welcomed back Carl Neff who needs competition in that division. Dan Williams/Harris

outlasted the Kaohis in C-Fleet.

Conditions got downright "rad" or "gnarly," depending on your generation, for Race 3, and gusts were probably in the 30 knot range. B mark started drifting, never to be recovered. Two masts were broken and there were bumps, bruises and blood on more than just a few boats. The Race Committee will postpone or abandon races in the future if such conditions exist; at least the C-Fleet racing will be put on hold.

Kaneohe Yacht Club Opening Day Fleet 6, Division 1 K-Bay, Hawaii

FEBRUARY 3, 1990
BY DAVE MCFAULL

Tradewinds had returned in full force for this event, but fortunately the venue was in the protected waters of

Kaneohe Bay. The first race was pretty windy, but the breeze backed off a notch or two for the last two races, making it ideal Kaneohe sailing.

Larry Levin/Diane Ackerman didn't read the Sailing Instructions closely enough and sailed an extra lap in Race 1 to place them next to last. However, they won the next two heats to win A-Fleet on a tie-breaker with Ken Kaan/Cynthia Speakman.

Paul King/Wilcox had no competition at all as the other Open Division boats suffered breakdowns of various sorts.

Kaneohe Yacht Club had a nice prize-giving at the end of the day and they are anxious to include us in their future regattas. All catamaran sailors seemed pleased with KYC's hospitality and it was sure great to go to a nice club with a bar after the races.

Kokokahi Regatta Fleet 6, Division 1 K-Bay, Hawaii

FEBRUARY 4, 1990
BY DAVE MCFAULL

The trades were still "ripping" the next morning on Sunday as Ray Talpus ran the HHCA from his monomaran; it was so windy that he kept dragging anchor. Nobody capsized but I did hear that the Kaohis lost their rig.

In the Hobie 16A Fleet, the indomitable duo of Dean Froome/Dan McFaull were in a class all their own, particularly on the beats. Levin/Ackerman sailed consistently enough in the first two heats to sew up second overall in the breeze bay conditions.

FLEET NEWS

Winter Series I and II Fleet 514, Division 2 Puerto Penasco, Mexico FEBRUARY 17-18, 1990

Mild winds for day one and screaming winds for day two were on tap for sailors at Winter Series I and II. Dick Daggett of the Tucson Sailing Club generously provided his 26' monohull to be used as a committee boat. The race committee of Mike Saunders and company really enjoyed the luxury. Dick and Pat did sleep on the committee boat Saturday night. At 3:00 a.m. Dick did a boat check only to discover that the rubber duck had broken loose. It was found on Sandy Beach early Sunday morning and recovered by Rick Segerstrom.

Although the racing was quiet on Saturday, it picked up excitement on Sunday. Many sailors went swimming as boat after boat capsized in the heavy wind and swell. Rick Hankins and "Over Early" Shirley Palmer just fell off their boats. Ron picked Shirley up while Lee Prosser and Rick's daughter, Jenn, pulled Rick out.

Blue ribbons went to Bruce Miller and Sharon Scovern, 18A; Rick and Gay George, 18C; Tom Banks and Tim Schroeder, 16A; and Tom and Kim Kirschner, 16C on Saturday. On Sunday the ribbons went to Ted and Sue Lindley, 18A; Rich and Gay George, 18C; Paul Ashley and Audi George, 16A; and Tom and Kim Kirschner, 16C.

Polar Bear Regatta Fleet 64, Division 6 Austin, Texas

JANUARY 11, 1990
BY JOHN KUC

Polar Bear certainly lived up to its name on Saturday. The wind was dead, it was raining and it was cold. It was so cold the head dog had his tail between his legs. After a few conversations with Mike O'Neal and our very wise Commodore Beth Bach, it was decided we would drive to Windy Point and see who would show up and postpone

races until Sunday. Randy Cowan and Sonny had the 18 ready to go. Steve Gray and Tanner were waiting for more 16s and Ben was just waiting. Bobby Crouch agreed to postpone until Sunday and since we couldn't sail, we did the next best thing: Drank heavily.

A casual group formed at Cindy's and JK's Lake Retreat and after some coffee and Kahlua, it was decided we would terrorize Cindy's and Scott's new house, eat some chili and see if it was possible to drink some more. The chili was really good. Thanks to Cindy and Scott for a real good time and I hope your neighbor finds that dog.

I opened my eyes and it was Sunday. The sun was out and it was breezy and the dogs were laid out all over the living room. Maribeth Beran ran races from Windy Point using different buoys on the lake as marks.

The first race had a good breeze going and JK's boat had that Eastern European flair with his cousin Waclaw Kuc as crew. The Buck Brothers were back on the speed kidney but got home-towned by Maribeth Beran as she shortened course with the individual recall flag, honking her horn and wildly waving her arms. Informal perhaps, but nevertheless, obvious to almost all.

Tanner gave good advice to Steve all day and they were just nosed out in the last race by JK's unbelievable boat speed in no wind. Cindy Wyatt had starting problems, but always came back to take a four bagger right behind the Dogs. Maybe a new battery would help her get started.

Maribeth Beran, Melinda Williams and Ben Eberle made some Killer Punch and won the toastmaster trophies. Dick Peters, a blast from the past, came by and brought "Garfield." Welcome back.

1990 promises to be the best year ever, so trap out, sheet in and jam for World Peace and Vaporized Waves.

Red Lobster Regatta Sanford, Florida

BY LAURA CLAASSEN &
GREG FERREE

The sailing season around the Great Lakes ended months ago. We sat frozen stiff, huddled inside trying to keep warm, watching the snow drift over the boat (a sacrilege!), dreaming of the next season. How depressing! Rockford, IL was no place for two fanatic sailors during the winter. There had to be a regatta somewhere. And we found it.

The Red Lobster Regatta, billed as the world's largest inland regatta, was being held only 40 minutes north of Orlando in Sanford, Florida (or only 19 hours, 1210 miles from Rockford). We had four days to make the round trip and race two days. Cats fly south for the winter, don't they? They do now!

We left the frozen corn-fields of Rockford early Thursday afternoon. By driving straight through we were able to arrive at the Sanford Marina by mid-morning Friday. And none too soon. By the time we had the boat set up and got settled, most of the 516 boats (127 of which were cats) were crowded into the parking lots, side streets and anywhere else they could find. One would think it would be total chaos, but the Red Lobster Regatta volunteers did a fantastic job keeping the traffic in the setup area and streets flowing smoothly. Cat tracks at the ready, they were able to fill the small beach area with more than 70 cats by early evening. Just in time for the seminars given by two of the top 21 Pro-Sailors, Carlton Tucker and Randy Smyth.

Five non-overlapping courses were set up for the many different styles of sailboats. With the cats on our own course we had plenty of room. With four starts at three-minute intervals, the race committee kept things moving and there was just enough spacing between classes. Starting first were the H21s,

followed by the H18 and H18Ms, then the H17 and the H16s.

Saturday's races were a little slow starting due to very light winds. But even being towed or paddling out was heaven in the 70+ degree temperatures and we began to thaw out. Fortunately, the wind picked up enough to run three races.

Sunday's races were quite different. Overcast skies, cool temperatures in the 20s and gusty winds kept more than half of the racers on the beach. But nothing was going to beach two desperate sailors! We were out there with the rest of the crazies and ended up in a respectable fourth. If not for the loose-nut-on-the-tiller syndrome we may have done better. But we can't blame everything on the loose nut. The crew was shivering so hard (this was Florida?) she had a difficult time staying trapped out. Winning the race in our 18s class was Bobby Dees. As expected, Randy Smyth won the 21s and Carlton Tucker took second. Of the nineteen 16s Peter Vasiliades was the winner.

Now it's back to the deep freeze for a few months then the Shack N Sail in Kentucky. Or maybe Midwinters in Florida. There's got to be another regatta somewhere soon!

DANGER



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

NORTH AMERICAN REGION NEWS

Back in January, the North American Region Board met with several people from Hobie Cat to discuss many topics regarding the future of our racing program. The meeting was positive and productive. Among the important subjects addressed were COMPTIPs™ and their implementation, national and regional sponsorships, rule changes and updates and the future of the U.S. Nationals program.

16s Go BYOB

One major change in the Nationals program is that all events, including the 16 Nationals, will be "bring your own boat" (BYOB) events. This decision was based on a simple fact of life: cost! Eight years ago, the 48 new boats Hobie Cat brought to a Nationals represented a small percentage of the total boats sold in that class for the year. As you know, the boats were sold at a discount to the local dealer, who in turn discounted them to customers. This practice saturated the area with that class of boat for several years after the event.

In today's market, 36-48 boats represent a much larger percentage of all boats in that class sold in the U.S. for the entire year! For this reason, it quite obviously is impractical for the factory to continue to supply all boats.

The Hobie 14, 14 Turbo, 18, and more recently the 17 classes have had BYOB Nationals. The events have been extremely successful. I was able to attend the 14/14T/17 BYOB Nationals in Oklahoma City in 1989. The local fleet and division did a great job and the event was first class. I'm sure many were amazed to see boats from as far away as California and Florida!

The program for 1990 will include an attempt to secure as many charter boats as possible for each event. We are asking the host fleet/division to locate new and used boats to charter. An excellent example is the host group for the 17 Worlds in Toronto this June. They have secured a number of boats which the factory will help evaluate to ensure they are competitive. We will keep division officers posted on the latest available status of charter boats for each National event; however, there can be no guarantee of boats, as that will depend strictly on the number that the host can arrange.

Exciting Possibilities Ahead

One advantage of BYOB events is the removal of restrictions on site selection. In

the past, several good sites had to be turned down because all the boats from the event could not be sold in the particular region. Another advantage is the events can become open for more sailors to attend. Now that we are not limited to 72-96 teams in the round robin, we are investigating the possibility of having two courses (or maybe two starts) and running all sailors every race during the qualifying and round robin, giving each sailor a lot more racing! Another possibility is splitting the fleet after the round-robin racing. The top half would race in the finals and the second group also would race the final two days, but in a "Silver" consolation fleet.

This new format opens up many exciting possibilities. We look forward to your ideas and suggestions. Please forward them in writing to: Doug Skidmore, IHCA Executive Director, Hobie Cat Company, P.O. Box 1008, Oceanside, CA 92054. If your fleet or division is interested in hosting a Nationals in 1991, 1992 or 1993, please send a request in writing to Doug as well. We will have information packets available in the near future covering the requirements. (In the meantime, see your March/April 1990 issue for some good ideas.)

New Rule Book On The Way

One other item discussed in our meeting was an updated HCA rule book. All rules currently in effect have been compiled by Doug Skidmore and are being reviewed by the NAHCA and the Rules Committee. Only a few items need "cleaning up," after which the new book will be ready to go to print.

In Conclusion

I want to take this opportunity to thank all the individuals, fleets and divisions that have helped make the COMPTIP conversion as painless as possible. It is a monumental task to convert so many masts in such a short time frame. Thank you for your support and words of encouragement!

Good luck this sailing season, and as always, please don't hesitate to write with your suggestions and comments.

Warm Winds



Wick Smith
NAHCA Chairman

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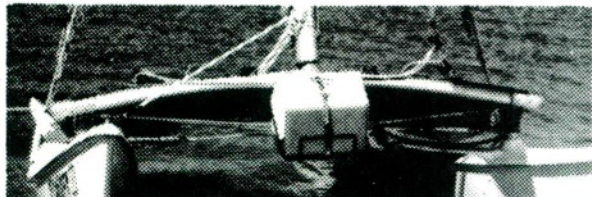
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DANGER



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1990 Hobie Cat 14 & 17 Single-handed National Championships

The Gorge, Hood River, Oregon
August 19-25, 1990

• LOCATION:

Hood River is known for what all Hobie sailors dream of - wind ... lots of wind! The town of Hood River is situated on the Colombia River, 40 miles east of Portland, Oregon. The area is considered a Mecca for board sailing in the continental United States. The community is dedicated to sailing and is especially interested in attracting sailors from one design classes. The Hobie Single-handed National Championships will be the first major sailboat regatta in the area. What you may have heard of The Gorge is true. It is a beautiful place to sail and sightsee. There are many rental shops at Hood River for those of you who board sail. Some outdoor activities for the non-sailor include hiking, fishing, mountain climbing, river running and snow skiing (year-round). For those in a party mood there are excellent restaurants and night life. As a bonus, there are lush green forests, clear lakes, sparkling streams and snowcapped peaks. The typical temperature in August is in the mid-80s, with water temperature in the mid-70s. We are excited about the opportunity to show all of you this part of the country. There will be great sailing and a full party week; that's a guarantee!

• ACCOMMODATIONS:

HOTEL - The host hotel is The Inn at Hood River located on the river adjacent to the race courses. Rates are reasonable; \$60 for a River View room, \$50 for a Village View room. All rooms have two queen beds and the rates are the same for single, double, triple, or quad! (These rates are good only until July 18th.)

To get this great rate you must: 1) Call The Inn at Hood River at 1-800-828-7873 or 503/386-2200. You also may write to them at 1180 East Marina Way, Hood River, Oregon 97031, or fax them at 503/386-8905. 2) Ask for a room in Hobie Cat block. 3) Make the reservation by July 18th (rates after July 18th will be \$74.50 and \$64.50 with a maximum of two people). 4) Use a credit card to reserve a room.

CAMPING - There will be limited RV space at the hotel but plenty at other campgrounds close by. Campgrounds have RV hook-ups, campsites and showers. Two state grounds are within one mile of the race site (in opposite directions). For more information call 503/374-8811.

Two campgrounds located 15 minutes up Hood River are Tollbridge Park, 503/352-6300, and Tucker Park, 503/386-4477. Both take reservations.

AIRLINE AND CAR RENTAL - Special airline and car rental discounts have been arranged by CAN-AM Tours with Delta Airlines and Alamo Rent-A-Car (fly to Portland and drive to Hood River).

For further information or assistance in making your reservations call Jodi at CAN-AM Tours at 1-800-367-9917. Tickets, boarding passes and rental car information will be sent to you by CAN-AM Tours, 1560 Superior Avenue, Suite A-2, Costa Mesa, CA 92627.

• RACES:

Both the 14 and 17 Championships are B.Y.O.B. (Bring Your Own Boat). We are attempting to locate charter boats for those of you interested in going that route.

Paul Ulibarri, N.A.H.C.A. Director, is the Event Coordinator for these championship events. With Paul at the helm you can be assured of not only well-organized events, but a great time!



HOBIE 17 CHAMPIONSHIP

The Hobie 17 format ensures all sailors will race all five days. The schedule is as follows: Registration on Saturday; Qualifying on Sunday and Monday; Championship series on Tuesday, Wednesday and Thursday; Finals on Friday and Saturday. Those not qualifying will continue to sail Tuesday, Wednesday and Thursday in the bronze fleet. The Thursday evening cut party will divide the Championship fleet into silver and gold fleets. Both will continue to race through Saturday with the gold fleet going for the National Championship title.

Doug Skidmore, Director of the I.H.C.A., will be Race Chairman for the Hobie 17 Championship. A skippers' meeting will be held at 10:00 AM each morning.

HOBIE 14 CHAMPIONSHIP

Registration will be on Monday for the Hobie 14s. There will be a practice race on Tuesday. The Hobie 14 fleet will race Wednesday through Saturday with no cuts!

Race Chairman is Wayne Schafer, long time Hobie sailor and I.H.C.A. President. There will be a skippers' meeting at 10:00 AM each morning.

• RACE REGISTRATION:

Fill out the registration form. Be sure to give complete information. Mail your race registration and entry fee before the deadline date of July 19, 1990.

NOTE: All sailors, whether pre-qualified or not, MUST pre-register!

• FEES:

ENTRY:

Hobie 14 sailors - the entry fee is \$100 prior to July 19, 1990. After July 19, 1990 the fee will be \$150.

Hobie 17 sailors - the entry fee is \$125 prior to July 19, 1990. After July 19, 1990 the fee will be \$175.

ADDITIONAL T-SHIRTS:

One T-shirt is included with your entry fee. Additional shirts may be purchased for \$10.95 each. Please specify quantity and size(s) of shirt(s) ordered on your registration form. Payment for additional shirts must be included with your entry fee.

NO PERSONAL CHECKS WILL BE ACCEPTED ON SITE FOR ANY ENTRY FEES!

HOBIE 14/17 NATIONAL CHAMPIONSHIPS

RACE REGISTRATION FORM

This form must be postmarked prior to July 19, 1990 to avoid late registration fees.

Name _____

Address _____

City/State/Zip _____

Phone (Work) _____

(Home) _____

Local Newspaper _____

Please enter me in: ☐ 14s

☐ 17s

T-shirt(s): _____ Medium _____ Large _____ X-Large

Weight: _____ Sail No. _____

☐ I have enclosed a check made out to the Hobie Class Association in U.S. funds for \$ _____

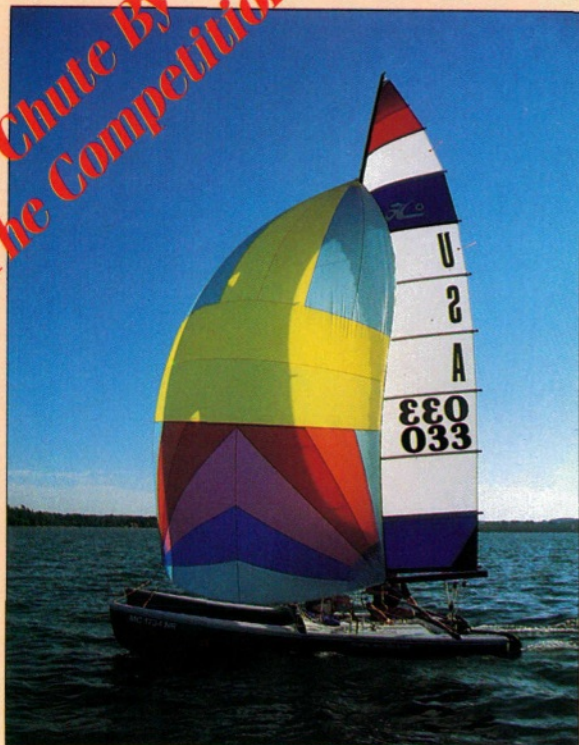
☐ Charge \$ _____ to my ☐ Mastercard ☐ Visa

Card # _____

Exp. Date _____ Cardholder's Signature _____

• **Mail to:**
• **Hobie 14/17**
• **Championships**
• **P.O. Box 1008**
• **Oceanside, CA 92054**
• **Phone (619) 758-9100**
• **Fax (619) 758-1841**

**Chute By
The Competition**



Hobie Spinnaker Packages

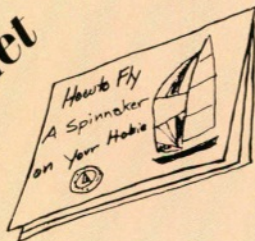
Brighten up those downwind legs with a colorful spinnaker! One tri-radial chute will **Double** your speed on reaches and runs! Design your own color layout, or go with one of our stock layouts. Our Hobie 16 and 18 packages come with all the hardware, fasteners, launching bag, and line you need to turn your Cat into a **Downwind Screamer!**

1990 Prices

Hobie 16 Spinnaker & Rigging \$750
Hobie 18 Spinnaker & Rigging \$875
Hobie 21 Spinnaker only \$950

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	Sm. Sailboard	59.95	32.95

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DANGER

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





18s SAIL HOME TO DAYTONA

HOBIE 18 NATIONALS

Daytona Beach, Florida • September 17 - 22, 1990

Daytona Beach, site of the very first Hobie 18 Worlds in 1980, is back a decade later as the site of the 18 Nationals.

And what a site it is ... boundless beach, bountiful wind ... you'll be bound for fun and glory.

Look for more registration information in the July/August 1990 HOTLINE.

If you can't wait till then, contact:

Simon Fuger, 904/672-6871 • Pete Haley, 904/756-9957 • I.H.C.A., 619/758-9100.

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1990 16 NATIONALS

Myrtle Beach, South Carolina

WOMEN'S: September 27 - 29 • **OPEN:** September 30 - October 6, 1990



THE SOUTH RISES AGAIN

... And the waves rise and fall and rise again as the Hobie 16 Women's Nationals and Hobie 16 Open Nationals get underway on September 27 - October 6, 1990 at Myrtle Beach, South Carolina.

If you're looking for warm weather, warm water and a hot time amid the competition and camaraderie of two great National events, you'll find it on the shores of Myrtle Beach. Watch for further information in the July/August 1990 HOTLINE, or call: Ted Watts, 803/651-6931; Charlie Belissary, 803/626-7245; I.H.C.A., 619/758-9100. Come sample the "Grand Strand," one of the top vacation spots on the East Coast - Sail south to Myrtle Beach!



NEON YOUR HOBBIE

Personalized to match your Hobbie with corresponding numbers, windows and colors... NEON colors - Blue, Red, Turq., Orange, Yellow and Purple.

42" x 30"

Size approximate

Hobbie 14 + 17	16 + 18	21 w/Spinnaker
\$275	\$325	\$375

PLUS FREIGHT AND HANDLING • Allow 4 to 6 weeks for delivery



Special Orders Welcome

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Hobbie 21 Nationals

Buzzards Bay is known for warm water, high winds and the best sailing conditions in New England.

**Seacrest Hotel & Resort, Falmouth, Massachusetts
June 27-30, 1990 on Buzzards Bay and Cape Cod**

Hotel Reservations

MA residents call 1-800-352-7175

New England, NY, NJ residents call 1-800-225-3110

Residents of all other states call (508)540-9400

Proposed Schedule

Wednesday, June 27	Triangle Race 1 & 2 Welcome Party
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

For more information contact:

Steve Ruel
Ensign Marine
P.O. Box 494
Mattapoisett, MA 02739
(508)758-3636

Bob Gleason
1 Seahorse Lane
Wareham, MA 02571
(508)295-0095

\$125 Entry Fee includes T-shirts, trophies, two parties and dinner.
Send entry fees to Steve Ruel at the address above.

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and the Best Friend Your Sails
Ever Had!**



TOY BOX

THE

BY HOBIE CAT

ONLY \$250!

Why settle for a sail box that only holds a sail, when you can have a big one for just a little more money?

The Hobie Cat Toy Box is large enough for sails, daggerboards, booms, rudder assemblies, and a lot of the other "stuff" you like to carry (11' x 18" x 14" at the bucket end).

New durable three-piece construction is tough enough to stand on and is "UPS shippable"!

Easy access from both ends through a sturdy roto molded end closure (that doubles as a wash bucket), or a hinged door at the front.

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

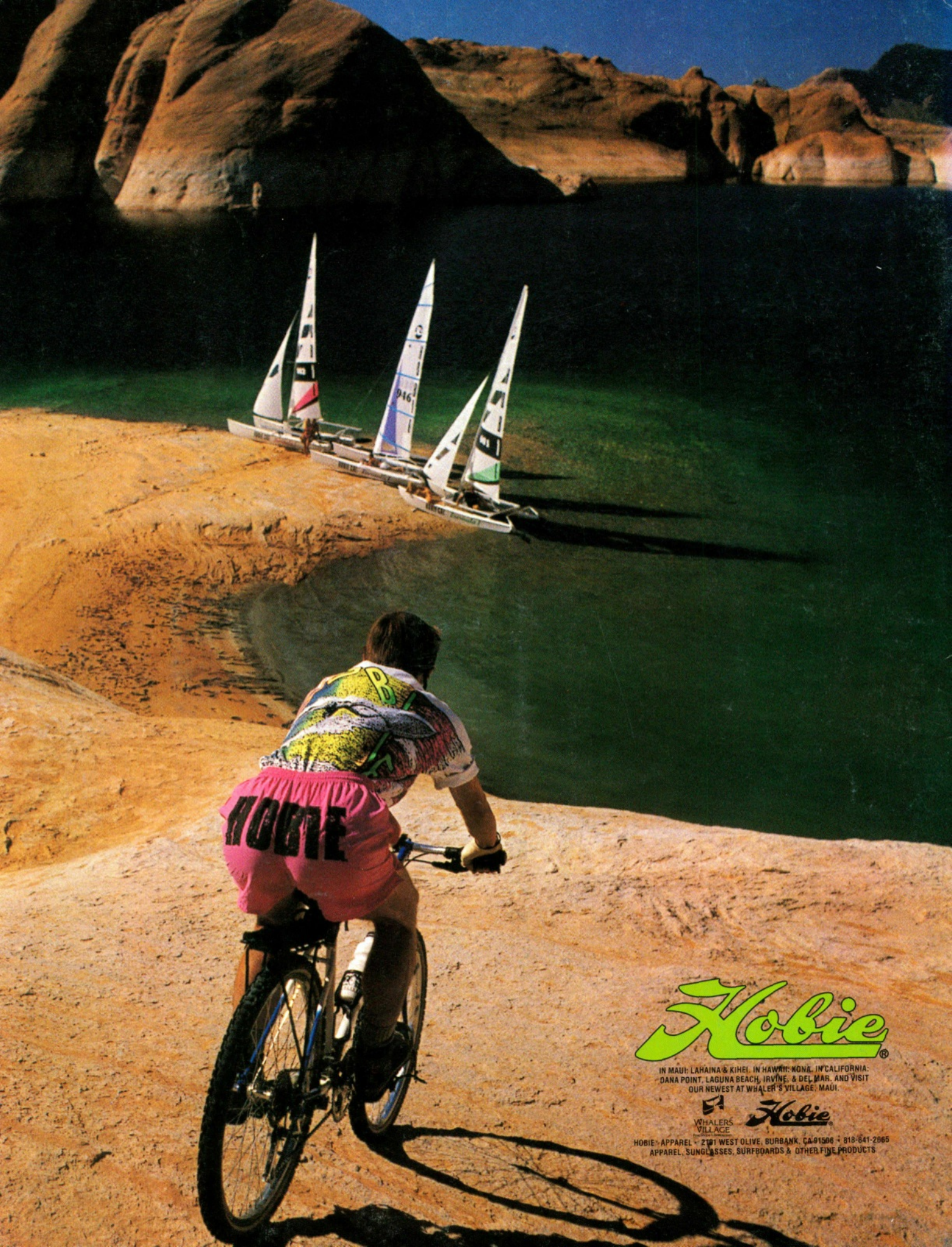
The Hobie Cat Toy Box has drain channels to promote drying during transport, while tight hatches keep water, dirt and dust out.

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.)



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