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JULY/AUGUST 1990

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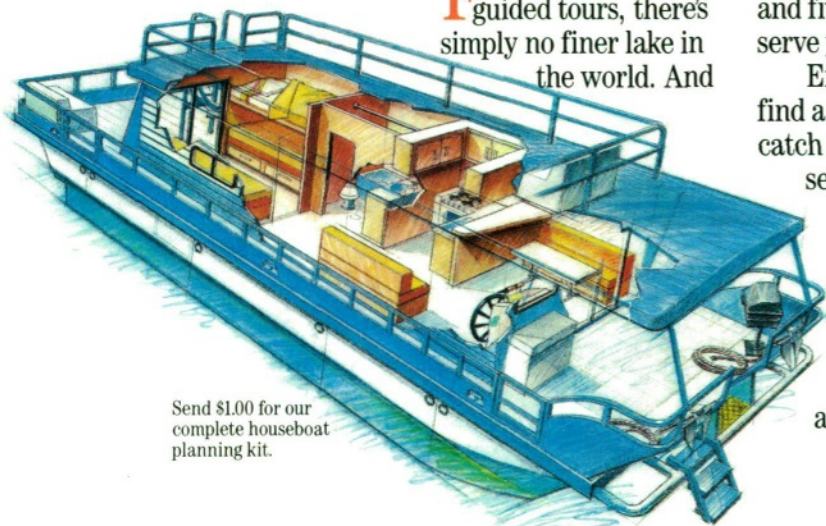
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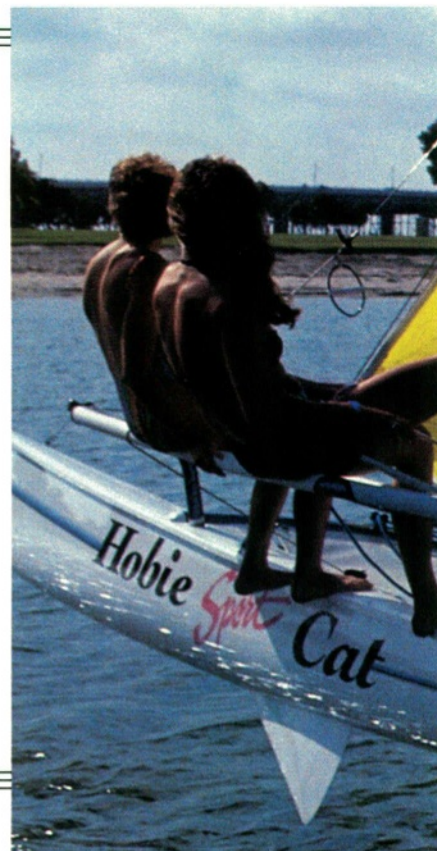
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(For the dealer nearest you call Hobie Cat at 1-619-758-9100.)

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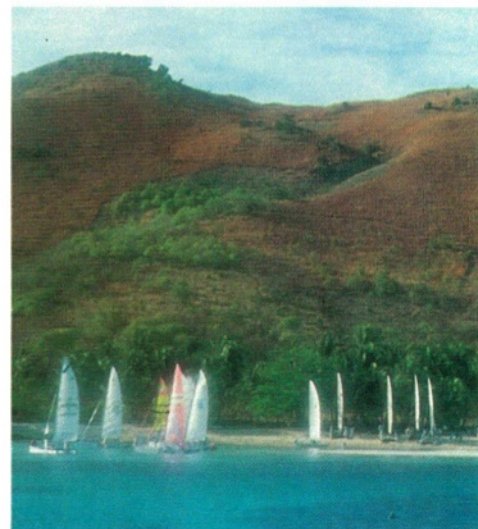
Coming... the year of the Sport

THE NUTS, BOLTS AND... 32

Anatomy of an 18

UPWARDLY MOBILE 34

The Baron's Raid Mer de Chine: Noble, global and mobile.



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ON THE COVER

It's not just any lifestyle. It's the "Hobie Way of Life." Photo Patrick McDowell.

Although HOTLINE photos may show models or sailors not wearing a personal flotation device, this magazine and Hobie Cat Company in no way condone or recommend sailing without life vests either on or in easy reach of every sailor, no matter what the level of experience.

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ONLY IN AMERICA

Contrary to what some landlubbers out there may believe, sailors do read more than boating magazines and scores of the latest races. Just because we know our port from our starboard and our bow from our stern doesn't mean we also aren't aware of what's going on in the rest of the world, eastern Europe in particular. The bells of freedom seem finally to be tolling in countries throughout the Communist Block ... and it's about time.

Without getting up on my soapbox, I do consider myself a patriotic American and I believe that often all of us take for granted just what it means to be an American. You don't have to go around the world or to a totalitarian government to see and feel the difference. Look at our northern neighbor, for instance. Canada is a fine country, of course, with a wonderful quality of life (and some great Hobie sailors to boot!) but there is a palpable difference. Just compare the Canadian motto - Peace, Order and Good Government (nothing wrong with those things but not too exciting, either) - with the energetic American proclamation of Life, Liberty and the Pursuit of Happiness.

Life, liberty and the pursuit of happiness are what the Fourth of July is all about. And if you think about it, life, liberty and (especially!) the pursuit of happiness are what Hobie Catting is all about. Hobie Cat is a totally American phenomenon, though it is one we willingly share with our friends in all countries - France, Japan, Australia, England, the Philippines - why even with Lech Walesa and Gorbachev (if they could only decide who'd skipper and who'd crew). The entire organization is based on the democratic style of government; entering and winning a regatta depends not at all on race, religion, nationality or amount of money in the bank, but solely on ability.

The "Hobie Way of Life" could have been born and nourished only in America. Hobie Cat is as American as income taxes (oops - it's still a little too close to April 15 for me as I write this); seriously, it's as American as baseball, hot dogs (it should be - Hobie sailors certainly eat enough of them) and apple pie. It's as American as you and me, and through Hobie Catting, we have the opportunity to share our piece of the American pie with our friends across the water, in more ways than one.

So on this Fourth of July of the first year in the last decade of the 1900s, let's enjoy the freedom we are fortunate enough to share, and let's share the freedom we enjoy with others less fortunate, whether on the next block or in the other "bloc."

There are many different kinds of freedoms to celebrate on this holiday: for some, several weeks of freedom from school; for others, a few days of freedom from work; for many, freedom from the bulky sweaters, heavy jackets and all the other constraining clothes of winter (not to mention freedom from shoveling snow).

As you can see, freedoms come in all sizes and shapes, but Freedom with a capital "F" comes only in America.



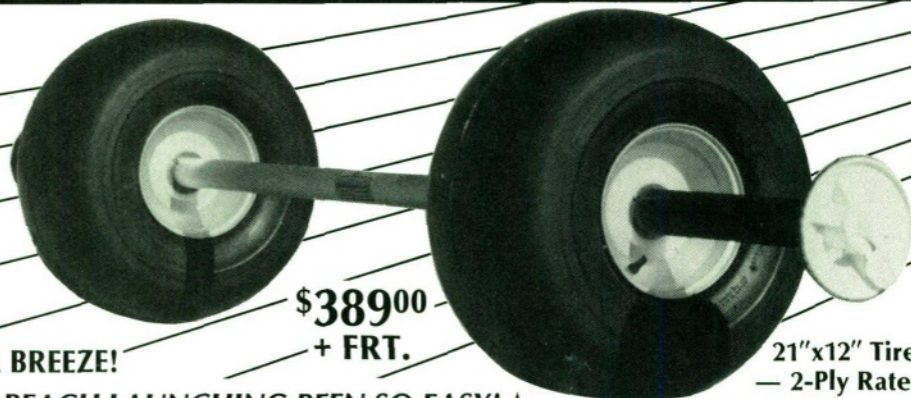
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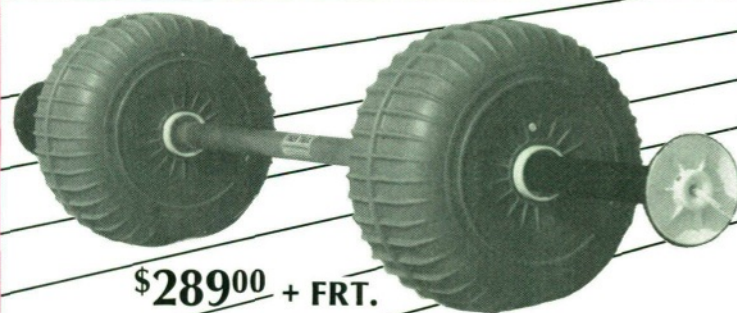
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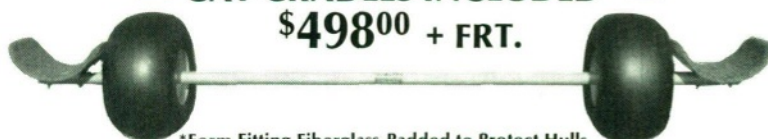
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A 400-YEAR-OLD DREAM

Across the north of North America, the Northwest Passage receives 2,000 ft of ice through the Arctic each winter. Despite the odds, the quest for a northern sea route has inspired explorers from the 15th century to the present. The quest for the Northwest Passage has been a dream since the 15th century, when explorers first set foot on the Arctic coast. The dream was to find a sea route from Europe to Asia, avoiding the long and dangerous overland journey. The first attempt was made by John Davis in 1585, who sailed north from England and reached the Arctic coast. He was followed by other explorers, including Henry Hudson in 1609 and William Baffin in 1615. The dream was not realized until 1906, when Roald Amundsen and his crew became the first to sail the Northwest Passage. The quest for the Northwest Passage has been a dream since the 15th century, when explorers first set foot on the Arctic coast. The dream was to find a sea route from Europe to Asia, avoiding the long and dangerous overland journey. The first attempt was made by John Davis in 1585, who sailed north from England and reached the Arctic coast. He was followed by other explorers, including Henry Hudson in 1609 and William Baffin in 1615. The dream was not realized until 1906, when Roald Amundsen and his crew became the first to sail the Northwest Passage.

**DRAMA, HUMOR,
TECHNIQUE, TRAVEL,
ADVENTURE, INSPIRATION.**

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





MORE, MORE, MORE

What a disappointment! We love Lake Powell and couldn't wait to see your article on same — till we saw it!

Please do more!! Also, how about some Arizona lakes — Pleasant, Roosevelt, etc? Also, New Mexico lakes like Heron and Elephant Butte?

Hope to see some big beautiful pictures of Lake Powell and Hobies real soon — about 16 pages worth!

Rick Stone
El Paso, TX

Lake Powell was our location of choice for the HOTLINE's 1989 photo shoot. You'll be seeing more photos of that great sailing spot in future issues of the magazine and in calendars to come. Pictorials on all those lakes you mentioned sound great — send us the photos! Most travel pieces we publish are sent in by readers such as yourself. HOTLINE welcomes quality editorials on sailing spots exotic, romantic, dramatic or just plain fun, so to you and all our readers: keep those articles and photos coming in! -Ed.

SAYONARA, HOTLINE

The issues in the past were better than these of late. Last year's calendar was an example of a change downward. I have sailed on only three boats over the last 30 years — the last two being Hobies (a 14 in '71 and a 16 in '82). It may be like the ads — "Bo Knows."

I am a Hobie fan but the HOTLINE is now becoming out of reach and more of a racing news reporter. I have become an older, slower sailor who sails inland with issues of other sailing magazines to read.

Goodbye, HOTLINE.

Leo Herendeen
Fort Wayne, IN

Goodbye, Leo. We're sorry to see you go. (After all, if you discontinue your subscription you won't see your letter in print!) We work hard at trying to give all our readers - racers and recreational sailors - a good mix of entertaining and enlightening reading material from which to choose. I, for one, will never attempt to sail the Northwest Passage on a Hobie Cat, but I certainly enjoyed vicariously sharing the experience of two sailors who did. And, although you didn't care for last year's calendar, have you seen our 1990 calendar? We're back to our traditional full-frame photo format and the compliments have been rolling in. We hope you sail back to HOTLINE sometime in the future. -Ed.

LOVE IT, BUT ...

Your magazine is great — need more color photos of sailing!

James H. Muller
Oakwood, OH

SHORT AND SWEET

GREAT Mag! Like Racing! Like Cruising! Keep it up! (More pictures of women.)

Robert W. Knippenberg
Sarasota Springs, NY

Hey ladies, we'd like your input on that last request. -Ed.

RACING FOR INFORMATION

I recently discovered the thrill of sailing Hobie Cats and am interested in racing. I have no knowledge of race regulations or race organization; for instance, I need to learn how fleets and divisions relate to one another. Can you help me?

I also am interested in joining a fleet but to the best of my knowledge there is no fleet here in Santa Cruz. What are the requirements for a fleet? How does a person get one organized? Perhaps in a future issue of your publication you can cover such issues. Maybe you have, I'm only a recent subscriber. I would welcome any information you can provide me!

I would like to take a moment to congratulate your staff for producing an enjoyable magazine and for processing my subscription in what must be record time. I received the latest issue of HOTLINE no less than four days after sending payment. Way to go! Keep up the great work! Thanks!

Ron Eckhardt
Capitola, CA

Can we help you? We certainly can! Just turn to page 29 of the March/April 1990 issue for all you ever wanted to know and weren't afraid to ask about fleets, divisions, associations, races, regulations... the whole cat and kiboodle! If you didn't receive that issue but would like to, you can order it as a back issue for only \$4.25. -Ed.

DRINKING AND SAILING DON'T MIX

I'm really impressed with your promotion of safety. And to retrofit (at your cost) COMPTIPs™ to all Hobie sailors is unheard of. You went as far as to state that if only one life is saved, the COMPTIP would be worth it.

With all this concern for safety, and in recent issues, emphasis on the importance

of training our children in the way they should go (including sailing), I was certainly disappointed to see that you have chosen to accept advertising dollars from a beer company.

I'm sure you're aware of the fact that more people die from alcohol-related accidents than from those in which masts connect to high wires. Putting this type of advertisement in your magazine gives the impression that alcohol and water sports are a good combination. When your mast comes in contact with a wire you put yourself in danger. When you choose to drink and participate in water sports, you take many people's lives in your hands.

It seems that if you would go through the expense and hassles of making the COMPTIP mandatory for all Hobie sailors, you would also evaluate the costs of promoting the mixture of alcohol and boating.

Leverence Bourgeois, Jr.
Raceland, LA

Just as we give our readers credit for making the right choice when it comes to avoiding power line disasters by using a COMPTIP, we also give them credit for being smart enough not to drink and sail. We do not promote drinking and sailing — we have cautioned repeatedly about the dangers of drinking before and/or while operating any vehicle or craft — but many Hobie sailors do enjoy a beer AFTER a race. -Ed.

A VESTED INTEREST IN SAFETY

For quite some time now you have bombarded your readers with propaganda about the safety issues concerning COMPTIPs. I own two Hobies, both equipped with COMPTIPs. I did not complain about retrofitting my boats, even though I was not convinced that this was purely a safety issue.

I have been an avid HOTLINE reader since 1982, and over the years have read lots of articles and looked at hundreds of pretty photos. Every month you publish pictures of people enjoying their Hobies without life vests. Some time ago, another reader asked about this, and HOTLINE's reply was that your photographers were careful to shoot the boats and crews so that the on board life vests did not show. Come on HOTLINE, CUT THE CRAP!

According to the National Safety Council, about five times as many people die each year from drowning than from electrocution. Nine out of ten drowning incidents involving water transportation occur on small boats. If you are truly promoting safety, you

BACK ISSUES

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Sep/Oct The Components of Winning

1983

Jan/Feb Rules for the Beginner
Rudder Maintenance
Nov/Dec Sailing Strategy
Reefing the 18 for Heavy Air

1984

May/Jun Understanding Rules I
Jul/Aug Understanding Rules II
Sep/Oct Understanding Rules III
Nov/Dec Dry Suits

1985

Jan/Feb Formula for Success
More to Sailing than Tuning
Mar/Apr Flying the Magnum Blocks
May/Jun Lessons Learned
Jul/Aug Tuning the 14 Parks
Sep/Oct Flying the Super 18
Nov/Dec Evolution of Hobie 17

1986

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Rules Before the Start - Beginners
Mar/Apr Hobie Parts List
From Last to First
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May/Jun Hobie 17 Primer
Staying Ahead

1987

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Sep/Oct Anatomy of a Roll Tack
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1988

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Mar/Apr Parts & Accessories
Inside Hobie Hulls
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Jul/Aug 21 Spinnaker Tips
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Nov/Dec New Sailor Dictionary

1989

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Winter Sailing Spots
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May/Jun Pleasure Sailing
Hobie 21 Update
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Now What?

1990

Sep/Oct Charterboating in the Virgin Islands
Nov/Dec Northwest Passage
Sails
Jan/Feb COMPTIP Controversy
Mar/Apr 1990 Division Book
May/Jun Hobie History

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7/90

should be much more concerned about drowning than electrocution. When are you going to start showing people having fun on boats equipped with personal flotation devices, as is required by law in most states?

Russ Mower
Wichita, KS

To begin with, we don't want to argue the relative merits of electrocution versus drowning; as far as we're concerned death is death, all lives lost are tragic and all lives lost due to preventable reckless behavior are doubly tragic. That said, we appreciate your concern for safety and insistence on PFD protection, which we vehemently share. As a longtime HOTLINE reader, you must know where we stand by now: on the side of life vests not just carried on Hobie Cats but worn by sailors at all times on the water. You must also have seen our many explanations of why PFDs are absent from our photo shoots. First, the logistics of a photo shoot, with its bevy of photographers, staff and backup support, reduces the need for a life vest. Second, we are showing (indeed, being directed and paid to show) swimsuits and other sailing apparel, all of which would be made nigh invisible by a PFD.

We are taking your concern to heart, however, and acting on the very good points you brought up. Beginning in this issue, we will include a warning: "Although HOTLINE photos may show models or sailors not wearing a personal flotation device, this magazine and Hobie Cat Company in no way condone or recommend sailing without life vests either on or in easy reach of every sailor, no matter what the level of experience." -Ed.

HOW HE SPENT HIS SUMMER VACATION

Here's a question for Hobie historians. Has there ever been a skipper who:

- Won 1st place in "B" Fleet in the points regatta, advancing him to "A" Fleet;
- Won 4th place in his first "A" Fleet points regatta;
- Went on in "A" Fleet to finish in 1st place in his next two points regattas - one at Perry, KS, and another at Lewis & Clark Lake, SD;
- Placed 4th in "A" Fleet at Divisionals (Division 7);
- Qualified for and competed in Nationals, finishing 69th in a field of 72 ...

ALL IN ONE SEASON OF SAILING???

The individual who accomplished all this in the summer of 1989 is Matt McDonald from Fleet 192 (Division 7) in Omaha, Nebraska.

I'm writing to brag about him (since he would never do it himself), and publicly congratulate him on his wonderful achievements. It was quite a surprise to him as well as the rest of the sailors in the fleet!

I'd also like to wish him the best of luck

for the upcoming 1990 season. I hope he does as well.

Congratulations, Matt!!!

Laura Luger
Omaha, NE

RETRO THANKS

In an age of corporate intransigence, greed and a "screw the public" attitude, it's great to see Hobie Cat shelling out for the benefit of the public safety by paying for COMPTIP™ retrofits on your catamarans. And paying for the installation! Exxon you're not!

Thank you.

John Hurd
Ashland, OR

LET'S MAKE A DEAL

I'm the individual that you published the letter concerning, "Does He Have A Deal For You" in the January/February 1990 issue of HOTLINE. I wanted to thank you as over ten people responded to the letter and I was able to make the trip and sail in the races with a California Hobie Catter.

Dan Veenbaas of Fleet 30 (Ontario) and his lovely friend, Becky, were my host and hostess for a super weekend, even if the wind did not blow. We bivouacked at Ruben's campground, where we enjoyed the comradeship of Fleet 30 and the Bakersfield Fleet (a group of interesting sailors with Christmas lights throughout their campsites and fireworks every evening).

I did get some sailing in Friday on a Hobie 16 similar to my boat and Saturday crewed in the two races with Kirk Smith (Fleet 30) in the 18 B Class. We finished well for starting several minutes late (over on the red course instead of the yellow course) and had a great time. I also attended the trophy presentation as Bob & Sharon, winners of 18Bs, were from Fleet 30 and a part of our camping group.

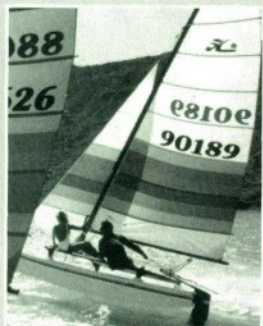
I talked to two couples who towed two boats down from Lake Dillon, Colorado, and understand there were several other couples from the Denver area, so I'm amazed at the popularity of this outing, but now comprehend the fun involved and will be more active around Denver in a fleet.

To give you an idea of just how much of a change and how enjoyable it was for me — the day after I returned to Boulder we had five inches of snow and I was reduced to reading my just arrived March/April HOTLINE and dreaming of the start of the local May sailing season.

Best wishes for all your staff's sailing season.

David M. Webster
Boulder, CO

HARKEN'S CLASS OF THE MONTH



Guy Motil Photo



Patrick McDowell Photo



Guy Motil Photo



Guy Motil Photo

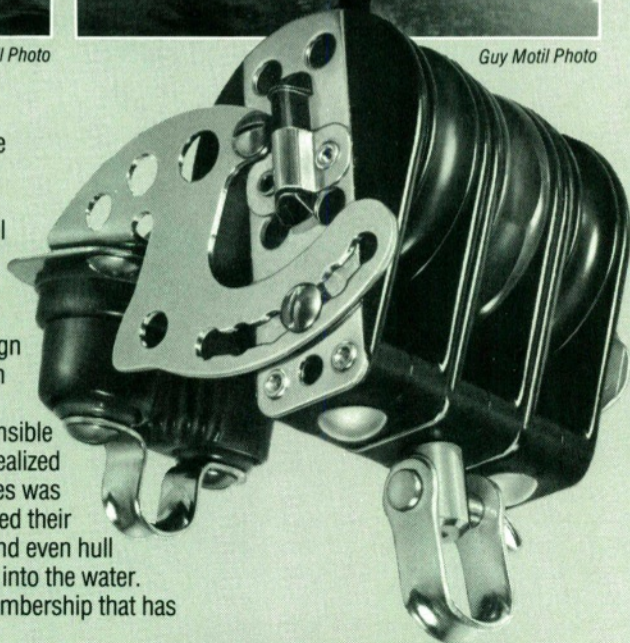
The HOBIE 16

When people think of small catamarans, they think of the Hobie 16, the classic little speedster designed by Hobie Alter nearly 20 years ago. Over the last two decades, the class has flourished with over 100,000 people discovering the thrills and excitement of owning and sailing these colorful multihulls that can reach speeds in excess of 30 miles per hour.

Today, the Hobie 16 class remains the most competitive one-design catamaran class in the world. It boasts 400 international fleets extending from Anchorage (Alaska) to Abu Dhabi (Saudi Arabia). Its strict one-design rules keep competition fair and inexpensive with novice as well as veteran sailors encouraged to participate in Hobie Cat events.

However, it's the unique "Hobie Way of Life" philosophy that is responsible for the class's enormous popularity over the years. Early on, Hobie Cat realized that offering off-the-water fun and camaraderie to sailors and their families was equally as important as providing tough racing on the course and designed their regattas accordingly. In addition, Hobie Cat organized outings, cruises and even hull flying contests to entice the strictly recreational Hobie sailor and his boat into the water. As a result, the Hobie Cat is a healthy one-design class with an active membership that has produced many fine sailors including Jeff Alter, Hobie Alter, Jr., Carlton Tucker and Alan Egusa. The World Hobie Cat Class Association stages Hobie 16 National Championships every year in many countries throughout the world as well as organizing a World Championship every two years.

Many Hobie sailors choose Harken's 6:1 mainsheet system to control the 16's powerful main. This system is made up of low profile triple blocks so the boom can be sheeted closer to the traveler for maximum speed. The lower block incorporates Harken's patented Hexaratchet to help you hand hold the mainsheet in strong winds when the 16 starts to fly! Hobie and Harken ... innovators in the world of sailing fun and excitement!



HARKEN

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BOATING SAFETY GAINS PRESIDENTIAL STATUS

National Safe Boating Week is one holiday Hallmark hasn't gotten around to selling cards for yet (or maybe it has by now!), but the June 3-9 focus on boating safety did attract some pretty special attention. The administration proved it has both oars in the water in regard to boating safety when President George Bush devoted his time to taping a special televised message that aired during the week.

"Know Before You Go" was the theme delivered across the country by Bush, himself an avid boater as well as an all-around outdoor sports enthusiast. In keeping with the realities of boating safety, the segment included a Coast Guard Auxiliarist conducting a Courtesy Marine Examination of the President's own powerboat, Fidelity.

The TV spot, filmed at Bush's summer home in Kennebunkport, Maine, was a key portion of a national media campaign to promote public awareness of safety in boating. Together with several public service announcements, Bush's message helped to highlight the hundreds of safety events that took place around the country during June.

National Safe Boating Week, now 33 years strong, is sponsored by the National Safe Boating Council under a Coast Guard grant (funded by boaters' fuel taxes). For more information on future National Safe Boating Week events and highlights, call (800)368-5647.

Remember, National Safe Boating Week may be with us only one week each June, but it's an idea that should remain uppermost in our minds 365 days a year.

U.S.Y.R.U. CHOOSES SX

The new, rocket-like SX-18 is fast (with an emphasis on the fast) becoming the craft of choice. The prestigious United States Yacht Racing Union (U.S.Y.R.U.) recently selected the SX-18 as the event boat for the elite Championship of Champions Regatta to be held at the Tahoe Yacht Club in Tahoe City, CA, September 12-16. Twenty identical SX-18s will be available for the invitational event, which brings together 20 of the current year's multihull and one-design national champions.

To paraphrase a baseball remark, if the SX-18 isn't in a class by itself, it certainly doesn't take long to call the roll.

NEW PRODUCTS KEEP SAILORS SAFE AND STEADY

Aqua Buoy Corporation is dedicated to keeping sailors on an even keel. The two products described here are of special

interest to Hobie Catters. For further information or to order by mail, contact Aqua Buoy, 6505 East Progress Circle, Englewood, CO 80111. The toll-free telephone number is (800) 444-8516, or you may call (303) 220-1415 or FAX (303) 721-8759.

SEA-BAND® EASES QUEASINESS THE DRUG-FREE WAY

No drugs, no drowsy side effects and no more motion sickness; does it sound too good to be true? Accupressure is the secret to the two Sea-Band elastic wristbands, each of which contains a small bead that exerts the correct amount of carefully controlled pressure on the Nei-Kuan point located three fingers below each wrist. Developed in America by two yachtsmen and perfected in Britain, the Sea-Band takes less than five minutes to become effective, can be worn continuously, used repeatedly and costs less than \$20. What do members of the British Royal Fleet Auxiliary, carsick kids, pregnant women, motion-sick airplane passengers and Hobie Catters trying to enjoy a sail or win a race have in common? They all will welcome the fast and easy, non-chemical answer to nausea: Sea-Band!

AQUA BUOY™ OFFERS MAN-SIZED PROTECTION

Aqua Buoy is a revolutionary new personal flotation device small enough to wear on your wrist, but big enough to save your life, and priced less than \$30. Worn like a watch, the Aqua Buoy consists of a one-size-fits-all strong nylon strap with a velcro fastening. When activated by a pull on the lever, an air cushion is ejected from the capsule and inflated within seconds, to be placed comfortably and securely about the neck. A cord attached to the wrist strap ensures the cushion will stay within reach.

Aqua Buoy is simple enough for a child to use, yet strong enough to keep a heavy man afloat. Highlighted in print and television media, the product has been recom-

mended by the Royal Life Saving Society of Canada, Ontario Branch, which acknowledges that since nine out of ten drowning victims were not wearing a lifejacket or P.F.D., the organization "is pleased to lend support to an exciting personal lifesaving product called Aqua Buoy."

Short of wearing a P.F.D., the Chicago chapter of the United States Lifesaving Association, after testing Aqua Buoy under a variety of weather conditions, believes the product should be used by boaters, windsurfers, fishermen and anyone pursuing an activity on or near water.

HOTLINE agrees, Aqua Buoy definitely is a great thing to keep on hand!

NEW HIGH PERFORMANCE RUDDER BLADES

Hobie Cat Company has created a new rudder blade to replace the extremely popular "EPO" version. This new blade has the same great shape, but offers an improved trailing edge to increase performance and reduce hum.

Incorporating the same "master plug" used when building tooling for the EPO blade, Phil Edwards (Hobie Cat design expert) has perfected the shape by fairing the trailing edge. This finer edge gives the blade less drag through the water and little or no hum. According to Phil, the blade is foam-cored, with three heavy layers of unidirectional glass on each side to make it very stiff and strong. The blade also has 1-inch diameter glass pultrusion inserts at drill locations for both 14/16 and 17/18 rudder housings.

What does this all mean to you? A lot! These rudder blades will make your Hobie handle better. Racers and cruisers alike will love the smooth feel, increased responsiveness and reduced cavitation at those important moments.

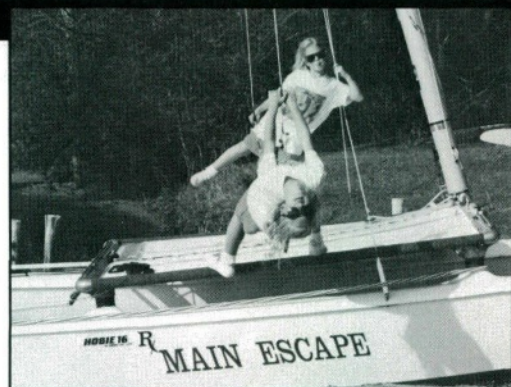
Would you rudder be sailing better? Try some power steering on your boat!

NAME GAME CORNER

"Name Game Corner" is a recurring feature of Wave Lines. Keep those names and photos coming!

Our Hobie 16 is our prescription for fun and ESCAPE! Our daughters Sarah Lynn, 8 and Barrett, 6 love Hobie sailing as much as we do!!!

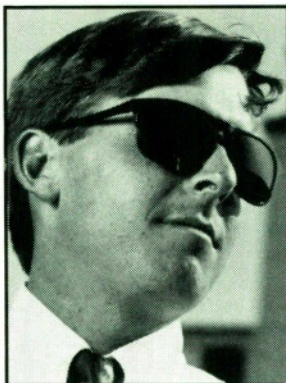
Bart & Janet Norwood
Hartsville, SC



DANGER

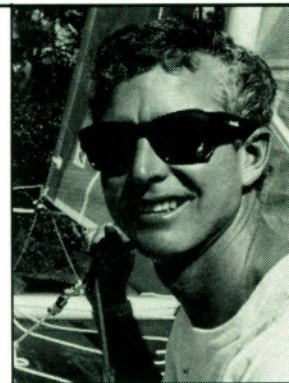


Extreme caution must be observed when launching and sailing near overhead wires. A mast near a wire could be fatal!



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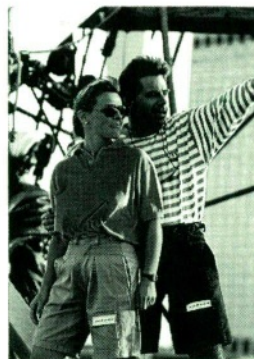
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Batten Shavin'

A Balancing Act For Better Speed

BY RICHARD BLOUNT

ILLUSTRATION BY BILL BALDWIN

A little knowledge goes a long way toward helping shape your battens for optimum boat performance. More than a little knowledge can be garnered from the following article, which covers the whys and wherefores of batten modification. If you're interested in pursuing the subject to greater lengths, ask your friendly Hobie dealer for help. -Ed.

I know the story! Believe me I have been in your wetsuit booties before. You have a great looking boat, your rudders are dialed in and you have a fairly new sail, but your sail shape is the pits. People walking by your boat point and laugh. They either think your sail has the shape of a brick wall or it has more curves than a centerfold. The problem could very well be your battens.

Standard battens are fine for all but the serious racer.

Batten tension is always critical. I'll assume you know the difference between stuffing a batten so tight the sewn stitches are ready to burst versus having a batten in just tight enough to remove the wrinkles from the sail. In either case, your sail does not look right to you or anyone else. The answer is most likely your battens' thickness.

I truly believe the Hobie Cat factory does everything in its power to make battens identical. The truth of the matter is, it is just not possible.

To prove my point, go to your local Hobie dealer and stand several Hobie 16 bottom battens on end. See if they are all the

same size. They're not, are they? What you will see is a difference that can be as much as two inches in length.

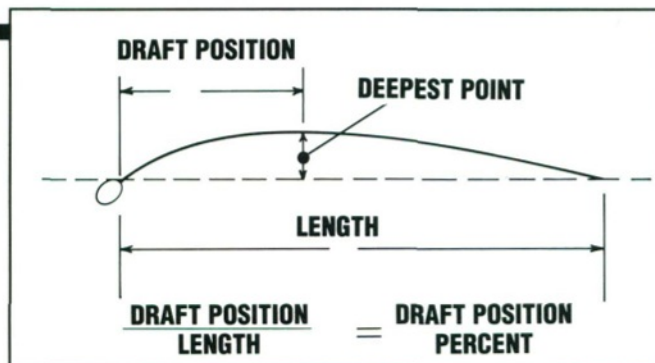
Over 150,000 Hobies on the waters of the world translate to well over one million battens produced. If you break battens like I do, perhaps three million is a more accurate number. Therefore, the chances of getting a ready-to-race set of battens for your sail are slim indeed. I should point out if you are strictly a recreational sailor, perfect batten shape is something you need not worry about. Standard battens are fine for all but the serious racer.

FIRST THINGS FIRST

If you do buy new battens, make sure you are buying correct ones. Buying the wrong battens will result in poor sail shape.

Battens are made from fiberglass. They get their strength from the many fiberglass layers comprising each one. Add the rounded finish and you have a common batten.

The ideal bend on a batten places the deepest point of the curve 35 to 45 percent back from the front of the sail. Or in other words, if you were to put tension on the outward ends of the batten, its deepest bend should be 35 to 45 percent from the front of the sail toward the rear.



This measurement is called the draft. To maximize speed and performance from properly tuned battens, all battens should be calculated to be in that 35 to 45 percent range. This measurement is correct for fully battened mains as well as battened jibs.

Your sail is the power plant behind your boat. If your battens are not tuned to keep the draft uniform from the top of your sail to the bottom, you are not getting the most your sail has to offer. If two out of eight battens are not in line with the others, your boat certainly will go slower than a cat with its batten draft in order. The idea is to remove the slowest part of the sail and make the entire unit more efficient.

CHECK IT OUT

Checking the draft on your battens is easy. Correcting the draft, unfortunately, involves sanding down the fiberglass battens to the proper shape — a task that is not so easy. Let's check the battens first and see how yours measure up.

Remove the battens from your sail. Next, find a garage wall or other non-giving hard surface and a ten-pound brick. Place the batten on the floor with the end inside the sail against the wall. Then, place the batten on edge and the brick against the part of the batten that sticks out of your sail in such a way as to put tension on the batten, just as you do when you tighten your battens for sailing.

Using a pencil, trace the curvature of the batten on the floor as well as the location of the brick. Keeping the brick in the exact same spot, turn the batten upside down and check it again.

You might think you are wasting time measuring the same batten twice, but the truth is one side of the batten may be harder or softer than the other side. If that is the case, what may be good sail shape on port may be poor sail shape on starboard.

THE DRAFT: A NUMBERS GAME

To determine the exact percentage of draft, measure the length of the batten and measure the point on the batten where the middle of the curvature takes place. Use those two numbers to calculate the percentage of deepest draft position on the batten. For example, my Hobie 16 bottom batten measures 107-1/2 inches long and the middle of the curve is 42 inches from the front of the batten on starboard. Thus the draft on this particular batten is exactly .3906976 percent on the starboard side and 41 inches or .3813953 percent on port. For my sailing needs these measurements are close enough. I have yet to distinguish if that one-inch difference means I go faster on starboard or port.

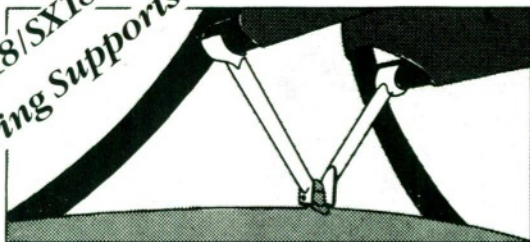
Repeat this process with all your battens. Be sure to write down both port and starboard numbers on each batten. After measuring, check to see how close they are to optimal on port and starboard.

This information will reveal how efficient your battens are. If the draft is too far forward, you might have to buy new battens and begin the process again. If the draft is too far back, sanding down the batten may be the solution for you.

A TIP OR TWO

A few things to keep in mind are, once you shave a batten down you can't make it thick again. Many sailors travel to regattas

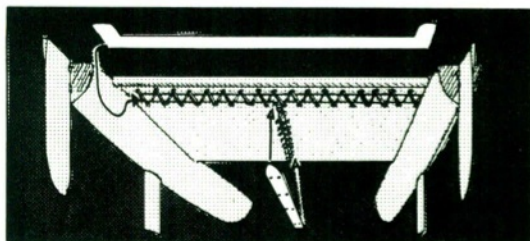
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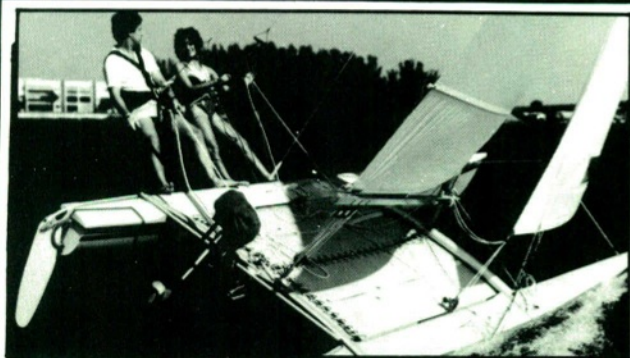
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CATBOX Responded by building Two Models 9' 7" long, 27" wide and 14" high or 10'5" long, 27" wide and 14" high. Both models hold all of the above and still have room for more!

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CATBOX Responded by making the opening 4' 7" long and 22 1/2" wide, so that all your gear is in plain sight for easy access.

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1990 HOBIE 16

Trapseat National Championship

Whiskeytown Lake, Redding, CA
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Attention "A" Fleet Sailors: We invite you to team up with a disabled skipper and compete for the 1990 National Hobie Trapseat Class title.

WE SUPPLY:

All boats, a BBQ lunch, T-shirts and lots of giveaways for this five day event.

RACES:

Qualifying: September 5-7
Finals: September 8-9

REGISTRATION:

To enter, each team must include a disabled skipper and an "A" Fleet able-bodied crew. The disabled skipper must be at the helm at all times with an able-bodied crew to run the sails. Pre-registration is advised because of the limited entry.

FOR INFO & REGISTRATION CONTACT:

Mike Strahle, Sailing Accessories, Inc.,
2712 Irwin Road, Redding, CA 96002
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ENTRY FEES:

Entry fees are \$175 per team. No boat deposit! Please be careful.

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with two sets of battens, a stiff set for heavy air and a second set for lighter air races. That way, they can choose the most efficient set of battens for the wind in that area for that day.

Another important tip concerns the proper protection to wear when sanding down battens. The fiberglass fibers you remove from the batten when sanding float

**Once you shave
a batten down
you can't make it
thick again.**

in the air and can be drawn into your lungs. I strongly recommend you wear a proper mask over your nose and mouth to minimize this danger. In addition, I always wear heavy gloves, long-sleeved shirt, long pants, shoes and socks. Fiberglass dust and splinters that come off a sanded batten get into your skin and will make you itch like crazy. A little prevention is well worth the trouble.

Note the amount your batten sticks out of your mainsail. If it sticks out several inches while the batten cap has tension on it and your draft measurement is not correct, perhaps you simply can shorten the length of the batten from the front end. An inch or two removed from the batten may mean the difference between poor and good draft. This repair is far easier to do than the actual sanding of the battens.

IF ALL ELSE FAILS, SAND

If you do sand down the batten, I recommend you use a medium file, rasp or coarse sandpaper. All will work fine. Be sure to sand slowly and keep checking to see how close you are to a perfect batten. I have wrecked lots of battens because I sanded one side too much; I was just too lazy to constantly recheck my work. I have since learned to place pencil marks along the batten to use as a guide so I always know the exact area I need to sand.

Don't forget to sand both sides of the batten if necessary. Ideally, you will achieve the same curvature on both sides of the batten.

Once you have completed your sanding, wipe any remaining residue off the batten with a throwaway towel. This procedure will keep the batten pocket free from unnecessary dust and may save you from itchy fingers down the road.

If all goes well, your sail shape will improve dramatically, resulting in greater boat speed and more top finishes. *XL*

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Every two minutes, somewhere in the world, somebody drowns. That's why Aqua Buoy™ was invented. It's a flotation device small enough to wear on your wrist like a watch, yet big enough to perhaps one day save your life. And it costs only \$19.95.

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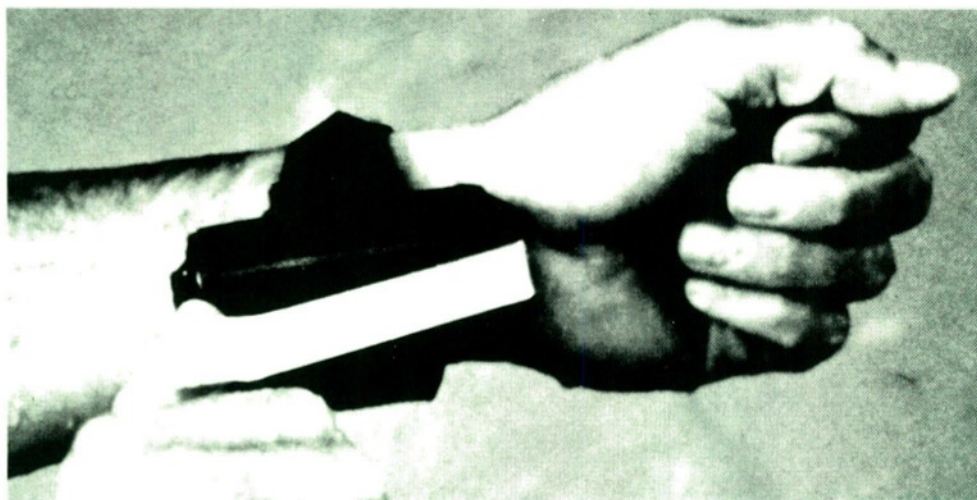
Aqua Buoy's strong nylon strap with a velcro fastening is designed to fit any size wrist. To activate it, sharply pull the lever up and over. This simultaneously ejects an air cushion from the capsule and inflates it within seconds. This cushion is big enough to keep a big man afloat. A cord attached to the wrist strap ensures that the cushion will stay within reach. An integral loop placed over the head ensures a comfortable position for flotation.

Aqua Buoy is a result of 11 years of research and development. It's fast, convenient and lightweight—and is unobtrusive and will not impede movement when participating in all water sports.

WHO SHOULD WEAR AN AQUA BUOY?

Everybody who intends to be in, on, under, or near water. Even if you're a strong, experienced swimmer you should wear an Aqua Buoy, because you can get into trouble with change in water conditions, strong currents, rips, cramps or over confidence. With an Aqua Buoy, safety and peace of mind can be as close as your wrist.

Even though every boat is required to carry flotation cushions or life preservers on



board the vessel, passengers on a boat are *not* required to wear or hold them. The National Safe Boating Council states that of the 1,066 people who drowned in U.S. boating accidents in 1986, 82.5% were not wearing a life vest. In case of an accident, your Aqua Buoy will be right there on your wrist.

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Voice In The Wind

Seminar Provides New Tack On Sailing

STORY AND PHOTOS BY
MARY WELLS

As the Hobie 17 filled the viewfinder of the camcorder, a voice yelled, "Sheet it in, Dale, sheet it in. Sheet it block to block."

"Okay, pan left," the voice said. "We've got a port-starboard situation shaping up

The voice in the wind belonged to Carlton Tucker, one of the world's top catamaran sailors.



Carlton Tucker adjusts a seminar participant's rigging.

between these two 16s. Wow, that was close!" cried the voice in deep relief.

"Get these 18s rounding the mark." Again a shout: "Start wide and come out close. See where you ended up? You could drive a truck between you and the mark."

The voice in the wind, and in the ear of the video operator, belonged to Carlton Tucker, one of the world's top catamaran sailors. Even most people who have raced against him don't get the benefit of his knowledge, because he is usually a dot on the horizon.

But 36 catamaran sailors from all over the country recently had Carlton Tucker looking over their shoulders for five days, telling them how to do things better, faster and smoother. He did his best to answer their questions, although he is the first to admit no one knows all the answers when it comes to sailing. Tucker was guest expert at "Catamaran Week," hosted by Rick White's Sailing Seminars at Plantation Yacht Harbor in the Florida Keys.

FRESH STARTS

"Okay, here comes Bob. Let's see how he does with his tack." The bright yellow 14 Turbo came into the viewfinder. Bob Hartman, who at 68 years of age hopped onto a catamaran after owning a cruising monohull most of his life, had been having problems tacking earlier in the week.

"Look at that tack! Perfect! He's really come a long way. Right now I'd say Bob is probably the most improved sailor here," the voice of Carlton Tucker pointed out with approval.

Someone asked Bob at lunch one day, "Why, at your age, did you decide to try a Hobie?" His face was almost deadpan, but his eyes were twinkling and his lips twitched up a bit at the corners. "I want to get into racing, and I know I'm going to have to start from the bottom and work my way up, but I knew that by coming here, I would at least know what I'm doing when I start."

Dale "Sheet It In" Taylor, a doctor from Lakeland, Florida, previously raced Hobie 18s, but always had a hard time finding crews. So right before the seminar he bought a brand new Hobie 17 and brought it to Catamaran Week. "I'm going to a fleet race Sunday," he confided, "and they're going to be really surprised when I show up with my new Hobie to race against the four other 17s in our fleet. They're going to expect me to know nothing. I'm not going to tell them until after the race that I went to this seminar."

Rick Hogue and Mae Roque flew to the seminar from Sunnyvale, California, renting a Hobie 18 at the site. Mae was a complete novice when she arrived; she didn't even have a wetsuit or booties or gloves. By the end of the week she was black and blue but

a veteran crew, and her skipper said that with her new expertise and 95-pound weight she should be pretty valuable.

CAUGHT BY THE CAM

Here's that voice again: "You've got to tape this." Bob Martin and Susan Wright from Utah had capsized their Hobie 16 and righted it again, but then Bob fell off the back of the boat and Susan, another new sailor, didn't notice. The boat sailed erratically downwind, jibing itself from side to side. Susan waved happily to the video camera, oblivious of the fact her skipper was no longer with her. Later she recalled in embarrassment, "I turned around to reprimand him for not controlling the boat, and he wasn't there."

That evening when the scene was replayed on video and the laughter finally had died down, Tucker commented, "That is why it is so important for the crew to know how to sail and control the boat, too. It was funny here, but if this had happened in a cold-water area, it could have been a very serious situation for the guy in the water."

ANOTHER VOICE OF EXPERIENCE

Rick White is the founder of the Catamaran Week seminars, which are the only ones of their type in this country. Rick, a pioneer in catamaran racing, has 40 titles and two books to his credit. He started conducting seminars because, like Gary Bailey who teaches motocross clinics, "I'm a little over the hill for racing in serious regattas anymore, and this is the best way I can think of to promote sailing and racing." Of course, Bob Hartman's comment would be, "What do you mean over the hill? You're never too old to sail or race a Hobie!"

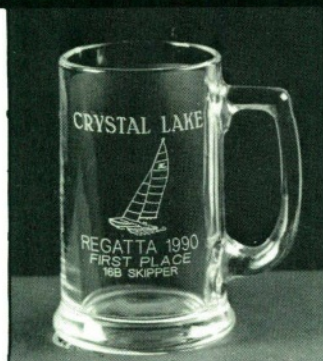
The course itself is modeled on the Ontario Sailing Centre's Olympic training program for Canadians, developed over a 17-year period. "We have tailored what we learned from them into a program specifically designed for catamarans," White said, "and it seems to be working."

It certainly does. The schedule of three seminars in 1989 has grown to eight in 1990, including several "on the road" in the U.S., Canada and Mexico. Catamaran Week features an impressive list of superstars as guest experts, including (in addition to Carlton Tucker) racers Randy Smyth and Jay Glaser, former U.S. Olympic coach Jim Yount and Tornado champion Larry Woods. The seminars are not just for racers, according to White. "They are for anyone who wants a better understanding of sailboats — what makes them go and what makes them slow."

Meanwhile, back at the voice: "Sheet it in, Dale."

Dale: "Shut up." 

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Here are a few cat camping concoctions to get you started. Send us your favorite mouth-watering recipes and we'll print them in upcoming issues. Heck, we might even try them out first and let you know what we think of them. Hmm, we're getting hungry just thinking about all the delicious treats you might be sending in. Hurry up ... mail in those recipes ... we can't wait much longer!

SPICY SPAGHETTI POT

- 1 lb. ground beef
- 1 envelope (2 oz.) dry spaghetti sauce mix
- 1 can (6 oz.) tomato paste
- 1 can (18 oz.) tomato juice
- 4 cups water
- 8 oz. uncooked spaghetti, broken in half

In 4-quart Dutch oven, brown beef over medium-hot coals. Stir in spaghetti sauce mix, tomato paste, tomato juice and water. Cover and cook over coals until mixture boils, about 10 minutes. Slowly stir spaghetti into tomato mixture. Cook uncovered, stirring often until spaghetti is tender. Makes 4 servings.

WILD IRISH SOUP

- 1 can corned beef
- 1 large onion, sliced
- 4-5 potatoes, cut into 1-1/2" pieces
- 1 head of cabbage, sliced
- Salt
- Pepper
- Water

Fill large pot 1/2 full with water. Bring to a boil, add onion, potatoes and corned beef. Season with salt and pepper to taste. Reduce heat, simmer for several minutes. Add cabbage and simmer covered until potatoes are done.

Dilly Fish

- 1 lb. firm meat fish fillets
- Salt
- Pepper
- Margarine or butter, melted
- Dill weed - dried
- Heavy duty aluminum foil

Cut fish into 2 inch serving pieces, divide evenly and place on individual pieces of aluminum foil. Sprinkle with salt, pepper and dill weed (about 1/4-1/2 tsp. per serving), and then with melted margarine. Close each packet and securely seal. (You may want to double foil to prevent leaking.) Place on charcoal grill for about 5-7 minutes on each side until fish flakes easily with fork.

"WRINKLIE'S" SAN FELIPE SCAMPI

- 2 lbs. (or more) jumbo or large fresh shrimp
- 2-3 tbsp. butter
- 1 lime
- Fresh or powdered garlic (do not use garlic salt)
- Lawry's Seasoning
- Pepper
- Cinnamon

Clean shells off shrimp and de-vein. Leave on tails and "butterfly" shrimp. Melt butter in large teflon skillet using low heat. Place shrimp in skillet with tails up. Increase heat to medium/high, but not so hot that butter burns. Sprinkle garlic on and around shrimp. Also sprinkle some pepper and Lawry's Seasoning over shrimp. Use more or less depending on your taste preference. Cook 2 to 4 minutes, turning so all sides are evenly sautéed. Squeeze lime juice evenly over shrimp. Just before removing from skillet, sprinkle a small amount of cinnamon on each shrimp, but don't overdo it. Serve immediately.

BEEF 'N' BEER BURRITOS

- 1 can cooked beef (Hereford brand)
- 1/2 can beer (any brand)
- Tortillas (flour or corn)

Empty beef into skillet and shred with fork. Add beer and heat. Place beef into tortillas. Add your favorite ingredients such as cheese, salsa, guacamole, etc. Consume with gusto.

HULL BURNIN' CHILE

Serves up to 4 with condiments

- 1-1/2 lbs. lean ground beef (or turkey)
- 2 cups kidney beans
- 2 cups pinto beans (throw in some garbanzos too ...)
- 1 cup stewed tomatoes (chopped up)
- 1 cup black olives (sliced or diced)
- 1/2 cup chopped celery
- 1/2 cup chopped onion
- 1/4 cup chopped jalapeño peppers
- pinches of garlic, cayenne, cumin, tabasco to taste ...
- *Use "Hot Salsa" to taste

Toss ground meat, onion, celery and jalapeños into frying pan. Brown and simmer, adding seasonings of choice. In 3 quart pot, heat all the beans with some of their juices, adding tomatoes and olives.

Combine meat mixture into pot of beans. Simmer 1 hour and season to taste. Consume fresh out-of-the-pot or refrigerate and eat at will.

Hull burnin' is delayed 2-8 hours depending on personal digestive characteristics. Adjust ingredients as necessary: Once burned, not forgotten!!!

*HOT SALSA

- 1 can whole tomatoes, blended
- 1 bunch green onions, chopped
- 1 small can chopped green chiles
- 8 small yellow chiles, chopped
- 4 jalapeños, chopped
- Cilantro
- Cumin to taste

Mix together and refrigerate until used. If mixture thickens, add V-8 juice to desired consistency.

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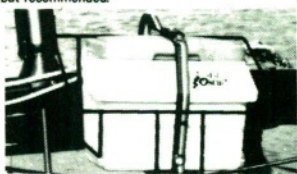
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Nature's Calls

Red sky in the morning, sailors take warning. Red sky at night, sailors delight.

BY EVA L. MORELAND
PHOTOS COURTESY OF THE WEATHER CHANNEL®

A big HOTLINE thanks to Eva Moreland, author of the following informative article on weather. Ms. Moreland currently serves as publicist for THE WEATHER CHANNEL, an Atlanta-based national cable network broadcasting weather news 24 hours a day to 44 million homes across the United States. Publicist Moreland also edits her company's newsletter, a position that accounts for her way with weather words, as demonstrated below. -Ed.

Ask some sailing enthusiasts what kind of weather keeps them away from the pleasure of sailing, and they will say nothing keeps them away. These sailors believe in the old adage, "If you don't like the weather, just wait five minutes and it will change." Chuck Jones of Atlanta is such a sailor. When asked if he checked the weather forecast before heading for the water, he responds, "I'm very cynical about weather predictions."

Chuck mentions the time a strong wind surprised racers. One big, black cloud

loomed ominously in the distance, but it didn't seem to present an immediate threat. With no warning, 60 mph winds harassed sailors for about 30 minutes. Suellen Jones, Chuck's crew and mate, remembers that same windy day. She believes sudden high winds are the worst surprise.

Suellen admits she and Chuck go sailing, whatever the weather report. Sometimes, she concedes, they find the weather has changed by the time they get to the water.

Other sailors, just as passionate about their sport as the weather skeptics, prefer the scientific approach. They watch and listen to every available weather forecast on television and radio right up to the minute they launch. These often are sailors who have been caught unprepared and don't want to be surprised again. Greg Leftwich, Hobie Cat Fleet 12, Atlanta, Georgia's vice commodore, is one of these now-careful specimens. Winds off the coast of Florida once flipped his 16-foot catamaran and pushed him out toward open sea. Alone, he couldn't get his boat upright amidst weather becoming progressively worse. Fortunately, Greg was rescued by fellow sailors, but these days, he checks weather reports before launching.

IN THE EYE OF THE BEHOLDER

What constitutes perfect weather and what is considered bad weather for sailing seem to be a matter of personal opinion. Consistent wind is, of course, good — as long as it isn't too strong. How strong is too strong, is debatable and relative to things such as boat size, crew size and experience level.

It's unanimous, however, that being caught on the water with lightning flashing

around you is very bad. Greg Leftwich says when he sees thunderclouds, he heads for the shore.

Of course, during a regatta, you can depend on the race committee to put out the flags and sound the horns, but when you're just out for a cruise, it is a good idea to know what signals nature gives as weather warnings.

LIGHTNING

According to the "1988 National Summary of Lightning," compiled by the National Climatic Data Center, deaths caused by lightning on the water accounted for about 19% of all lightning-related deaths. Since 1959 when the study began, water-related lightning deaths and injuries have consistently ranked third behind the "open fields" and "under trees" categories.

The average lightning bolt has 30 million volts and 50,000 amps of electricity, and all that electricity doesn't just affect the point of impact. The electrical current spreads outward from the strike point, and the air literally explodes as lightning passes through it. All the more reason to be well away from lightning attractors such as water.

The 1988 report mentioned a 13-year-old boy who was struck by lightning while swimming off the coast of Florida. The lightning "was observed to travel a considerable distance from the thunderstorm." Although the report didn't say exactly what distance was involved, it would seem to indicate that "distant" lightning can be a threat, especially since perception of actual distance can be deceiving.

Bill Campbell, director of meteorology at THE WEATHER CHANNEL, agrees. Bill confirms lightning has been observed hundreds of miles from a storm, and that's where we got the term "bolt out of the blue."

THUNDERSTORMS

Keith Westerlage, on-camera meteorologist at THE WEATHER CHANNEL, explains that any thunderstorm can produce lightning and strong winds. He advises, "If you are out on the water during fall or spring, thunderstorms can come up with a cold front at almost any time. So, especially at these times of year, you should have a watchful eye out or keep a National Oceanic and Atmospheric Administration (NOAA) weather radio in your car."

Afternoons are when most summer thunderstorms arise, and, Keith emphasizes, a "severe thunderstorm watch" or "tornado watch" could be in effect even when the weather appears quiet.

Thunderclouds, known in the scientific world as cumulonimbus, are dense, fluffy

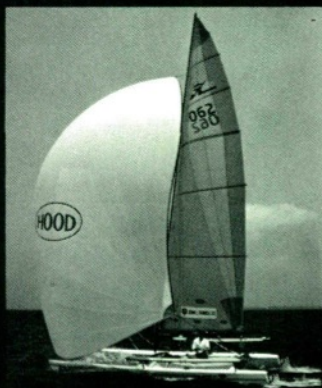
Getting a complete weather report before launching always is a good idea.



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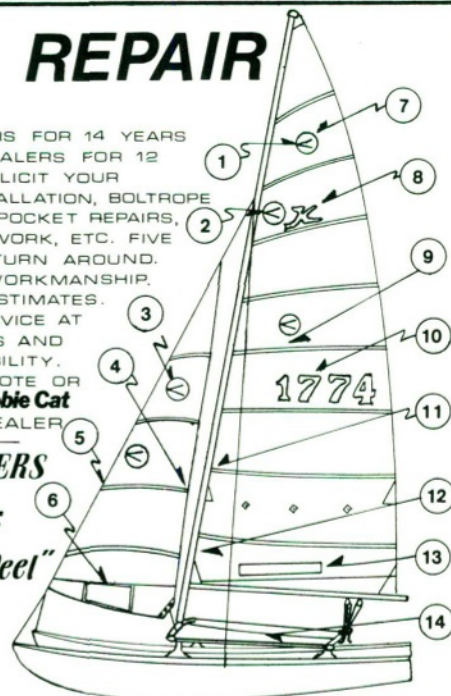
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clouds that can form quickly, grow to enormous heights, turn dark and ominous and produce thunder, lightning and sometimes hail. When you see these clouds building during the early afternoon, prepare for a thunderstorm. As a general rule, the taller the cloud the more severe the thunderstorm.

As with the dark cloud Chuck and Suellen saw in the distance before they were hit with unexpected wind (called a downburst), wind travels out from the thunderstorm.

Bill Campbell describes the progression: "Once the thunderstorm has reached

weather maps we draw tan colored lines around the highs and lows. These are isobars, or lines of equal pressure. The more isobars around a high or low, the more intense and higher the wind will be. An area with few isobars indicates a lighter wind. A check on the isobar spacing and number enables you to determine the approximate wind speed, intensity and endurance. Endurance is different for each storm, but as the number of isobars decreases, the storm begins to slow down."

Notice Keith says the "storm" intensity diminishes as the isobar pattern decreases. That means the tighter the isobars, the more

may know wind speed and water depth have a direct bearing on wave size. You can calculate how big the waves will be if you know all the variables: distance from shore, ocean or lake; wind speed; duration; water depth and fetch. For example, according to "United States Weather" written by Gary England, if you're on a lake, downwind five miles from shore with 50 feet of water and 20 mph winds, you can expect 2.4 foot waves.

CLOUDS

Jim Koen, another Atlanta Hobie enthusiast who works at THE WEATHER CHANNEL, plans ahead. "I start watching weather reports on Wednesday for a Saturday sail. It gives me time to plan for adding crew or adjusting riggings." Jim also says high, wispy clouds mean upper level winds and a change in the next 24 hours.

"Just looking at the clouds is not enough," says Bill Campbell. That's why getting a complete weather report before launching always is a good idea.

Clouds are part of the total picture, however, and they do give good clues when wind direction also is observed. For example, generally speaking, cirrostratus clouds (high, thin clouds usually covering the entire sky) approaching from the southwest and getting thicker with winds from the northeast, east, southeast or south will bring precipitation within 24 hours. Altostratus clouds (thickly layered water droplet clouds) getting lower, darker and thicker with winds from the northeast, southeast, east or south bring rain or snow within six hours, a condition which will last 6-24 hours.

Then there is the cumulonimbus. If you see this cloud approaching from the west with gusty winds from the south or southwest, look for heavy rain showers within two hours, followed by a probable cold front. The rain will last less than an hour, and fair but cooler weather will follow.

Here's one last cloud tip. In the spring and summer, when you have a light, variable wind, see a hazy sky and towering cumulus clouds (white, fluffy clouds reaching for the upper atmosphere) before noon, look for rain and possibly thunderstorms in the late afternoon.

TRY IT, YOU'LL LIKE IT

It may sound confusing at first, but a little practice watching the barometric pressure rise and fall as the troughs and fronts push across the map, moving isobars around as they go, and you'll be hooked on the scientific approach.

Remember, get a complete forecast before leaving shore, keep a watchful eye on the sky, and when you see changes that threaten your safety, head for the shore before bad weather hits.

Happy sails to you - and remember: a northwest wind usually brings good weather.



What constitutes perfect weather and what is considered bad weather for sailing seem to be a matter of personal opinion.



The more isobars found around a high or low, the more intense and higher the wind will be.

maturity, an hour or two into the life cycle, rain coming down brings the wind down. If upper level wind conditions are right, you can get a severe squall out of it with no warning."

WIND

Anticipating wind not associated with a thunderstorm is more complicated, since there are no advance visual signals. Barometric pressure is the key. You might want to acquire your own barometer and keep track of daily readings. Wind is produced by a change in barometric pressure. It doesn't matter whether the pressure is going up or down. The important thing is change, and as logic would have it, the bigger the change, the stronger the wind.

If you prefer to rely on someone else's reading of the barometer and wish to keep daily records, you can watch THE WEATHER CHANNEL, available 24 hours a day on cable or by satellite dish, or watch the local network weather report given during the regular newscasts. Keith Westerlage advises that by watching forecast maps for high and low pressure areas (including troughs, a long area of low pressure, and fronts, the zone between two separate air masses), you can gauge where the wind will be blowing. Unfortunately, he acknowledges, there is no easy way to forecast wind speed. What you can do is make an educated guess.

Keith explains how. "On our forecast

intense the storm. Those perfect days with winds between 10-15 knots won't happen when the isobars are scrunched together.

FRONTS

A perfect day probably will be found with the passage of a dry cold front. As Greg Leftwich says, "I look for cold fronts on the Gulf Coast. The best wind comes the day after the cold front." A good idea.

Bill Campbell says there are exceptions to most rules, but generally speaking, there's fair weather behind a cold front. "As the front approaches, the wind increases from the south to southwest, and it changes direction (usually with a northerly component) as the front passes and high pressure moves in," adds Keith Westerlage.

What if the cold front isn't dry? There will be wind, but it will be accompanied by precipitation (rain or snow). The good news is things should dry out as the high pressure area builds behind the front.

WAVES

Over-land wind speeds usually differ from over-water wind speeds. For example, 10 mph land winds may mean 20 mph water winds due to less resistance over water. Lake wind warnings are issued when steady wind is expected to be 25 mph or greater. At this point, the wave action increases enough to be considered a hazard for boaters.

If you're hooked on wave jumping, you

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!

COMPTI™ RULE APPLIES



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**

PHOTOGRAPHY BY GUY MOTIL

1991 PREMIERE

Hobie Sport Cat





ARE YOU READY FOR THE HOBIE SPORT CAT?

We know you are.
Why? Because you
asked us for it! You
called, you sent letters;
you even told the
dealers and the dealers
told us: Create a boat
that acts as hot as it
looks ... that's as easy
to set up as it is to sail
... that makes a
recreational sailor feel
like a racer ... that's the
sportiest cat of all.



LOOKING GOOD ON OR OFF THE WATER.

Discover the Sporting
life. We know it's
proven hull technology
and sail innovations ...
you'll know it's one
heck of a great time!








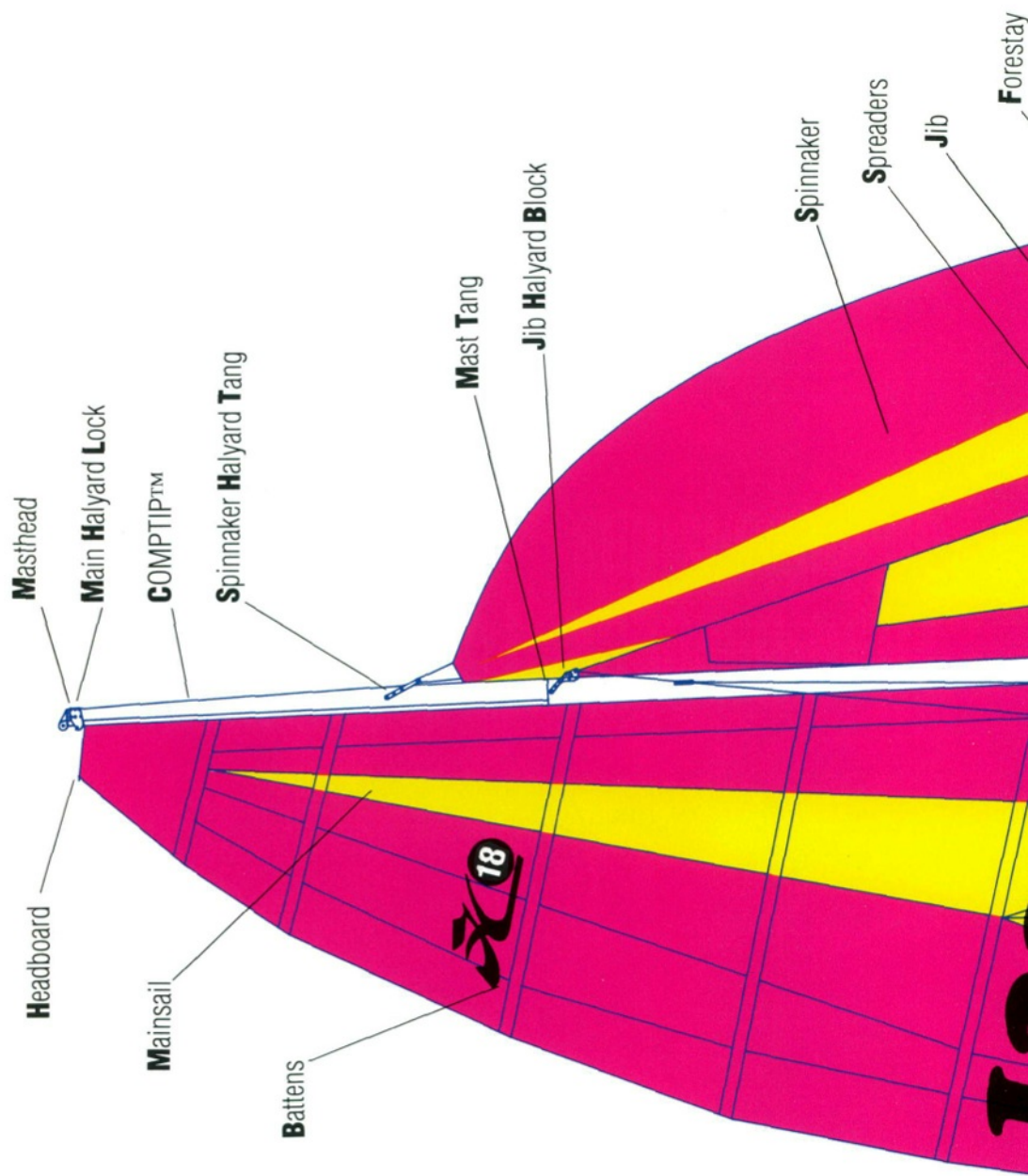


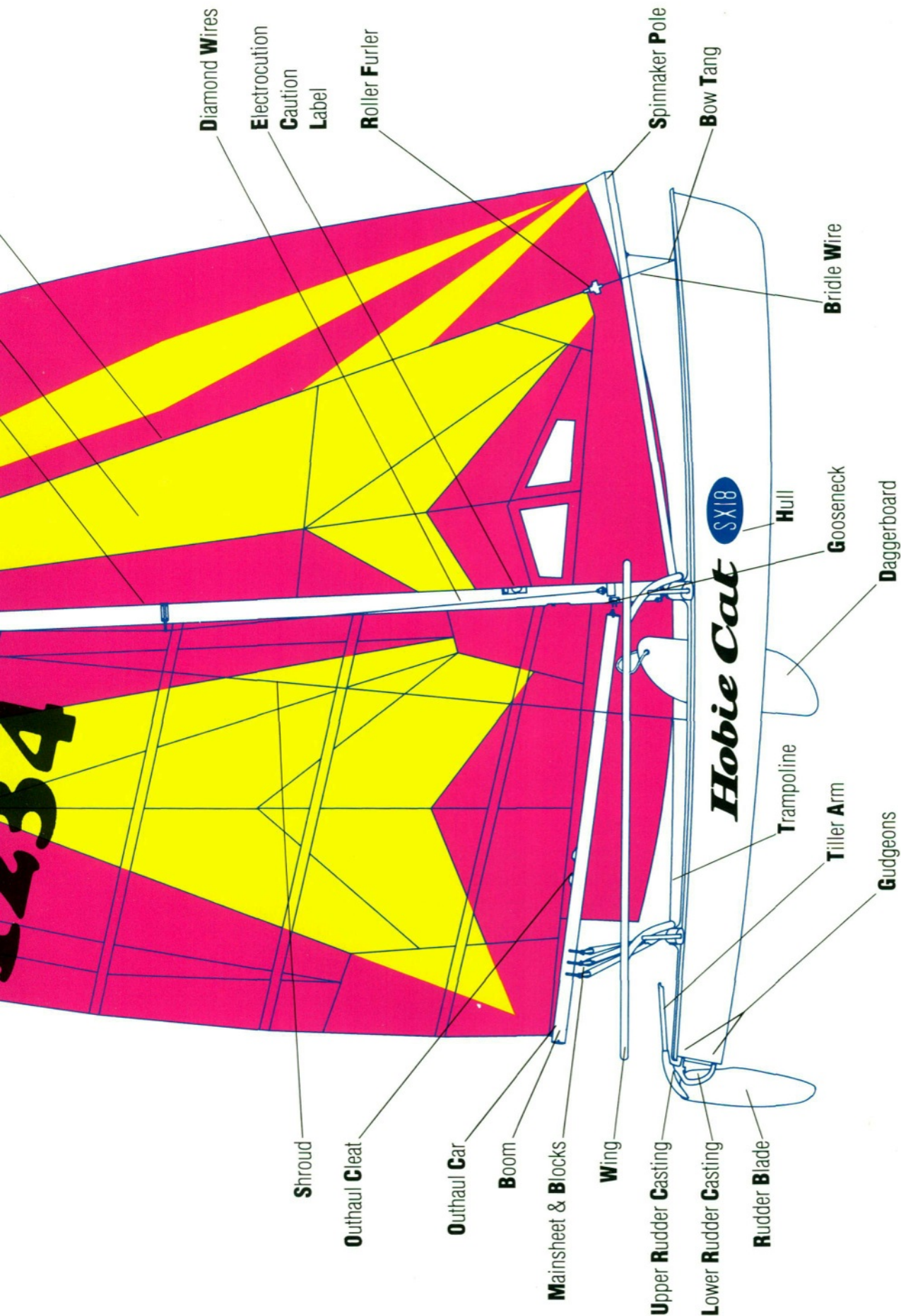
NOT
**JUST HIGH -
TECH ... IT'S
HOBIE TECH!**

It's faster than the 16.
Priced less than the 18. A
two-person, 17-foot
catamaran with 21-style
wings and a boomless
rig. It's bound to be
1991's boat of the year.
And you're bound for the
time of your life!

Now introducing for your
sailing pleasure (and we
do mean pleasure!): the
Hobie Sport Cat. 

THE NUTS, BOLTS, AND THE ...





We here present for your careful examination, an anatomy of all versions of the popular **Hobie 18- standard, Magnum and SX**. Finally, you'll know what to call that **thingamabob**, and that **whatchamacallit**, and all the other parts that go together to make

a whole bunch of sailing fun.

To make ordering easy, we've listed each part by **name, number and price on pages 54 and 56** of this issue. Call your local Hobie dealer for more information and/or ordering assistance. -Ed.

UPWARDLY MOBILE

TUCKER AND HOBIE 18 GO THE (LONG) DISTANCE AT CHINA SEA RALLY

STORY BY MARILYN CAMPBELL
PHOTOS COURTESY OF COAST CAT FRANCE

Long-distance racing, in the past a challenge mostly for elite racers, is advancing more into the mainstream, thanks to events such as the Raid Mer de Chine (China Sea Rally) featured below. For more information on the history and running of the first Raid, see "CAT RALLY" in the September/October 1989 issue of HOTLINE. -Ed.

The first day foretold the last, when after seven straight hours of sailing, American Carlton Tucker and Australian Brett Dryland, both on Hobie 18s, took an aggressive lead in first and second, respectively. Twelve days, nine legs, 450 miles, much great wind and high drama later, sponsor Baron Charles de Montesquieu and organizer Gerard D'Aboville were on hand to congratulate Tucker and Dryland as they finished first and second in the 1990 Raid Mer de Chine.

RIVAL BOATS COME UP BARREN BEHIND HOBIE 18

In addition to Tucker, the real winner of the second Raid Mer de Chine was the Hobie Cat entry into the race for best overall catamaran: the Hobie 18. The top five finishers sailed in on 18s, dominating 10 of the top 12 positions. On the survival course known as long-distance racing,

the 18's speed and performance are complemented by its dependability, not unimportant considerations when sailor and boat join in marriage for two weeks on the high seas.

"Nothing can match the virgin and untamed beauty of the Philippines and the islands in the south."

Gerard D'Aboville, Organizer, Raid Mer de Chine

FANTASYLAND

The surroundings were as breathtaking as the race, with emerald isles, exotic fauna and flora, mountain peaks, coral reefs and a whale shark competing for attention amidst the high seas race. Not even a formidable fish fin could keep Tucker from his destiny of being the first American to compete in and win the rally. It was certainly not the first long-distance race in which he emerged victorious and equally certain not to be the last.

All but one of the 27 teams entered were "foreigners" in this second race through the Philippine Archipelago, but skipper Carlton Tucker and crew Glenn Purcell proved no strangers to victory. Their winning time of 45 hours, 56 minutes and 18 seconds was 33 minutes

ahead of second-place finishers Brett Dryland and Tracy Woods, whose navigational error in the ninth and final leg cost them 20 minutes (and confirmed Tucker's victory) but did not deter their comfortable lead over the third-place team of Frenchmen Laurent Lavaysse and Eric Bussy.

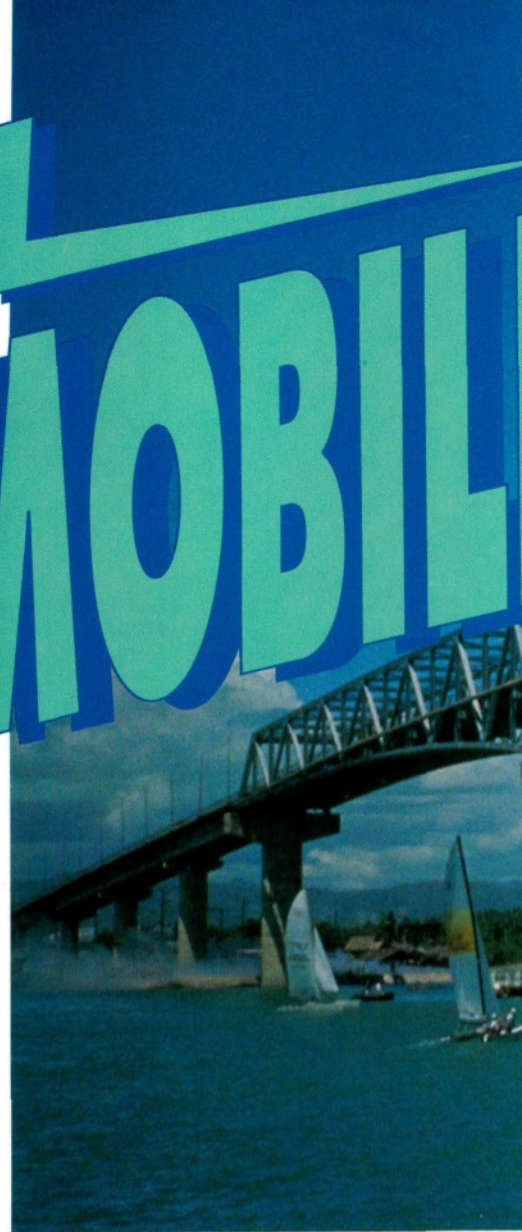
"It was an experience I'll never, ever forget: high speed drama and adventure."

Carlton Tucker, Winner, Raid Mer de Chine

ADVENTURELAND

From the March 1 beginning of the race, the wind took a commanding lead, measuring 15 knots as Tucker and Dryland advanced on the seven-hour first leg, Allegree, with 25 teams behind them. In contrast to the first China Sea Rally in 1989, high winds regaled the racers throughout the following eight legs.

The race, well covered the entire two weeks by print and television media, was an adventure all the way. Midway through the event, changing winds made choices





difficult and in some cases disastrous. During the fifth leg on March 7, skipper Fred Lepeutrec was thrown overboard as he left Boracay Beach to cross the Sulu sea; after 10 minutes of anguish he finally caught the attention of a competitor who retrieved him and enabled him to continue on his way.

MISADVENTURELAND

There were several capsizes in the sea, which was hit by winds up to 25 knots. While Dominique Bianchi was busy overturning the record by capsizing six times, Guy Sparacca was off ramming a coral reef and Jean Luc Faure wrestled with a hull hit and rudder broken by a shark. Speaking of sharks, Tucker and Purcell caught up with a 30-foot whale shark (or vice versa) while outrunning the other racers. "Glenn and I jumped into a Zodiac and we managed to grab his dorsal fin," recounted Tucker. "We were pulled a good long way by his incredible force." (Does a shark fin count as second crew?)

Another close encounter of a scary kind ended when D'Aboville, accompa-

nied by a Coast Guard Patrol, finally located the Soriano/Lapenas team several anxious hours after an actioned distress signal. They were rescued from their dismasted, overturned craft and brought ashore to the loud and thankful applause of fellow participants. As usual with races of this kind, the atmosphere (on land) was warm and friendly, with the racers being drawn by the experience into one big family.

FRONTIERLAND

The wind continued to get a leg up on the racers as the event progressed, totally dominating the competitors at 35-40 knots while the sailors struggled through the 35-mile seventh leg from Pamalican to Nangalao Island. Orders were given to reduce sails before the start to better cope with the heavy sea and waves up to four meters. Most racers made it to port, although the leg proved fatal to the Philippine team, which was forced to forfeit due to a broken mast. The strength of the Sulu sea ultimately conquered the race for a spell; organizers wisely decided to postpone the start of

the eighth leg when the sea was paralyzed by a storm with gusts up to 40 knots. Refreshed by a flavorful barbecue in the quaint and friendly fishing village of Nangalao, the racers eventually returned to the still-rocking sea in an exciting 43-mile leg that took them to Diapila.

WINNERSLAND

The tenth and final leg was marked by unpredictable winds, which surprised more than one participant and required extremely careful navigation. The last five of 450 miles were the most "dramatic and frustrating," recalled Tucker. "All of a sudden the wind started to play tricks, changing direction and pace all the time. We must have tacked 100 times. After all those miles and the finish finally so close, we almost did not get there." But get there he and Purcell did; the climactic ending made the win for them that much sweeter and strengthened their determination to return next year to defend their cup.

An equally spectacular finish was achieved by the Hobie 18 team of Metral/Le Jannou, who finished fifth overall but



captured the last leg with an unexpected 28 minute, 16 second advance through the labyrinth of chalky, rugged islands that led them to Bacuit Bay and the end of a long, arduous and totally compelling drama at sea.

"This rally marks a new era in sailing and racing."
Baron Charles de Montesquieu,
Sponsor, Raid Mer de Chine

TOMORROWLAND

After two long, exciting weeks on the high China Sulu seas sailing and striving from Cebu to El Nido in the Philippine Archipelago, the weary contestants were left perhaps without a further leg to stand on, but with the satisfaction of having done their best, a sadness to see the rally come to an end, and a determination to return next year to the third sailing of the event.

The reaction of the winning teams? Rumor has it the rally left Brett all Tuckered out and Carlton in search of Dry land for a change.

HOBIE 18 GIVES RIVALS ROYAL PAIN

Rival catamaran manufacturers took it in the shorts as far as long-distance racing is concerned at the 1990 Baron Charles de Montesquieu China Sea Race. The event began with 27 entries from

eight nations on March 1, 1990 at 12:30 PM and when it finished (for the winners, at least) 45 hours, 56 minutes and 18 seconds of on-the-water time later, the Hobie 18 reigned supreme. The American team of Carlton Tucker and Glenn Purcell sailed into first, followed by four other 18s.

The fast and furious new aristocrat of long-distance racing dominated the Baron's rally in sheer number of entries. Almost two-thirds of the teams — 17 out of 27 — raced on 18s, outpacing the Prindles, Nacras and Kats as well.

It looks like the Hobie 18 will go to any length to come out on top.


LONG DISTANCE RACE ENJOYS SHORT BUT SWEET HISTORY

The China Sea Rally is only two years old but on the move! Organized initially in 1989 by French racing enthusiast Gerard D'Aboville in the paradise known as the Philippine Archipelago, the 450-mile Raid Mer de Chine was a success from the very start. The first event attracted 37

participants, this year's rally brought together 27 teams, and next year D'Aboville is looking forward to an even greater showing of international, fully sponsored entries.

The evenly rated race was carefully designed to assure victory to the first boat finishing with the least accumulated time. Each leg of the China Sea course is 35-80 miles long, not too long to deter sailors new to long-distance events nor to prevent mixed couples from competing (a mixed team captured second this year), but still demanding enough to attract top long-distance racers from locations as far away as the United States and Australia.

Participants are screened to determine sailing experience and abilities before being allowed to compete. Each boat is equipped with a personal distress beacon (EPIRB) and as an additional safety measure, all boats are obliged to undergo strict daily inspections. With over 7000 islands in the Archipelago on which to get lost, the above precautions and minimum equipment of a radio, survival rations, ten liters of water and two sleeping bags keep the race out of the danger zone for the eager sailors.

The two-week rally, with its two rest days, open camping, friendly villagers and spectacular scenery, is an event sure to be around for a good, long time. 

Beach Cat Racing Goes The Distance

Name of Race	Year Began	Location	Distance
Worrell 1000	1976	Miami to Virginia Beach	1000 miles
Hog's Breath 1000	1986	Miami to Fort Walton Beach	450 miles
Raid Mer de Chine	1989	China Sea/Philippine Archipelago	450 miles

COMMONERS VICTORIOUS IN UNCOMMON RACE

Who says representatives of a democratic country can't be the aristocrats of long-distance racing? The aristoCATic combination of skipper Carlton Tucker, crew Glenn Purcell and the Hobie 18 outdistanced the competition on similar 18s as well as on "comparable" crafts from other manufacturers. The lone United States entry in the 1990 Baron Charles de Montesquieu Raid Mer de Chine (China Sea Rally), Tucker and Purcell traversed the nine legs (450 miles) from Cebu to El Nido in the stunning Philippine Archipelago in 45h 56' 18", to beat second place Brett Dryland (an unlucky surname?) from Australia and 25 other competitors hailing from France, Germany, Spain, Japan and the Philippines.

FT. WALTON BEACH BOYS SING WINNING TUNE

Both Carlton Tucker and Glenn Purcell had less than auspicious Hobie Cat beginnings, but their initial mishaps have led ultimately to a series of successes in the world of sailboat racing, including their thrilling first place win at the recent Raid Mer de Chine.

Just how unsuccessful were these winning sailors way back when? Glenn's first Hobie Cat experience was simply smashing ... literally! He and his brother were trying out a cat when it was rammed (unintentionally) by another rented boat. Carlton's cat initiation was less damaging physically but devastating nevertheless. An experienced big boat sailor (he started out on a 35-foot cruising sloop), Carlton failed his first Hobie Cat sailing school. "It was my bad attitude," he acknowledges with the wisdom of hindsight. "I thought mastering a small boat would be a piece of cake after managing those big ones. Actually, I learned the opposite is true."

HERE A TUCK, THERE A TUCK

Carlton sees that failure as the turning point in his sailing career. "I was determined to stick with it and show them I could do it." And he did: seven years later he won his first Hobie 14 championship and he's been racing away with titles ever since. Racing and winning exclusively on Hobie Cats until 1985, he's recently experimented successfully with other crafts as well. "Ft. Walton Beach is an excellent sailing venue. It's a beautiful place for sailing and so attracts many races," he explains. In all, he's won 13 national championships, and was runner-up three times in world events.

"My goal is to be the best in the



Glenn Purcell and Carlton Tucker at 1989 Hobie 18 Worlds in Monterey, CA.

world," Carlton declares. "I've been damn close."

He was more than close in the China Sea Rally. He and Glenn knew they would be up against great competition, including friend/foe Brett Dryland, so they decided to go all out to win the event. They knew it wouldn't be easy.

Neither skipper Tucker nor crew Purcell are strangers to long-distance racing. Glenn has sailed in several such events, including a memorable race to Mexico, but the Raid would be his first long-distance (over 120 mile) race on a catamaran. Carlton has participated in the Worrell 1000 four times, winning it in 1982. He has twice captured third in the Hog's Breath 1000.

WINNING, THE AMERICAN WAY

The two already sailed every chance they could get; it's a way of life for both of them. They decided to give themselves a (hopefully) winning edge by preparing mentally and physically for the event. "In a short race, you win by pushing the boat as fast as possible the entire time," explains Carlton. "You can't do that in a 450-mile race. You have to pace yourself, you can't go to the wall all the time. You have to watch your diet and avoid dehydration."

They began preparing in December, three months before the race. They ran (not jogged - ran) and started a weight training program, to lose weight and get in the best shape possible.

"It paid off," Carlton says simply, but as can be seen in the accompanying article, winning was not at all a simple task. As Carlton points out, giving much credit to his rival Dryland, "Think of it: after 450 miles and all that ocean, we

only beat him by 33 minutes." He says the last five miles were the worst, by far; in fact, with the weird wind that struck as they maneuvered the terrifyingly huge mountain pass, even though they could see the finish line and taste the 60,000 francs that would go to the winning team, "the last hour was sheer hell." At one point it looked like the Alcatel team (which eventually finished in fifth) for whom the wind had mercy, might overtake both Tucker and Dryland to capture first overall.

DUKING IT OUT, THE BARON'S WAY

But they did win, and offer several reasons for their victory. Glenn, who sometime skippers and sometime crews, credits the teamwork concept. "Carlton and I work well together. We talk a lot about what we're going to do. We discuss things thoroughly and make navigational choices together, unlike some teams in which the skipper does it all alone. Our way makes for a stronger team."

Carlton, who also believes the teamwork and training paid off for them, emphasizes the importance of sponsorship. "In addition to sponsoring the race, Baron Charles de Montesquieu (a direct descendent of the 18th century French philosopher, by the way) sponsored us. Baron's Water, the name of our boat, is one of his products. The Baron had been looking for an American team to sponsor, and I feel good we gave him our best." The Baron's Water team also was able to give its best, according to Carlton, because of another sponsor, Aloe Up. "You can ask all the other competitors — all the ones with the burnt skin and bandages," chuckles Carlton. "Aloe Up skin and sun care products worked wonders for us under the intense Philippine sun. Actually Aloe Up makes sunburn remedies, too, which we shared with some of the unlucky sailors who hadn't been properly protected to begin with."

Training. Teamwork. Determination. Sponsorship. That says a lot but it doesn't say it all. Passion is at play here, too, that special, intense excitement all great athletes feel for their sport. "It's the total thrill of it," insists Glenn, "that great feeling of going upwind and duking it out."

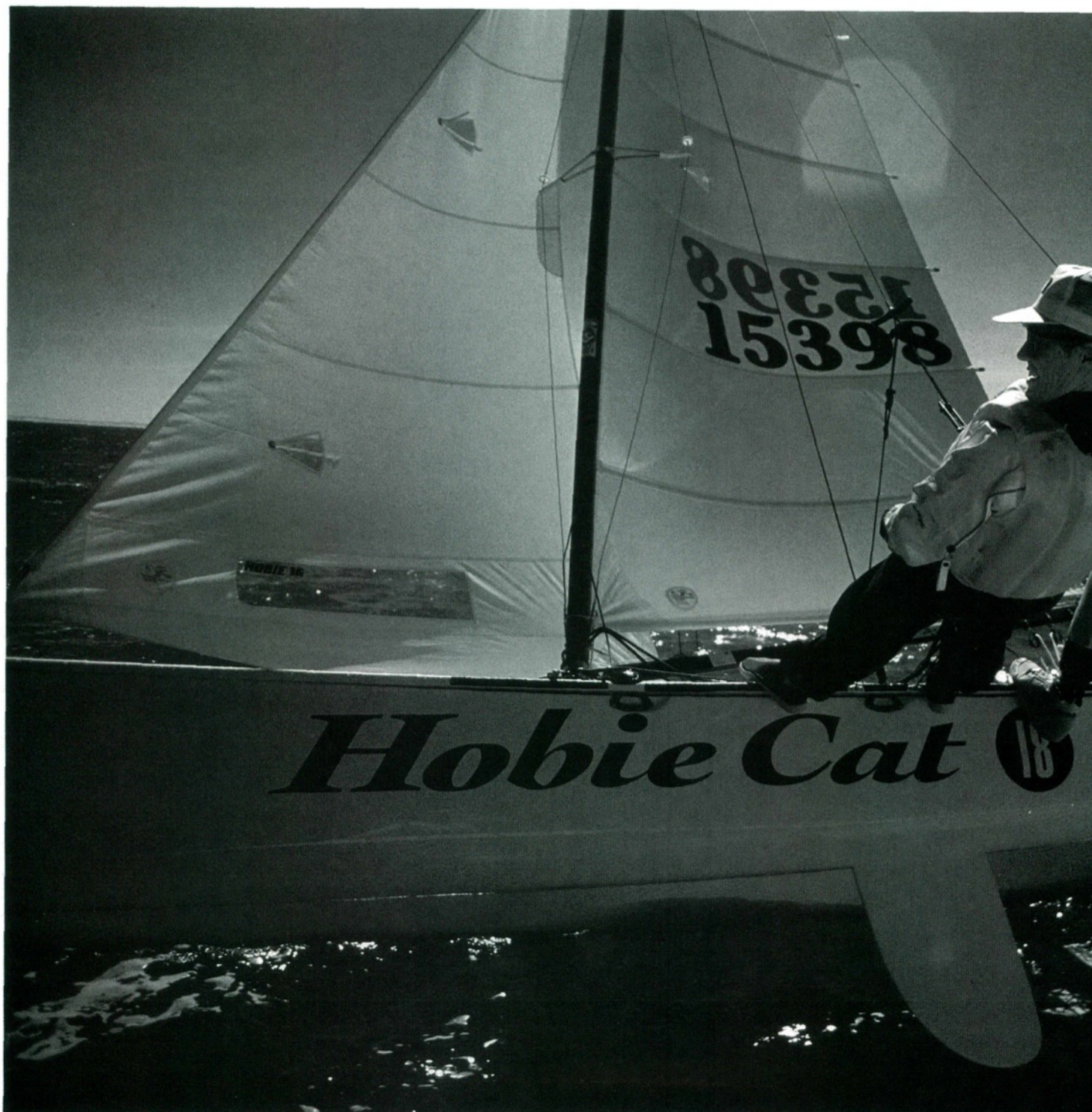
Sailing is their life. Carlton, a salesman for The BOAT, and Glenn, who performs canvas work for Sabre Sails, are totally involved with sailing, on and off the job. It's no wonder they're thinking of going pro.

In many minds, they already are!

PATRICK MC DOWELL

HOBIE RACING

JULY/AUGUST 1990



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IN THIS SECTION:

Major Regattas
North American Region News
Fleet News
Regatta Schedule
Regatta Results

MAJOR EVENTS



MAJOR REGATTAS



PATRICK MCDOWELL

Aug. 19-25	Hobie 14 & 17 National Championships Hood River, Oregon	Paul Ulibarri (206)364-9938
Sept. 1-3	Mid-Americas South Central Championships Lake Texoma, Texas	Tom Slettebo (214)394-1339
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

Although HOTLINE photos may show models or sailors not wearing a personal flotation device, this magazine and Hobie Cat Company in no way condone or recommend sailing without life vests either on or in easy reach of every sailor, no matter what the level of experience.

RAIN OF TERROR

TEXAS FLOODS DAMPEN HOPES AND DREAMS

STORY BY PETE PATTULLO

Ironically and yet appropriately, May is Water Awareness Month. In the past years the observance lasted but a week, but beginning this year, with the steady decrease in our potable water supply due in part to the equally steady growth in population, the state of California, among others, devoted the entire month of May to emphasizing the importance of water.

Not to be left behind, Mother Nature chose that very month to manifest some water awareness events of her own.

MAY 1990; DATELINE CALIFORNIA: As the state suffers another year of drought, municipal water districts declare the first stages of water alerts. Outside watering hours are restricted; unnecessary hosing is prohibited, and residents are asked to comply with voluntary water cutbacks to avoid more severe, mandatory restrictions down the dry and dusty road.

MAY 1990; DATELINE TEXAS: As the state suffers rampaging waters due to severe flooding, 13 people are killed, hundreds of homes are lost or badly damaged, crops go unplanted, livestock die and erosion runs rampant. Overall financial losses rise as rapidly as the raging rivers; early estimates are in the hundreds of millions of dollars.

FIRST THE FLOOD

Everything in Texas just seems bigger than things in other states. The open country, the ranches, the endless drive across the plains from Arizona to Louisiana, those Stetson hats; even the Texas-style personalities (a la the Ewings) with their enormous successes and often just as immense failures, loom larger than life. Accordingly, water, which is one of the necessary virtues of ranching and farming (and Hobie Catting) life, turned

into a terrifying vice on a typical Texas scale last May.

Faster than you could say "Put a finger in the dike," Livingston Dam (Houston's water source) on the Trinity river began releasing water at a rate of more than 100,000 cubic feet per second. Dallas, also located on the Trinity, suffered severe flooding in its southern suburban area.

Normal rainfall for north Texas through the end of April averages 9 inches. This year saw 24 inches in that same period. Added to that amount was approximately 8 more inches falling through the first two weeks of May, resulting in an estimated \$40 million in damages over just that period of time.

The Trinity, Arkansas and Red rivers overran their banks in a teeming disaster, with the boating areas in northern Texas, southern Oklahoma and Arkansas hit the hardest. Water, a source of so much enjoyment to residents and tourists who take part in Hobie Cat sailing and other fun water-related activities, spelled deprivation and tragedy for businesses throughout the devastated areas.

The disaster struck just as the boating industry was trying to recover from the previous year's spring flooding, which had influenced many people to put off buying a new or used boat. Numerous marine dealerships already had been forced out of business; this year's tempest no doubt will severely hurt and even force the closure of many more.

AN ARKFUL OF HOBBIE CATS

Water, water everywhere ... but no place to launch the boat, is the current dilemma in the aftermath of the flood. Scores of lakes either have been totally shut down to the public by the Army

Corps of Engineers or rudely divested of suitable launching locales.

Two affected Hobie Cat fleets, Fleet 23 in Dallas and Fleet 91 in Ft. Worth, watched in dismay as their normal beach areas flooded for the second time in one year. Within one hour of Dallas are seven lakes on tributaries of the Trinity river as well as Lake Texoma on the Red river and Lake Lewisville, located 30 miles outside of Dallas. Last year's flood forced the closing of all public parks for most of June, July and August 1989. The waters created a little extra damage, too, causing the 'shipwreck' of a brand new information center and four new picnic tables. This year's flood is expected to keep most points closed through late July.

The one silver lining in the Dallas area is Ray Hubbard lake, which has remained open. The cloud surrounding that silver lining, however, is twofold. One, Hobies can be launched only from a single area, known — for good reason — as "Fire Ant Hill." Two, the location also is known for its infestation of Motorized Personal Watercraft (aka Jet Skis), which reduces the available beach area as well as the enjoyment level for Hobie Catters. So, for the time being, sailors either must sit tight and wait for things to dry out or drive to the closest quality launching/beach area, some located as far as four driving hours away.

IN SEARCH OF SAFE PASSAGE

In times of distress, restless Hobie Catters may feel tempted to sail where angels fear to tread. A word to the wise and the not-so-wise: BE CAREFUL! Day trippers in search of a little watery recreation should beware of flood-related dangers such as the following:

BEFORE



SYLVIA DABNEY

AFTER



STEVE CHARLES

TEXANS RACE TO RESCUE

MID AMERICAS NOT CANCELLED, JUST POSTPONED

BY STEVE CHARLES

If they didn't let a little thing like Santa Ana and his infamous band of renown get them down, Texans couldn't be expected to lie down and play dead for a devastating flood. The Mid Americas Area Championship, scheduled for Memorial Day weekend 1990, was not cancelled, just postponed due to rain. A lot of rain.

The operative word here is postponed. Thanks to the valiant efforts of the traditional host of the event, Cedar Mills Marina and Resort, and the intrepid members of Dallas Fleet 23, the hugely popular championship will be held on Labor Day weekend instead this year.

The expectation was staggering: the second largest Hobie Cat regatta in the U.S. in 1989, Mid Americas hoped to attract 200 boats and 500-600 total participants in 1990. With a regatta budget of \$15,000, widespread local radio, TV and newspaper coverage, great entertainment amid two days of official competition and one day of fun races, the 17th running of this (now final) tune-up for the 16 and 18 Nationals is raring to go.

The way back was not easy. Cedar Mills Marina suffered tragically during the spring floods of 1989 when the water level rose to several feet inside the restaurant. Not to be outdone by last year's storms, this year's rains raised the level of Lake Texoma to the peak of the two-story structure. The first floor walk-in freezer broke loose, driving through the ceiling to protrude through the roof. The wall of the Marina owner's home collapsed from the pressure of the mercilessly rising water. Boats that had been under construction in the Marina's manufacturing facility bobbed against each other as they floated against the ceiling.

In the calm that followed the storms, only two remnants of what was once the proud Hobie Point campground remained. A pair of chrome shower heads sat side by side shining in the welcoming sun just inches above the level of the lake.

The mooring docks were a shambles. The floating docks were mired into the lake's bottom. The lake rose 27 feet above normal (pouring over the top of the spillway for the first time in 33 years), causing the docks to slide so high the pylons gave up the ghost from the stress of wind, waves and boats moored to them. One section of the docks broke loose and floated, yachts and all, over the normal location of the Mid Americas tent. The planked walkways looked as if someone had crumpled them like so many beer cans.

With traditional Texas-sized generosity, the Marina had served Fleet 23 well and warmly over the years, so it was no surprise when the fleet members returned the favor and helped themselves as well as the Marina back to Mid Americas readiness. In true Hobie spirit, the fleet is helping rebuild as the flood waters subside. There is much to be done: new moorings to be built, mud to be cleared from roads and out of buildings, debris to be hauled away, new shower facilities to be installed; last and not least, the restaurant to be renovated and restored.

Once again, the "Hobie Way of Life" has shown its strength as Hobie Catters help each other, in celebration of life, liberty and the pursuit of sailing happiness.

POWER LINES - With the parks closed, some sailors are talking about launching in areas now lakefront property. You're talking power line problems here! Also, non-lake portions in existing lakes have flooded, creating a new lake within a lake. In some cases power lines in these areas are running two or three feet below your COMPTIP™ mast.

DEBRIS - Due to the high water, a lot of debris that started out on shore or in someone's backyard is now floating around, ready, willing and able to snag the unsafe-conscious sailor. A picnic table might even be lurking beneath the surface of the water, lying in wait to take out that daggerboard, rudder, hull — or you! Unless you like sailing in a mine field, look before you leap.


ISOLATION - You may find yourself one of the few souls daring to brave the aftermath of nature's wrath. If you get into hot water, you may have to resolve your troubles alone or wish you had rustled up a few buddies to join you.

A RAINBOW OF HOPE

Fortunately, almost miraculously, the flooding has resulted in no cancellation of Division XIV or VI events and the rescheduling of only one, the Mid Americas Area Championship (see accompanying article, "Texans Race To Rescue.") Most regattas held in late April and early May were affected by high water, reduced beach and camping areas, not to mention a few submerged picnic tables, but the races luckily were held right before the latest storm toppled the water over the spillway or were located on lakes on the outer fringes of the flood area.

Earlier in the year, Division XIV officers recommended regatta committees consider providing day sailor registration packages at a discount for individuals wishing to participate in the party and atmosphere but not directly in the races. To date, only the Mid Americas has taken them up on this.

The Dallas fleet may be scheduling weekend trips to distant lakes in June and July as well as beefing up its off-the-water social calendar to help keep members' mindsets above water, so to speak. Someone on the board even has mischievously suggested buying a full-page ad in the newspaper requesting residents to: "Please water your yard twice a day, take two or three showers daily and flush that toilet every time you pass by."

Too bad they can't air freight all that excess water to drought-stricken southern California. Perhaps Gilda Radner said it best: "If it's not one thing, it's another. It's always something." 

NORTH AMERICAN REGION NEWS

Representatives of the Hobie Cat Company and the North American Hobie Class Association met recently to discuss Hobie Cat national events. With the "Bring Your Own Boat" (B.Y.O.B.) system and the need for host committees to assume more liability, areas of responsibility needed to be defined. The meeting produced a revolutionary but most practical solution.

The hosting party for U.S. Nationals will have primary control. The International Hobie Class Association with the North American Hobie Class Association will:

- Enforce the Hobie Cat national racing format.
- Retain the option to select or approve the race chairman.
- Ensure that national championship objectives and minimum requirements are met.

National championship objectives are to perpetuate the "Hobie Way of Life" and to provide a quality sailing experience for all participants. Minimum requirements have been defined to meet the objectives to produce a quality racing and social event.

The Hobie Cat Company has supported nationals for many years. It would have been difficult to achieve our current national prominence without their financial and creative support. They will continue to support the racing program by maintaining a race department, the HOT-LINE and pursuing national sponsorship programs. The decision of the group affects primarily only national events and related areas.

What does all of this mean? For one thing it's a big challenge. The fleets and divisions will have the opportunity to create great local events and, with proper management, expect to make a profit in the process. Many

of our divisions are already running quality, high-budget events profitably. With B.Y.O.B. we will be getting back to the beach (our natural environment). We expect competitors will be using RVs and camping a lot more. This will lessen the need for a mega hotel on the beach and should open up more sites for national events.

A committee is working on site selections for 1991 and 1992 nationals. The goal is to name the 1991 sites by this July. (It's a fact of life, one must approach sponsors a full year in advance.) If your fleet or division is interested in hosting a national championship, contact NAHCA and we will get the details to you. We have already received several inquiries and one strong proposal for 1991.

Hobie 16 National Championships, Myrtle Beach, SC

Ted Watts, event chairman, reports a strong effort to get Turner Broadcasting for the event. On the social side, the Thursday evening cut party will feature an old rock dance and pig-picking feast. Ted is working on a boat charter program and is asking boat owners to contact him at (803) 651-6931. Along this same line, any of you planning to race in the 16 Nationals might consider chartering your 16 to the Women's Championship by getting there a few days early. I'm sure the women would be most appreciative. They might even give you some sailing tips.

Single-handed National Championships, Hood River, OR

There is much enthusiasm for the event from the mayor, city council, port commissioner and the community in general. We have convinced them that Hobie sailors spend freely and do not pillage and plunder. Of course, what do we know?

We are spending an appropriate amount of time/effort on the social aspects of the event. David Buhler, our sponsor chairman, reports it looks like we can afford a party or two or three or four. Also there is a rumor of "mutant winds" stalking the Gorge - we will investigate.

Meanwhile, Doug "Skiddy" Skidmore will be race chairman for the Hobie 17 fleet and Wayne "The Legend" Schafer will chair the Hobie 14 course.

Hobie 18 National Championship, Daytona Beach, FL

The 18 Nationals will be a six-day event with only one day of qualifying. (Those who do not qualify may race an additional three days in the bronze fleet.) Qualifying will be on Monday and is preceded Saturday and Sunday by a division points regatta at the same site. All national participants are invited to race in this event. It's a chance to get a feel for the nationals course. Treasure Island Hotel is headquarters for the event. Some of you may remember this location as the site of the first Hobie 18 Worlds.

Canadian National Championships, Harrison Hot Springs, B.C., Canada

A beautiful location about three hours drive north of Seattle near Vancouver, British Columbia. The Canadian Nationals is an open, all classes event. It will be sailed one week after the Single-handed Nationals on September 1-3, 1990. Camping and motels are available on site, however, it is necessary to book early. For an information packet call Ted Blaha at (604) 588-6147, or write to Ted at 12508 Pinewood Cres., Surry, B.C., Canada V3V2L5.

Women's Hobie Cat Race Association

WHCRA was established January 1, 1990 with a charter membership of 159 women sailors. The association will hold its annual meeting at the 1990 Hobie 16 National Championships. Marci Moore and Linda Leon are leading this effort to organize the group. For further information write: WHCRA, 1220 Rosecrans Blvd., Suite 192, San Diego, CA 92106.

COMPTIP™ Program

The program has been more successful than thought to be. As a result there is a large back order problem. Hobie Cat is working extra shifts to supply tips. Hang in there - they'll get them to you as soon as possible.

I attended a COMPTIP installation party held by Fleet 95 in Seattle. The party was held at Hobie Cats Northwest and netted over \$1,100 for the fleet treasury.

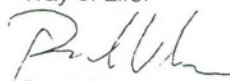
Area Championships

We have received a lot of input for the area championship program. Two events have been sailed as of this writing: Midwinters West and Midwinters East. The two events drew 392 boats to start off the season. The area championships will be cut to eight events for 1991. Six of these locations have been selected. They are: Midwinters East, Mid Americas, Midwinters West, Dillon, North Dakota, and the Northwest Championship. The two remaining events we hope to place to accommodate Divisions 9, 10, 11, 12 and 16. We could use some more input from these divisions to help make the selections.

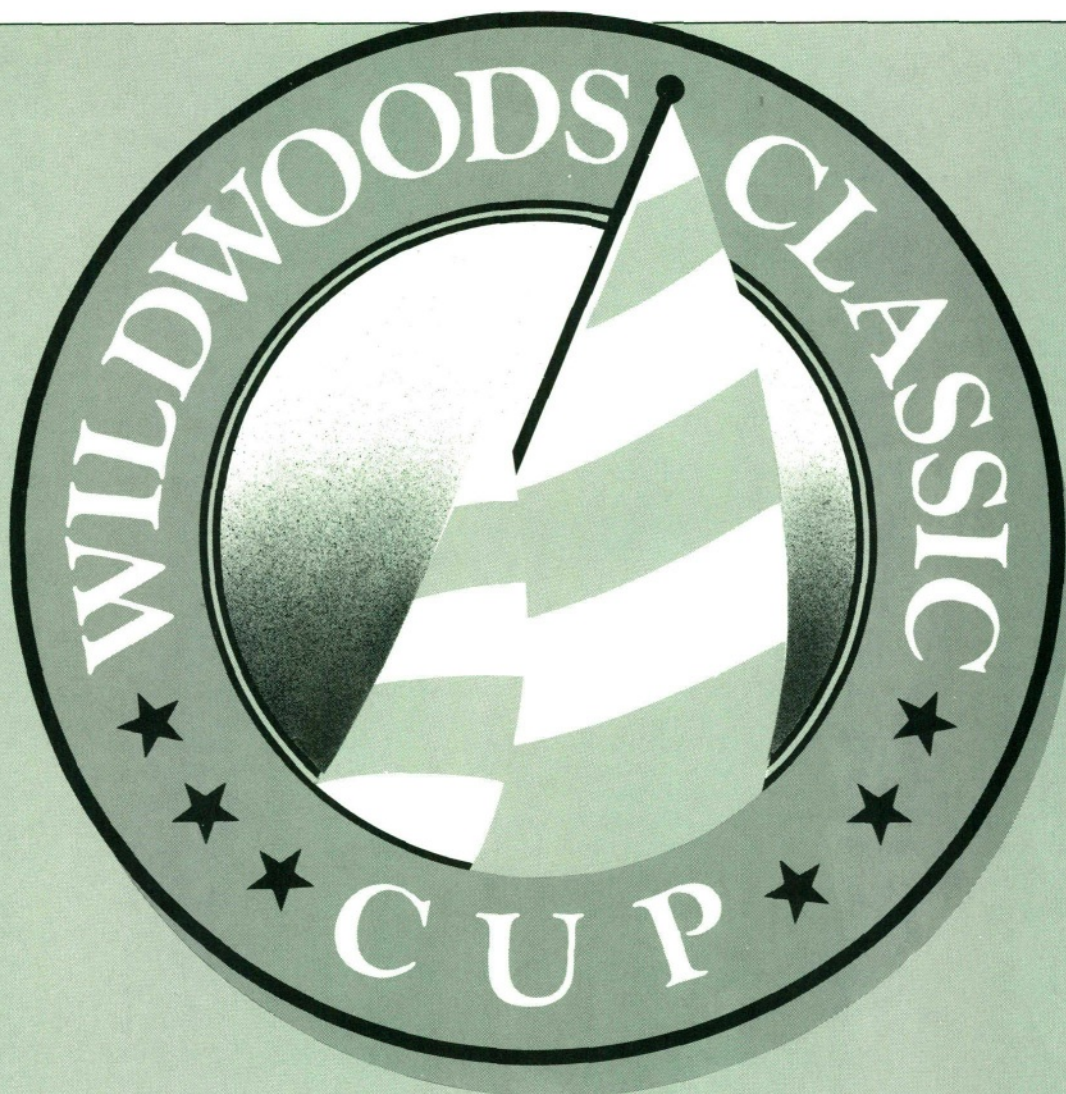
U.S. Nationals Format

There will be a modification to the standard racing format for nationals. With the B.Y.O.B. format we would like to ensure that all boats attending get to race a minimum of five days. Sunday and Monday will be qualifying. (See Hobie 18 National Championship exception.) Those not making the cut will move on to the bronze fleet and continue to race through Thursday. Bronze awards will be made Thursday evening at the cut party. Those making the cut will go into the round robin series. Out of this group those not making the cut Thursday evening will continue to sail Friday and Saturday in the silver fleet. Trophies will be awarded to the silver fleet. Those making Thursday's cut will race for the championship. For those racing in the bronze fleet, this is an excellent opportunity to hone your racing skills in a championship environment. Sailing against the top sailors in the nation is most enlightening - better than a clinic. Nationals are always quality weeks.

Have a Hobie Day, it's a Way of Life.



Paul Ulibarri
NAHCA Director



The Biggest Regatta in Division 11

The Sixth Annual Wildwoods Classic Cup
Saturday and Sunday, August 25th & 26th, 1990

Free T-shirts and Free Amusement Passes to over 50 rides, compliments of your sponsor, Morey's Pier & Mariner's Landing.

Presented by the Morey Organization
and Fleet 443

Fees: \$25 (Hobie 16, 18 & 21)
\$18 (Hobie 14, 17)

Schedule: Saturday, August 25
8:00 a.m. Registration
10:00 a.m. Skipper's Meet

Sunday, August 26
9:00 a.m. Skipper's Meet

Location: 7100 Ocean Avenue, Wildwood Crest, NJ

Directions: From South-Lewes Ferry to Cape May, signs to Garden State Pkwy., Exit 4B, East to Ocean Ave., South (right) to Primrose Rd.
From North-Garden State Pkwy, Exit 4B, East to Ocean Ave., South (right) to Primrose Rd.

Information & Pre-Registration: Doug Ackroyd
(609)861-5674

Free parking lot at site; motels and camping nearby.
Call for additional lodging information. Lunches will be available.

FLEET NEWS

Bolle Sunglasses Regatta Fleet 6, Division 1 Bellows Beach, HI MARCH 4, 1990

Small craft warnings were again flapping in the trade winds as the rescheduled Bolle Sunglasses Regatta took place on March 4th. A prudent decision was made to relocate the race course to Bellows Beach, but the conditions there were pretty intense. As is usually the case, the wind and waves are strongest at the windward mark, and a squall on the second beat of the first race capsized nearly all the boats.

In the Hobie 16s, only the hard-core A Fleeters launched. Bob Wythes/David Remick won by just keeping their mast pointed toward the sky. Kaan/Lim won race two, but had four "spills" during the series. Levin/Ackerman suffered a broken mast after a capsize, but we know they'll be back out on the water soon.

Mahalo to Bill Nelson of Nelson Hawaiian Ltd. for acting as sponsor and giving away eight nice new pairs of Bolle Sunglasses.

Hurricane Gulch Regatta Fleet 51, Division 2 Long Beach, CA APRIL 21-22, 1990 BY ROBERT CAMPBELL

"The Gulch" is one regatta that should be a must on any sailor's list. Fleet 3 did a great job taking care of all the necessary tasks that needed to be done in putting on such an event. They had a fashion show with Carol White showing remarkable skills bidding for items.

Saturday morning sailors went about rigging and tuning their boats for what turned out to be a good day of racing the "Hobie Way." The sun was shining with a nice breeze from the south holding for the rest of the day. On Sunday morning the wind filled in around 11:00 AM bringing conditions that the "Gulch" is

famous for. I'm talking double trapping on the same tack for thousands of yards.

All fleet members learned something this weekend. One thing that stuck in my mind was, if you want to do well in a Division 2 regatta, you must learn to sail upwind with pointing ability a crucial factor.

In the 21 class, "Water-sports," skippered by Floyd White with Mark Hamelmann crewing, sailed to a 3rd place finish with Stoney Douglas and Bill Ketterer hot on their rudders, tying for 4th place. In the 16B class, Diana Hamelmann ("Super Crew") and I sailed very consistently in a consistent series of races, and managed a 7th place finish. Bill and Yvonne Carver, whom we battled around A mark in one race, sailed to a very respectable 11th place finish.

Early Spring III Fleet 51, Division 2 Lake Mead, NV APRIL 28, 1990

WINDS, WINDS, WINDS ... Saturday's fleet races, the big boats had the best winds of the season at 15-25 mph with gusts of 30 plus. We had one SX-18 and two, I repeat, two sweet Hobie 21s. Did I get stung by the 21 bug? Wow! What a boat! Thanks to Bill Ketterer, I got to crew in one race and skipper in two others. Cecily Dunn and I crewed for Bill in the first race. Cecily was an absolute trooper. She untangled jib sheets and was in and out from the trapeze like a seasoned veteran. Good job, Cecily.

About that 21, boy was I stoked. A 21 has a power range that will more than satisfy any skipper's appetite. A 21 is a boat that will make you think you can fly like a bird — and you know what? — you can. It was like flying 20 feet above the water with the sails being a giant seagull and the hulls a pair of dolphins. I loved it - thanks again, Bill.

Each boat makes a sound as the hulls knife through the

water. On the 21 it's kind of special as those sailors racing their monohulls could hear it as we sailed on by. It was fantastic. Boat speed at times was devastating, and the racing between fleet members was fast and friendly.

Floyd and Carol White did a nice job as race committee, getting in three races before the winds came up too strongly. On the 21s crews were three and four deep, with Stoney and Diana roughing it out as a duo on Stoney's SX-18. The strong winds gave all the sailors a day to remember.

Mark Hamelmann and crew sailed very well, challenging yours truly with each boat having its moments in every race. Ah ... what a day, it was topped off with the potluck dinner held at Stoney's house due to the strong winds on the beach.

Lake Perris Regatta Fleet 180, Division 2 Lake Perris, CA MARCH 24-25, 1990

The Lake Perris Regatta is always a great event. Fleet 30 always puts their all into it and this year was no different.

Saturday started out with little wind, but as the afternoon progressed, so did the wind. Fleet 30 tried something new by using a three-minute start sequence. It seemed to work out very well from what I can tell and Tom Materna did an impromptu survey with the majority of sailors indicating they liked the three-minute starts.

On Sunday Fleet 30 held a fashion show and auctioned off some great deals. After the fashion show we shot the breeze waiting for the same to appear. Unfortunately, the wind didn't pick up until later in the afternoon and we only got in one race.

Trophies awarded to Fleet 180 members were: 3rd in 18C for Jon and Amanda Beck and 2nd in 16A for Tom Materna and crew. Congratulations!!!

Lake Castaic Regatta Fleet 180, Division 2 Castaic Lake, CA APRIL 7-8, 1990 BY M. YATES

On Saturday the wind took its own sweet time coming up. The wind started to come up in the late morning. Those who got out to Sharon's Rest early were in luck because the wind shut off for the stragglers. Finally, the wind (I use the term loosely) came up around 2:00 p.m. and we were able to get off just three races.

Sunday was basically a repeat of Saturday, except the wind was definitely stronger and we were able to get in two races.

Those receiving trophies in Fleet 180 were: Tom and Donna Materna (4th in 16A), John and Jeri Bowen (1st in 18B), Mark Overdevest and Jeff Bowen (2nd in 16C), and yours truly (5th in 17A).

Penguin Series Fleet 95, Division 4 Seattle, WA MARCH 17, 1990

The Green Lake Penguin might well have been called the "Chase the Zephyr." The wind ranged from 0-15 mph in a constantly changing cycle and shifted over 180 degrees over the course of the day. The race committee renamed the marks as required and went on with the race. (I'd always rather race than watch the chase boat reset the course after each change in wind direction.) Success in the races required maintaining boat speed in the quiet stretches. Prior to the racing, Caleb Tarleton handed out recording tape that made the difference between knowing where the wind was at all times and trying to follow everyone else in the slow bits.

The first race was a #1 (SACF). The wind shifted from the west to the south just before the start and we ran the whole course on single reaches. The second race was a #2 (SABCF). Finding the

FLEET NEWS

light wind lay line for A mark was the secret of success. Extra tacks cost dearly in a catamaran race. Race three was a #5 (SABCACF). The editor barged the start and watched the entire fleet round A mark before he finished his 360. Bumping into A mark didn't help, another 360. Luckily the fleet bunched up at the second A rounding and we snuck past two boats. A word of warning: always start your 360s with a tack. Jibing first leaves you pointed the wrong way without the boat speed to bring the nose over. Race 4 should have been a #2+II (=5 in the Hobie World) (SABCABCF). I think the committee boat regretted being the jibing point on the A-C run of race 3. The wind died on the second A mark and the race was ended there.

Joyce Butchart did her usual outstanding job of registering everyone and Scott Ruggles ran a flawless race as usual.

Tri-State Border Clash Fleet 48, Division 5 Elephant Butte, NM APRIL 7-8, 1990

The First Annual Tri-State Border Clash took place over the weekend of April 7-8, at Elephant Butte Lake in New Mexico. Participants came from three fleets (48, 514 and 526), three states (New Mexico, Arizona and Texas) and three Divisions (2, 5 and 6). This regatta was hosted by Albuquerque Fleet 48 who really put together a great weekend.

Fleet 514 arrived between 8:00 PM and midnight. The Palmers began the weekend with a transmission that decided getting to the lake was far enough. The regatta site is a broad, sandy beach with flush toilets and hot showers a short walk from the camping. Picture a horse pasture with a sandy beach and modern facilities!

Fleet 514 began the day Saturday with Ron's pancake breakfast. The cool morning

warmed rapidly while boats were set up in the hopes of wind and sailing. A little after lunch the Hobies set sail to race and cruise.

Light and variable breezes were the order of the day for the first race on Saturday. The leg to A mark had everything a race should have — some beat, some reach, some run. The race committee did some adjusting between the first and second races and the wind came up and steadied somewhat so that the second and third races were more familiar triangles to Hobie sailors. Some great hull flying was to be had after the races. Shirley put Ron out on the wire and still had to control the boat to avoid a capsized. It was great!

Fleet 48 served a chili dinner Saturday evening, after which the familiar war stories were told around a welcomed campfire. The nights were still cool. We were lulled during our slumbers by a light rain shower and awoke to a clear and warm day on Sunday.

Sunday morning while Hobie skippers loafed on the beach, the Crutchleys, who went along for the fishing, were busy rescuing a turtled Hobie. Bill said the fishing was a lot better than the catching. A race around the butte was in light breezes giving us time to find the elephant's image and the stranded goats on the island which are cared for by the local townspeople.

At trophy time the Zonies held their own. Bruce Miller took first in 18A and Kim, Tom and Sandy Kirschner took second in 16C. (Note that Kim skippered the boat!) Brian and Dorothy Dolan took 2nd in 16A and Team Palmer took 3rd in 18A (there was no B Fleet!).

While the boats were being packed away, an 18 sailed off the beach by itself. Loretta, being ever alert, swam after it to the rescue. Meanwhile the Palmers had to contend with the mutinous transmission. The Dolans, Loretta and Bruce Miller planned to caravan back with the Palmers. Through poor communication

or CB reception, the gang missed the Dolans in Deming. While they waited patiently (or otherwise), Brian learned the entire history of the area since the time of the conquistadors from one of the locals. See Brian for further details. The truck and two Hobies were left in Bowie overnight Sunday hoping to recruit more Hobie sailors while Loretta and Bruce carried the landlocked sailors back to Tucson. All trucks, boats and gear were back in Tucson by 5:00 PM Monday.

Hill Country Regatta Fleet 64, Division 6 Lake Buchanan, TX APRIL 21-22, 1990

The Biggie Hill Country!! What a weekend! What a race committee! What a regatta! What a great set of chairpersons! What a vice commodore! (Thought I'd slip that one in.) We had a super time at Hill Country. We had good representation from Fleet 64 and we managed to come away with a lot of gold!! Super performances were put in by Randy Cowan, Cindy Wyatt and Ben Eberle, as they all won their respective classes! Cindy also won the women's portion of Iron Man (well, Iron Maiden?? Iron Girl?? Iron Lady?? Iron Woman?? Iron Person?????)

Super racing! I don't know about all the fleets, but the racing was tight where I was. In 16C the difference between 1st and 5th place was 2 3/4 points. In 16B the difference was only 2 1/2 points. Now that's competitive racing!

So until next time, "Almost getting it done is only good in horseshoes, hand grenades and H-Bombs!"

Deep South Regatta Fleet 128, Division 6 Lake Charles, LA MARCH 31-APRIL 1, 1990 BY BETTY REEH

The weekend of March 31st and April 1st took several Fleet 128 members to Lake

Charles, Louisiana. The fleet members who made the trip were Kenny Rourke, Martin Brown, Brian Brown, Ziggy Riedel, Bill Frye, Stella Alvarado, Stephen Acquart and myself. I can confirm that fun was had by all!

The wind blew NE to SE - 2 to 10 mph on Saturday. Fleet 128 represented both ends of the spectrum on the first race with Stephen taking 1st in 17A, Bill 1st in 16B and Brian and me 1st in 16C (due to crew extraordinaire). On the other end in 16A, we had Kenny and Martin taking last with Butch Wilson (Austin) and Ziggy just one step above. But as a racer who has been last (and sure to be again), there is honor in last.

Saturday evening brought a great crawfish dinner, some of the biggest I have ever seen. Words of advice: never try to out eat Bill Frye when it comes to crawfish. He can have one peeled while everyone else is still deciding which end to eat. After dinner the partygoers joined the Corpus fleet to celebrate Judy Popejoy's birthday and drink tequila to the wind gods. But obviously not enough, the wind never blew on Sunday.

The lack of wind on Sunday brought mixed emotions. Being in 1st place with competition very, very close, it was difficult to decide whether to wish for wind. I will never tell. But regardless, the wind never blew. So we sat on the beach and enjoyed the sunshine waiting for the arrival of Gumbo Gater for the raffle and awards.

All in all it was a good regatta and well worth the drive. Hope to see more Fleet 128 members there next year.

Ides of March Fleet 407, Division 6 Lake Conroe, TX MARCH 17-18, 1990 BY WILLIE STOBBS-THOMAS

Blue skies shining on me, nothing but blue skies do I see. This could have been Fleet 407's theme song for the

FLEET NEWS

ides of March, the first points regatta in Division 6 in 1990. After days of cold and rain, the skies cleared for Hobie racers who came from all parts of Texas (and from Arkansas and Oklahoma) with a desire to see old friends and shake the "cabin fever."

Smiling racers walked from the registration table Saturday morning with bags stuffed with various goodies including colorful long-sleeved T-shirts designed by Erna Lunt, appropriate clothing for those chilly evenings that Texans were still experiencing before the onset of spring. Sailors munched on blueberry muffins provided by Whataburger for breakfast. Needless to say, they were a hit along with the announcement by Don Thomas (regatta race chairman) that 83 boats registered for the event and races would begin on time.

As the white flag went up on the committee boat (thanks Wolfgang), winds were light and shifty, but building. Short courses were given to the racers for the first two races of the day. No complaints were made regarding this decision. There were eight starts, the first being the Hobie 21s, a class of four boats. That was good to see, as well as a class of 14Ts, one of which was sailed by our youngest racer in the regatta, Mac Gleason from San Antonio, TX. Races were running smoothly as the white flag for the third race of the day went up. Winds picked up and longer courses were in order for the expert sailors, particularly the 16A fleet who had been having fun all day with a certain lady on the committee boat — Willie's a good sport, right? As the course 7 was slapped on the side of the committee boat she yelled, "You asked for it!"

The winds died as the racers finished for the day. As the chase boats collected the marks and headed back to shore, a few boats could be seen traveling at a high rate of speed back to the beach, gratefully being assisted by a helpful jet ski.

An evening meal of fajitas and an evening of entertainment awaited the sailors. At the raffle, the big prize was a ride for two on the Goodyear blimp. This was won by newcomers to 16A, Margaret and Glenn Ashworth from Houston. Most of our sponsors were acquired through the skills of Debbie Hennessey and Ted Turner with proceeds going to the Texas Special Olympics. The entertainment for the evening was not over as many of the racers joined in the fun inside the clubhouse at Banana Bay chanting, "Where's Elvis?" Everything was green that night, including the beer, in honor of St. Patrick's Day.

The sun burned off the early morning haze on Sunday morning. The white flag was up on time with winds of 10 to 20 knots. Sailors happily double trapped their way to A mark. What a change a day makes! Everyone got their money's worth that day, at least on the water.

As tired sailors gathered for the trophy presentation at mid-afternoon, a sense of pride was felt among Fleet 407 members and a job well done was the thought running through most everyone's minds. Fleet 407 is not a big fleet, but what it did that weekend was done with a lot of heart, time, planning and expertise. Hats off to Fleet 407 and its members who live a "Hobie Way of Life" on and off the water!

Walt Disney World Regatta Fleet 153, Division 8 Walt Disney World, FL MARCH 24-25, 1990

"We're off to see the mouse, the wonderful, wonderful mouse." Oops, wrong land!! Anyway, as March 24th arrived, several hardy Gainesville sailors set off to visit that wonderful magic kingdom. As we arrived, we found many friends and competitors setting up their boats to the tunes of the Disney D.J. and

looking forlornly at a lake that lacked space and ... wind!! Yes, it was to be another Bay Lake Floater with the tunes of today drifting across the lake only to be interrupted by paddle boat horns and the hollering of skippers yelling at each other as 40 boats attempted to round the marks together en masse ... with no wind!!!

Gigi had been to face this drifter with her sister as crew, as Nancy took off for better sailing in the islands. David and Ann managed to cruise gently around the marks only to find Liebel and Liebel always ahead of them. Gigi managed to find an excuse to forgo the drifting and head for the beer and food on the beach with rudder demise.

Sunday produced an early rising D.J. with a weird sense of humor. However, he at least kept us amused as we watched for signs of a gust or two!! No such luck. Gigi packed in early as the crew needed to study and Lady of Lucaya's Chardonnay was not a happy boat! That blasted rudder trouble again. David and Ann continued to pursue that "New Kid/Kid on the Block" and came home with a very honorable third place overall. Congratulations!!!

Overall, despite the lack of wind it was a fun regatta as always with lots of sights to make the kid in all of us happy! See you there next year!

Brest Speed Trial Brest, France

MARCH 24-APRIL 1, 1990
BY BERNADETTE LOFFREDA

Although weather conditions were not outstanding (the sun was brilliant, but the wind was lacking some days), the Team Hobie, composed of a Hobie 16, Formula 18 and Hobie 21, performed well at the tenth edition of Brest Speed Trial, March 24-April 1, 1990.

Hobie Cat 16, sailed by the French team of Audigane/

Dahringer, won the title in the 16-foot Production Catamaran Class with a run of 18.56 knots.

Eric Proust and Yvon Bergot on a Hobie Formula 18 called "Cecico Marine" won the title in the 18-foot Production Catamaran Class with a run of 19.41 knots and declared, "We could have done much better, but the weather conditions were not favorable. During one run winds went 18 to 27 knots and changed 20 degrees direction, but the 20 knots can be beaten quite easily."

Hobie Cat 21, sailed by Mauguén/Ferello, won the title in the 20-foot Catamaran Production Class with a run of 19.59 knots.

Congratulations to the sailors who did their best to keep the Hobie name on top!



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



REGATTA SCHEDULE

DIVISION

1

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
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.
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 Schlessner	714/381-5458 714/823-1918
167	July 21-22 1990	Wofford Heights Regatta Lake Isabella, CA	Glen Wadsworth	805/398-0694
514	July 21-22 1990	Boys & Girls Club Fun Weekend, Lk. Roosevelt, AZ	Ron Palmer	602/299-0609
514/66	July 28-29 1990	Fleet Family Fun Weekend, Lk. Roosevelt, AZ	Ron Palmer	602/299-0609
4	Aug. 4-5 1990	Todos Santos Regatta Todos Santos, Mexico	Doug Cook	619/272-7642
3	Aug. 11-12 1990	16 Divisionals Long Beach, CA	Larry Reding	714/544-9345
66	Aug. 18-19 1990	Ladies Single Handed Lake Roosevelt, AZ	Lee Prosser	602/863-2615
514	Sept. 1-3 1990	Labor Day Cruise Rocky Point, Mexico	Mike Saunders	602/881-1566
3	Sept. 8-9 1990	17/18 Divisionals Long Beach, CA	Tom Materna	818/784-4500
	Sept. 15-16 1990	Beachcomber Regatta Malibu Yacht Club, CA	Mike Klubock	213/650-8143
66	Sept. 15-16 1990	Fall Series I & II Lake Roosevelt, AZ	Lee Prosser	602/863-2615
15	Sept. 22-23 1990	Blue Water X Ventura, CA	T. German	805/985-9463
66	Sept. 29-30 1990	Fall Series III & IV Lake Roosevelt, AZ	Lee Prosser	602/863-2615
4	Oct. 6-7 1990	Dual Regatta San Diego, CA	Doug Cook	619/272-7642
514	Oct. 6-8 1990	Columbus Day Regatta San Carlos, Mexico	Ron Palmer	602/299-0609
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.
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 Dingserson	805/481-2058 805/541-6249
20	July 14-15 1990	Div. 3 Championships Coyote Point	Bob Cockroft Mike Ettl	415/572-0465 408/997-6615

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
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.
72	June 30-July 1, 1990	Yale Lake Regatta Yale Lake, WA	Ken Marshack	503/661-6114
72	July 14-15 1990	Alter Cup Semifinal Jericho Beach, Vancouver	Steve Jung	604/263-1347
37	July 21-22 1990	Sudden Valley Bellingham, WA	ZOP	206/773-3291
72	July 28-29 1990	NW Area Championship Skamakawa, WA	Jim Severs	503/249-0352
193	Aug. 11-12 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

DIVISION

5

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

DIVISION

6

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
407/64	July 7-8 1990	Mid Summer Classic Lake Somerville	Ted Turner	713/359-2836 713/488-3703

REGATTA SCHEDULE

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
99	July 21-22 1990	Sand Dune Classic Port Aransas, Gulf of Mex.	Jerry King	512/949-7226
99	Sept. 1-2 1990	Ruff Riders Regatta Pt. Isabel to Corpus Christi	Gene Marksbury	512/850-8177
8	Oct. 20-21 1990	Wild Bill Regatta Texas City Dike	Alan Davis Billy Richnow	713/497-6504 713/645-8704

DIVISION 7

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
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	Aquatennial Cup Lake Minnetonka, MN	Charles Leekley	612/473-8448
532	July 20-23 1990	No. American Champ. Pick City, ND	ND Tourism	1-800-437-2077
192	July 28-29 1990	Bent Mast Regatta Branched Oak Lake, NE	Dennis Wheeler Mark Eahart	402/498-2921 402/551-0631
227	Aug. 4-5 1990	1990 Governor's Cup Lake Oahe, SD	Bob Schneider	605/224-7169 605/773-5526
84	Aug. 11-12 1990	Div. 7 Championship Saylorville Lake, IA	Jim Sohn	515/255-4307
192	Aug. 25-26 1990	Pink Flamingo Classic Branched Oak Lake	Cal Calabrese	402/331-4039
515	Sept. 1 1990	Burton Cup Wayzata Yacht Club	Chuck Leekley	612/473-8448
149	Sept. 8-9 1990	Pitchpole Cat Regatta Lake Perry, KS	Greg Hausmann	913/642-1205
515	Sept. 14-16 1990	10,000 Lakes Regatta Excelsior Commons Beach	Chuck Leekley	612/473-8448
192	Sept. 15-16 1990	Nebraska St. Hobie Champ. Branched Oak Lake	Rod Phipps	402/572-8029
515	Sept. 15-16 1990	10,000 Lakes Regatta Lake Minnetonka, MN	Charles Leekley	612/473-8448
515	Sept. 22-23 1990	Fall Color Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Sept. 29 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct. 6 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct. 13 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct. 20 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448

DIVISION 8

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
11	July 21-22 1990	Subway Classic Pts. Regatta Daytona Beach, FL	B. Fulton	407/299-2628
5	Aug. 18-19 1990	St. Petersburg Point Regatta St. Petersburg, FL	Chris Cooper Wade McPherson	813/585-8242 813/541-2310
36	Sept. 1-3 1990	Div. 8 Championships Key Biscayne, FL	B. Pecknord	305/221-2022
80	Sept. 15-16 1990	Daytona Beach Pts. Regatta Daytona Beach, FL	K. Hunter	904/761-7076

DIVISION 9

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
101	July 14-15 1990	Do It Offshore! Wrightsville Beach, NC	Jack Wells Ed Parnell	919/256-4930 919/799-7235
191	Aug. 18-19 1990	Dog Days Regatta Carolina Beach, NC	Dan Morton	919/282-4622
221	Sept. 15-16 1990	12th VA State Championships	Russell Dixon Stewart Walker	804/264-9417 804/747-8305

DIVISION 10

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
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	Pam Suhan	216/974-1982
18	July 28-29 1990	Tawas Bay Regatta East Tawas, MI	Rick Hutchins Roger Cochran	517/793-9386 313/887-8120
108	July 29 1990	Fleet Race Pere Marquet Beach, MI	Rich Devon	616/457-0052
108	Aug. 5 1990	Fleet Race Pere Marquet Beach, MI	Rich Devon	616/457-0052
445	Aug. 6-8 1990	Bay Week Regatta Put-In-Bay, OH	Deborah Schaefer	419-635-2691
519	Aug. 11-12 1990	Michigan State Championships Ludington, MI	Dave Stiemsma	616/323-2822
18	Aug. 18-19 1990	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 Miller	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

DIVISION 11

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
24	Aug. 4-5 1990	Summer Sea Breeze Regatta Ocean City, NJ	Wally Myers	609/390-8182

DANGER

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

REGATTA SCHEDULE

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
443	Aug. 25-26 1990	Wildwood Regatta Wildwood, NJ	Doug Ackroyd	609/861-5674
250	Sept. 8-9 1990	Sandy Hook Sandy Hook, NJ	Dan Kulkoski	201/222-1429
54	Sept. 15-16 1990	Maryland State Championship Elk Neck State Park, MD	Ron Kvech	301/442-5587
250	Sept. 15-16 1990	NJ State Championship Sandy Hook, NJ	John Maddox	201/872-0442

DIVISION

12

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
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
28	Aug. 25-26 1990	Long Pond Regatta Freetown/Lakeville, MA	Steve Latham	508/993-0867
56	Sept. 8-9 1990	Long Island Championship Westport, CT	Colin Walkiet	203/454-0241
28	Sept. 15-16 1990	Powder Point Regatta Duxbury, MA	Scott Baker	617/665-2219 617/231-5579
231	Sept. 15-16 1990	Autumn Bash No. Windham, ME	Steve Walker	207/892-5485
208	Sept. 22-23 1990	Salisbury State Park Salisbury, MA	Mac McCarthy	603/964-5344
31	Oct. 6-7 1990	Candlewood Regatta Candlewood Lake, CT	Barry Burgess	203/792-0048
231	Oct. 13-14 1990	Last Chance Regatta Sabago Village, ME	Greg Harwood	207/773-4643

DIVISION

13

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
133	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

DIVISION

14

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
131	June 30- July 1, 1990	Cat Classic Oklahoma City, OK	Debbie Taylor Pam Curtis	405/341-7845 405/348-4501
27	July 14-15 1990	Prairie Regatta Lake Cheney, KS	Gary Wolfe Ron Means	316/721-5889 316/721-3068
27	Aug. 18-19 1990	Cat Chase Lake Cheney, KS	Gary Wolfe Ron Means	316/721-5889 316/721-3068
145	Sept. 15-16 1990	Short Mountain Shootout Kerr Lake, OK	Susan Langston Sally Bracken	918/775-4522 501/646-7180
23	Sept. 22-23 1990	3rd Annual Hobie Sail Fair	Peter Pattulla Tom Slettebo	214/422-0025 214/394-1339
23	Oct. 13-14 1990	The Dallas Regatta	Judy Fuller Tom Slettebo	214/416-0659 214/394-1339
131	TBA 1990	Oklahoma State Championship Oklahoma City, OK	Pam Curtis Debbie Taylor	405/348-4501 405/341-7845

DIVISION

15

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	Septoberfest 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

DIVISION

16

FLEET	EVENT DATE	EVENT NAME/LOCATION	INFORMATION CONTACT	
			NAME	PHONE NO.
172	June 30- July 1, 1990	Catnip Kingston, ONT, Canada	Wayne Morris	613/546-3491
119	July 14-15 1990	Northeastern Championships Angola NY	Dave Slattery	716/693-8291
183	July 28-29 1990	Toronto Toronto, ONT, Canada	Chris Ufton	416/458-4628
295	Aug. 4-5 1990	Hamlin Beach Divisionals Rochester, NY	Dave Dasson	716/586-6405
238	Aug. 11-12 1990	Sacandaga Northville, NY	Mary Meier	518/372-7054
74	Aug. 25-26 1990	Whitby Whitby, Canada	Tyler Cobbett	416/492-1517
	Sept. 1-3 1990	Long Distance Race Erie, PA to Angola, NY	Dave Block	716/549-3628
256	Sept. 8-9 1990	Hamburg Beach Hamburg, NY	Sharon Chamberlin	716/773-3369
183	Sept. 22-23 1990	Ben Hur Open Toronto, Ont., Canada	Stuart Crabb	416/272-1198

1990 DIVISION 8 CHAMPIONSHIP

AUGUST 31 TO SEPTEMBER 2



**SHERATON ROYAL
BISCAYNE HOTEL**

**KEY BISCAYNE, FL
305 361-5775**

**RESERVATION DEADLINE FOR SPECIAL RATES:
AUGUST 2, 1990**

Benefiting Charities:
**AMERICAN CANCER SOCIETY
SAVE THE MANATEES**

FOR INFORMATION CALL: JAN MAYO - 251-0216

REGATTA RESULTS

DIVISION 1

BOLLE SUNGLASSES REGATTA FLEET 6, DIVISION 1 BOLLE BEACH, HI MARCH 4, 1990

HOBBIE OPEN	POINTS
1. Werkmeister/Craft	2.25
2. Zelko/Shoda	8.00
3. Goodman/Goodman	8.00
4. Ott/McFaul	12.00

HOBBIE 16A	POINTS
1. Wythes/Remick	3.50
2. Kaan/Lim	4.75
3. Levin/Ackerman	9.00

WILD BILL'S KUALOA FLEET 6, DIVISION 1 KUALOA, HI APRIL 14-15, 1990

HOBBIE OPEN	POINTS
1. Werkmeister/Werkmeister	6.25
2. Goodman/Goodman	6.25
3. Wood	16.00
4. Ott/Zelko	21.00
5. Carter/Carver	25.00

HOBBIE 16A	POINTS
1. Froome/McFaul	5.00
2. Kaan/Powell	9.50
3. Wythes/Remick	11.00
4. McFaul/Doubek	17.00

HOBBIE 16B	POINTS
1. Neft/Polk	3.75
2. Wall/Wall	8.75

HOBBIE 16C	POINTS
1. Kaohi/Collings	6.25
2. Johnson/Finazzo	6.25
3. Williams/Williams	13.00
4. Davis/Davis	19.00
5. O'Leary/Haring	25.00

DIVISION 2

DANA POINT REGATTA FLEET 1, DIVISION 2 DANA POINT, CA MARCH 10-11, 1990

HOBBIE 18A	POINTS
1. Parizeau/Thomas	5.50
2. Timm/Timm	11.00
3. Brown/Montgomery	11.75
4. Brown/Brown	12.00
5. McGraw/McGraw	12.00
6. Cockcroft/Cockcroft	15.00
7. Lindley/Sue	17.00
8. Charleston/Hermann	23.00
9. Hansen/Vandehy	27.00

HOBBIE 18B	POINTS
1. Parks/Didon	2.25
2. Savage/Burns	8.00
3. Hosford/Helmworth	10.00
4. Veerbaas/Sabra	12.00
5. Ryan/Ryan	13.00
6. Wadsworth/Smith	17.00

HOBBIE 18C	POINTS
1. Colvin/Swartzel	2.25

HOBBIE 17A	POINTS
1. Bruce Fields	5.75
2. Roger Jenkins	7.75
3. Wayne Schafer	7.75
4. Tom DeLong	8.00

HOBBIE 17B	POINTS
1. Michael Kramer	4.50
2. Kaysie	5.75
3. Lloyd Pentecost	5.75

HOBBIE 16A	POINTS
1. Ketterman/Ketterman	4.75
2. Seaman/Seaman	7.75
3. Hess/Hess	8.75
4. Materna/Wong	20.00
5. Newsome/Rhodes	20.00
6. Montague/Kuhre	21.00
7. Winkler/Lockwood	23.00
8. Petron/Underwood	24.00
9. Takacs/Takacs	28.00
10. Gantsweg/Mohill	29.00
11. MacDonald/Hill	31.00
12. Wagniere/McLeod	35.00
13. Satdak/Adcox	36.00
14. Ashley/Ashley	40.00
15. Miebach/Tran	42.00
16. Ward/Trea	46.00
17. Corell/Johns	54.00
18. Delang/Leon	57.00

HOBBIE 16B	POINTS
1. Acuna/Landens	3.50
2. Howard/Chris	4.75
3. White/Biller	14.00
4. Carver/Carver	15.00
5. Strazzabosco/Schroyer	15.00
6. Rex Miller	18.00
7. Decurtis/Decurtis	20.00
8. Clay/Hansell	22.00
9. Duey Englehardt	23.00

HOBBIE 16C	POINTS
1. Kuebler/Kuebler	3.50
2. Ruth Brykczynski	4.75

HURRICANE GULCH REGATTA FLEET 3, DIVISION 2 LONG BEACH, CA APRIL 21-22, 1990

HOBBIE 21A	POINTS
1. Kurt De Venecia	3.50
2. Team Vango	5.75
3. Floyd White	7.75
4. A.C. Douglas	10.00
5. Lyle Lundberg	10.00

HOBBIE 18A	POINTS
1. Steve Timm	3.50
2. Paul Parizeau	7.00
3. Stretch Kimball	7.75
4. Jock McGraw	9.75
5. Roger Brown	13.00
6. Chuck Brown	14.00
7. Annie Nelson	21.00
8. Team Gira	21.00
9. Chris Lewis	21.00
10. Ted Lindley	25.00
11. Al Leonard	31.00
12. Todd Cowley	32.00
13. Dave Crocker	33.00
14. Tom Acuna	37.00
15. Robert Hansen	38.00
16. Greg Claybaugh	51.00

HOBBIE 18B	POINTS
1. Bill Parks	2.25
2. James Fischer	7.75
3. Jim Savage	8.00
4. Dan Veerbaas	9.00
5. Doug Hosford	12.00
6. John Bowen	12.00
7. George McCurdy	20.00
8. Bill Ryan	23.00
9. Glenn Wadsworth	26.00
10. Curtis Smith	28.00

HOBBIE 18C	POINTS
1. Randy Ludwig	2.25
2. Steve Simon	5.75
3. Theo Overdevest	7.00
4. Bill Johnson	10.00
5. Frank Pilato	15.00
6. George Martin	18.00
7. Tom Decker	21.00

HOBBIE 17A	POINTS
1. Roger Jenkins	5.75
2. Steve Leo	6.75
3. Bruce Fields	7.75
4. William Myrter	8.75
5. Jeff Conner	11.00
6. Tom DeLong	13.00
7. Wayne Schafer	15.00
8. Frank Heath	24.00
9. Don Oltmans	25.00
10. Steve Kerckhoff	26.00
11. Dan O'Donnell	28.00
12. Kirk Wells	36.00

HOBBIE 17B	POINTS
1. Peter Partch	2.25
2. Mike Kramer	4.75
3. Randy Toole	8.00
4. John Binnall	12.00

HOBBIE 16A	POINTS
1. Keith Christensen	2.25
2. Tom Materna	9.00
3. Alan Egusa	10.75
4. Team Katterman	12.00
5. Steve Myrter	12.00
6. Jeff Petron	17.00
7. John Forgrave	20.00
8. Bob Seaman	21.00
9. John Hauser	25.00
10. Dan Delave	25.00
11. Jeff Newsome	26.00
12. Charles Froeb	28.00
13. Udo Winkler	36.00
14. Marylou Langford	37.00
15. Bill Adams	41.00
16. Jeff Casher	41.00
17. Darrell Corell	43.00
18. Ron Wagniere	44.00
19. David Ward	45.00
20. Sandy Takacs	46.00
21. Paul Ashley	53.00

HOBBIE 16B	POINTS
1. Tommy Christensen	6.50
2. Pete Lockwood	7.75
3. Jim Williams	8.00
4. James Howard	11.00
5. Scott Dixon	12.00
6. Ian McGraw	18.00
7. Campy Campbell	19.75
8. Al Mohill	20.00
9. Jeff Perimutter	21.00
10. Larry Reding	21.00
11. Bill Carver	23.00
12. Donald DeCurtis	34.00
13. Duey Englehardt	34.00
14. Don Strazzabosco	36.00
15. Noel Masson	41.00
16. Steven Hendrix	48.00

HOBBIE 16C	POINTS
1. Peter Crocker	3.50
2. Tim Paddock	6.75
3. Clint Saunders	8.75
4. Wayne Gordon	10.00
5. Jock Winter	15.00
6. Peter Kuebler	15.00
7. John Jeffries	19.00
8. Ben Holmgren	20.00

9. Peter Nicolle	22.00
10. Roy Vanraden	24.00
11. Steven Bielamowicz	25.00
12. Roy Thowrenell	29.00
13. Shawn Garland	33.00
14. Rob Purciel	37.00
15. Don Lowrey	38.00
16. Bruce Kocka	39.00
17. Mark Clayton	42.00
18. David Cox	57.00
19. Chris Begg	63.00
20. Bill Ware	63.00
21. Steve Swan	63.00

HOBBIE 14A	POINTS
1. Burt Sherriff	2.25
2. Jim Lantz	7.00
3. Bob Heyer	8.00
4. Dick Lantz	10.00

LAKE PERRIS REGATTA FLEET 30, DIVISION 2 LAKE PERRIS, CA MARCH 24-25, 1990

HOBBIE 21	POINTS
1. Woodard/Hamelman	3.00
2. Douglas/Hamelman	6.50

HOBBIE 18A	POINTS
1. Kimball/Wong	4.50
2. Parizeau/Thomas	6.75
3. Timm/Timm	13.00
4. Crocker/Kienle	16.00
5. Team Gira	18.00
6. Lewis/Dick	20.00
7. Mark/Mark	20.00
8. Brown/Brown	23.00
9. Cockcroft/Neilson	25.00
10. Baudry/Cormier	29.00
11. Smith/Erffing	31.00
12. Claybaugh/Martinez	35.00
13. Lindley/Lindley	35.00
14. Hansan/Dorman	39.00
15. Charleston/Mo	40.00
16. Brown/Montgomery	43.00

HOBBIE 18B	POINTS
1. Miller/Killerbrew	5.75
2. Eggen/Eggen	9.00
3. Savage/Savage	11.00
4. Veerbaas/Plocher	16.00
5. Parks/Rhonda	17.50
6. McCurdy/Drexler	20.00
7. Hankins/Marengo	21.00
8. Ryan/Ryan	22.00
9. Bowen/Bowen	29.00
10. Wadsworth/Smith	31.00
11. Palmer/Palmer	31.00
12. Daniel/Norris	32.00
13. Gardner/Ashley	35.00
14. Smith/Donnelly	38.00
15. Mardell/Bomberg	45.00

HOBBIE 18C	POINTS
1. Hocket/Barre	2.25
2. Martin/McCurdy	7.00
3. Beck/Beck	10.00
4. Colvin/Swartzel	10.00
5. Nichols/Archie	12.75
6. Simon/Tripp	13.00
7. Maddox/Maddox	20.00

HOBBIE 17A	POINTS
1. Jenkins	7.50
2. Biering	9.00
3. Myrter	10.00
4. Fields	10.75
5. Linn	13.00
6. Yates	18.00
7. DeLong	21.00
8. Kerchoff	22.00
9. Wells	23.00

HOBBIE 17B	POINTS
1. Partch	2.75
2. Kramer	6.00
3. Nemes	9.00
4. German	12.00
5. Binnall	14.00
6. Grecko	18.00

HOBBIE 16A	POINTS
1. Seaman/Newsome	6.00
2. Materna/Schieser	12.75
3. Forgrave/Moore	14.75
4. Delave/Delave	15.75
5. Casher/Casher	16.00
6. Hauser/Hauser	17.00
7. Winkler/Winkler	17.00
8. Moonyhan/Sajdak	19.00
9. Petron/Underwood	21.00
10. Corell/Johns	31.00
11. Stitt/Tosca	38.00
12. Wagniere/McLean	39.00
13. Takacs/Takacs	39.00
14. Dolan/Dorothy	39.00
15. Newsome/Rhodes	40.00
16. Ashley/Ashley	44.00

HOBBIE 16B	POINTS
1. Ketterman/Dohner	2.25
2. Orton/Orton	8.00
3. Miller/Miller	9.00
4. Moe/Chase	10.75
5. Delaune/Loether	14.00
6. Williams/Risher	14.00
7. Englehardt/Sabra	16.00
8. Evans/Cox	19.00
9. Boles/Shafe	21.00
10. Carver/Carver	28.00
11. Chalk/Reber	35.00

12. Brooks/Brooks	36.00
13. Schroyer/Hodgkins	39.00

HOBBIE 16C	POINTS
1. Lesley/Lesley	4.50
2. Winter/Winter	6.75
3. Kuebler/Kuebler	7.75
4. Wybar/Wybar	10.00
5. Daily/Towie	12.00
6. Hoanby/Ard	13.00
7. Overdevest/Bowen	19.00
8. Crocker/Parish	22.00
9. Folkman/Swan	27.00
10. Aleman/Aleman	28.00
11. Burns/Burns	28.00
12. Gonzales/Snoddy	28.00
13. Saunders/Saunders	31.00
14. Gordon/Ward	34.00
15. Purciel/Purciel	35.00
16. Brkczynski/Hansen	43.00
17. Molina/Molina	43.00
18. Lewis/Shoen	52.00
19. Aguirre/Dominic	55.00
20. Twomey/	57.00

HOBBIE 16N	POINTS
1. Peterson/Hoyt	2.25
2. Frost/	4.75
3. Johnson/Ogier	12.00
4. Garcia/	12.00

HOBBIE 14	POINTS
1. Heischman	2.25

CINCO DE MAYO FLEET 86, DIVISION 2 ROCKY POINT, MEXICO MAY 5-6, 1990

HOBBIE 21	POINTS
1. Hammelmann/Peto	2.25

HOBBIE 18SX	POINTS
1. Douglas/Hammelmann	2.25

HOBBIE 18A	POINTS
1. Brown/Montgomery	3.50
2. Miller/Killebrew	6.00
3. Lindley/Lindley	7.75
4. Heffernan/Heun	7.75
5. Hansen/Vandehy	12.00

HOBBIE 18B	POINTS
1. Ray/Ray	4.75
2. Knipp/Mulay	7.50
3. Prosser/Prosser	10.00
4. Waugh/Waugh	11.00
5. Fischer/Fischer	11.00
6. Smith/Donnelly	12.75
7. Palmer/Palmer	14.00
8. Mulay/Mulay	20.00
9. Stanger/Kopca	21.00
10. Bomberg/Bomberg	29.00

HOBBIE 18C	POINTS
1. Blum/Sorels	3.50
2. Mire/Waugaman	4.75
3. Wuelper/Jones	10.00
4. Roseberry/Soule	10.00
5. Colvin/Heilman	11.75
6. Marengo/Marengo	14.00
7. George/George	17.00
8. Jacobson/Jacobson	20.00
9. Ridyard/Saunders	25.00
10. Renik/Renik	26.00
11. Jehring/Jehring	33.00

HOBBIE 17A	POINTS
1. Wayne Schafer	3.50
2. William Myrter	4.50
3. Bruce Fields	6.00
4. Kirk Wells	11.00

HOBBIE 17B	POINTS
1. Tom Runyon	3.50
2. Peter Partch	3.50
3. Michael Ferguson	10.00
4. John Binnall	12.00

<u>HOBBIE 16A</u>	<u>POINTS</u>
1. Hauser/Hauser	4.7
2. Winkler/Hankins	4.7
3. Dolan/Dolan	6.7
4. Newsome/Dakroob	7.5
5. Ashley/Carbajal	14.0
6. Wagniere/McLeod	20.0
7. Miebach/Tran	21.0

REGATTA RESULTS

15. Walschlager/Kevin	36.00
16. Purciel/Purciel	37.00

HOBIE 16N	POINTS
1. Foxwell/Diaz	6.75
2. White/White	9.00
3. Schutt/Schutt	9.75
4. Noa/Johnston	9.75
5. Bucklin/Godwin	10.00
6. Schrader/Schrader	10.75
7. Bruchhauser/Bruchhauser	12.00
8. Delacey/Finkbine	24.00

LAKE CASTAIC REGATTA FLEET 180, DIVISION 2 CASTAIC LAKE, CA APRIL 8-9, 1990

HOBIE 21	POINTS
1. Bjerring/Crocker	3.25

HOBIE 18A	POINTS
1. Timm/Timm	6.50
2. McGraw/McGraw	6.75
3. Crocker/Kristen	9.75
4. Brown/Brown	13.75
5. Aucreman/Aucreman	15.00
6. Bauldry/Cornier	23.00
7. Hansen/Vandehay	25.00
8. Charleston/Herman	31.00

HOBIE 18B	POINTS
1. Bowen/Bowen	4.25
2. Holowach/Holowach	6.50
3. Veenbaas/Allan	10.00
4. Smith/Donelly	15.00
5. Wadsworth/Smith	17.00

HOBIE 17A	POINTS
1. Leo	4.25
2. Fields	6.75
3. Jenkins	8.75
4. Wells	16.00
5. Yates	18.00
6. Heath	21.00

HOBIE 17B	POINTS
1. Partch	3.00

HOBIE 16A	POINTS
1. Katterman/Katterman	5.50
2. Seaman/Orton	13.75
3. DeLave/Seaman	14.00
4. Materna/Materna	15.75
5. Walsh/St. Sure	16.00
6. Hauser/Hauser	19.75
7. Newsome/Brown	28.00
8. Froeb/Froeb	30.00
9. Petron/Underwood	33.00
10. Casher/Casher	34.00
11. Winkler/Winkler	34.00
12. Takacs/Sanjurjo	36.00
13. Wagniere/McLeod	44.00
14. Gantsweg/Mohill	48.00
15. Corelli/Johns	51.00
16. Ashley/Ashley	51.00
17. Leon/Leon	62.00

HOBIE 16B	POINTS
1. Englehardt	3.00
2. Hendrix/Hendrix	8.00

HOBIE 16C	POINTS
1. McGraw/McGraw	3.00
2. Overdeest/Alterman	6.75
3. Paddock/Underwood	12.00
4. Cassidy/Casida	14.00
5. Holmgren/Hale	18.00
6. Capanetto/Schwarz	19.00
7. Gordon/Rudolph	21.00
8. Henderson/Daly	28.00
9. Begg/Jones	36.00
10. Goutin/Stubbs	37.00

DIVISION 3

BREAKAWAY '90 FLEET 17, DIVISION 3 FOLSOM LAKE, CA APRIL 7-8, 1990

HOBIE 21	POINTS
1. Castro/Salle	

HOBIE 18A	POINTS
1. Rayfuse/Trevy	5.50
2. Leslie/Leslie	5.75
3. Cockroft/Cockroft	8.00
4. Leonard/McManus	11.00
5. Degaa/Degaa	14.00
6. Hogue/Roque	19.00

HOBIE 18B	POINTS
1. Mooneyham/Mooneyham	3.50
2. Renning/Goldberg	9.00
3. Harri/Jacoy	10.00
4. Hunt/Miller	10.75
5. Borris/Borris	15.00
6. Gardner/Ashley	19.00
7. Walker/Walker	22.00

HOBIE 18M	POINTS
1. Collier/Cosgrove	2.25
2. Wiegman/Howell	6.00
3. Apple/Apple	10.00
4. Perry/Migliori	13.00
5. Vandyk/Vandyk	17.00
6. McGruder	18.00

HOBIE SX-18	POINTS
1. Lawlor/Ryerson	4.50

2. Wheelchel/Gamble	6.75
3. Stamos/Spain	9.00

HOBIE 17A	POINTS
1. Johnson	2.25
2. O'Donnell	8.00
3. Dotson	11.00
4. Kiefer	14.00
5. Frost	14.00
6. Baumgartner	16.00
7. Dingerson	20.00
8. Carney	24.00

HOBIE 16A	POINTS
1. MacDonald/Hill	11.75
2. Montague/Kuhre	13.00
3. Hinds/Sharmolv	15.00
4. Gustin/Gustin	17.00
5. Porter/Robertson	18.00
6. Hess/Hess	20.75
7. Tully/Tully	23.00
8. Rodal/Hutson	24.00
9. Peter/Peter	26.00
10. Harris/Harris	28.75
11. Sajdak/Adcox	29.00
12. Arnerich/Arnerich	30.00
13. Duane/Glaze	32.00
14. Stark/Stark	35.00
15. Jeffries/Alameda	40.00
16. Weber/Goodell	46.00
17. Norris/Turner	51.00

HOBIE 16B	POINTS
1. Murphy/Sheets	2.25
2. Rail/Steale	7.00
3. Kenmonth/Bowler	11.00
4. Hasegawa/Oxley	16.00
5. Pfister/Posey	17.00
6. Gray/Price	18.00
7. Miller/Pellegrini	21.00
8. Panattoni/Lewis	29.00
9. Schroyer/Hodgkins	36.00
10. Schulenburg/Schulenburg	37.00
11. Gravel/Morgan	38.00
12. Visser/Lawir	39.00

HOBIE 16C	POINTS
1. Apple/Apple	6.75
2. Hawthorne/Hawthorne	10.75
3. Pratt/Schrader	11.75
4. Thompson/Thompson	13.00
5. Petty/Petty	18.00
6. Smith/	19.00
7. Klein/Cosgrove	21.00
8. Gracia/Gracia	22.00

HOBIE 16N	POINTS
1. Bondi/Bondi	6.50
2. Little/Martin	6.75
3. Smith/Burger	10.00
4. Murphy/Murphy	11.00

ROARING 20'S REGATTA FLEET 20, DIVISION 3 SAN MATEO, CA APRIL 28-29, 1990

HOBIE SX-18	POINTS
1. Stamos/Mallory	1.50

HOBIE 18A	POINTS
1. Hill/Hill	1.50
2. Leslie/Reiser	5.00
3. Yahalom/Yahalom	7.00
4. Mooneyham/Welling	8.00
5. Cockroft/Cockroft	9.00
6. Wagner/Wagner	11.00
7. Hogue/Chelchski	15.00
8. Leonard/Leonard	16.00

HOBIE 18B	POINTS
1. Heberer/Bevelouqua	1.50
2. Hipley/Kelly	5.00
3. Dillier/Peter	6.00
4. Treve/	7.00
5. Rogerville/Britt	10.00
6. Gardner/Ashley	12.00

HOBIE 18C	POINTS
1. Ross/Ross	1.50

HOBIE 17A	POINTS
1. Mooneyham	2.75
2. Johnson	2.75
3. Frost	6.00
4. Dotson	8.00

HOBIE 17B	POINTS
1. McMillin	1.50
2. German	4.00

HOBIE 16A	POINTS
1. Porter/Robertson	2.75
2. Montague/Kuhre	2.75
3. Tully/Tully	10.00
4. MacDonald/Hill	11.00
5. Hess/Hess	12.00
6. Skavaria/Ward	13.00
7. Sajdak/Harris	14.00
8. Rodal/Hutson	14.00
9. Peter/Peter	16.00
10. Arnerich/Arnerich	18.00
11. Katz/Lovesletten	19.00
12. Grewohl/Cushenberry	19.00
13. Duane/Glaze	20.00
14. Weber/Katherine	21.00
15. Tully/Cosentino	21.00
16. Reese/Reese	32.00
17. Fecowicz/Kolakowski	36.00
18. Parsegian/Byrd	36.00

HOBIE 16B	POINTS
1. Hasegawa/	3.75
2. Haut/Draga	6.00
3. Schulenburg/Schulenburg	6.00

HOBIE 16C	POINT
1. Powers/Livingston	6.75
2. Klein/Eustace	6.75
3. Pratt/	12.00
4. Bondi/	12.00
5. Little/	12.00
6. Holloway/	12.00

HOBIE 14A	POINTS
1. Holtz	1.50

HOBIE 14C	POINTS
1. Lynch	1.50

DIVISION 4

PENGUIN SERIES FLEET 95, DIVISION 4 SEATTLE, WA MARCH 17, 1990

HOBIE 18A	POINTS
1. Weikamp/MacGregor	2.25
2. Keebler/Friedel	4.75

HOBIE 17A	POINTS
1. Bill Orth	2.25
2. Steve Albrecht	6.00
3. Caleb Tarleton	8.00

HOBIE 16A	POINTS
1. Sprague/Anderson	3.50
2. Eaton/Bulchart	4.75
3. Young/Blackner	6.75
4. White/John	9.00

HOBIE 16B	POINTS
1. Stenberg/Stenberg	2.25

DIVISION 5

TRI-STATE BORDER CLASH FLEET 48, DIVISION 5 ELEPHANT BUTTE LAKE, NM APRIL 28-29, 1990

HOBIE 21	POINTS
1. Don Sanford	2.25

HOBIE 18A	POINTS
1. Miller/Humble	3.50
2. Eckhardt/Hyer	4.75
3. Palmer/Palmer	10.00
4. Gilbert Bustamante	11.00
5. Jim Parkinson	15.00

HOBIE 17A	POINTS
1. Ed Chappelle	2.25

HOBIE 16A	POINTS
1. Langford/Langford	2.25
2. Dolan/Dolan	6.00

HOBIE 16B	POINTS
1. Cox/Cox	2.25

HOBIE 16C	POINTS
1. DeLuca/DeLuca	3.50
2. Team Kirschner	4.75
3. Neis/Neis	11.00
4. Ortiz/Linda	14.00
5. Jaramillo/Jaramillo	18.00
6. Senecal/Coulter	21.00

DIVISION 6

IDES OF MARCH FLEET 407, DIVISION 6 LAKE CONROE, TX MARCH 17-18, 1990

HOBIE 21	POINTS
1. Chuck Hamilton	4.25
2. Earl Booker	9.50
3. Sonny Vigean	10.00
4. Carl Raines	16.00

HOBIE 18A	POINTS
1. Norris Palmer	4.25
2. Michael Young	8.75
3. Billy Richnow	12.75
4. Tim Sneider	13.00
5. Mike Johnson	18.00
6. Bobby Crouch	22.00
7. Randy Yurinak	26.00
8. David Eiler	29.00
9. Dan Farrar	30.00
10. Eric Puffer	33.00

HOBIE 18B	POINTS
1. Kevin Baker	3.00
2. Billy Hodge	10.00
3. Dave Char	13.00
4. Ron Wreyford	14.00
5. Raymon Kinman	18.00

HOBIE 18M	POINTS
1. Dwane Rigg	3.00
2. Kelly Ammons	8.00

HOBIE 17A	POINTS
1. Dexter Ploss	4.25
2. Steve Chaples	10.75
3. Stephen Acquist	12.75
4. Pete Pattullo	13.00

5. David Koons	15.00
6. Jane Sherrord	16.00

HOBIE 17B	POINTS
1. Mark Marquez	5.25
2. Bob Rooney	6.75
3. Bill Hubels	8.75
4. Troy Lee	16.00

HOBIE 16A	POINTS
1. Mark Ralph	9.00
2. John Kuc	15.50
3. Alan Davis	18.75
4. Scott Sparks	19.00
5. Phil Collins	20.00
6. Chuck Miller	20.75
7. Roy Shaw	25.00
8. Rob Whittington	26.75
9. Ken Rourke	28.00
10. Danny Drake	34.00
11. Glen Ashworth	40.00
12. Ray Seta	40.00
13. Rusty Goodman	50.00
14. Butch Wilson	53.00
15. Andrew Bach	56.00
16. Judy Fuller	56.00
17. Mike Hardy	56.00
18. Greg Hamilton	57.00
19. Judy Popejoy	59.00
20. Jerry King	60.00
21. Doug Bacon	64.00
22. David Lewis	83.00
23. Mike Rourke	87.00

HOBIE 16B	POINTS
1. Phil Eckenroth	4.25
2. Steve Grey	6.75
3. Dave Foreman	15.00
4. Paul Schmidt	16.00
5. Beth Bach	16.75
6. Royce Laverne	18.00
7. Gavin McInnis	19.00
8. Sherry Northum	29.00
9. John Beran	30.00
10. Barry Marcella	31.00

HOBIE 16C	POINTS
1. Dick Gunn	9.75
2. Scott Walsh	10.75
3. Doyle Warren	11.75
4. Mike O'Neal	16.75
5. Scott Reynolds	17.75
6. Bruce McKay	19.00
7. Steve Grant	19.00
8. Luckie Biggs	22.00
9. Steve Horn	32.00
10. Steve Poffett	36.00
11. Debbie Hennesy	48.00
12. Scott Briggs	55.00
13. Betty Reeh	58.00
14. P. Ashworth	64.00
15. Todd Hall	64.00
16. Nathan Krumm	64.00

HOBIE 14T	POINTS
1. Rick Morrison	3.00
2. Mac Gleeson	8.00
3. Douglas Deyo	11.00

DIVISION 9

MINUTE MAID REGATTA FLEET 92, DIVISION 9 CHARLOTTE, NC APRIL 20-22, 1990

HOBIE 21	POINTS
1. George Wooten	3.75

HOBIE 18A	POINTS
1. Pitt/Pitt	5.00
2. Harper/Kelly	16.00

REGATTA RESULTS

6. Ayscue/Hanchey	30.75
7. Robinson/Robinson	35.00
8. Graves/Walters	38.00
9. Robinson/Lindsey	43.00
10. Nordhaus/Moore	45.00
11. Jarrett/Cailey	49.00
12. Vaught/Carter	51.00
13. Lasater/Petersen	52.00
14. Dalba/Dalba	56.00
15. Lennard/Wengstrom	57.00
16. Richibourg/Rickbourn	81.00
17. Froward/Pickering	92.00
18. Potter/Potter	95.00
19. Hill/Hill	95.00

HOBIE 16B	POINTS
1. Holt/Holt	3.75
2. Kinney/Nesbit	12.00
3. Wiles/Wiles	18.75
4. Poutier/Austin	33.00
5. DuVal/Allen	38.00
6. Alvey/Alvey	41.00
7. Hanchey/Barnette	55.00
8. Rollins/Rollins	55.00
9. Powers/Powers	55.00
10. Johnson/Pruett	55.00
11. Robbins/Wilcher	55.00

HOBIE 16C	POINTS
1. Johnson/Johnson	16.50
2. Burris/Holleman	17.75
3. Taylor/Taylor	20.00
4. Morris/Cayne	22.00
5. Yurkovich/Flowers	24.00

HOBIE 14T	POINTS
1. Doug Collins	3.75

PEE DEE CLASSIC FLEET 520, DIVISION 9 LAKE ROBINSON, SC MARCH 17-18, 1990

HOBIE 21	POINTS
1. George Wooten	2.25
2. Mark Donavant	5.75
3. Wayne Robinson	7.00

HOBIE 18A	POINTS
1. Nigel Pitt	3.50
2. Chuck Jones	6.00
3. Lynn Olson	6.75
4. Rob Stewart	12.75
5. Steve Toney	13.00
6. Gregg McClure	15.00
7. Rick Harper	17.00
8. Tom Armstrong	19.00
9. Rusty Williams	21.00
10. Barry Blackburn	21.00
11. Allen Deaton	26.00
12. Paul Frets	33.00
13. Alan Bishop	34.00
14. Sean Flaherty	35.00

HOBIE 18B	POINTS
1. Dean Furbis	2.25
2. Furman Owen	5.75
3. Vince Bertolina	6.00

HOBIE 17A	POINTS
1. Tim Carney	3.50
2. Paul Zimmer	6.75
3. Steve Weatherford	8.75
4. David Hough	9.00
5. Reggie Poplin	14.00
6. Ron Walters	17.00
7. Steve House	18.00
8. Richard Sharpe	18.00

HOBIE 16A	POINTS
1. Johnny Robinson	6.75
2. Dan Morton	9.75
3. Garland Ayscue	9.75
4. Loyd Graves	9.75
5. Dan Jarrett	11.00
6. John Klavenski	12.00
7. Ron Lasater	16.00
8. Robin Vaught	21.00
9. Tim Nordhaus	21.00
10. Wade McPherson	22.00
11. Ted Watts	28.00
12. Ray Froward	45.00

HOBIE 16B	POINTS
1. Bob Hall	4.75
2. Jim Rollins	5.75
3. Wade Potter	7.75
4. Scott Stroupe	11.00
5. Mark Williams	12.75

HOBIE 16C	POINTS
1. Robert Odom	4.50
2. John Mortimer	4.75
3. Bill Inabinet	5.75
4. Cary Pottef	14.00
5. Buddy Burris	15.00

DIVISION 10

SHACK AND SAIL
FLEET 219, DIVISION 10
KENTUCKY LAKE, KY
APRIL 21-22, 1990

HOBIE 18A	POINTS
1. Jim Frederick	4.50
2. Gordon Isco	4.75
3. Greg Ferree	9.00
4. Stuart Crabble	11.00

5. Ray Daucher	15.00
6. Jon Sherdon	19.00
7. Al Bordo	21.00
8. Steve Reed	23.00

HOBIE 17A	POINTS
1. Bruce Briggs	3.50
2. Paul Garlick	5.75
3. Stan Woodruff	9.00
4. Kathy Garlick	11.00

HOBIE 16A	POINTS
1. Marc Gramont	9.75
2. Bruce Williams	12.00
3. Jamie Diamond	15.75
4. Matt Bounds	17.00
5. Jerry Mohnney	19.00
6. Steve Chapman	22.00
7. John Seelman	23.00
8. Andy Humphries	24.70
9. Daniel Brewer	28.00
10. Billy Crider	30.00
11. Joe Kuchenbach	31.00
12. Glen Koenigbaue	33.00
13. Dave Stahl	35.00
14. Andy Lenczyski	38.00
15. Jeff Davis	38.00
16. Phil Wadsworth	39.00
17. Brent Nelson	48.00
18. Darren Reed	49.00

HOBIE 16B	POINTS
1. Rebeku Schnuck	7.00
2. David Nelson	7.50
3. Dave Dunlap	11.70
4. Janet Hall	12.00
5. Bob Hickok	12.00
6. Chuck Botsis	17.00
7. Kim Spinney	19.00
8. Jim Benton	26.00
9. Dan Middleton	20.00

DIVISION 14

1990 TULSA CATFIGHT
FLEET 25, DIVISION 14
FT. GIBSON LAKE, OK
APRIL 28-29, 1990

HOBIE 18A	POINTS
1. Young/Mattingly	4.25
2. Holmes/Smith	8.75
3. Cannon/Cannon	9.00
4. Might/Lewis	11.75

HOBIE 18B	POINTS
1. Allen/Rogers	3.00
2. Cole/Hockenbury	8.00
3. Baurr/Dougherty	12.75
4. Garrison/Garrison	14.00
5. Berge/Arbaugh	14.00

HOBIE 17A	POINTS
1. Dexter Ploss	7.50
2. Steve Chaples	13.75
3. Peter Pattullo	16.00
4. Boyd Bass	16.00
5. Jim Humphrey	18.00
6. John Curtis	20.00
7. Jane Sherrod	20.00
8. Kirby Crowe	21.75
9. Jon Tiger	24.75
10. Debbie Taylor	37.00
11. John Brackeen	44.00
12. Tom Slettebo	44.00
13. Greg Diehl	50.00

HOBIE 16A	POINTS
1. Collins/Collins	3.00
2. Loeffelholz/Grissom	10.00
3. Fuller/Hasty	10.75
4. Trotter/Trotter	18.00
5. Sparks/Burris	21.00
6. Means/Means	22.00
7. Allen/Janiak	22.00
8. Regester/Regester	24.00
9. McIntosh/McIntosh	25.00
10. Wolfe/Wolfe	40.00
11. Goodman/Goodman	41.00
12. Lawyer/Lawyer	44.00

HOBIE 16B	POINTS
1. Saneman/Stachmus	4.25
2. Keeler/Keeler	8.75
3. Harvey/Hill	10.75
4. Carter/Carter	12.00
5. Johnson/Allen	17.00
6. Tribett/Walker	22.00

HOBIE 16C	POINTS
1. Denny/Hess	4.25
2. Richards/Richards	8.75
3. Stump/Stump	14.00
4. Garza/Gutierrez	14.75
5. Seljeseth/Webb	16.00
6. Fuss/Fuss	19.00
7. Toland/Coleman	20.00

HOBIE 14T	POINTS
1. Ron McDowell	3.00
2. Allen Bates	8.00

HOBIE 14A	POINTS
1. Bob Schwartz	3.00
2. Dick Fruland	8.00

DIVISION 15

CRESCENT CITY REGATTA
FLEET 41, DIVISION 15
NEW ORLEANS, LA
APRIL 14-15, 1990

HOBIE 18A	POINTS
1. Mark Phelan	6.50
2. Steve Lewis	6.50
3. Rick Klein	9.00
4. Dutch Vandermeuler	13.00
5. Jay Dupuy	15.00

HOBIE 17A	POINTS
1. David Koons	2.25
2. Steve Sutterfield	6.00
3. Mike Benfield	9.00

HOBIE 16A	POINTS
1. Andy Humphries	2.25
2. Bobby Parks	6.00
3. Kenny McDonald	8.00
4. Bill Bailey	11.00
5. Ben McCrackin	17.00
6. Larry Hargis	18.00

HOBIE 16B	POINTS
1. Charlie Wilder	2.25
2. Barbra Lee	4.75
3. Skip Jones	9.00
4. Kirby Louque	10.00
5. Natalie Woods	15.00
6. John Winters	17.00

APRIL FOOLS REGATTA
FLEET 70, DIVISION 15
OCEAN SPRINGS, MS
MARCH 31-APRIL 1, 1990

HOBIE 18A	POINTS
1. Mark Ederer	3.50
2. Steve Lewis	4.75

HOBIE 17A	POINTS
1. Shane Gaston	3.50
2. David Koons	5.75
3. Steve Sutterfield	8.00
4. Mike Benfield	12.00
5. Sam Fox	15.00

HOBIE 16A	POINTS
1. Bill Allen	6.50
2. Jim Brock	7.75
3. Kenny McDonald	11.00
4. Andy Humphries	12.00
5. Ron Gaston	13.00
6. George Zorn	16.00
7. Lanny Glover	20.00
8. Steve Essig	21.00

HOBIE 16B	POINTS
1. Charlie Miller	7.00
2. Darryl Dittman	8.50
3. Charles Wilder	12.75
4. Skip Jones	14.00
5. Jay Gorday	14.00
6. Barbara Lee	15.00
7. Tom Greiczek	16.00
8. David Sliman	20.00

HOBIE 16C	POINTS
1. Jim Etheridge	4.50
2. David Dittman	5.75
3. John Winters	7.00



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Oceanside, CA 92054

BY RICHARD BLOUNT

Richard Blount has recently been appointed to the U.S.Y.R.U. position of senior judge. It is the highest possible race management position in the U.S.Y.R.U. This requires an individual to have a complete understanding of racing rules and sailing skills on all types of boats all over the world. First, Richard had to be appointed a U.S.Y.R.U. judge both locally and internationally to demonstrate his race management skills before he was promoted. Blount comments on his achievements, "there is no better way to learn all the different racing activities than at the Hobie fleet level. I encourage anyone interested to look into this rewarding program." From all of us at the HOTLINE and Hobie Cat, congratulations Richard and thanks for being part of the Hobie family. -Ed.

Thirty-two multihullers came to Long Beach, California last week to race in the Alter Cup Area J Selection Trials. They all had one thing in mind: win the right to be the Area J representative in the upcoming Alter Cup finals. With some of the best multihull minds on the starting line at the same time, the competition was fierce.

Let me take a moment and explain how all this started. In recent years there have been some internal changes within the United States Yacht Racing Union. They have made a commitment to "respond" to sailing rather than to run it. The U.S.Y.R.U. Multihull Council was established in 1985 to give multihull sailors a deserved and needed voice in sailing's national governing body and to provide the necessary leadership for organization and standardization at all levels of competition.

U.S.Y.R.U.'s first National Multihull Championship was held in August of 1987 at Tom's River Yacht Club on Barnegat Bay, New Jersey. It was sailed on Nacra 5.7s and was won by Hobie Cat's own Carlton Tucker from Fort Walton Beach, Florida.

The perpetual trophy and name for this event is known as the Alter Cup. It is because of Hobie Alter's lifetime contribution to multihulls and to the sport of sailing that the race is so named.

The 1988 Multihull Championship was held in Fort Walton Beach, Florida. That time the sailors were provided Hobie 18s supplied by the Hobie Class Association. Carlton Tucker earned the right to sail that year and defended his title.

The 1989 event was sailed in Detroit on Hobie 21s supplied by Hobie Cat. Tucker did not make it out of the qualifying regionals so he could not compete in the finals. However, last year's winner was yet another longtime Hobie sailor, Alan Egusa.

Each part of the country has elimina-

HOBIES ALTER TRIALS

HOBIES CAT- EGORIZED AS ODDS-ON FAVORITES FOR ALTER CUP FINALS

tion races to pick their prospective representatives. Those sailors then sail head to head for the Alter Cup first prize.

Of all the great sailors on all the different types of catamarans, Hobie sailors have won it every year. That should give you an idea how strong our Hobie fleet sailing and regatta programs have been for the last several years nationwide.

The area that I am responsible for is Area J. That is Southern California halfway up the state as well as Nevada and Arizona. Needless to say, this area has long been the hotbed for multihull talent. With world class sailors in many types of boats, plus the advantage of

sailing year-round in sunny California, this year's qualifying race proved to be no exception.

Every type of boat is given a handicap number based on the size of the boat, weight and sail area. This is based on elaborate computer printouts of boats in all types of wind conditions taken each year. So despite the fact that there are many different types of boats on the starting line at the same time, each must race the clock as much as each other.

Of the 32 multihulls on the starting line half were Hobie Cats. In fact, there were Hobie 18s, 17s and 16s in this race. Add in four Olympic type catamarans called Tornados plus a variety of other catamarans and you have the makings for some challenging races.

A few of the sailing rules by which the sailors must abide include: membership in the U.S.Y.R.U., no throwout races, mandatory 720s for any infraction, no breakdowns and all boats must be class legal.


To win a race like this, you must sail as if you are chasing the leader every second of the course. Each wasted tack means a slower corrected time. The first boat to cross the line is not necessarily the winner, so it is important to always have the boat heated up.

In spite of all this, four Hobies placed in the top five. There were six of them in the top ten. Keep in mind this was in winds from 11 to 17 knots.

It took the United States Olympic Representatives on a Tornado, Pease Glaser and Jay Glaser, to win the regatta. (The time a boat is finished is broken down into seconds and then is divided into its prospective handicap number, then the resulting number is recalculated back into minutes and hours.) They won the three race series with a 3rd, a 2nd and a 2nd, for a score of 7 points.

They were followed by Alan Egusa on a Hobie 16 a mere half point behind. Third was Paul Parizrau on a Hobie 18 and Jeff Alter was fourth on a Hobie 16. Tom Materna, sailing a Hobie 17, took fifth place.

Many people think that this type of racing favors certain boats because they have good handicap numbers. I disagree. It takes a great sailor to sail to his potential on the boat he has brought to the trials. The fact that the Hobie class sailors have traditionally done so well is a tribute to the caliber of competition they face week in and week out. The Hobie sailors bring the same tenacious work ethic to this type of race course as well.

The finals for this year's Alter Cup will be held in Long Beach, California at the Long Beach Yacht Club. The races are slated for the first week of August. It will be a great test to see if another Hobie sailor can make it through the qualifying ranks and bring home the Alter Cup for the fourth year in a row. 

SERIES RESULTS

NAME	BOAT	POINTS
Pease Glaser	Tornado	7.00
Alan Egusa	Hobie 16	7.50
Paul Parizrau	Hobie 18	9.00
Jeff Alter	Hobie 16	18.00
Tom Materna	Hobie 17	24.00
Udo Winkler	Hobie 16	27.00
Jeff Newsome	Hobie 16	30.00
Chris Brown	N5.5SL	32.00
John Main	Prindle 19	37.00
Jack Young	N5.5SL	37.00

HOBIE 18

Angle Traveler	61870000	\$ 18.00
Assembly Manual	63450000	5.00
Back-up Washer, Curved	61360000	50
Batten, Main #1, #2	62020001	20.00
Batten, Main #3	62030001	19.00
Batten, Main #4	62040001	18.00
Batten, Main #5	62050001	17.00
Batten, Main #6	62060001	16.00
Batten, Main #7	62070001	15.00
Batten, Main #8	62080001	13.00
Batten, Main #9	62090001	12.00
Batten, Main #10	62100001	10.00
Batten, Main Set	62000001	152.00
Bearing, Cage	61930000	3.70
Bearing, Race	61920000	16.80
Block, Harken Jibsheet	60330041	88.00
Block, Harken Ratchet	63902000	84.00
Block, Harken Single	63902030	20.40
Block, Harken Single w/Becket	63902020	26.40
Block, Harken Triple	63902010	42.00
Block, Jib Halyard	61310000	3.70
Block, Seaway Jibsheet	60330000	56.00
Block, Seaway Ratchet	60902000	63.50
Block, Seaway Set 7:1	60900000	150.00
Block, Seaway Set 7:1 w/Line	63900020	235.00
Block, Seaway Triple	60902010	50.00
Boom Assembly, Black	60720011	226.00
Boom Assembly, Clear	60720001	215.00
Boom Cap Aft, Black	60760011	17.60
Boom Cap Aft, Clear	60760001	16.40
Boom Cap, Forward Drilled, Black	60751010	10.00
Boom Cap, Forward Drilled, Clear	60751000	9.00
Boom Cleat Clamp	61711000	8.20
Boom Outhaul Bearing	60240000	3.20
Boom Outhaul Bearing Pin	60250000	1.90
Boom Outhaul Car	60230000	10.50
Boom Outhaul Slide Assembly	60220001	37.00
Bow Tang	60120000	6.00
Bow Tang Back-up Plate	61120001	10.00
Bridge Wire, One Side, Black	60822001	32.50
Bridge Wire, One Side, White	60820001	32.50
Bushing	60890001	2.50
Cam Rudder, Anodized	60480000	6.30
Casting Assembly, Front Inbd. Support	61010001	38.50
Casting Assembly, Rear Inbd. Support	61040001	36.50
Cleat, Aluminum	61070010	10.00
Cleat, Jib Luff	62260001	8.00
Cleat, Nylon	61070000	4.50
Clew Plate, Each	62270000	8.40
Compression Plate Assembly	60680001	14.50
Compression Sleeve	61490000	6.10
Cover, Left Corner Casting	61151010	5.80
Cover, Right Corner Casting	61161010	5.80
Crossbar, Aft, Black	60191210	210.00
Crossbar, Aft, Clear	60191200	204.00
Crossbar Casting, Aft, Left, Black	60210011	46.00
Crossbar Casting, Aft, Left, Clear	60210001	44.00
Crossbar Casting, Aft, Right, Black	60200011	46.00
Crossbar Casting, Aft, Right, Clear	60200001	44.00
Crossbar Casting, Forward, Left, Black	60150011	67.50
Crossbar Casting, Forward, Left, Clear	60150001	64.00
Crossbar Casting, Forward, Right, Black	60160011	67.50
Crossbar Casting, Forward, Right, Clear	60160001	64.00
Crossbar Forward Extrusion, Black	60132010	220.00
Crossbar Forward Extrusion, Clear	60132000	205.00
Crossbar Rail Reinforcement Kit	64130001	66.00
Cylinder Bearing	61860000	2.60
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Daggerboard Handle, 7/16" x 2-1/2"	60910001	3.20
Daggerboard Shock Cord	60290001	2.70
Diamond Wire Assembly	61750001	38.50
Diamond Wire Tang	61480000	7.40
Dolphin Striker Post	60140001	31.00
Dolphin Striker Rod, 90-1/2"	61170001	45.50
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Eye, 5/32"	60850001	\$ 6.00
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Forestay Assembly, Lower, White	60810021	40.00
Forestay Swivel	61230000	41.50
Fork, 5/32"	60840001	9.50
Furler Assembly	61901001	179.00
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Furler Sleeve	61950001	21.50
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Gooseneck Vertex	60711090	10.50
Gooseneck Yoke Assembly	60710000	15.20
Halyard Hook, COMPTIP™	61610101	15.75
Halyard Hook, No COMPTIP	61610000	15.75
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Hull, Right	60020000	1850.00
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Main Sheet, 7/16" x 48', White	60940001	41.40
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Mast Assembly, COMPTIP, Clear	60610000	855.00
Mast Base Casting, Clear	60641041	19.00
Mast Base Casting, Black	60641031	20.00
Mast Bearing	60110000	4.80
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Mast Hinge, Black	60650011	15.00
Mast Hinge, Clear	60650001	14.00
Mast Rotation Bar	61210001	24.50
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Mast Step, Clear	60170001	16.70
Mast Step Assembly, Black	60180011	54.60
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Masthead Assy, Blk, No COMPTIP	60600011	30.50
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Shroud, Black	60792001	34.00
Shroud, White	60790001	34.00
Sleeve Microseal, Rudder	60370000	4.20
Spreader Arm Slide	61440000	19.50
Spreader Brace	61430000	18.40
Spreader Root	61410000	39.50
Spring	60430000	2.00
Stay Adjuster	60830000	8.50
Storage Cover	61380001	13.20
Tiller Arm, Bent, Black, Pre '89	60380011	15.75
Tiller Arm, Bent, Clear, Pre '89	60380001	15.20
Tiller Arm, Straight-B, '89 & later	60380111	17.00
Tiller Arm, Straight-C, '89 & later	60380101	16.00
Tramp Extrusion, Left Drilled	61320001	43.00
Tramp Extrusion, Right Drilled	61330001	43.00
Tramp Lace, Ln-Ctr, 1/4" x 9'	60950001	7.00
Tramp Lacing Strip, Blue	63780010	44.00
Tramp Lacing Strip, Gray Mesh	63780050	35.00
Tramp Lacing Strip, White	63780000	38.00
Tramp Line, Aft, 1/4" x 15'	63250001	6.00
Tramp Set, Black Mesh	60970055	250.00
Tramp Set, Blue	60970010	315.00
Tramp Set, Gray Mesh	60970050	333.00
Tramp Set, White	60970000	280.00
Tramp Set, White Mesh	60970060	333.00
Tramp, Half Left, Blue	63760011	180.00
Tramp, Half Left, Gray Mesh	63760051	135.00
Tramp, Half Left, White	63760001	155.00
Tramp, Half Right, Blue	63770011	180.00
Tramp, Half Right, Gray Mesh	63770051	135.75
Tramp, Half Right, White	63770001	155.00
Trapeze Adjuster Line, 1/4" x 2-1/2'	61520001	2.20
Trapeze Shock Cord w/ Hooks	60730002	7.00
Trapeze Shock Cord, 1/4" x 7'	60730001	5.25
Trapeze Wire, Black, Pair	1473B	31.00
Trapeze Wire, White, Pair	1473W	31.00
Traveler Car	61842000	16.00
Traveler Car Assembly	61800001	81.00
Traveler Car Ball Bearing	61850000	2.60
Traveler Car Dead Eye	61060001	62.50
Traveler Car Shaft Bushing	61830000	6.80
Traveler Car Spacer	61880000	5.25
Turnbuckle, Diamond Wire, 1/8"	61770000	28.50
Twist Shackles, Halyard	60670000	5.80
Zipper, Jib Luff	62300000	18.00

SX-18

Batten, Main #1	68010001	\$ 22.00
Batten, Main #2	68020001	22.00
Batten, Main #3	68030001	22.00
Batten, Main #4	68040001	20.00

Batten, Main #5	68050001	\$ 19.00
Batten, Main #6	68060001	18.00
Batten, Main #7	68070001	16.00
Batten, Main #8	68080001	11.00
Batten, Main #9	68090001	7.00
Batten, Main Set	68000001	140.00
Diamond Wire	68750001	40.00
Forestay, Lower, Black	68814501	41.00
Forestay, Lower, White	68814001	41.00
Forestay, Upper, Black	68816501	56.00
Forestay, Upper, White	68813001	56.00
Jib Halyard Wire	68661001	23.00
Main Halyard Line	68280001	24.00
Mast Assembly, COMPTIP™, Black	68581000	925.00
Sail Set, Dark Blue/Light Blue	68990002	1195.00
Sail Set, Dark Blue/Magenta	68990006	1195.00
Sail Set, Dark Blue/White	68990004	1195.00
Sail Set, Fluorescent Pink/Yellow	68990003	1195.00
Sail Set, Magenta/Yellow	68990005	1195.00
Sail Set, White	68990001	1150.00
Sail, Jib, Dark Blue/Light Blue	68992102	440.00
Sail, Jib, Dark Blue/Magenta	68992106	440.00
Sail, Jib, Dark Blue/White	68992104	440.00
Sail, Jib, Magenta/White	68992105	440.00
Sail, Jib, White	68992100	425.00
Sail, Main, Dark Blue/Light Blue	68991102	755.00
Sail, Main, Dark Blue/Magenta	68991106	755.00
Sail, Main, Dark Blue/White	68991104	755.00
Sail, Main, Magenta/Yellow	68991105	755.00
Sail, Main, White	68991100	725.00
Shroud, Black	68793501	35.00
Shroud, White	68793001	35.00
Spinnaker Rig Kit	68820001	210.00
Spinnaker, Black w/Pink	68999101	895.00
Spinnaker, Blue w/White	68999201	895.00
Spinnaker, Raspberry w/Yellow	68999301	895.00
Trapeze Wire, Double, Black	68504501	32.00
Wing Casting Seat, Support Right	68081001	12.00
Wing Casting, Leg End	68061001	12.00
Wing Leg Aft, Left	68111001	134.00
Wing Leg Aft, Right	68121001	134.00
Wing Leg Forward, Left	68091001	136.00
Wing Leg Forward, Right	68101001	136.00
Wing Parts Kit	68060101	90.00
Wing Set, w/o Tramps	68001000	750.00
Wing Tramp Set, Blue	68040210	140.00
Wing Tramp Set, Gray Mesh	68040250	160.00
Wing Tramp Set, White	68040240	140.00
Wing Tramp, Left, Gray Mesh	68040151	95.00
Wing Tramp, Left, White	68040141	80.00
Wing Tramp, Right, Blue	68040211	90.00
Wing Tramp, Right, Gray Mesh	68040251	95.00
Wing Tramp, Right, White	68040241	80.00
Wing Tramp, White Mesh	68040260	150.00
Wing, Left	68011001	500.00
Wing, Right	68021001	500.00

MAGNUM

Foam Plug, Extrusion	65110000	\$ 84
Tiller Extension	65050000	41.00
Wing Casting, Hingle, Black	65030010	9.80
Wing Frame, Left, Black	65010011	378.00
Wing Frame, Right, Black	65020011	378.00
Wing Load Decal	60440000	80
Wing Mounting Bar, 2-1/2"	65070001	10.30
Wing Mounting Bar, 3-5/8"	65080001	10.50
Wing Mounting Flange	65090000	7.40
Wing Parts Kit	65060000	81.00
Wing Strut Tab	65100000	6.10
Wing Tramp Set, Blue	65040210	140.00
Wing Tramp Set, White	65040240	125.00
Wing Tramp, Half Left, Blue	65040111	94.50
Wing Tramp, Half Left, White	65040141	84.00
Wing Tramp, Half Right, Blue	65041111	94.50
Wing Tramp, Half Right, White	65041141	84.00

FREE



JACKET

**TELL A
FRIEND ...
WIN A
JACKET !!!**

That's right, you can be the proud owner of a hot-looking Hobie Cat jacket, complete with the "Hobie Racing Team" insignia embroidered on the back. All you have to do is tell someone about how great Hobie Catting is ... and you probably do that all the time, anyway.

Getting your own "Hobie Racing Team" jacket is simple; as a matter of fact it's as easy as 1, 2, 3:

1. Refer a prospective Hobie Cat buyer to a Hobie Cat dealer.
2. When that customer buys a Hobie Cat, the dealer will ask if a referral was made. The customer will submit your name and address to the dealer.
3. The dealer will contact you to verify the referral and present you with the jacket.

The Hobie Cat Company and Hobie Cat dealers are teaming up to encourage and reward Hobie sailors who pass the good word about a great product. We thank you in advance for helping sign up a new member to the Hobie Cat team.

.....
Color
Teal

.....
Insignia
Magenta

.....
Unisex Sizes
S, M, L, XL

.....
Retail Value
\$80.00



1990 HOBIE CAT 18 NATIONAL CHAMPIONSHIPS

(MAGNUMS AND SXs INCLUDED!)

DAYTONA BEACH, FLORIDA SEPTEMBER 17-22, 1990

LOCATION

- End your summer sailing season with us at Daytona Beach, site of the first ever Hobie 18 Worlds, and second Hobie 17 Nationals.
- Daytona is the mecca of racing; the "Birthplace of Speed" where Sir Malcolm Campbell set the land speed record in Bluebird, and where NASCAR makes its home at the Daytona International Speedway.
- A 26-mile expanse of beach epitomizes easy beach access and you'll be just one hour away from all the great central Florida attractions: Disney World, Epcot and the Kennedy Space Center. On the water, the racing will be terrific; on land, get ready for a week of classic beach partying. Come and join us for our traditional Summer Sizzler National Points Regatta, September 15-16, 1990, an excellent warm-up for the Nationals.

ACCOMMODATIONS

- Hotel: The host hotel is the Treasure Island Inn (for you old-timers, yes that's the same hotel you enjoyed at the 1980 18 Worlds). The hotel is on the beach, affording spectators excellent views of the racing from the pool deck. National rates are \$45.00 per night for ocean view rooms. Call 1-800-543-5070 or 904-255-8371 for reservations. You may also request them by writing to: Treasure Island Inn, 2025 South Atlantic Avenue, Daytona Beach Shores, Florida 32118.
- Camping: Campgrounds are located 10 miles from the race site. The cost is approximately \$18.00 per night for a hookup. Call Nova Campgrounds at 904-767-0095 or Orange Isles at 904-767-9170.
- Airline and Car Rental: For discounts on Delta Airlines and car rentals contact CAM-AM Tours at 1-800-367-9917 or 714-645-7171 (in CA).

RACES

- The 18, Magnum and SX classes are all B.Y.O.B. (Bring Your Own Boat). We are attempting to locate charter boats for interested sailors.

HOBIE 18

- To ensure all sailors get plenty of sailing, the following format will be used. Monday, September 17 will be a qualifying day for those not pre-qualified. The Championship Series will take place on Tuesday, Wednesday and Thursday, September 18-20. Finals will be held on Friday and Saturday, September 21-22. Those not qualifying on Monday 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 groups will sail on Friday and Saturday, with the winner of the gold fleet being declared National Champion.

HOBIE 18 MAGNUM AND SX

- Sailors will race Tuesday, September 18 through Saturday, September 22 for their respective National Championships.

RACE REGISTRATION

- Fill out the registration form. Be sure to give complete information. Send in your race registration and entry fee before the mail deadline date of August 17, 1990.
- All sailors, whether pre-qualified or not, must pre-register.

FEES

- The entry fee for the Hobie 18, Magnum or SX Championship is \$175.00 prior to August 17. After August 17, the fee is \$225.00.
- Note: No personal checks will be accepted on site for any entry fee.

COMPTIP™ RULE APPLIES

HOBIE 18 NATIONAL CHAMPIONSHIPS

RACE REGISTRATION FORM

THIS FORM MUST BE POSTMARKED PRIOR TO AUGUST 17, 1990 TO AVOID LATE REGISTRATION FEES.

SKIPPER

ADDRESS _____

CITY/STATE/ZIP _____

PHONE (WORK) _____

(HOME) _____

LOCAL NEWSPAPER _____

CREW

ADDRESS _____

CITY/STATE/ZIP _____

PHONE (WORK) _____

(HOME) _____

LOCAL NEWSPAPER _____

Please enter me in:

☐ 18s

☐ 18 Magnums

☐ SX-18s

T-shirts (skipper & crew):

____ Medium

____ Large

____ X-Large

Weight: _____

Sail No: _____

☐ Check enclosed 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 18 Championships • P.O. Box 1008 • Oceanside, CA 92054
Phone (619) 758-9100, Fax (619) 758-1841

The Best Seat *in the house*



The Ultimate Harness

Hobie's crotchless harness was a best seller in its first season. This year it's even better!

The foam padded leg straps attach at the lower back, and the curves of the seat bottom are tucked to match YOUR curves. These features keep the harness from creeping up your back.

Available in Full-Back or Half-Harness Styles

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.

The Ultimate in Comfort and Performance

The Hobie Ultimate Harness is available in your size and is highly adjustable. You don't even need to wear a wetsuit to be comfortable in the Ultimate Harness. It's the best seat in the house!

See your local Hobie Cat dealer!

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





NEON YOUR HOBBIE

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

42" x 30"

Size approximate

Hobie 14 + 17

\$275

16 + 18

\$325

21 w/Spinnaker

\$375

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

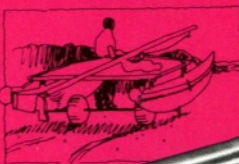


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If you own a catamaran, you need a...

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dollies make boat launching

simple, fast and easy.

And, CAT WALKER is quality. Durable and lightweight. Innovative and proven tread design for superior rolling. Extra tough 21" high, 12" wide polyethelene (non-pneumatic — won't go flat) tires. Stainless steel shaft. Hull protectors. Tie-down system.

Standard Unit fits 14'-18' (12' and 19' units available by request)

\$279.95
plus \$17.50

shipping and handling in continental
U.S.A. Shipped UPS C.O.D. Mastercard VISA

SEE YOUR CATAMARAN DEALER
ANYWHERE IN THE WORLD
or order direct by calling: **CATWALKER**

P.O. Box 1260
Carrollton, GA 30117
404-834-7792

1990 HOBIE 16 U.S. NATIONAL CHAMPIONSHIPS

LOCATION

Stretching for 60 miles from the North Carolina state line south to Georgetown, South Carolina, the Grand Strand has it all.

For some, the Grand Strand means camping and fishing. Others associate it with amusement parks, waterslides and nightlife. For tourists, it's championship golf courses and world class seafood, and to many it's smooth, white sand beaches. To you, the Grand Strand means sailing!

The average temperature in September and October is around 80 degrees with the water temperature in the mid-70s.

Myrtle Beach and Fleet 174 (Grand Strand Sailing Association) are proud to host the prestigious Hobie 16 Open National Championship, along with the 16 Women's Championship. Please feel free to call the Chamber of Commerce to get information packets (maps, camping, etc.) at 800-356-3016.

ACCOMMODATIONS

• **HOTELS** - The host hotel is the Tropical Seas Resort, 2807 South Ocean Blvd., Myrtle Beach, SC 29577. (803) 448-1171 or 800-438-5015 east of the Mississippi River. Rates are \$36 for a side view or \$41 for ocean front.

Secondary lodging is the Sea Oats Motel, 702 South Ocean Blvd., Myrtle Beach, SC 29577, (803) 448-8494 or 800-368-9135 east of the Mississippi River. The rate for all rooms is \$22.

There is an August 1 deadline for all reservations and a 5 night minimum stay. Reservations are based on space available. A deposit of \$75 is required. The deposit will be applied to the last night's stay. Requests for refunds must be received at least 14 days prior to scheduled arrival date. The service charge for cancellations is \$15. No refund will be given for early departures. Credit cards accepted are: Visa, Mastercard and Discover.

Alternate lodging located adjacent to or within one block of the host hotel is available.

• **CAMPING** - The Pirateland Campground is located two miles south of the race site. Ocean front sites are \$17 per night, all other sites are \$13 per night. Call (803) 238-5155 or 800-443-CAMP.

The Myrtle Beach State Park is located 1/2 mile south of the race site with a rate of \$10 per night. Call (803) 238-2224 or (803) 238-0102.

• **AIRLINE AND CAR RENTAL** - CAN-AM Tours is offering 5% to 40% discounted air fares on U.S. Air. Special weekly car rental rates

are available upon request.

For further information or assistance in making your reservations call Jodi at CAN-AM Tours at 800-367-9917 or (714) 645-7171 (in CA).

RACES

Both the Women's and the Open are B.Y.O.B. (Bring Your Own Boat) events. We are attempting to locate charter boats. The decision on which skippers will get an available charter boat will be made July 20, 1990.

Doug Skidmore will be race chairman for the Women's Championship and gold/silver fleets for the Open Championship. Paul Ulibarri will be race chairman for the bronze fleet.

• HOBIE 16 WOMEN'S CHAMPIONSHIP

Registration will be Thursday at 10:00 AM. There will be a practice race Thursday afternoon. The Championship series will be Friday and Saturday.

• HOBIE 16 OPEN CHAMPIONSHIP

The schedule is as follows: Registration on Saturday; Qualifying on Sunday and Monday; Championship series Tuesday, Wednesday and Thursday; Finals on Friday and Saturday. Those not qualifying will continue to race Tuesday, Wednesday and Thursday. A skippers' meeting will be held at 10:00 AM each day.

RACE REGISTRATION

Fill out the registration form. Be sure to give complete information. Mail your race registration form and entry fee before the deadline date of August 27, 1990.

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

FEES

ENTRY:

16 Women's - the entry fee is \$100 prior to August 27, 1990. After August 27 the fee will be \$125.

16 Open - the entry fee is \$175 prior to August 27, 1990. After August 27 the fee will be \$225.

ADDITIONAL T-SHIRTS:

Two T-shirts (one each for skipper and crew) are 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!



Myrtle Beach, South Carolina

Women's: September 27-29, 1990

Open: September 29-October 6, 1990

HOBIE 16 NATIONAL CHAMPIONSHIPS

RACE REGISTRATION FORM

THIS FORM MUST BE POSTMARKED PRIOR TO AUGUST 27, 1990 TO AVOID LATE REGISTRATION FEES.

SKIPPER

ADDRESS _____

CITY/STATE/ZIP _____

PHONE (WORK) _____

(HOME) _____

LOCAL NEWSPAPER _____

CREW

ADDRESS _____

CITY/STATE/ZIP _____

PHONE (WORK) _____

(HOME) _____

LOCAL NEWSPAPER _____

Please enter me in: ☐ Women's National ☐ Open National

T-shirts: ☐ 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 _____

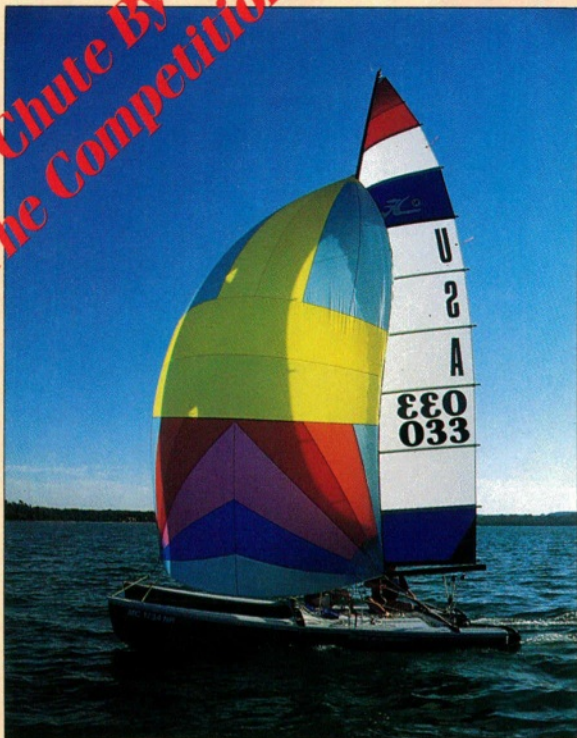
Cardholder's Signature _____

Mail to:

Hobie 16 Championships
P.O. Box 1008, Oceanside, CA 92054
Phone (619) 758-9100, Fax (619) 758-1841

COMPTIP™ RULE APPLIES

**Chute By
The Competition**



Hobie Spinnaker Packages

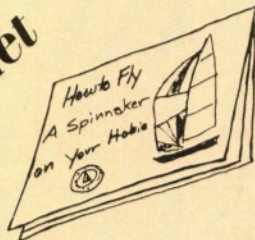
Brighten up those downwind legs with a colorful spinnaker! One tri-radial chute will **Double** your speed on reaches and runs! Design your own color layout, or go with one of our stock layouts. Our Hobie 16 and 18 packages come with all the hardware, fasteners, launching bag, and line you need to turn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

1990 Prices

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

Custom Logos Available

**Yours FREE
Our Booklet**



Gleason Spinnakers

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Dealer Inquiries Invited
(800) 678-2439

MOVING?

Let us know six weeks in advance so you won't miss an issue. Just attach your mailing label and write out your new address.

Attach Mailing Label Here.

New Address _____

City _____ State _____ Zip _____

Mail to: **HOTLINE**, P.O. Box 1008,
Oceanside CA 92054

7/90

BOUNTY HUNTERS WANTED

To provide information leading to the elimination of low power lines in all sailing and launching areas.

REWARD

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

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

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

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

Send copies of letters to:
Hobie Cat Bounty Program
P.O. Box 1008
Oceanside, CA 92054

BECOME A BOUNTY HUNTER

HERE'S HOW WE TEST OUR BOW RAILS.



When you can lift the entire boat and engine by the bow rail, what does that tell you about the rest of the boat? Tough. Very tough. Sure, you should be able to lift any small boat by a cleat or structural member, but a *bow rail*? Forget it. Except on a Hobie. Our hand laid-up, fully cored hulls and decks utilize the latest super strength materials like Kevlar, carbon fiber, and titanium. The Hobie Power Skiff is the toughest boat of its size. Period. Which means you'll have added safety, lower maintenance, higher resale, and *confidence* in the backcountry or blue water.

PICTURE A FORMULA 1 CAR THAT CAN BE DRIVEN ACROSS WATER.

Here's the way boating editors describe the Power Skiff after a test run: "Accelerates like a Ferrari" ... "Handling reminiscent of a race car" ... "Smooth and dry!" Born in California's big surf, a Power Skiff with only 7" of draft will take you almost anywhere: the Florida flats, Colorado River or Cuttyhunk. Fishing, skiing, diving, knee boarding, wave jumping, or just "cruisin' & lookin' good." You'll have more fun in a Hobie.



THE HOBIE POWER SKIFF. PROOF THAT AN "UNSINKABLE" BOAT CAN HAVE A COMFORTABLE RIDE AND GREAT LOOKS!

We feel a boat should do more than "not sink." So, *our* unsinkable boat was also designed to *ride well*. Its modified deep V hull delivers a comfortable, secure ride, with excellent stability, even at rest. Ergonomics was a major consideration when the Power Skiff was created ... you'll feel comfortable all day, riding, or just sitting in a Hobie.

SERIOUS ABOUT A 12-17' BOAT? SEA TRIAL A HOBIE. YOU OWE IT TO YOURSELF.

The only real way to gauge the quality and hi-performance of a Hobie is to sea trial one. There are four 13-15' models - two utilities, a fisherman and a racy center cockpit - waiting for you at your nearest Hobie Power dealer, all precision *factory* rigged with Yamahas. Compare a Hobie with *any* other boat you've been considering. You'll be the winner.



See your Hobie dealer or call us (619-758-9100) for the dealer nearest you.



4925 East Oceanside Boulevard, Oceanside, California 92056.

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MONOHULLS

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